



**City of Baldwin City
PO Box 68
Baldwin City, Kansas 66006
Council Meeting Agenda**

**Baldwin City Public Library
800 7th Street
Baldwin City, KS 66006**

**MONDAY
December 5, 2016
7:00 PM**

A. Call to Order- Mayor Marilyn Pearse

B. Consent Agenda

1. Consider the Draft Minutes of the 11.21.2016 Regular Meeting
2. Douglas County Corrections Facility Agreement
3. CMB/Tobacco license renewals:
 - a. Pizza Hut, CMB on premise
 - b. KWIK Shop, CMB off premise
 - c. Baldwin City Market, tobacco
 - d. KWIK Shop, tobacco
 - e. Dollar General Store, tobacco
 - f. Dance Cafe, drinking establishment

C. Public Comment:

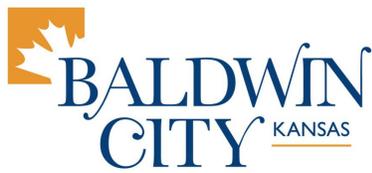
Members of the public are welcome to comment on items relating to City business not listed on this Agenda. Please stand and wait to be recognized by the Mayor. As a general practice, the comments may or may not be acted upon by the Council during the meeting, or Council may refer the items to staff for follow up.

*If you wish to comment on an item listed on the Agenda, a **sign-up sheet** is provided for you to sign in and provide your address. You will be called on when the Agenda item of interest is under discussion by the Council.*

D. Special Reports or Presentations

E. Old Business

1. Ordinance 1357, amending Ordinance 1247 Zoning text



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-
2. Ordinance 1356, repealing Ordinance 1293, Council meeting date and time
 3. Resolution 2016-22, General Obligation Temporary Notes, Series 2017-A

F. New Business

1. Resolution 2016- 21, Regional Pedestrian Plan

G. Committee and/or Commission Reports

1. Budget and Finance/Kathy Gerstner, David Simmons
2. Community Development Committee/Steve Bauer, Tony Brown
3. Public Health and Safety Committee/David Simmons, Kathy Gerstner
4. Public Works Committee/Christi Darnell, Steve Bauer
5. Utilities Committee/ Tony Brown, Christi Darnell

H. City Administrator and Staff comments

1. Financial Reports

I. Council & Mayor Comments

J. Executive Session

K. Adjourn

City of Baldwin City
Minutes from the November 21, 2016
Regular Council Meeting

The Baldwin City Council met in Regular Session at 7:00 p.m. at the Baldwin City Public Library, 800 7th Street, with Mayor Marilyn Pearse presiding.

Present were Council Members: Kathy Gerstner, Tony Brown, Steve Bauer, David Simmons, Glenn Rodden-City Administrator, Laura Hartman-City Clerk. Also attending were Ed Courton, Chris Croucher, Brad Smith, Kenny Oshel and Robert Moffitt. Christi Darnell was absent.

A. Call to Order:

Mayor Pearse called the regular council meeting to order at 7:00 p.m.

B. Consent Agenda:

Kathy Gerstner moved and David Simmons seconded to approve the consent agenda as presented. Motion carried with a vote of 4 yes and 0 no.

Matt Hoy, City Attorney arrived at 7:04 p.m.

C. Public Comments – Josh Ediger, 1621 N 1st Street, thanked the Council for the work they do. Josh talked about the issues with the road that runs in front of their home. Josh asked for a legal statement saying North 1st Street is not a city street. Steve asked if staff could get the legal descriptions of the street.

D. Special Reports or Presentations- none given

E. Old Business

City Council Meeting Time – Council brought back to the table discussion about the time Council meetings would take place for 2017. Kathy suggested the 1st and 3rd Tuesdays of the month at 7:00 p.m. Council had discussion and agreed to have staff draw up an ordinance.

F. New Business

Ordinance 1357, Amending Ordinance 1247- Ed Courton said City staff and the Planning Commission are proposing several zoning text amendments. On November 8, 2016, the Planning Commission recommended approval of all four (4) of the zoning text amendments. Ed added there is one section to be excluded, 26-108 (1) (c). The ordinance will be updated and brought back for Council action at the next regular Council meeting.

Mural Grant Application: This application is from Jeannette Blackmar on behalf of the Baldwin City Tourism Bureau and the Chamber of Commerce. The applicant is seeking matching funds of \$3,000 to design and paint a mural at 608 High Street. The Community Development Committee met last week and is recommending approval. Jeannette Blackmar showed Council member a video about mural projects.

Kathy Gerstner thanked Jeannette for her work with this and stated it is “stinking exciting”. The Mayor also agreed, this is a wonderful project. David asked if this was a community grant and if they had those funds. Jeannette said, not yet but are working on the process. Having the financial support from the City will give a strong statement to the grant committee.

Kathy Gerstner moved and David Simmons to approve the mural grant application from the City Tourism Bureau and the Chamber of Commerce. Motion carried with a vote of 4 yes and 0 no.

Financial Advisor Agreement: Brad explained this agreement continues the relationship with Springsted. Staff recommends that council approve this agreement with Springsted.

Tony Brown moved and Kathy Gerstner seconded to approve and authorize Brad Smith, Finance Director to sign the Financial Advisor Agreement with Springsted Financial Advisors. Motion carried with a vote of 4 yes and 0 no.

G. Committee Reports:

Budget and Finance- Kathy Gerstner – No report.

Community Development Committee- Steve Bauer said the committee had discussion about the sign East of town and the Neighborhood Revitalization Program. The committee talked about allowing rebates for taxes for people if they make certain improvements to their property. Steve said a decision should be made fairly soon so we are not keeping builders from coming in to build because they are waiting on the NRP to get started. Steve asked if someone came in next week, would we be willing to make it retroactive so they could take advantage of the program. Ed said we certainly could put in the language to address this situation should it come forward. David asked if the committee is meeting again and added he had talked to realtors, bankers and builders. He said the new barrier is the down payment on new construction. The committee will take David’s suggestion to the next meeting for discussion.

Public Health and Safety Committee- David said the meeting was rescheduled for Tuesday, November 29th at City Hall.

Public Works Committee- Steve Bauer said the 1st street issue needs to go to the township, that the City cannot do anything legally with that street.

Utilities Committee- Tony Brown – no report

H. City Administrator and Staff Comments

Chris Croucher said the first round of meter upgrades have been taken care of except three. One more letter would be sent out and then they would be shut off. Mayor asked if they have contacted City Hall.

Chris said they have not called or come by City Hall to this date. Chris wanted to give Council members a heads up should they get calls. Steve thanked Chris for his due diligence and patience with patrons.

Ed said the downtown façade program has been very successful and asked if Council would extend to the corridor. Council agreed this would be a great idea. Ed will review the current program and update to reflect the change.

Glenn announced Bill Winegar was not in attendance because he became a grandpa today.

I. Council & Mayor Comments - Steve Bauer will not be at the next meeting in December and the first meeting in January. Steve also commented how nice the old KWIK Shop area looks and wanted to bring that to Council attention.

J. Adjourn

Kathy Gerstner moved and Steve Bauer seconded to adjourn the regular meeting. Motion carried with a vote of 4 yes and 0 no. Time 8:37 p.m.

Approved by the governing board on _____, 2016.

Attest:

Laura E. Hartman, City Clerk

**AGREEMENT FOR HOUSING OF INMATES IN
DOUGLAS COUNTY CORRECTIONS FACILITY**

THIS AGREEMENT ("Agreement") is entered into between the **DOUGLAS COUNTY SHERIFF'S OFFICE** (hereinafter referred to as "Sheriff") and **THE CITY OF BALDWIN CITY, KANSAS** (hereinafter referred to as "Baldwin City") effective January 1, 2017.

RECITALS

WHEREAS, Sheriff operates the Douglas County Corrections Facility (hereinafter the "Facility"); and

WHEREAS, Baldwin City desires to contract with and pay Sheriff to house one or more inmates in the Facility as a place of confinement; and

WHEREAS, K.S.A. 19-1930 requires the Sheriff to receive prisoners committed to the Sheriff's custody by authority of Baldwin City and Sheriff is desirous of accepting and keeping in Sheriff's custody such inmate(s) in the Facility for a rate of compensation mutually agreed upon by the parties hereto; and

WHEREAS, K.S.A. 12-2908, as amended, authorizes any municipality to contract with any other municipality to perform any governmental service, activity or undertaking which each municipality is authorized by law to perform; and

WHEREAS, in furtherance of K.S.A. 19-1930, the parties hereto have determined to enter into this Agreement as authorized and provided for by K.S.A. 12-2908, as amended.

TERMS OF AGREEMENT

NOW, THEREFORE, in consideration of the above and foregoing recitals, the payments to be made, the mutual promises and covenants herein contained, and for other good and valuable consideration, the sufficiency of which is acknowledged, the parties hereto agree as follows:

1. **DURATION AND NUMBER OF INMATES**

This Agreement shall become effective January 1, 2017 and end December 31, 2017, subject to earlier termination as provided by Section 2 herein. This Agreement may be renewed for successive twelve-month periods by written addenda executed by the parties hereto under such terms and conditions as the parties may determine. Nothing in this Agreement shall be construed to require Baldwin City to have inmates housed continuously in the Facility.

2. **TERMINATION**

This Agreement and any renewals may be terminated by written notice of either party, provided that termination shall become effective 15 working days after receipt of such notice. Within said 15 working days, Baldwin City agrees to remove its inmate(s) from the Facility. After termination of this Agreement, provided Baldwin City inmates continue to be kept at the Facility, Baldwin City shall pay Sheriff compensation for maintenance of each of Baldwin City's inmates equal to the Facility's average cost per inmate per day that Baldwin City's inmates are housed at the Facility, together with all medical expenses of all of Baldwin City's inmates.

3. MAILING ADDRESSES

All notices, reports, and correspondence to the respective parties of this Agreement shall be sent to the following:

Sheriff: Administrative Lieutenant
Douglas County Corrections Facility
3601 E. 25th Street
Lawrence KS 66046-5616

With a Copy to: Douglas County Sheriff
Judicial and Law Enforcement Center
111 E. 11th Street
Lawrence KS 66044

Baldwin City: Municipal Court
P.O. Box 86
803 8th Street
Baldwin City KS 66006

With a Copy to: Chief of Police, Baldwin City
P.O. Box 86
803 8th Street
Baldwin City KS 66006

4. COMPENSATION

Sheriff agrees to accept and house inmates for compensation at the daily rate equal to one-half of the Facility's per inmate average cost over the prior three years, which is agreed to be \$80.79 per day. The daily rate for any renewal terms of this Agreement will be determined in a similar manner, based upon the most recent three calendar years. Baldwin City also will pay for out-of-pocket medical expenses as set forth in Paragraph 9 below.

5. RESPONSIBILITY FOR INMATE'S CUSTODY

It shall be the responsibility of Sheriff to confine the inmate or inmates; to provide treatment, including the furnishing of food and all necessary medical and hospital services and supplies; to provide for their physical needs; to retain them in said custody; to supervise them; to maintain proper discipline and control; to provide conditions of confinement and treatment in compliance with all constitutionally and statutorily protected rights of inmates; to make certain that they receive no special privileges and that the sentence and orders of the committing court are faithfully executed, provided that nothing herein contained shall be construed to require Sheriff, or any of its agents, to provide treatment, facilities or programs for any inmate confined pursuant to this Agreement, which Sheriff does not provide for similar inmates not confined pursuant to this Agreement.

6. FURLOUGHS AND PASSES

Sheriff agrees that no furloughs or passes shall be granted to any inmate(s) housed pursuant to this Agreement without written authorization of Baldwin City.

7. INMATE ACCOUNTS

Sheriff shall establish and maintain an account for each inmate received from Baldwin City and shall credit to such account all money, which is received and shall make disbursements, debiting such account in accurate amounts for the inmate's personal needs. Disbursements shall be made in a manner consistent with all other inmates at the Facility. Sheriff shall be accountable to Baldwin City for such inmate funds. At the earlier of the termination of this Agreement, the inmate's death, release from incarceration or return to either Baldwin City or indefinite release by the court, the inmate's money shall be paid to the inmate or the inmate's estate, as the case may be.

8. INSURANCE

Sheriff shall maintain a liability insurance policy with an insurance company authorized to sell policies in the State of Kansas or that is otherwise acceptable to Baldwin City. Said coverage shall cover the operations of the jail and law enforcement activities of Sheriff. Upon execution of this Agreement and each renewal thereof, Sheriff shall provide a Certificate of Insurance to Baldwin City certifying the existence of said insurance coverage in an amount not less than \$500,000 per occurrence.

9. MEDICAL SERVICES

(a) Sheriff shall provide inmates from Baldwin City with medical and dental treatment consistent with constitutionally and statutorily protected rights of confined inmates, the financial burden of which shall be borne by Baldwin City. Except in the event of a medical emergency, Sheriff shall attempt to obtain consent from a representative of Baldwin City prior to incurring expenses with third-party medical providers, provided that if Baldwin City delays or refuses to consent to such third-party treatment, Baldwin City shall indemnify and hold Sheriff, Douglas County, and their officials and employees harmless from any claim, liability, or judgment of the inmate predicated upon the failure to provide medical care and/or Sheriff may release the inmate from custody if Sheriff determines that continued confinement without medical care creates an unacceptable risk to Sheriff.

(b) An adequate record of all such services shall be kept by Sheriff for review by Baldwin City upon request. Any medical or dental services of major consequence shall be reported to Baldwin City as soon as time permits. Sheriff agrees to provide and Baldwin City agrees to receive and use any records containing "protected health information" (as defined in the Health Insurance Portability and Accountability Act of 1996) (the "Act") solely for purposes of payment of medical or dental services. Baldwin City further agrees:

- i. to implement and use appropriate safeguards to prevent the use and disclosure of protected health information for purposes except as permitted by this Agreement or the Act (determined as if the Act applies to Sheriff and/or Baldwin City);
- ii. to incorporate any corrections to protected health information when notified of such correction;
- iii. to not use or disclose protected health information that would violate the regulations promulgated pursuant to the Act if done by the Sheriff (determined as if the Act applies to Sheriff);

iv. to require any subcontractor or agent by whom protected health information is received from the other party to agree to the same restrictions and conditions that apply to Baldwin City with respect to such information;

v. to provide access to non-duplicative protected health information to the individuals which are the subject of that information in accordance with the regulations promulgated pursuant to the Act including the right of inspection and copying (determined as if the Act applies to Sheriff and/or Baldwin City);

vi. to give the Sheriff access to data pertaining to protected health information for the purpose of auditing compliance with Baldwin City's obligations under this Agreement or the Act;

vii. to make available its respective internal practices, books and records relating to the use and disclosure of protected health information to the United States Department of Health and Human Services and its duly authorized representatives (determined as if the Act applies to Sheriff and/or Baldwin City).

(c) Should medical or dental services of third party medical providers be required, Baldwin City agrees to compensate Sheriff dollar for dollar any amount expended or cost incurred in providing the same; provided that nothing herein shall preclude Baldwin City from retaking the ill or injured inmate(s) and seeking the necessary medical attention; and provided further that Baldwin City is not responsible for medical or dental expenses related to injuries suffered by an inmate which were inflicted by other inmates or Sheriff personnel while in the custody of the Sheriff and attributable to gross negligence on the part of the Sheriff.

10. DISCIPLINE

Sheriff shall have physical control over and power to execute disciplinary authority over all inmates from Baldwin City. However, nothing contained herein shall be construed to authorize or permit the imposition of a type of discipline prohibited by the laws of the State of Kansas or the procedural and substantive due process rights guaranteed by the Constitution of the United States.

11. RECORDS AND REPORTS

(a) Baldwin City shall forward to Sheriff before or at the time of delivery of inmate(s): an admission classification, and any findings or indications of any special consideration or treatment programs that have been recommended or prescribed.

(b) Sheriff shall keep all necessary and pertinent records concerning such inmate(s). Subject to the provisions of Section 9, during the inmate's incarceration in the Facility, Baldwin City shall be entitled to receive, and upon request, be furnished with copies of any such reports or records.

12. REMOVAL FROM THE FACILITY

An inmate of Baldwin City legally confined in the Facility shall not be removed therefrom by any person without a written order from Baldwin City or a court of competent jurisdiction. This paragraph shall not apply to an emergency necessitating the immediate removal of the inmate for medical, dental, psychiatric treatment or other catastrophic condition presenting an imminent danger to the safety of the inmate or to the inmates or personnel of the Sheriff. In the event of any removal for such an emergency cause, Sheriff shall inform Baldwin City

of the whereabouts of the inmate or inmates so removed, at the earliest practicable time, and shall exercise all reasonable care for the safe keeping and custody of such inmate or inmates.

13. ESCAPES

In the event any such inmate(s) shall escape from custody, Sheriff will use all reasonable means to recapture the inmate(s). The escape shall be reported immediately to Baldwin City. Sheriff shall have the primary responsibility for and authority to direct the pursuit and retaking of the inmate or inmates within its own jurisdiction. Any cost in connection therewith shall be chargeable to and borne by Sheriff.

14. DEATH OF AN INMATE

(a) In the event of the death of an inmate, Sheriff shall comply with all statutory notification and investigatory requirements. Baldwin City shall receive copies of any records made at or in connection with such notifications.

(b) Sheriff shall immediately notify Baldwin City of the death of an inmate, furnish information as requested and follow the instructions of Baldwin City with regard to the disposition of the body. The body shall be delivered to the Douglas County Coroner for autopsy if required by then applicable state law or Sheriff policies. Once delivered to the Douglas County Coroner, or upon death if the body is not required to be delivered to the Douglas County Corner, the body shall not be released except on written order of the appropriate officials of Baldwin City, unless Baldwin City's written order violates Sheriff's or the Coroner's other legal obligation for disposition of the body. As between Baldwin City and the Sheriff, all expenses relative to any necessary preparation of the body and shipment or express charges shall be paid by Baldwin City. Baldwin City and Sheriff may arrange to have Sheriff take care of burial or cremation and all matters related to or incidental thereto, and all such expenses shall be paid by Baldwin City. The provisions of this paragraph shall govern only the relations between or among the parties hereto and shall not affect the liability of any relative of the person for the disposition of the deceased or for any expenses connected therewith.

(c) Baldwin City shall receive a certified copy of the death certificate for any of its inmates who have died while in the Facility.

15. RETAKE OF INMATES

Baldwin City Police Department will retake any inmate(s), upon request of Sheriff, within ten (10) days after receipt of such request to retake. In the event the confinement under which any of the said inmate(s) is (are) terminated for any reason, Baldwin City agrees to accept delivery of the inmate(s) at the Facility and at Baldwin City's expense, return such inmate(s) to the jurisdiction of Baldwin City.

16. RESPONSIBILITY FOR LEGAL PROCEEDINGS

Provided the terms of this Agreement have not been breached by Sheriff, Baldwin City agrees to indemnify Sheriff for any judgment, liability or damages not covered by insurance arising from any action or proceeding involving the custody of any inmate(s) from Baldwin City, provided that any such action or proceeding does not arise from any allegations of any

intentional, willful or negligent act on the part of Sheriff or any Sheriff, deputy, officer, agent or employee thereof.

17. FACILITY ADMINISTRATION AND MANAGEMENT

Sheriff further represents and warrants that the Facility and its administration and management of inmates substantially complies with all constitutionally and statutorily guaranteed rights of confined inmates and will continue to comply throughout the term of this Agreement and further agree to notify Baldwin City of any material changes in the physical structure or policies and procedures of the operation of the Facility.

18. BILLING AND PAYMENT

Following each calendar quarter, Sheriff shall provide the Baldwin City Municipal Court with an itemized bill, listing all names of inmates who were housed, the number of days housed, and the dollar amount due for each inmate (the "Invoice"). Baldwin City agrees to pay Sheriff the amount due within 30 days of receipt of the Invoice.

19. RIGHT TO REFUSE

(a) Sheriff shall have the right to refuse to accept any inmate(s) from Baldwin City when, in the opinion of Sheriff, its inmate census is at capacity or so near capacity that there is a substantial risk that, through usual operation of the Facility, the legal capacity limits of the Facility might be reached or exceeded.

(b) Sheriff shall further have the right to refuse to accept any inmate(s) from Baldwin City who, in the judgment of Sheriff, has a history of serious medical problems or who presents a substantial risk of escape from the Facility or a substantial risk of injury to other persons or property.

20. TRANSPORTATION

Baldwin City inmates incarcerated by the Sheriff in the Facility pursuant to this Agreement shall be transported to the Facility by and at the expense of Baldwin City Police Department and shall be returned, if necessary, to Baldwin City by Baldwin City Police Department and at Baldwin City's expense. Except for transportation to a medical facility in the case of a medical emergency, Sheriff is not responsible for transportation of Baldwin City inmates under this Agreement. Baldwin City shall reimburse Sheriff for any actual expenses incurred in transport of an inmate if, in fact, transportation of an inmate by Sheriff personnel becomes necessary.

21. MISCELLANEOUS

This Agreement contains the entire agreement of the parties hereto and all prior agreements, negotiations, and discussions are merged herein. This Agreement may not be modified except by a written modification signed by both parties hereto. Any determination by a Court that one term or provision of this Agreement is invalid or unenforceable shall not void or invalidate the entire agreement. The laws and administrative rules and regulations of the State of Kansas shall govern in any matter relating to an inmate(s) confined pursuant to this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement effective as of the day and year first above written.

SHERIFF:

Douglas County Sheriff's Office

By: _____

Printed Name: _____

Title: _____

BALDWIN CITY:

City of Baldwin City, Kansas

By: _____

Mayor

ATTEST:

City Clerk

ORDINANCE NO. 1357

AN ORDINANCE AMENDING ZONING ORDINANCE #1247 OF THE CITY OF BALDWIN CITY, KANSAS AND AS SET FORTH IN CHAPTER 16 OF THE MUNICIPAL CODE OF THE CITY OF BALDWIN CITY, KANSAS, BY AMENDING SECTIONS 1-104 (87), 25-103 (1) (A), 25-103 (8), CITY OF BALDWIN CITY, KANSAS, DOUGLAS COUNTY, KANSAS

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BALDWIN CITY, KANSAS, THAT:

SECTION 1

Zoning Ordinance #1247 of the City of Baldwin City, Kansas, and as set forth in Chapter 16 of the Municipal Code of the City of Baldwin City, Kansas be and the same is hereby amended as follows:

Section 1-104 (87) is hereby deleted in its entirety and replaced by the following text:

“Any dwelling occupied by not more than twelve (12) persons, which the dwelling is licensed by a regulatory agency of the State of Kansas. For purposes of this definition, disability shall mean:

- a. Disability: A condition, with respect to a person, which means:
 1. A physical or mental impairment which substantially limits one or more of such person’s major life activities;
 2. A record of having such an impairment; or
 3. Being regarded as having such an impairment.

Section 25-103 (1) (A) is hereby deleted in its entirety.

SECTION 2

Zoning Ordinance #1247 of the City of Baldwin City, Kansas, and as set forth in Chapter 16 of the Municipal Code City of the City of Baldwin City, Kansas be and the same is hereby amended as follows:

Section 25-103 (8) is hereby added to include the following paragraph:

“On corner lots, one of the two front yard setback distances may be reduced by one-half the required distance of the underlying zoning district. The Community Development Director shall make the determination, which of the two front yard setback distances may be reduced.”

ADOPTED AND APPROVED by the Governing Body of the City of Baldwin City on this _____ day of _____, 2016

APPROVED:

Marilyn Pearse, Mayor

ATTEST:

Laura E. Hartman, City Clerk

Approved as to Form: _____
Matt Hoy, City Attorney

ORDINANCE NO. 1356

AN ORDINANCE SETTING THE TIME AND DATE OF CITY COUNCIL MEETINGS AND REPEALING ORDINANCE NO. 1293.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF BALDWIN CITY, KANSAS:

SECTION I. Section 1-203(a) of the Code of the City of Baldwin City is hereby amended to read as follows:

SAME: MEETINGS. (a) Regular meetings of the council shall be held on the first and third Tuesday of each month at 7:00 p.m. In the event the regular meeting date shall fall on a legal holiday or any day observed as a holiday by the city offices, the council shall fix the succeeding day, not observed as a holiday, as a meeting date.

SECTION II. Ordinance No. 1293 passed by the governing body on March 18, 2013 is hereby repealed.

SECTION III. This ordinance shall become effective at the first regular city council meeting of January, 2017.

PASSED by the Governing Body of the City of Baldwin City, Kansas, on this ____ day of _____, 2016.

APPROVED:

Marilyn Pearse, Mayor

ATTEST:

Laura E. Hartman, City Clerk

APPROVED AS TO FORM:

Matt Hoy, City Attorney

City of Baldwin City, Kansas

Recommendations for Issuance of Notes

\$2,900,000 General Obligation Temporary Notes, 2017-A

The Council/Board has under consideration the issuance of temporary notes to finance the design and construction of a new public utilities building. This document provides information relative to the proposed issuance.

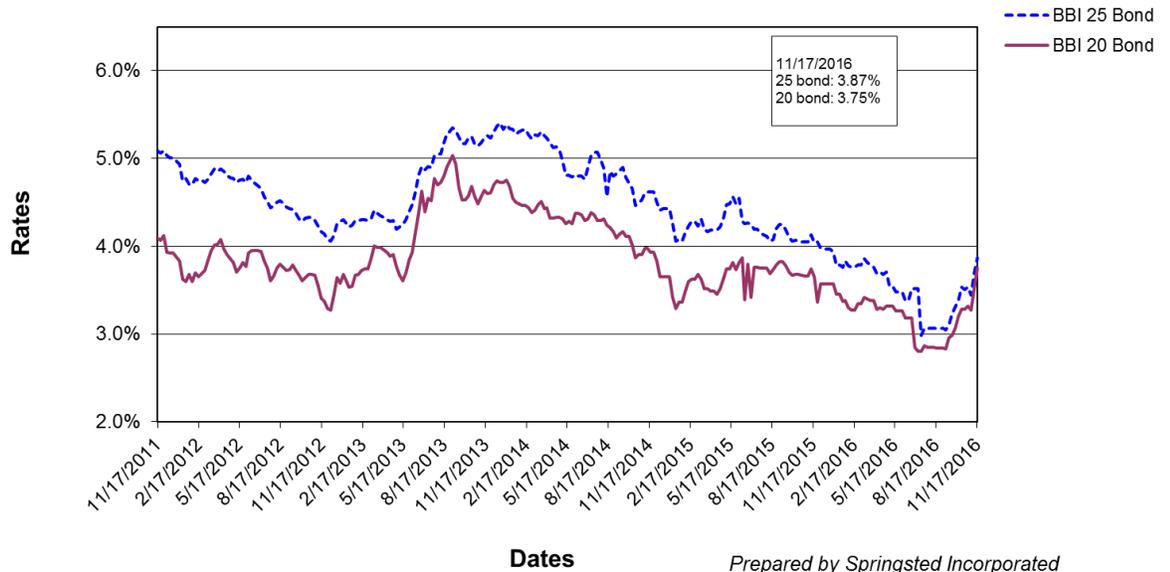
KEY EVENTS: The following summary schedule includes the timing of some of the key events that will occur relative to the note issuance.

December 5, 2016	Council sets sale date and terms
Week of January 16, 2017	Rating conference is conducted
February 6, 2017, 10:00 a.m.	Competitive bids are received
February 6, 2017, 7:00 p.m.	Council considers award of the Notes
March 2, 2017	Proceeds are received

RATING: Applications will be made to S&P Global Ratings (S&P) for a rating on the Notes. The City's general obligation long-term debt is currently rated "AA-" by S&P. The Notes are expected to receive a general obligation short-term rating of "SP-1+" by S&P.

THE MARKET: Performance of the tax-exempt market is often measured by the Bond Buyer's Index ("BBI") which measures the yield of high grade municipal bonds in the 20th year for general obligation bonds (the BBI 20 Bond Index) and the 30th year for revenue bonds (the BBI 25 Bond Index). The following chart illustrates these two indices over the past five years.

BBI 25-bond (Revenue) and 20-bond (G.O.) Rates for 5 Years Ending 11/17/2016



Prepared by Springsted Incorporated

POST ISSUANCE COMPLIANCE:

The issuance of the Notes will result in post-issuance compliance responsibilities. The responsibilities are in two primary areas: i) compliance with federal arbitrage requirements and ii) compliance with secondary disclosure requirements.

Federal arbitrage requirements include a wide range of implications that have been taken into account as your issue has been structured. Post-issuance compliance responsibilities for your tax-exempt issue include both rebate and yield restriction provisions of the IRS Code. In very general terms the arbitrage requirements control the earnings on unexpended bond/note proceeds, including investment earnings, moneys held for debt service payments (which are considered to be proceeds under the IRS regulations), and/or reserves. Since the City does not expect to issue more than \$5 million in tax-exempt obligations in 2017, the City will qualify for the "small issuer" exemption from rebate. However, yield restriction provisions will apply to the debt service fund and any project proceeds unspent after three years under certain conditions and these funds should be monitored throughout the life of each issue

Secondary disclosure requirements result from an SEC requirement that underwriters provide ongoing disclosure information to investors. To meet this requirement, any prospective underwriter will require them to commit to providing the information needed to comply under a continuing disclosure agreement.

Springsted currently provides both arbitrage and continuing disclosure services to the City. This issue will be added to the City's outstanding issues for compliance purposes under the existing Agreement for Municipal Services.

SUPPLEMENTAL INFORMATION AND BOND RECORD:

Supplementary information will be available to staff including detailed terms and conditions of sale, comprehensive structuring schedules and information to assist in meeting post-issuance compliance responsibilities.

Upon completion of the financing, a bond record will be provided that contains pertinent documents and final debt service calculations for the transaction.

PURPOSE/PLAN OF FINANCE:

Proceeds of the Notes will finance the design and construction of a new public utilities building on land owned by the City ("Project"). The Project will house administration and operations of the City's water, sewer and electric utilities. The total Project cost is estimated at \$2,800,000 for the sizing of the Notes.

Prior to Mach 1, 2019 the City expects to issue either general obligation bonds or lease revenue bonds (through the City's Public Building Commission) to provide long-term financing for the Project. The City intends to use net revenues of its water, sewer and electric utilities to make the debt service payments on the long-term financing.

AUTHORITY:

Statutory Authority: The Notes are being issued pursuant to and in full compliance with the Constitution and statutes of the State, including K.S.A. 10-101 to 10-125, inclusive; Charter Ordinance No. 19, Section 5(c) of Article 12 of the Constitution of the State of Kansas, and K.S.A. 12-101 et seq, as amended and supplemented from time to time (the "Act"), and a resolution adopted by the City Council on February 6, 2017.

**SECURITY AND
SOURCE OF
PAYMENT:**

The Notes will be general obligations of the City payable as to both principal and interest from the issuance of general obligation bonds, and if not so paid, from ad valorem taxes which may be levied without limitation as to rate or amount upon all the taxable tangible property, real and personal, within the territorial limits of the City. The full faith, credit and resources of the City are irrevocably pledged for the prompt payment of the principal of and interest on the Notes as the same become due.

Capitalized interest included in the principal amount of the Notes will make the interest payments due through September 1, 2018.

**STRUCTURING
SUMMARY:**

The Notes will mature on March 1, 2019.

**SCHEDULES
ATTACHED:**

Schedules attached for the Notes include sources and uses of funds and a debt service schedule.

**RISKS/SPECIAL
CONSIDERATIONS:**

The outcome of this financing will rely on the market conditions at the time of the sale. Any projections included herein are estimates based on current market conditions.

**SALE TERMS AND
MARKETING:**

Variability of Issue Size: A specific provision in the sale terms permits modifications to the issue size and/or maturity structure to customize the issue once the price and interest rates are set on the day of sale.

Prepayment Provisions: The City may elect to prepay the Notes on or after March 1, 2018 at a price of par plus accrued interest.

Bank Qualification: The City does not expect to issue more than \$10 million in tax-exempt obligations that count against the \$10 million limit for this calendar year; therefore, the Notes are designated as bank qualified.

Premium Bidding: Any excess proceeds generated as original issue premium and/or unused discount will be used to reduce the principal amount of the borrowing.

\$2,900,000

City of Baldwin, Kansas
General Obligation Temporary Notes, Series 2017-A
(Public Utilities Building)

Sources & Uses

Dated 03/02/2017 | Delivered 03/02/2017

Sources Of Funds

Par Amount of Bonds..... \$2,900,000.00

Total Sources..... \$2,900,000.00

Uses Of Funds

Deposit to Project Construction Fund..... 2,800,000.00

Deposit to Capitalized Interest (CIF) Fund..... 56,445.28

Costs of Issuance..... 26,648.00

Total Underwriter's Discount (0.500%)..... 14,500.00

Rounding Amount..... 2,406.72

Total Uses..... \$2,900,000.00

\$2,900,000

City of Baldwin, Kansas
General Obligation Temporary Notes, Series 2017-A
(Public Utilities Building)

NET DEBT SERVICE SCHEDULE

Date	Principal	Coupon	Interest	Total P+I	CIF	Net New D/S
09/01/2017	-	-	18,745.28	18,745.28	(18,745.28)	-
03/01/2018	-	-	18,850.00	18,850.00	(18,850.00)	-
09/01/2018	-	-	18,850.00	18,850.00	(18,850.00)	-
03/01/2019	2,900,000.00	1.300%	18,850.00	2,918,850.00	-	2,918,850.00
Total	\$2,900,000.00	-	\$75,295.28	\$2,975,295.28	(56,445.28)	\$2,918,850.00

SIGNIFICANT DATES

Dated Date.....	3/02/2017
Delivery Date.....	3/02/2017
First Coupon Date.....	9/01/2017

Yield Statistics

Bond Year Dollars.....	\$5,791.94
Average Life.....	1.997 Years
Average Coupon.....	1.3000000%

Net Interest Cost (NIC).....	1.5503477%
True Interest Cost (TIC).....	1.5552351%
Bond Yield for Arbitrage Purposes.....	1.3000059%
All Inclusive Cost (AIC).....	2.0285291%

IRS Form 8038

Net Interest Cost.....	1.3000000%
Weighted Average Maturity.....	1.997 Years

RESOLUTION NO. 2016-22

RESOLUTION AUTHORIZING THE OFFERING FOR SALE OF GENERAL OBLIGATION TEMPORARY NOTES, SERIES 2017-A, OF THE CITY OF BALDWIN CITY, KANSAS.

WHEREAS, the City of Baldwin City, Kansas (the “Issuer”), has heretofore authorized certain internal improvements described as follows (the “Improvements”):

<u>Project Description</u>	<u>Res. No.</u>	<u>Authority</u>	<u>Authorized Bond Amount</u>
Public Utilities Building	2016-18	Charter Ordinance No. 19, Section 5(c) of Article 12 of the Constitution of the State of Kansas, and K.S.A. 12-101 <i>et seq.</i>	\$3,200,000

WHEREAS, the governing body of the Issuer is authorized by law to issue general obligation bonds to pay the costs of the Improvements; and

WHEREAS, it is necessary for the Issuer to provide cash funds (from time to time) to meet its obligations incurred in constructing the Improvements prior to the completion thereof and the issuance of the Issuer's general obligation bonds, and it is desirable and in the interest of the Issuer that such funds be raised by the issuance of temporary notes of the Issuer; and

WHEREAS, no such general obligation bonds or temporary notes have been issued, and the Issuer proposes to issue its temporary notes to pay the costs of the Improvements; and

WHEREAS, the Issuer has selected the firm of Springsted Incorporated, St. Paul, Minnesota (“Municipal Advisor”), as financial advisor for one or more series of temporary notes of the Issuer in order to provide funds to temporarily finance the Improvements; and

WHEREAS, the Issuer desires to authorize the Municipal Advisor to proceed with the offering for sale of said temporary notes and related activities; and

WHEREAS, one of the duties and responsibilities of the Issuer is to prepare and distribute a preliminary official statement relating to said temporary notes; and

WHEREAS, the Issuer desires to authorize the Municipal Advisor and Gilmore & Bell, P.C., Wichita, Kansas, the Issuer’s bond counsel (“Bond Counsel”), in conjunction with the Finance Director, to proceed with the preparation and distribution of a preliminary official statement and notice of note sale and to authorize the distribution thereof and all other preliminary action necessary to sell said temporary notes.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF BALDWIN CITY, KANSAS, AS FOLLOWS:

Section 1. The Issuer is hereby authorized to offer at competitive public sale the Issuer’s General Obligation Temporary Notes, Series 2017-A (the “Notes”) as described in the Notice of Note Sale, which is hereby approved in substantially the form presented to the governing body this date. All proposals for the purchase of the Notes shall be delivered to the governing body at its meeting to be held on the sale date

referenced in the Notice of Note Sale, at which meeting the governing body shall review such bids and award of the sale of the Notes or reject all proposals.

Section 2. The Municipal Advisor, in conjunction with the Finance Director and Bond Counsel, is hereby authorized to cause to be prepared a Preliminary Official Statement relating to the Notes. The Issuer hereby consents to the use and distribution of the Preliminary Official Statement in connection with the offering for sale of the Notes.

Section 3. For the purpose of enabling the purchaser of the Notes (the “Purchaser”) to comply with the requirements of Rule 15c2-12 of the Securities Exchange Commission (the “Rule”), the Finance Director or appropriate officers of the Issuer are hereby authorized: (a) to approve the form of said Preliminary Official Statement, and to execute the “Certificate Deeming Preliminary Official Statement Final” in substantially the form attached hereto as *Exhibit A* as approval of the Preliminary Official Statement, such official's signature thereon being conclusive evidence of such official's and the Issuer's approval thereof; (b) covenant to provide continuous secondary market disclosure by annually transmitting certain financial information and operating data and other information necessary to comply with the Rule to certain national repositories and the Municipal Securities Rulemaking Board, as applicable; and (c) take such other actions or execute such other documents as such officers in their reasonable judgment deem necessary; to enable the Purchaser to comply with the requirement of the Rule.

Section 4. The Issuer agrees to provide to the Purchaser within seven business days of the date of the sale of Notes or within sufficient time to accompany any confirmation that requests payment from any customer of the Purchaser, whichever is earlier, sufficient copies of the final Official Statement to enable the Purchaser to comply with the requirements of the Rule and with the requirements of Rule G-32 of the Municipal Securities Rulemaking Board.

Section 5. The Mayor, Finance Director, Clerk and the other officers and representatives of the Issuer, the Municipal Advisor and Bond Counsel are hereby authorized and directed to take such other action as may be necessary to carry out the sale of the Notes.

Section 6. This Resolution shall be in full force and effect from and after its adoption.

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ADOPTED by the governing body on December 5, 2016.

(SEAL)

Mayor

ATTEST:

Clerk

**EXCERPT OF MINUTES OF A MEETING
OF THE GOVERNING BODY OF
THE CITY OF BALDWIN CITY, KANSAS
HELD ON DECEMBER 5, 2016**

The governing body of the City met in regular session at the usual meeting place in the City, at 7:30 p.m., the following members being present and participating, to-wit:

Absent:

The Mayor declared that a quorum was present and called the meeting to order.

* * * * *

(Other Proceedings)

The matter of providing for the offering for sale of General Obligation Temporary Notes, Series 2017-A, came on for consideration and was discussed.

Thereupon, there was presented a Resolution entitled:

**RESOLUTION AUTHORIZING THE OFFERING FOR SALE OF GENERAL
OBLIGATION TEMPORARY NOTES, SERIES 2017-A, OF THE CITY OF
BALDWIN CITY, KANSAS.**

Councilmember _____ moved that said Resolution be passed. The motion was seconded by Councilmember _____. Said Resolution was duly read and considered, and upon being put, the motion for the passage of said Resolution was carried by the vote of the governing body, the vote being as follows:

Aye: _____.

Nay: _____.

Thereupon, the Mayor declared said Resolution duly passed and the Resolution was then duly numbered Resolution No. 2016-____ and was approved and signed by the Mayor and attested by the Clerk.

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* * * * *

(Other Proceedings)

* * * * *

CERTIFICATE

I hereby certify that the foregoing Excerpt of Minutes is a true and correct excerpt of the proceedings of the governing body of the City of Baldwin City, Kansas, held on the date stated therein, and that the official minutes of such proceedings are on file in my office.

(SEAL)

Clerk

RESOLUTION NO. 2016-22

RESOLUTION AUTHORIZING THE OFFERING FOR SALE OF GENERAL OBLIGATION TEMPORARY NOTES, SERIES 2017-A, OF THE CITY OF BALDWIN CITY, KANSAS.

WHEREAS, the City of Baldwin City, Kansas (the “Issuer”), has heretofore authorized certain internal improvements described as follows (the “Improvements”):

<u>Project Description</u>	<u>Res. No.</u>	<u>Authority</u>	<u>Authorized Bond Amount</u>
Public Utilities Building	2016-18	Charter Ordinance No. 19, Section 5(c) of Article 12 of the Constitution of the State of Kansas, and K.S.A. 12-101 <i>et seq.</i>	\$3,200,000

WHEREAS, the governing body of the Issuer is authorized by law to issue general obligation bonds to pay the costs of the Improvements; and

WHEREAS, it is necessary for the Issuer to provide cash funds (from time to time) to meet its obligations incurred in constructing the Improvements prior to the completion thereof and the issuance of the Issuer's general obligation bonds, and it is desirable and in the interest of the Issuer that such funds be raised by the issuance of temporary notes of the Issuer; and

WHEREAS, no such general obligation bonds or temporary notes have been issued, and the Issuer proposes to issue its temporary notes to pay the costs of the Improvements; and

WHEREAS, the Issuer has selected the firm of Springsted Incorporated, St. Paul, Minnesota (“Municipal Advisor”), as financial advisor for one or more series of temporary notes of the Issuer in order to provide funds to temporarily finance the Improvements; and

WHEREAS, the Issuer desires to authorize the Municipal Advisor to proceed with the offering for sale of said temporary notes and related activities; and

WHEREAS, one of the duties and responsibilities of the Issuer is to prepare and distribute a preliminary official statement relating to said temporary notes; and

WHEREAS, the Issuer desires to authorize the Municipal Advisor and Gilmore & Bell, P.C., Wichita, Kansas, the Issuer’s bond counsel (“Bond Counsel”), in conjunction with the Finance Director, to proceed with the preparation and distribution of a preliminary official statement and notice of note sale and to authorize the distribution thereof and all other preliminary action necessary to sell said temporary notes.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF BALDWIN CITY, KANSAS, AS FOLLOWS:

Section 1. The Issuer is hereby authorized to offer at competitive public sale the Issuer's General Obligation Temporary Notes, Series 2017-A (the "Notes") as described in the Notice of Note Sale, which is hereby approved in substantially the form presented to the governing body this date. All proposals for the purchase of the Notes shall be delivered to the governing body at its meeting to be held on the sale date referenced in the Notice of Note Sale, at which meeting the governing body shall review such bids and award of the sale of the Notes or reject all proposals.

Section 2. The Municipal Advisor, in conjunction with the Finance Director and Bond Counsel, is hereby authorized to cause to be prepared a Preliminary Official Statement relating to the Notes. The Issuer hereby consents to the use and distribution of the Preliminary Official Statement in connection with the offering for sale of the Notes.

Section 3. For the purpose of enabling the purchaser of the Notes (the "Purchaser") to comply with the requirements of Rule 15c2-12 of the Securities Exchange Commission (the "Rule"), the Finance Director or appropriate officers of the Issuer are hereby authorized: (a) to approve the form of said Preliminary Official Statement, and to execute the "Certificate Deeming Preliminary Official Statement Final" in substantially the form attached hereto as *Exhibit A* as approval of the Preliminary Official Statement, such official's signature thereon being conclusive evidence of such official's and the Issuer's approval thereof; (b) covenant to provide continuous secondary market disclosure by annually transmitting certain financial information and operating data and other information necessary to comply with the Rule to certain national repositories and the Municipal Securities Rulemaking Board, as applicable; and (c) take such other actions or execute such other documents as such officers in their reasonable judgment deem necessary; to enable the Purchaser to comply with the requirement of the Rule.

Section 4. The Issuer agrees to provide to the Purchaser within seven business days of the date of the sale of Notes or within sufficient time to accompany any confirmation that requests payment from any customer of the Purchaser, whichever is earlier, sufficient copies of the final Official Statement to enable the Purchaser to comply with the requirements of the Rule and with the requirements of Rule G-32 of the Municipal Securities Rulemaking Board.

Section 5. The Mayor, Finance Director, Clerk and the other officers and representatives of the Issuer, the Municipal Advisor and Bond Counsel are hereby authorized and directed to take such other action as may be necessary to carry out the sale of the Notes.

Section 6. This Resolution shall be in full force and effect from and after its adoption.

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ADOPTED by the governing body on December 5, 2016.

(SEAL)

Mayor

ATTEST:

Clerk

CERTIFICATE DEEMING
PRELIMINARY OFFICIAL STATEMENT FINAL

January ____, 2017

To:

Re: \$2,900,000* City of Baldwin City, Kansas, General Obligation Temporary Notes,
Series 2017-A

The undersigned is the duly acting Finance Director of the City of Baldwin City, Kansas (the "Issuer"), and is authorized to deliver this Certificate to the addressee (the "Purchaser") on behalf of the Issuer. The Issuer has heretofore caused to be delivered to the Purchaser copies of the Preliminary Official Statement (the "Preliminary Official Statement"), relating to the above-referenced notes (the "Notes").

For the purpose of enabling the Purchaser to comply with the requirements of Rule 15c2-12(b)(1) of the Securities and Exchange Commission (the "Rule"), the Issuer hereby deems the information regarding the Issuer contained in the Preliminary Official Statement to be final as of its date, except for the omission of such information as is permitted by the Rule, such as offering prices, interest rates, selling compensation, aggregate principal amount, principal per maturity, delivery dates, ratings and other terms of the Notes depending on such matters.

CITY OF BALDWIN CITY, KANSAS

By: _____
Title: Finance Director

NOTICE OF NOTE SALE

\$2,900,000*

CITY OF BALDWIN CITY, KANSAS

**GENERAL OBLIGATION TEMPORARY NOTES
SERIES 2017-A**

(GENERAL OBLIGATION NOTES PAYABLE
FROM UNLIMITED AD VALOREM TAXES)

Bids. Facsimile and electronic (as explained below) bids for the purchase of the above-referenced notes (the “Notes”) of the City of Baldwin City, Kansas (the “Issuer”) herein described will be received by Springsted Incorporated, the Issuer’s Municipal Advisor (the “Municipal Advisor”) on behalf of the Director of Finance of the Issuer, in the case of facsimile bids, at the address hereinafter set forth, and in the case of electronic bids, via *PARITY*[®] until 10:00 A.M., Central Time (the “Submittal Hour”), on

FEBRUARY 6, 2017

(the “Sale Date”). All bids will be evaluated at said time and place and the award of the Notes to the successful bidder (the “Successful Bidder”) will be acted upon immediately thereafter by the Director of Finance. No oral or auction bids will be considered. Capitalized terms not otherwise defined herein shall have the meanings set forth in the hereinafter referenced Preliminary Official Statement relating to the Notes.

Terms of the Notes. The Notes will consist of fully registered notes in the denomination of \$5,000 or any integral multiple thereof (the “Authorized Denomination”). The Notes will be dated March 2, 2017 (the “Dated Date”), and will become due in principal installments, as follows:

Stated Maturity	Principal Amount*
March 1, 2019	\$2,900,000

*subject to change

The Notes will bear interest from the Dated Date at rates to be determined when the Notes are sold as hereinafter provided, which interest will be payable semiannually on March 1 and September 1 in each year, beginning on September 1, 2017 (the “Interest Payment Dates”).

***Adjustment of Issue Size.** The Issuer reserves the right to increase or decrease the total principal amount of the Notes, depending on the purchase price and interest rates bid and the offering prices specified by the Successful Bidder. The principal amount may be adjusted by the Issuer in order to properly size the Note issue based on the discount and interest rates bid on the Notes. The Successful Bidder may not withdraw its bid or change the interest rates bid as a result of any changes made to the principal amount of the Notes as described herein. If there is an increase or decrease in the final

aggregate principal amount of the Notes, the Issuer will notify the Successful Bidder by means of telephone or facsimile transmission, subsequently confirmed in writing, no later than 2:00 p.m., central time, on the Sale Date. The actual purchase price for the Notes shall be calculated by applying the percentage of par value bid by the Successful Bidder against the final aggregate principal amount of the Notes, as adjusted, plus accrued interest from the date of the Notes to the date of delivery, if any.

Place of Payment. The principal of and interest on the Notes will be payable in lawful money of the United States of America by check or draft of the Treasurer of the State of Kansas, Topeka, Kansas (the "Paying Agent" and "Note Registrar"). The principal of each Note will be payable at maturity or earlier redemption to the owners thereof whose names are on the registration books (the "Note Register") of the Note Registrar (the "Registered Owner") upon presentation and surrender at the principal office of the Paying Agent. Interest on each Note will be payable to the Registered Owner of such Note as of the first day (whether or not a Business Day) of the calendar month of such Interest Payment Date (the "Record Date"): (a) mailed by the Paying Agent to the address of such Registered Owner as shown on the Note Register or at such other address as is furnished to the Paying Agent in writing by such Registered Owner; or (b) in the case of an interest payment to Cede & Co. or any Registered Owner of \$500,000 or more in aggregate principal amount of Notes, by wire transfer to such Registered Owner upon written notice given to the Paying Agent by such Registered Owner, not less than 15 days prior to the Record Date for such interest, containing the wire transfer address to which such Registered Owner wishes to have such wire directed.

Note Registration. The Notes will be registered pursuant to a plan of registration approved by the Issuer and the Attorney General of the State of Kansas. The Issuer will pay for the fees of the Note Registrar for registration and transfer of the Notes and will also pay for printing a reasonable supply of registered note blanks. Any additional costs or fees that might be incurred in the secondary market, other than fees of the Note Registrar, will be the responsibility of the Registered Owners.

Book-Entry-Only System. The Issuer is registered with The Depository Trust Company, New York ("DTC") as a participant for book-entry-only transfers and pledges of securities deposited with DTC. The Notes shall be initially registered in the name of Cede & Co., as the nominee of DTC and no beneficial owner will receive certificates representing their interests in the Notes. During the term of the Notes, so long as the book-entry-only system is continued, the Issuer will make payments of principal of, premium, if any, and interest on the Notes to DTC or its nominee as the Registered Owner of the Notes, DTC will make book-entry-only transfers among its participants and receive and transmit payment of principal of, premium, if any, and interest on the Notes to its participants who shall be responsible for transmitting payments to beneficial owners of the Notes in accordance with agreements between such participants and the beneficial owners. The Issuer will not be responsible for maintaining, supervising or reviewing the records maintained by DTC, its participants or persons acting through such participants. In the event that: (a) DTC determines not to continue to act as securities depository for the Notes, or (b) the Issuer determines that continuation of the book-entry-only form of evidence and transfer of ownership of the Notes would adversely affect the interests of the beneficial owners of the Notes, the Issuer will discontinue the book-entry-only form of registration with DTC. If the Issuer fails to identify another qualified securities depository to replace DTC, the Issuer will cause to be authenticated and delivered to the beneficial owners replacement Notes in the form of fully registered certificates. Reference is made to the Preliminary Official Statement for further information regarding the book-entry-only system of registration of the Notes and DTC.

Redemption of Notes Prior to Maturity.

Optional Redemption. At the option of the Issuer, the Notes will be subject to redemption and payment prior to maturity on March 1, 2018, and thereafter, as a whole or in part (selection of the amount of Notes to be redeemed to be determined by the Issuer in such equitable manner as it may determine) at any time, at the redemption price of 100% (expressed as a percentage of the principal amount), plus accrued interest to the date of redemption.

Notice and Effect of Call for Redemption. Unless waived by any owner of Notes to be redeemed, if the Issuer shall call any Notes for redemption and payment prior to the maturity thereof, the Issuer shall give written notice of its intention to call and pay said Notes to the Note Registrar and the Successful Bidder. In addition, the Issuer shall cause the Note Registrar to give written notice of redemption to the registered owners of said Notes. Each of said written notices shall be deposited in United States first class mail not less than 30 days prior to the date fixed for redemption. All notices of redemption shall state the date of redemption, the redemption price, the Notes to be redeemed, the place of surrender of Notes so called for redemption and a statement of the effect of the redemption. The Issuer shall also give such additional notice as may be required by Kansas law or regulation of the Securities and Exchange Commission in effect as of the date of such notice. If any Note be called for redemption and payment as aforesaid, all interest on such Note shall cease from and after the date for which such call is made, provided funds are available for its payment at the price hereinbefore specified.

Authority, Purpose and Security. The Notes are being issued pursuant Charter Ordinance No. 19 of the Issuer (enacted pursuant to the provisions of Section 5(c) of Article 12 of the Constitution of the State of Kansas) and K.S.A. 12-101 *et seq.*, all as amended, and a resolution adopted by the governing body of the Issuer (the "Note Resolution") for the purpose of paying a portion of the cost of public utility building improvements (the "Improvements"). The Notes shall be general obligations of the Issuer payable as to both principal and interest from the proceeds of general obligation bonds of the Issuer, and if not so paid, from ad valorem taxes which may be levied without limitation as to rate or amount upon all the taxable tangible property, real and personal, within the territorial limits of the Issuer. The full faith, credit and resources of the Issuer are irrevocably pledged for the prompt payment of the principal and interest on the Notes as the same become due.

Submission of Bids. Facsimile bids must be made on forms which may be procured from the Municipal Advisor and shall be addressed to the undersigned, and marked "Proposal for General Obligation Temporary Notes, Series 2017-A." Written bids submitted by facsimile should not be preceded by a cover sheet and should be sent only once to the number set forth below. Confirmation of receipt of facsimile bids may be made by contacting the Municipal Advisor at the number listed below. Electronic bids via PARITY[®] must be submitted in accordance with its Rules of Participation, as well as the provisions of this Notice of Note Sale. If provisions of this Notice of Note Sale conflict with those of PARITY[®], this Notice of Note Sale shall control. Bids must be received prior to the Submittal Hour on the Sale Date. Neither the Issuer nor the Municipal Advisor shall be responsible for any failure, misdirection or error in the means of transmission selected by any bidder.

PARITY[®]. Information about the electronic bidding services of PARITY[®] may be obtained from i-Deal LLC at 1359 Broadway, 2nd Floor, New York, New York 10018, Phone No. (212) 849-5023.

Conditions of Bids. Proposals will be received on the Notes bearing such rate or rates of interest as may be specified by the bidders, subject to the following conditions: (a) the same rate shall apply to all Notes of the same maturity year; (b) no interest rate may exceed a rate equal to the daily yield for the 10-year Treasury Bond published by **THE BOND BUYER**, in New York, New York, on the Monday next preceding the day on which the Notes are sold, plus 6%; (c) the interest rate specified shall be in multiple

of 1/8 or 1/100 of 1%; (d) no bid shall be for less than 99.5% of the principal amount of the Notes and accrued interest thereon to the date of delivery will be considered; and (e) no supplemental interest payments will be considered. Each bid shall specify the total interest cost (expressed in dollars) during the term of the Notes on the basis of such bid, the discount, if any, and the premium, if any, offered by the bidder, the net interest cost (expressed in dollars) on the basis of such bid and the TIC (as hereinafter defined) on the basis of such bid. ***Each bidder shall certify to the Issuer the correctness of the information contained on the Official Bid Form. The Issuer will be entitled to rely on such certification.*** Each bidder agrees that, if it is awarded the Notes, it will provide the certification as to initial offering prices described under the caption “Reoffering Prices” in this Notice.

Basis of Award. The award of the Notes will be made on the basis of the lowest true interest cost (“TIC”), which will be determined as follows: the TIC is the discount rate (expressed as a per annum percentage rate) which, when used in computing the present value of all payments of principal and interest to be paid on the Notes, from the payment dates to the Dated Date, produces an amount equal to the price bid, including any adjustments for premium or discount, if any. Present value will be computed on the basis of semiannual compounding and a 360-day year of twelve 30-day months. Bidders are requested to supply an estimate of the TIC for the Notes on the Official Bid Form, computed as specified herein on the basis of their respective bids, which shall be considered as informative only and not binding on either the bidder or the Issuer. The Issuer or its Municipal Advisor will verify the TIC based on such bids. If there is any discrepancy between the TIC specified and the bid price and interest rates specified, the specified bid price and interest rates shall govern and the TIC specified in the bid shall be adjusted accordingly. If two or more proper bids providing for identical amounts for the lowest TIC are received, the governing body of the Issuer will determine which bid, if any, will be accepted, and its determination is final.

The Issuer reserves the right to reject any and/or all bids and to waive any irregularities in a submitted bid. Any disputes arising hereunder shall be governed by the laws of Kansas, and any party submitting a bid agrees to be subject to jurisdiction and venue of the federal and state courts within Kansas with regard to such dispute. Any bid received after the Submittal Hour on the Sale Date will be returned to the bidder.

Ratings. The outstanding general obligation bonds of the Issuer are rated “AA-” by S&P Global Ratings (formerly Standard & Poor’s Ratings Services), a division of McGraw Hill Financial Inc. The Issuer has applied to S&P Global Ratings for a rating on the Notes herein offered for sale. Such application and ratings are further described in the Preliminary Official Statement, hereinafter described.

CUSIP Numbers. CUSIP identification numbers will be assigned and printed on the Notes, but neither the failure to print such number on any Note nor any error with respect thereto shall constitute cause for failure or refusal by the purchaser thereof to accept delivery of and pay for the Notes in accordance with the terms of this Notice. All expenses in relation to the assignment and printing of CUSIP numbers on the Notes will be paid by the Issuer.

Delivery and Payment. The Issuer will pay for printing the Notes and will deliver the Notes properly prepared, executed and registered without cost on or about **MARCH 2, 2017**, at DTC for the account of the Successful Bidder. The Successful Bidder will be furnished with a certified transcript of the proceedings evidencing the authorization and issuance of the Notes and the usual closing documents, including a certificate that there is no litigation pending or threatened at the time of delivery of the Notes affecting their validity and a certificate regarding the completeness and accuracy of the Preliminary Official Statement. Payment for the Notes shall be made in federal reserve funds, immediately available for use by the Issuer. The Issuer will deliver one Note registered in the nominee name of DTC.

Reoffering Prices. To provide the Issuer with information necessary for compliance with Section 148 of the Internal Revenue Code of 1986, as amended (the “Code”), the Successful Bidder will be required to complete, execute and deliver to the Issuer prior to the delivery of the Notes, a written certification (the “Issue Price Certificate”) containing the following: (a) the initial offering price and interest rate of the Notes; (b) that all of the Notes were offered to the public in a bona fide public offering at the initial offering prices on the Sale Date; and (c) on the Sale Date the Successful Bidder reasonably expected that at least 10% of the Notes would be sold to the “public” at prices not higher than the initial offering prices. For purposes of the preceding sentence “public” means persons other than bond houses, brokers, or similar persons or organizations acting in the capacity of underwriters or wholesalers. However, such Issue Price Certificate may indicate that the Successful Bidder has purchased the Notes for its own account in a capacity other than as an underwriter or wholesaler, and currently has no intent to reoffer the Notes for sale the public.

Subsequent to the Submittal Hour, such initial offering prices to the public shall be provided to the Municipal Advisor not more than 20 minutes after requested by the Issuer or the Municipal Advisor.

At the request of the Issuer, the Successful Bidder will provide information explaining the factual basis for the Successful Bidder’s Issue Price Certificate. This agreement by the Successful Bidder to provide such information will continue to apply after the Closing Time if: (a) the Issuer requests the information in connection with an audit or inquiry by the Internal Revenue Service (the “IRS”) or the Securities and Exchange Commission (the “SEC”) or (b) the information is required to be retained by the Issuer pursuant to future regulation or similar guidance from the IRS, the SEC or other federal or state regulatory authority.

Preliminary Official Statement and Official Statement. The Issuer has prepared a Preliminary Official Statement dated January __, 2017, “deemed final” by the Issuer except for the omission of certain information as provided in Securities and Exchange Commission Rule 15c2-12, copies of which may be obtained from the Municipal Advisor. Upon the sale of the Notes, the Issuer will adopt the final Official Statement and will furnish the Successful Bidder, without cost, within seven business days of the acceptance of the Successful Bidder's proposal, with a sufficient number of copies thereof, which may be in electronic format, in order to comply with the requirements of Rule 15c2-12(3) and (4) of the Securities and Exchange Commission and Rule G-32 of the Municipal Securities Rulemaking Board (collectively the “Rules”). Additional copies may be ordered by the Successful Bidder at its expense. The Issuer's acceptance, including electronic acceptance through PARITY[®], of the Successful Bidder's proposal for the purchase of the Notes in accordance with this Notice of Note Sale shall constitute a contract between the Issuer and the Successful Bidder for purposes of the Rules.

Continuing Disclosure. The Securities and Exchange Commission (the “SEC”) has promulgated amendments to its Rule 15c2-12 (the “Rule”) requiring continuous secondary market disclosure for certain issues. In the Note Resolution, the Issuer has covenanted to provide annually certain financial information and operating data and other information necessary to comply with the Rule, and to transmit the same to the Municipal Securities Rulemaking Board. This covenant is for the benefit of and is enforceable by any Registered Owner of the Notes. For further information, reference is made to the caption “CONTINUING DISCLOSURE” in the Preliminary Official Statement.

Assessed Valuation and Indebtedness. Reference is made to the Preliminary Official Statement regarding the property valuations and outstanding general obligation indebtedness of the Issuer.

Legal Opinion. The Notes will be sold subject to the approving legal opinion of GILMORE & BELL, P.C., WICHITA, KANSAS, Bond Counsel to the Issuer, which opinion will be furnished and paid

for by the Issuer, will be printed on the Notes, if the Notes are printed, and will be delivered to the Successful Bidder when the Notes are delivered. Said opinion will also include the opinion of Bond Counsel relating to the interest on the Notes being excludable from gross income for federal income tax purposes and exempt from income taxation by the State of Kansas. Reference is made to the Preliminary Official Statement for further discussion of federal and Kansas income tax matters relating to the interest on the Notes.

Additional Information. Additional information regarding the Notes may be obtained from the persons set forth below.

DATED: December 5, 2016.

CITY OF BALDWIN CITY, KANSAS
By Bradford Smith, Finance Director

Written Bid Delivery Address:

803 Eighth St., P.O. Box 86
Baldwin City, Kansas 66006
Phone No.: (785) 594-6427
Fax No.: (785) 594-6586
Email: bsmith@baldwincity.org

Municipal Advisor and Facsimile Bid Delivery Address:

Springsted Incorporated, Attn: Bond Services
380 Jackson Street, Suite 300
St. Paul, Minnesota 55101-2887
Phone No.: (651) 223-3000
Fax No.: (651) 223-3046
Email: bond_services@springsted.com

OFFICIAL BID FORM
PROPOSAL FOR THE PURCHASE OF CITY OF BALDWIN CITY, KANSAS
GENERAL OBLIGATION TEMPORARY NOTES
SERIES 2017-A

TO: Laura Hartman, Clerk
 City of Baldwin City, Kansas

February 6, 2017

For \$2,900,000* principal amount of General Obligation Temporary Notes, Series 2017-A, of the City of Baldwin City, Kansas, to be dated March 2, 2017, as described in your Notice of Note Sale dated December 5, 2016, said Notes to bear interest as follows:

<u>Stated</u> <u>Maturity</u>	<u>Principal</u> <u>Amount*</u>	<u>Interest</u> <u>Rate</u>
March 1, 2019	\$2,900,000*	_____ %

*subject to change; see Notice of Note Sale

the undersigned will pay the purchase price for the Notes set forth below, plus accrued interest to the date of delivery.

Principal Amount	\$2,900,000*
Less Discount (not to exceed 0.5% or \$14,500)	- _____
Plus Premium (if any)	_____
Total Purchase Price	\$ _____
Total interest cost to maturity at the rates specified	\$ _____
Net interest cost (adjusted for Discount and/or Premium).....	\$ _____
True Interest Cost	_____ %

This proposal is subject to all terms and conditions contained in said Notice of Note Sale, and if the undersigned is the Successful Bidder, the undersigned will comply with all of the provisions contained in said Notice. The acceptance of this proposal by the Issuer shall constitute a contract between the Issuer and the Successful Bidder for purposes of complying with Rule 15c2-12 of the Securities and Exchange Commission.

Submitted by: _____

(LIST ACCOUNT MEMBERS ON REVERSE)

By: _____
 Telephone No. (_____) _____

ACCEPTANCE

Pursuant to action duly taken by the Governing Body of the City of Baldwin City, Kansas, the above proposal is hereby accepted on February 6, 2017.

Attest:

 Clerk

 Mayor

NOTE: No additions or alterations in the above proposal form shall be made, and any erasures may cause rejection of any bid. Sealed bids and facsimile bids may be filed with Springsted Incorporated, Fax No. (651) 223-3046 or electronic bids may be submitted via **PARITY**[®], at or prior to 10:00 A.M., Central Time, on February 6, 2017. Any bid received after such time will not be accepted or shall be returned to the bidder.



Memorandum

TO: Baldwin City Council
FROM: Jessica Mortinger, Senior Transportation Planner
Ashley Myers, Transportation Planner
Date: November 22, 2016
Re: Regional Pedestrian Plan

The Lawrence-Douglas County Metropolitan Planning Organization (MPO) Policy Board approved the Regional Pedestrian Plan at their October 5, 2016 meeting. The Regional Pedestrian Plan represents a vision of a more accessible and safer pedestrian environment in the region. This is the first Pedestrian Plan for the City of Baldwin City and other communities in Douglas County. Through a public participation process that included surveys, mobile meetings, and website feedback, residents of Baldwin City, Lawrence, Eudora, and Lecompton expressed a desire for pedestrian friendly communities. These communities should encourage people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient, and attractive pedestrian environment.

This Plan considers the many benefits of walking and identifies a diverse set of approaches encouraging more pedestrian activity. This Plan presents a toolbox of policy, program, and infrastructure ideas that cities in Douglas County can implement to improve the pedestrian environment.

Implementation of the plan's policies, programs and built environment recommendations will have fiscal impact to the City. The impact will be determined based on the level of implementation. Accepting the plan does not commit the City Council to funding implementation.

The Regional Pedestrian Plan is available at <https://lawrenceks.org/mpo/pedplan>

Baldwin City



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Background

Home to 4,500 residents and Baker University, Baldwin City began as a stop on the historic Santa Fe Trail. Rich railroad history and the popular Maple Leaf Festival have brought visitors from across the area to enjoy a comfortable stroll down its quiet brick streets. Located a half hour from Lawrence and less than an hour from Kansas City, Baldwin City residents can take advantage of nearby metropolitan areas while maintaining small-town charm.



Existing Pedestrian Infrastructure - Baldwin City

In 2014, MPO staff walked and/or drove all sidewalks within the city and recorded defects as they encountered them. Staff inventoried the sidewalks for the following defects:

- Vertical deflections <1”
- Vertical deflections >1”
- Horizontal gaps
- Tree roots
- Cross slope
- Brick resets
- Manholes
- Missing sidewalk
- Gaps
- No ADA ramp exists
- ADA ramp compliant
- ADA ramp non-compliant

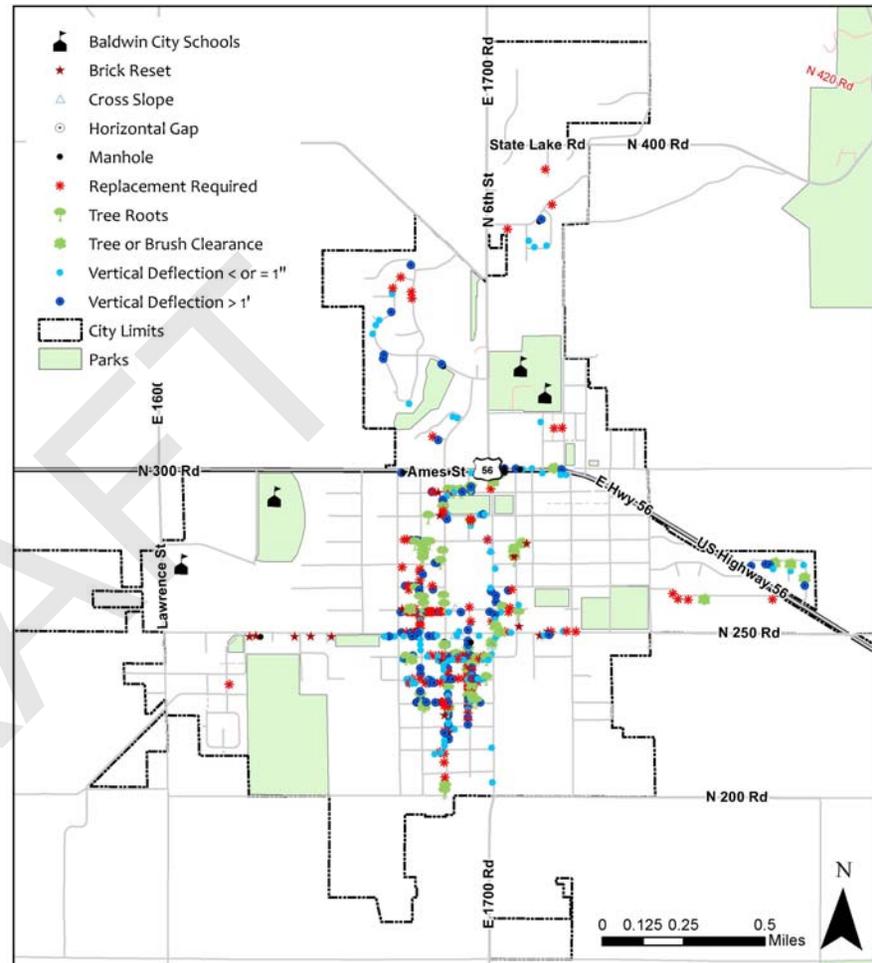
A map of this inventory can be found in Figure 4.1, and photo examples of defects can be found in Appendix A.

Findings

Maintenance

Maintenance includes the repair of existing sidewalk defects as well as replacing missing panels within a continuous sidewalk. The cost to repair existing sidewalk defects throughout Baldwin City is estimated at \$175,830. This estimated cost assumes 5’ width and \$6 per square foot. Estimates do not include ancillary costs such as tree removal or utility relocation. Further maintenance information can be found in Table 4.1, and Figure 4.1 shows the location of defects throughout town.

Figure 4.1: Baldwin City Sidewalk Defects (2014 Sidewalk Inventory)



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence. Plot date: 7/12/2016

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Table 4.1 : Baldwin City Sidewalk Defects (2014)

Sidewalk Defect	Linear Feet
Replacement Required (multiple defects)	3,710
Vertical Deflection less than or equal to 1"	1,156
Vertical Deflection more than 1"	965
Horizontal Gap	25
Tree Roots	821
Cross Slope	100
Brick Reset*	1,172
Manhole	6
Total Linear Feet of Defects	7,955

* Construction costs would be calculated differently.

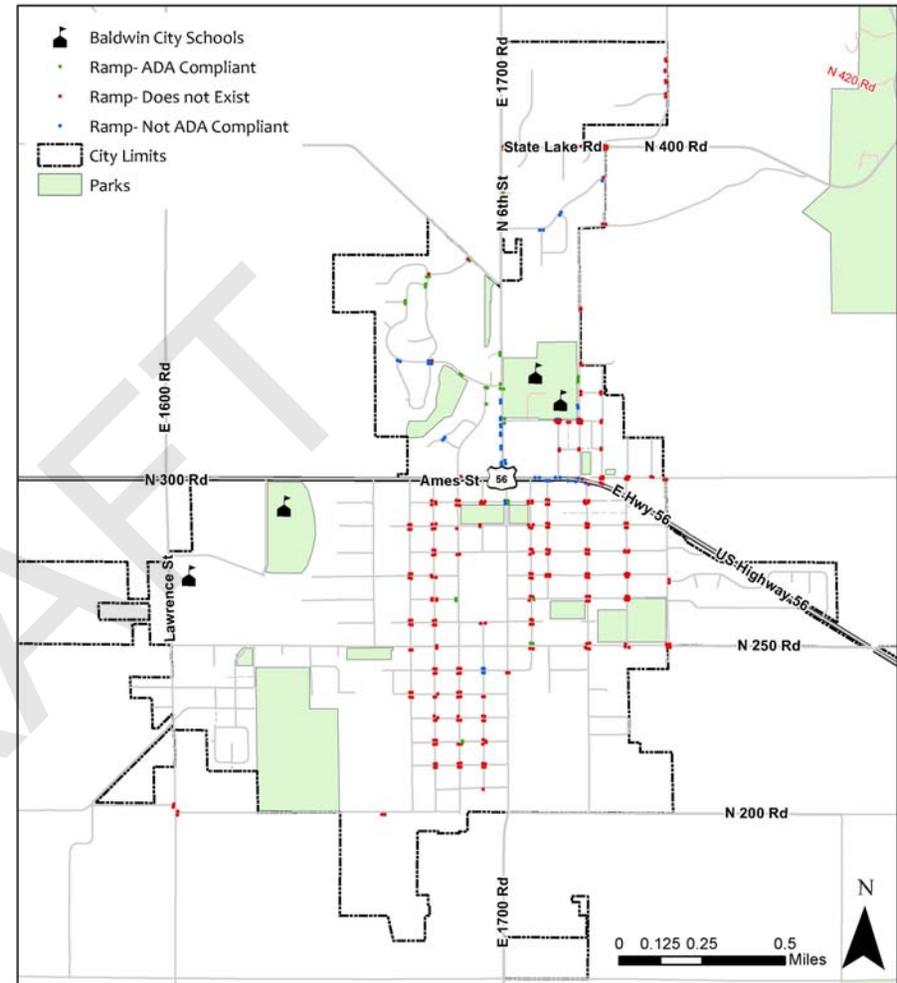
Ramps

The inventory identified 132 ADA compliant ramps, 88 which were not ADA compliant, and 630 locations where no ramp exists. The average cost to construct an ADA compliant ramp is \$800. The estimated cost to install or repair ramps on existing sidewalks is \$574,400. This estimate does not include ramps to be added to newly constructed sidewalk where no sidewalk currently exists. Complete ramp information can be found in Table 4.2.

Table 4.2: Baldwin City ADA Ramps (Sidewalk Inventory 2014)

Ramp Type	Count	Cost to Repair/Build
ADA Compliant	132	N/A
Not ADA Compliant	88	\$ 70,400
Does not Exist	630	\$ 504,000
Total	850	\$ 574,400

Figure 4.2: Baldwin City ADA Ramps (2014 Sidewalk Inventory)



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence. Plot date: 7/12/2016

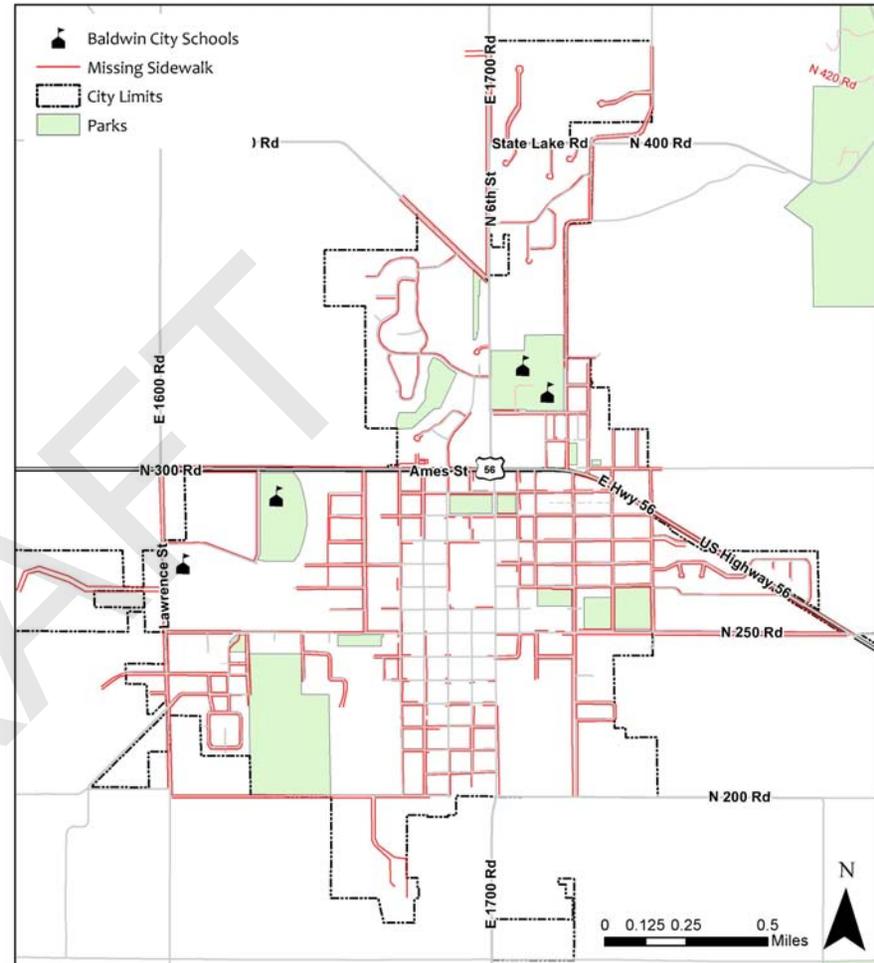
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Missing Sidewalk

Baldwin City has 256,599 linear feet of missing sidewalk. The estimated cost for installing sidewalk on both sides of every street is \$7.7 million. These estimates do not include the previously discussed costs of ramp construction or maintenance to existing sidewalks. A map of missing sidewalks is shown in Figure 4.3.

Figure 4.3: Baldwin City Missing Sidewalk Segments (2014 Sidewalk Inventory)



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence. Plot date: 7/13/2016

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Funding for Pedestrian Infrastructure in Baldwin City

Sidewalk Maintenance

The current city code for sidewalk maintenance states that “it shall be the duty of the owner of the abutting property to keep the sidewalk in repair, but the city may, after giving 15 days’ notice to the owner”, make all necessary repairs and assess the cost to the property taxes of the abutting owner¹.

This sidewalk maintenance policy requires regular city inspection and notification to ensure compliance. The current condition of sidewalks, as shown in Figures 4.1 and 4.2, suggests that the existing policy is not creating a compliant sidewalk network. If the City of Baldwin City determines that enforcement of this policy is not feasible, alternative programs or ordinances should be explored.

Alternative Sidewalk Maintenance Programs

Alternatives to the current policy could be to have the City of Baldwin City take over maintenance responsibilities or develop a cost-sharing model where property owners and the City each pay a certain amount to maintain or build sidewalks. To generate revenue for this policy change, the city could increase sales tax or property tax. Table 4.3 demonstrates how much funding could be generated from different levels of taxes.

Table 4.3: Baldwin City Funding Generation by Tax Type

	Annual \$ Generated	Years Required to Generate \$1 Million
1 mill property tax	\$ 29,500	34
City sales tax (1%)	\$ 406,575	2.5

New Sidewalk Construction and Other Infrastructure Improvements

In addition to sidewalk maintenance and repair, a quality pedestrian system also relies on new improvements that enhance the pedestrian network. Currently, construction of new pedestrian infrastructure are funded out of the City’s General Fund, but in some cases, the City is able to obtain grant funding through KDOT or foundations. Recent pedestrian capital improvement projects include the shared use path leading from 11th Street to Baldwin Elementary School and a shared use path connecting the train depot to Women’s Bridge Park.

Improving the sidewalk infrastructure through these methods leads to sporadic improvements with little continuity. The Infrastructure Implementation Scenarios located at the end of this chapter identify a few ways to prioritize the construction of new pedestrian infrastructure.

¹ <http://baldwincity.citycode.net/index.html#!articleSidewalks>

Recommendations

Primary Focus Areas Addressed: Health

Teachers can encourage students to walk to school, and encouragement on a broader scale could empower pedestrians of all ages. The City, in coordination with the school district, could participate in National Walk to School Day, a global event that involves communities from over 40 countries walking and biking to school on the same day. City-provided maps of walking routes, wayfinding signs, and programs driven by employer incentives are options for Baldwin City to consider.

Focus areas addressed: Safety, Health

The City of Baldwin City could benefit from identifying safe walking routes for children to reach one of the 4 schools in town as well as education and encouragement programs to empower more pedestrian trips from home to school.

Primary Focus Areas Addressed: All

The Pedestrian Progress Toolbox on pages 14-19 contains site design guidelines, engineering standards, and policies that can lead to a safe and comfortable pedestrian environment. Baldwin City could benefit from adopting guidelines to ensure the pedestrian network is built thoughtfully. Early adoption of standards and policies on setbacks, block length, and sidewalk maintenance are a few ways Baldwin City can help to prevent the need to retrofit street and sidewalk connections at a later date, and often a higher cost. Many other standard and policy ideas can be found in the toolbox on pages 14-19.

Encourage Pedestrian Trips Through Participation in National Walk to School Day and Other Strategies

Consider Applying for Safe Routes to School (SRTS) Program Funding

Adopt Design Standards and Policies that Result in Pedestrian-Friendly Development

Recommendations

Use Traffic Calming Devices to Improve Pedestrian Safety and Comfort at Locations with Real and Perceived Risk

Primary Focus Areas Addressed: Safety

Traffic calming devices should be installed to improve pedestrian safety and comfort at historical crash locations as well as locations of perceived risk that deter pedestrians from walking in the area, such as Church Street north and south of K-10. Pedestrians in crashes with motor vehicles traveling at a speed of 31 mph face a 50% risk of injury and nearly 25% risk of death. Traffic calming should be installed in response to high crash locations, but also proactively to improve pedestrian safety and comfort in locations that may currently discourage pedestrian activity.

Track and Measure Progress of Lawrence’s Pedestrian Network, Amenities and Programming

Primary Focus Areas Addressed: All

It is important to understand the type, magnitude, and location of pedestrian improvements that are being implemented each year. The City should track miles of sidewalk construction and sidewalk gap infill, sidewalk maintenance, shared-use path construction, installation of other pedestrian amenities, and results of education, encouragement, and enforcement campaigns. Tracking cost, location, and program data for pedestrian improvements will demonstrate the progress Lawrence is making on the pedestrian environment and where more work still needs to be done to further address the region’s focus areas.



Recommendations

Primary Focus Areas Addressed: Connectivity

Target resources to priority pedestrian corridors that provide the most people with access to the most parts of town, particularly to schools, grocery stores, and other landmark destinations. The Priority Network can be found in Figure 3.5. Cost estimates for installing sidewalk on at least one side of every street along the Priority Network can be found in Table 4.4. Funding should be prioritized to complete these routes first, creating continuous, quality pedestrian facilities.

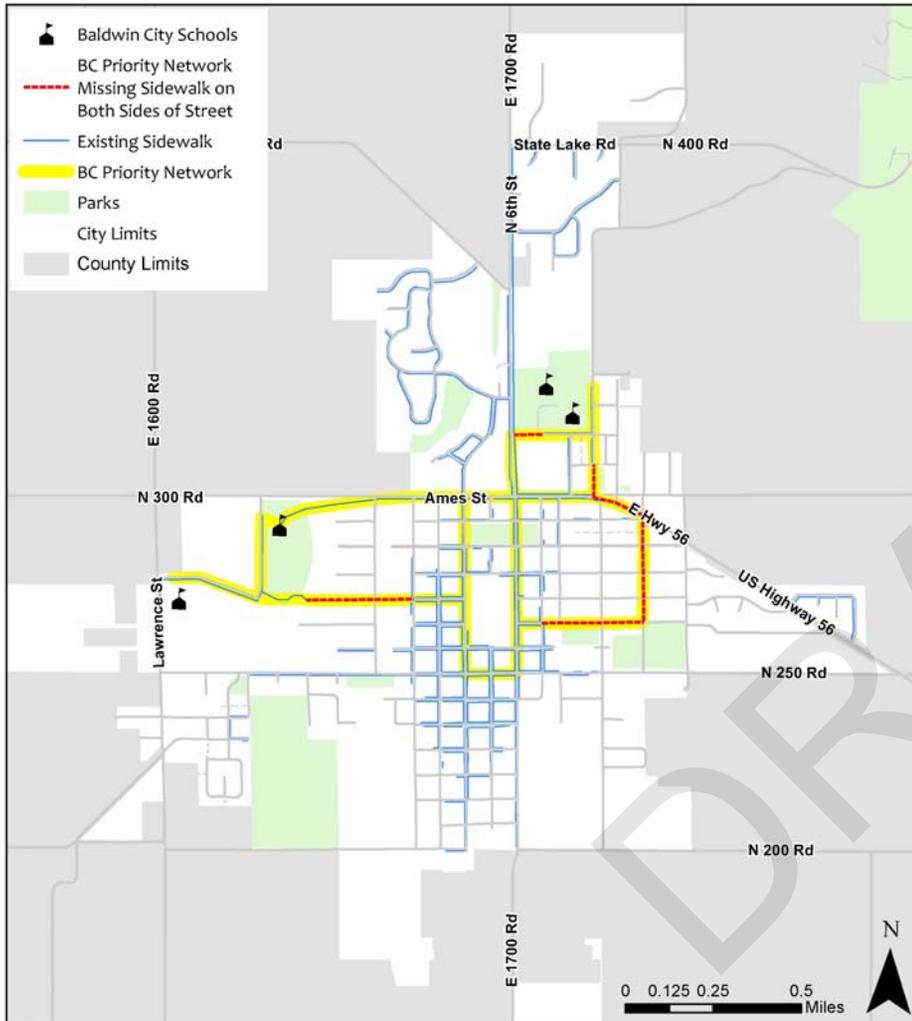
Through community outreach and an online survey in April 2016, Baldwin City residents identified a few key locations as priorities. Several respondents identified Highway 56 as a barrier that discouraged walking because of limited crossings and high vehicle speed, especially for those living North of the highway attempting to access the main core of the city. Preliminary plans for a reconstruction of Highway 56 from Eisenhower to 1st Street indicate new sidewalk installation on both sides of the street. Additional crossing improvements were not identified with this project at the time of publication of this plan. Many respondents spoke of the isolation felt by pocket communities on the north, southwest, and east sides of town. School routes, State Lake Road leading to Douglas State Lake, 11th Street, and improved East/West connectivity were also mentioned as potential priorities.

Certain segments of identified SRTS routes may overlap or differ from the Priority Network. These two methods for prioritizing routes need not be mutually exclusive, as the City could pursue completion of both concurrently.

Table 4.4: Baldwin City Priority Network Estimated Costs

	Sidewalk on One Side of Priority Network
Linear feet of missing sidewalk on priority network	6,500
Estimated cost at 5' sidewalks, \$6 per square foot	\$195,000

Figure 4.4: Baldwin City Priority Network



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence.
 Plot date: 8/26/2016

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Pursue Shared Use Path
Connection to the Prairie
Spirit Trail

Recommendations

Primary Focus Areas Addressed: Connectivity

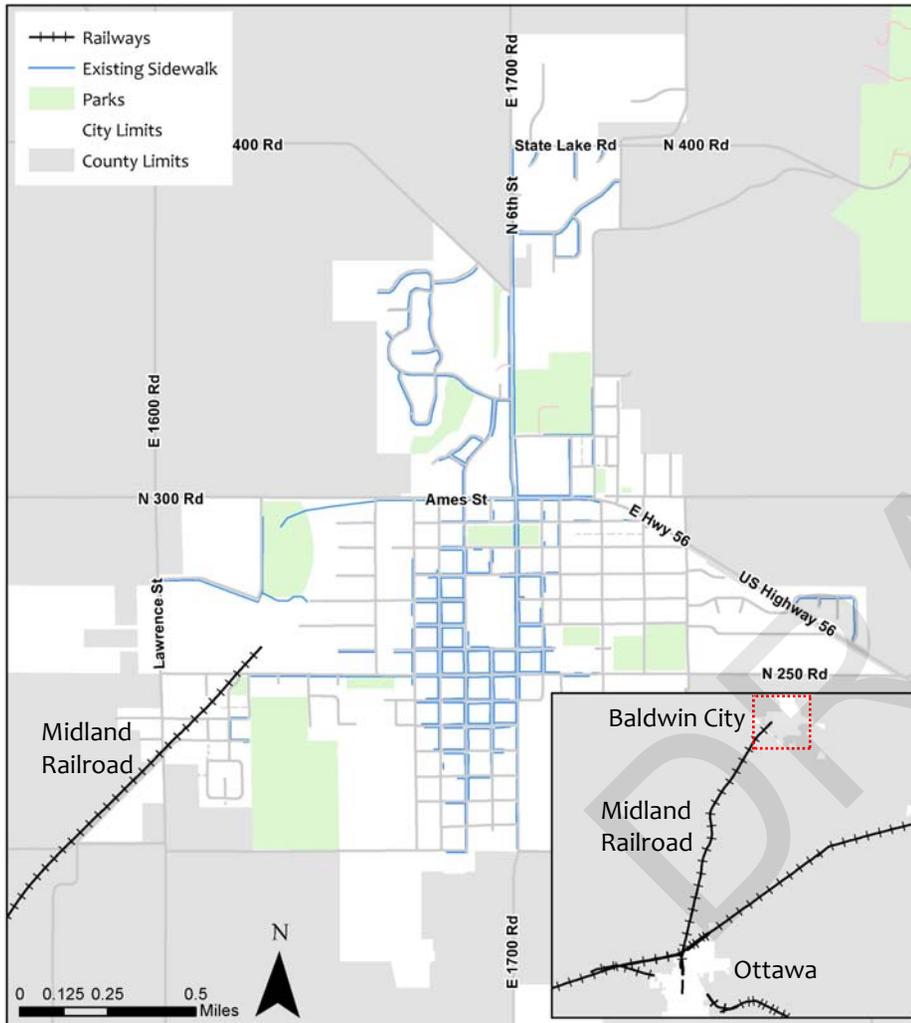
The Prairie Spirit Trail is a 52-mile shared use path for pedestrians and bicyclists running along an old railway that currently connects Ottawa to Humboldt. The Midland Railroad runs southwest out of Baldwin City to Ottawa and terminates near the trailhead for the Prairie Spirit Trail. Figure 4.5 shows the alignment of this railroad.

Work is currently being done by the Baldwin City Economic Development Corporation to obtain the necessary easement from the Midland Railroad to accommodate a shared use pedestrian and bicycle path. The EDC is also working to identify funding for the construction of the trail along the 20-mile route. This plan recommends continued efforts to establish this connection, greatly improving connectivity for pedestrians in the region.

DRAFT

Baldwin City Conclusion

Figure 4.5: Prairie Spirit Trail Connection



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence.
Plot date: 8/3/2016

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Pedestrian improvements in Baldwin City currently occur as the as roadways are repaired and constructed, and grants are sometimes identified to fund standalone projects. This leads to a fragmented network with no clear goal or system-wide vision.

The recommendations in this document aim to focus investment in pedestrian infrastructure so that the network is less fragmented. These recommendations are not mutually exclusive and can be implemented incrementally as funding becomes available. City officials should consider using tools found in the Pedestrian Progress Toolbox section on pages 14—19 to achieve one or more of these recommendations.

The Pedestrian Plan is an important document because it enables city staff to make consistent decisions that affect the pedestrian realm in a positive way. It sets the stage for policy discussion regarding sidewalk requirements, helps protect streets with developed pedestrian infrastructure, and prioritizes streets with underdeveloped pedestrian infrastructure for upgrades. This Plan will be incorporated into the regional long-range transportation plan, T2040, during the update in 2017.

While funding is limited, yearly improvements help improve the system by bringing existing facilities into compliance with current standards, and providing programming, education, and policy changes that can lead to more people choosing to walk. The ultimate goal is to have a complete citywide system of quality pedestrian infrastructure paired with policies and programs that encourage more people to walk. Measured progress towards this will continue to support overall walkability and economic development opportunities throughout Baldwin City.

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Douglas County Regional Pedestrian Plan

LAWRENCE - DOUGLAS COUNTY

MPO



METROPOLITAN PLANNING ORGANIZATION

Approved by the MPO Policy Board: October 5, 2016

Accepted by the Lawrence City Commission: November 15, 2016



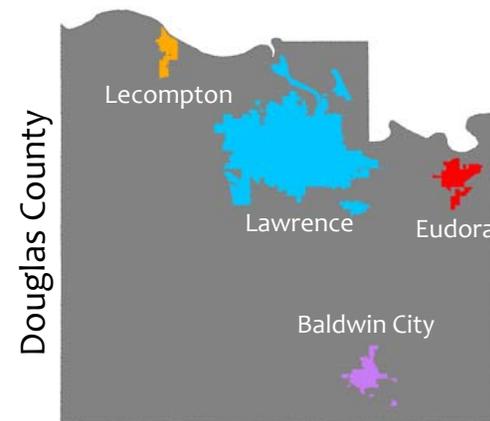
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Executive Summary



This Plan represents a vision of a more accessible and safer pedestrian environment in the region. This is the first Regional Pedestrian Plan developed by the Lawrence-Douglas County Metropolitan Planning Organization (MPO). Through a public participation process that included surveys, mobile meetings, and website feedback, residents of Douglas County expressed a desire for pedestrian friendly communities. These communities should encourage people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient, and attractive pedestrian environment.

This Plan considers the many benefits of walking and identifies a diverse set of approaches encouraging more pedestrian activity. This Plan presents a toolbox of policy, program, and infrastructure ideas that cities in Douglas County can implement to improve the pedestrian environment. While there may be overlap, the needs of Lawrence, Eudora, Baldwin City and Lecompton vary in population, available funding, and local priorities. This plan offers assessments and unique recommendations for each city within Douglas County.

Recommendations for each city are as follows:

City-Specific Recommendations

Lawrence

- Implement the Safe Routes to School Program
- Use Traffic Calming Devices to Improve Pedestrian Safety and Comfort at Locations with Real and Perceived Risk
- Implement a Traffic Safety Campaign (Education & Enforcement)
- Encourage Pedestrian Trips through Wayfinding Signage and an Open Streets Event
- Reduce Block Length Standards in Subdivision Design Regulations
- Form or Assign Responsibilities to an Advisory Committee
- Apply for Walk Friendly Community Status
- Track and Measure Progress of Infrastructure, Amenities, and Programming
- Enforce Current Sidewalk Repair Policy or Establish New Sidewalk Repair Program
- Establish Dedicated Funding Source for Pedestrian Improvements
- Coordinate with University Staffs on Pedestrian Policy and Infrastructure Plans
- Target Resources to the Priority Network
- Target Resources to Non-Existing and Non-Compliant ADA Ramps
- Target Resources to High-Demand Transit Corridors

Eudora

- Continue to Seek Funding for Safe Routes to School Program
- Encourage Pedestrian Trips Through Participation in National Walk to School Day and Other Strategies
- Use Traffic Calming Devices to Improve Pedestrian Safety and Comfort at Locations with Real and Perceived Risk
- Track and Measure Progress of Infrastructure, Amenities, and Programming
- Target Resources to the Priority Network

Baldwin City

- Encourage Pedestrian Trips Through Participation in National Walk to School Day and Other Strategies
- Consider Applying for Safe Routes to School Program Funding
- Use Traffic Calming Devices to Improve Pedestrian Safety and Comfort at Locations with Real and Perceived Risk
- Track and Measure Progress of Infrastructure, Amenities, and Programming
- Target Resources to the Priority Network

Lecompton

- Encourage Pedestrian Trips Through Participation in National Walk to School Day and Other Strategies
- Target Resources to the Historic Loop
- Target Resources to the Grand Loop
- School Crossing Improvements

Introduction

Over the last five years, we have heard the desire for improvements to our pedestrian environment and culture. Residents have a vision for increased pedestrian friendliness along and across our roadways, bikeways, and trails. This vision and focus areas support what the community has asked for through the comprehensive regional transportation plan, Transportation 2040 (T2040)¹, Multimodal Studies² and other ongoing planning processes.

The Douglas County Regional Pedestrian Plan aims to help guide the planning of our diverse communities so that they develop into places where people are allowed the choice to get to their destinations on foot.

Since the adoption of Transportation 2040 (T2040) in 2013, the MPO staff has encouraged the Lawrence-Douglas County planning staff to give additional consideration to pedestrian mobility during planning processes. To ensure that all modes of transportation are given the same opportunity for safe, convenient, and enjoyable travel, an overarching pedestrian plan should be woven into roadway design, road network planning, trail development, and maintenance of infrastructure.



¹Transportation 2040: Moving Forward Together. <http://lawrenceks.org/mpo/t2040>

²Multimodal Planning Studies. <http://lawrenceks.org/mpo/study>

Vision

The residents of Lawrence, Eudora, Baldwin City and Lecompton envision communities that invite people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient, and attractive pedestrian environment.



Focus Areas

Each city within the region will have unique policy, program, and infrastructure recommendations addressing the following Focus Areas. Pages 14-19 can be thought of as a toolbox that each community can use to feasibly improve its pedestrian environment.

Safety: Improve safety by reducing the number and severity of crashes through infrastructure design along and across roadways, and by promoting safe driving, walking, and bicycling behaviors through education and enforcement.

Equity: Provide accessible pedestrian facilities for all users through public engagement, accessible design, and capital investments.

Health: Develop a pedestrian network that promotes active lifestyles and sustains a healthy environment.

Economy: Enhance economic vibrancy by creating safe and aesthetically pleasing walking environments with easy connections to commercial centers and front doors of businesses.

Connectivity: Plan and build pedestrian infrastructure creating a network to connect neighborhoods to employment, retail, community services, schools, and recreational & cultural amenities.

Multimodal Connections: Develop pedestrian facilities that provide opportunities to access other modes of transportation (transit, bicycling, carpooling, or vanpooling).

Land Use and Design: Employ land use planning and site design requirements that encourage pedestrian travel by making local trips easier and more pleasant by foot than by car.

Benefits of Walking

Quality pedestrian environments can positively impact much more than the individuals who are walking. While health and access may be improved for pedestrians only, reduced congestion, economic gains, and improved air quality can benefit everyone in the city. Cities within Douglas County could take advantage of a number of the following benefits with enhanced pedestrian facilities.

Health and Wellness

- Only half of adults and one quarter of high school students get the amount of physical activity recommended in national guidelines.¹
- Regular walking can help prevent or manage various conditions, including heart disease, high blood pressure, and type 2 diabetes.²
- Older non-drivers take 65% fewer social, family, and religious trips than older people who still drive. However, 30% of older non-drivers walk in dense areas, compared to 7% in more spread out areas.³

Reduced Congestion

- In 2010, road congestion caused 4.8 billion hours of travel delay, wasted 1.9 billion gallons of fuel, and resulted in total congestion costs of \$115 billion in 439 U.S. urban areas.⁴
- 60% of trips under 1 mile are made by automobile.⁵

Improved Economy

- In 2011, driving a newer sedan cost an average of \$8,946 per year and driving an SUV cost \$11,360 per year.⁶
- Improved walking environments have been correlated to increased retail sales. While automobile drivers tend to spend more per trip, pedestrians shop more frequently and spend more per capita over a month or a year.⁷
- Neighborhood streets built in a grid to serve all users reduce the need for wide automobile lanes and complex intersections, and can lower infrastructure costs 35-40% compared to conventional suburban development.⁸

¹ U.S. Department of Health and Human Services. Step It Up! The Surgeon General's Call to Action to Promote Walking and Walkable Communities. Washington, DC: U.S. Dept of Health and Human Services, Office of the Surgeon General; 2015. <http://www.surgeongeneral.gov/library/calls/walking-and-walkable-communities/call-to-action-walking-and-walkable-communities.pdf>

² Mayo Clinic staff (2015, March 19). Walking: Trim your waistline, improve your health. Retrieved June 13, 2016, from <http://www.mayoclinic.org/healthy-lifestyle/fitness/in-depth/walking/art-20046261>

³ Surface Transportation Policy Institute. Aging Americans: Stranded Without Options Fact Sheet. 2012. www.transact.org/library/reports_html/seniors/fact_sheet.asp

⁴ Texas Transportation Institute. Urban Mobility Information. Traffic Problems Tied to the Economy, Study Says. Texas A&M University. 2011. <http://mobility.tamu.edu/ums/media-information/press-release/>

⁵ U.S. Department of Transportation Federal Highway Administration. (2009). Summary of travel trends: National household transportation survey. Retrieved January 22, 2016, from <http://nhts.ornl.gov/2009/pub/stt.pdf>.

⁶ AAA. Cost of Owning and Operating Vehicle in U.S. Increased 1.9% According to AAA's 2012 'Your Driving Costs' Study. 2012. <http://newsroom.aaa.com/2012/04/cost-of-owning-and-operating-vehicle-in-u-s-increased-1-9-percent-according-to-aaa%E2%80%99s-2012-%E2%80%98your-driving-costs%E2%80%99-study/>

⁷ Transportation Alternatives and Schaller Consulting. Curbing Cars: Shopping, Parking and Pedestrian Space in SoHo. 2006. www.transalt.org/files/newsroom/reports/soho_curbing_cars.pdf

⁸ Costs. (2016). Retrieved July 13, 2016, from <http://www.smartgrowthamerica.org/complete-streets/implementation/factsheets/costs>

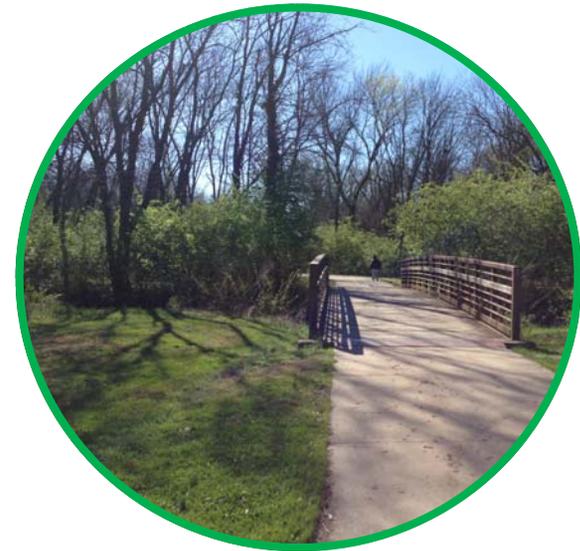
Improved Air Quality

- A leading cause of air pollution in many urban regions is household vehicle travel.⁹
- In 2014, transportation accounted for approximately 26% of total U.S. greenhouse gas emissions.¹⁰
- The more people who walk instead of drive, the less pollution is emitted from automobiles. Automobile pollution contributes to ground-level ozone which can lead to shortness of breath and asthma.¹¹

Equity and Access for All

- One-third of all Americans are not able to drive, either because they are too old, too young, too poor, or have some form of disability.¹²
- 1 in 20 (5.3%) Douglas County residents do not have access to a vehicle.¹³
- More than 50% of Americans 65 and older who do not drive stay home on a given day because they lack transportation options.¹⁴
- Safe non-motorized transportation options, combined with access to public transportation, are critical components of a transportation network that connects people—especially low-income households—with jobs, education, and essential services, providing “ladders of opportunity.”¹⁵

The US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations states, "Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use." In this context, non-motorized transportation types are equal with other transportation modes. The Douglas County Regional Pedestrian Plan recognizes these benefits and strives to address pedestrian needs in Lawrence, Eudora, Baldwin City, and Lecompton.



⁹ Frank, L. D., Stone, B., & Bachman, W. (2000). Linking land use with household vehicle emissions in the central Puget Sound: Methodological framework and findings. *Transportation Research D*, 5(3).

¹⁰ Sources of Greenhouse Gas Emissions. (2016, August 9). Retrieved August 22, 2016, from <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

¹¹ Bell, M. L., McDermott, A., Zeger, S., Samet, J. M., & Dominici, F. (2004). Ozone and short-term mortality in 95 U.S. urban communities, 1987-2000. *New England Journal of Medicine*, 292 (19).

¹² Rails to Trails Conservancy. Active Transportation for America: A Case for Increased Federal Investment in Bicycling and Walking. Published 1/1/2008. <http://www.railstotrails.org/resource-library/resources/active-transportation-for-america/>

¹³ U.S. Census Bureau, 2010-2014 American Community Survey 2014 5-Year Estimates, Table B25044.

¹⁴ Surface Transportation Policy Institute. Aging Americans: Stranded Without Options Fact Sheet. 2012. www.transact.org/library/reports_html/seniors/fact_sheet.asp

¹⁵ Safer People, Safer Streets: Pedestrian and Bicycle Safety Initiative. (2015, October 28). Retrieved July 13, 2016, from <https://www.transportation.gov/safer-people-safer-streets>

5 E's of Pedestrian Planning

Engineering

Engineering refers to physical infrastructure. Engineering recommendations are typically divided into short-term, medium-term and long-term priorities based on cost, ease of implementation, and other factors. Recommendations may include:

- Sidewalks, shared-use paths, and trails
- Directional and way-finding signage
- Pedestrian bridges and tunnels
- Improvements to crosswalks
- Curb ramps compliance with ADA guidelines
- Bulb-outs
- Landscaping
- Traffic calming – volume/speed causing yielding
- Signals and other traffic controls

Education

Education efforts typically focus on educating people about the rules of the road. Motorist education typically focuses on reminding motorists of the rules of the road and how to properly interact with pedestrians. Education efforts may include:

- Pedestrian education
- Driver education
- Public Service Announcements (PSAs)
- Workshops for planners, engineers, and law enforcement officials
- Signage

Encouragement

Encouragement activities focus on increasing walking through fun and interesting activities. Encouragement activities may include:

- Walk to School Day
- Workplace wellness programs
- Walking route maps or way-finding signage
- Open streets
- Walking clubs
- Fitbit or pedometer giveaways

Enforcement

Enforcement activities focus on enforcing the rules of the road for all users - motorists, bicyclists, pedestrians and transit users.

Enforcement activities may include:

- Efforts to reduce speeding through holding all users responsible for following the rules of the road
- Efforts to increase yielding to pedestrians
- Crossing guards

Evaluation

Evaluation efforts seek to quantify the impact of the other “E’s.”

Evaluation efforts may include:

- Measuring the growth of pedestrian facilities in the region
- Measuring the mode share of trips in the region or the number of users on a specific pedestrian facility thru pedestrian counts
- Measuring driver yielding behavior
- Evaluating crash data (injuries and fatalities) for patterns or frequency

Current Plans and Policy Context

Current Local Plans, Reports, and Statutes

The Regional Pedestrian Plan included a review of many existing documents that, in part, address pedestrian issues. The following pages explain the content of several existing plans as they pertain to pedestrians.

Kansas Pedestrian Statutes

www.ksdot.org/bureaus/burRail/bike/biking/KssidewalkStatutes.asp: The Kansas Pedestrian Statutes are the legal operational descriptions for pedestrian's rules of the road for using pedestrian environments in Kansas.

Kansas Bicycle and Pedestrian Transportation Plan (1995)

www.ksdot.org/Assets/wwwksdotorg/bureaus/burRail/bike/Documents/bikeplan1995.pdf: The Kansas Bicycle and Pedestrian Transportation Plan expresses the importance of bicycle and walking as elements of Kansas' transportation system as the State moves forward into the 21st Century. The primary purpose of this document, which is a portion of the Kansas Long-Range Transportation Plan, is to provide continued inclusion and planning of bicycle and pedestrian transportation facilities as components of the Kansas statewide transportation system.

Lawrence Parks Master Plan (2000) www.lawrenceks.org/lprd/masterplan: The Parks Master Plan provides a roadmap for recreation facilities and programs in Lawrence. During the planning process, a resident survey was conducted in 1999 that identified the most important parks and recreation facilities to the residents were walking and biking trails (48%) and the most important improvements that residents think should be made to existing parks are: linking neighborhood parks with walking and biking trails (41%). The plan's vision for Lawrence Parks and Recreation includes eight strategies,

one of which includes creating additional neighborhood parks, facilities, and trails that provide safe community linkages and neighborhood connections.

The Lawrence Parks Master Plan was in the process of an update in 2016 at the time of the writing of the Regional Pedestrian Plan.

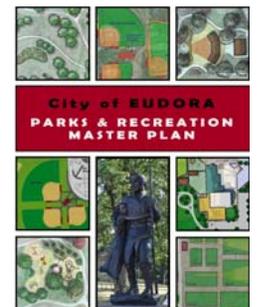
Lawrence Complete Streets Policy (2012)

www.lawrenceks.org/assets/pds/planning/documents/CSPolicy.pdf: The Complete Streets Policy encourages an interdisciplinary approach to incorporate the needs of all users into the design, construction, and maintenance of public and private transportation infrastructure within Lawrence where feasible and fiscally appropriate. The Complete Streets Policy establishes guiding principles and practices to create an equitable, balanced, and effective transportation system encouraging walking, bicycling, and transit use, to improve health and reduce environmental impacts, while simultaneously promoting safety for all Users of Streets. This policy also encourages all facilities to follow the guidelines of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the proposed guidelines for accessible rights-of-way (PROWAG).



Eudora Parks & Recreation Master Plan (2012)

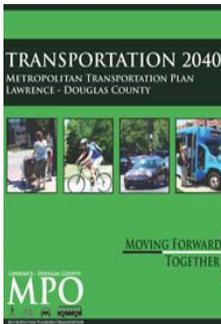
www.cityofeudoraks.gov/DocumentCenter/View/221: The Eudora Parks & Recreation Master Plan includes routes for bicycle and pedestrian facilities throughout Eudora to connect residents to the parks and recreation facilities throughout the community.



Lawrence Retiree Attraction Task Force Final Report (2012)

www.lawrenceks.org/assets/boards/ratf/ss_retiree_attraction_task_force_final_report.pdf: The Lawrence Retiree Attraction Task Force focused on phased improvements that can be implemented to attract retirees to the Lawrence community. The report notes that seniors and retirees want walkable communities close to core services. This is found to be a weakness in the Lawrence community. The plan calls for local governments to provide opportunities for healthy lifestyles by continuing to fund expansion of the existing walking and bicycling networks. It also acknowledges that many more neighborhoods would be more walk-friendly with an increase in, and maintenance of, city sidewalks, recognizing that some of the sidewalks are unsafe due to uneven concrete or the lack of curb cut-outs.

Transportation 2040 (2013) www.lawrenceks.org/mpo/t2040: Transportation 2040 was adopted by the Lawrence - Douglas County Metropolitan Planning Organization (L-DC MPO) and serves as the region's Metropolitan Transportation Plan (MTP). Part of the L-DC Comprehensive Plan (Horizon 2020), T2040 Plan emphasizes multimodal planning and recommends the creation of this Regional Pedestrian Plan. The process for updating T2040 will begin in fall of 2016. A new MTP must be approved by March 21, 2018.

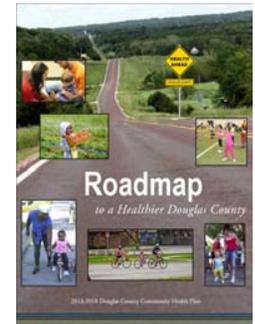


Lawrence Cultural District Task Force Recommendations (2013)

www.lawrenceks.org/assets/agendas/cc/2013/12-10-13/fai_cdtf_final_report.pdf: The Lawrence Cultural District Task Force Recommendations recognize the importance of active transportation in the planning for the communities' existing and future cultural places. Their recommendations value the importance of active transportation on community health and desire to be able to access the districts safely by foot and bike.

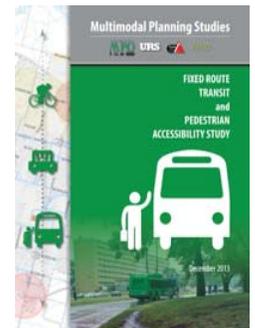
Douglas County Community Health Plan (2013)

www.ldchealth.org/221/Community-Health-Plan: The Douglas County Community Health Plan envisions an environment and culture, through policy & systems change, that makes physical activity easier & more rewarding for people of all ages and abilities. The implementation of the built environment portion of that plan (by the LiveWell Lawrence Healthy Built Environment Work Group) works to make it easier for residents to walk, bike, and wheel to everyday destinations.



Lawrence Fixed Route Transit and Pedestrian Accessibility Study (2014)

www.lawrenceks.org/assets/mpo/study/reports/transit.pdf: The Lawrence Fixed Route Transit & Pedestrian Accessibility Study recommends improvements to the pedestrian network to improve accessibility to transit service. The study explores obstacles transit riders face along routes, locations where improvements could be made to improve and/or enable people to access routes, and possible locations for bus turnouts to improve convenience and safety for riders and to enhance traffic operations. The study completed a system wide bus stop analysis and recommended four corridors for detailed evaluation, the corridors include: 23rd Street, 6th Street, 19th Street and Naismith Drive.



2014-2024 University of Kansas Campus Master Plan (2014)

www.dcm.ku.edu/2014-2024-university-kansas-campus-master-plan: The KU Campus Master Plan identifies one of its goals as, "Reinforce the pedestrian experience, while fully developing a multimodal transportation system, providing access to the campus and community." The Douglas County Regional Pedestrian Plan seeks to coordinate its recommendations with those that have been laid out in the KU Master Plan, facilitating pedestrian connections between the City and campus.

Be Active Safe Routes www.beactivesaferoutes.com: Lawrence Be Active Safe Routes (BASR) is a local movement to make neighborhoods safe and accessible for everyone. Within BASR is the Safe Routes to School (SRTS) initiative which can increase opportunities for children to bike and walk to and from schools. SRTS can include a variety of multi-disciplinary programs aimed at promoting walking and bicycling to school and improving traffic safety around school areas through education, incentives, law enforcement, and engineering measures. The Lawrence-Douglas County Health Department, in conjunction with Lawrence Public Schools, the City of Lawrence and the Lawrence-Douglas County MPO, is facilitating this community-wide effort to create individual school and a community Safe Routes Plan.



There are current efforts in both Eudora and Baldwin City to improve the multimodal infrastructure for kids to access safe routes to and from school.

Lawrence Pedestrian-Bicycle Issues Task Force Final Recommendations (2016) www.lawrenceks.org/ped-bike: This task force created a set of recommendations for the pedestrian environment to be considered by the City Commission and staff. The group prioritized filling sidewalk gaps along the SRTS network, along arterial and collector streets, and investing in facilities that provide safer conditions and access for seniors and people with disabilities. Additionally, the group recommended the establishment of a sidewalk repair program by 2017, and the formation of a consolidated transportation commission that would advise the City Commission on all transportation matters, including pedestrian issues. The Task Force proposed funding pedestrian projects through the reallocation of existing resources in the short-term and dedicated pedestrian funding through renewal of the infrastructure sales tax in the long-term.

Americans with Disabilities Act (ADA, 1990)

<http://www.ada.gov/pubs/adastatute08.htm>: For over 100 years, street and sidewalk infrastructure were built without mandated consideration of individuals with disabilities. Therefore, the amount of labor, time, and money required to bring the region into full compliance with the Americans with Disabilities Act (ADA) standards is substantial. In order to best serve individuals with disabilities living in communities throughout the region, we must continue to improve accessibility of the pedestrian environment.

With the signing of the act in 1990, all public agencies with more than 50 employees are required to make a transition plan which must include a schedule for providing access features to all programs and services offered by that public agency. The City of Lawrence developed a Self-Evaluation Transition Plan in 1992. This plan describes the self-evaluation of city employment, services, and facilities; as well as services provided by outside agencies to determine if all meet the standards set by the Americans with Disabilities Act. The plan also identifies the general priorities to be followed when making structural modifications to non-compliant facilities. The ADA strives to enhance mobility for people with physical, cognitive, or sensory limitations. In 2010, Congress updated the ADA Standards for Accessible Design. Public agencies in Douglas County with over 50 employees must follow these standards.

Effects of the ADA on the Douglas County region's pedestrian infrastructure network are:

- Curb ramps at intersections
- Accessible pedestrian signals at intersections for individuals who are blind or visually impaired
- Sidewalks with deflections or cross-slope that prevents easy travel with a wheelchair

Pedestrian Progress Toolbox

Municipalities, organizations, non-profits, and advocates have many tools at their disposal to address pedestrian issues. The following is a list of policies, programs, and infrastructure tools that can be used to improve the pedestrian environment.

Policy and Programs

Safe Routes to Schools (SRTS) Program

Walking and bicycling to school can be an important part of a healthy lifestyle, yet most children in Kansas do not start the day with either of these activities. The Kansas Department of Transportation, with funding from the Federal Highway Administration, has developed a program that would provide reimbursements to local public authorities and school districts for projects or activities that will make walking and bicycling to school safe, enjoyable, and routine.

Through the SRTS program, funds are available for a variety of projects and programs that benefit elementary and middle school children. These programs are intended to be comprehensive, combining education, enforcement, encouragement, evaluation, and engineering.¹

Traffic Calming Through Reduced Speeds

Pedestrian injuries are less frequent and severe on roadways with lower speeds. Many streets serving a variety of transportation modes carry traffic that travels at speeds incompatible with safe pedestrian activity. Reducing vehicle speed should include an approach that considers engineering, enforcement, and education measures. The safety benefits of reduced speeds include not only

pedestrians but also motorists and cyclists. The advantage to pedestrians is the most substantial from an injury and fatality standpoint.

Risk of pedestrian injury and death increases as vehicle speed increases. For motor vehicles that are involved in a pedestrian crash at a speed of 31 mph, risk of pedestrian injury is 50%, and risk of death is nearly 25%.² Reducing vehicle speed is one way in which safety in the pedestrian environment can be improved.

Traffic Safety Campaign

A traffic safety campaign including motorist, bicyclist, and pedestrian education programs can improve safety for all road users. The addition of police resources and officers can help to enforce traffic laws for all users. Some communities have embraced the goals of Vision Zero or Toward Zero Deaths, which aims to eliminate serious injuries or fatalities caused by roadway traffic. Many of the following tools may help reduce serious traffic injuries or fatalities in Douglas County.

No single policy or action exists to make streets and roads safer and more conducive to pedestrians. Instead, safer active transportation networks will only be achieved through a change in priorities for addressing transportation demand and land use. The Public Policies for Pedestrian and Bicyclist Safety and Mobility Report found, “there is also a need to change typical road user behavior, such as distracted and aggressive driving, as well as bicyclists and pedestrians not obeying traffic control devices.”³ Often this cultural behavior is changed through education and enforcement.

Successful pedestrian safety education programs include a variety of different elements and strategies. Providing instruction on lawful and responsible behavior among bicyclists, pedestrians, and motorists is vital in an effective multimodal transportation network.

¹https://www.ksdot.org/bureaus/burTrafficEng/sztoolbox/Safe_Routes_to_School.asp

²<https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf>

³<http://www.pedbikeinfo.org/cms/downloads/PBSPolicyReview.pdf>

Educating kids about pedestrian safety by working with school administrators and teachers to identify target ages for key educational messages can be an effective tool to connect with the target audience. In a similar way, reminding adults of important walking skills by working with college and high school administrators can be a good strategy as well. Including pedestrian information in driver's education courses with examples of crash reports could be a useful exercise for inexperienced drivers. Finally, identifying what safety messages are most important for different target audiences and how to effectively deliver those messages can make a difference in the success of a pedestrian education program.

Improved enforcement of traffic laws for bicyclists, pedestrians, and motorists should be encouraged. This can be done with the cooperation of the police department and city attorney by reviewing and, if necessary, modifying local and state laws that affect pedestrians, focusing on the regulations that unnecessarily restrict pedestrian traffic or that seem out of date when compared to the national models. Reviewing procedures for handling youthful violators can be an effective preventative enforcement effort as well. Some cities have utilized a special youth court for young people that violate traffic laws and special tickets that have multiple copies for the violator, the parents of the child, and the police station.

Encouragement Programs

Pedestrian encouragement programs enable individuals and organizations to create awareness of pedestrian issues by alerting others to the benefits of walking and the ways that walkable places foster a healthier, more livable community. These programs include employer-driven incentive strategies such as mileage reimbursements, maps of walking routes, walk to school day, walking school buses under parental supervision, and pedestrian wayfinding signs. Challenging people to walk, distributing information in maps and brochures, and providing perks such as free pedometers can redefine how people think of transportation.

Identifying organizations and groups with an interest in encouraging pedestrian transportation, and collaborating with them to develop programs, is vital to sustain ongoing and future pedestrian efforts for encouragement.

Pedestrian Inclusion in Development Review

Ensuring pedestrian considerations are discussed early in the planning/design process for developments can prevent difficulties further along in the process. Instead of repairing and/or retrofitting areas within a city where pedestrian facilities were not originally anticipated but are now needed, it may be easier and less expensive to establish standards which consider space for pedestrians at the earliest stages of the planning process before infrastructure is built. These standards and guidelines should not be onerous, but they do need to set minimum expectations for improving the pedestrian experience with new roadways and reconstructions. A wide range of possible options for enhancing multimodal friendliness exists through design. The following treatments may be appropriate in some locations:

- Street crossing treatments
- Sidewalk design
- Landscaping and amenities
- Establishing subdivision regulations that limit negative impacts on pedestrian mobility such as blocks exceeding 600 feet, curvilinear streets, or streets with cul-de-sacs. Pedestrian easements or cut-throughs can be used to improve pedestrian connectivity when long block lengths are unavoidable
- Establishing a development code that mandates maximum setbacks for new developments to bring buildings closer to the sidewalk where they can easily be reached on foot, and encouraging walking paths within new developments
- Adjusting traffic signal timing, creating a Leading Pedestrian Interval allowing pedestrians to begin crossing 3-6 seconds before motor vehicles are given a green light, or disallowing right turns on red in certain locations

Creation of a Pedestrian Advisory Committee

To improve multimodal planning and infrastructure, cities can establish a pedestrian advisory committee, a combined bicycle and pedestrian advisory committee, or can assign pedestrian planning and implementation responsibilities to an existing committee/advisory group. The committee could coordinate pedestrian planning activities, oversee all pedestrian programs and policies, address pedestrian improvement needs, recommend funding for implementation, prioritize pedestrian improvements, and help to coordinate pedestrian planning with other modes of transportation. A pedestrian advisory group could also better act as a liaison between the general public and decision makers.

Evaluation Tools

Walk Friendly Communities (WFC)¹ is a national recognition program to encourage cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. The program recognizes communities that have shown a commitment to improving pedestrian safety, mobility, access, and comfort through comprehensive programs, plans, and policies. Communities can apply to the program to receive recognition in the form of a Bronze, Silver, Gold, or Platinum designation. There is no cost to apply for a WFC designation, though it is estimated to take approximately 20–60 hours of staff time to complete an application. This designation could be used as an objective way to measure the pedestrian friendliness of a city using a widely-accepted national standard.

Another way to evaluate progress would be to track and measure the annual expense and number of pedestrian improvements made by public projects and programming. Furthermore, analyzing crash data would help to identify recurring safety issues. Also, collecting pedestrian count data would help provide insight on trends within the region. This combined knowledge would be useful in warranting future projects and estimating demand for facilities.

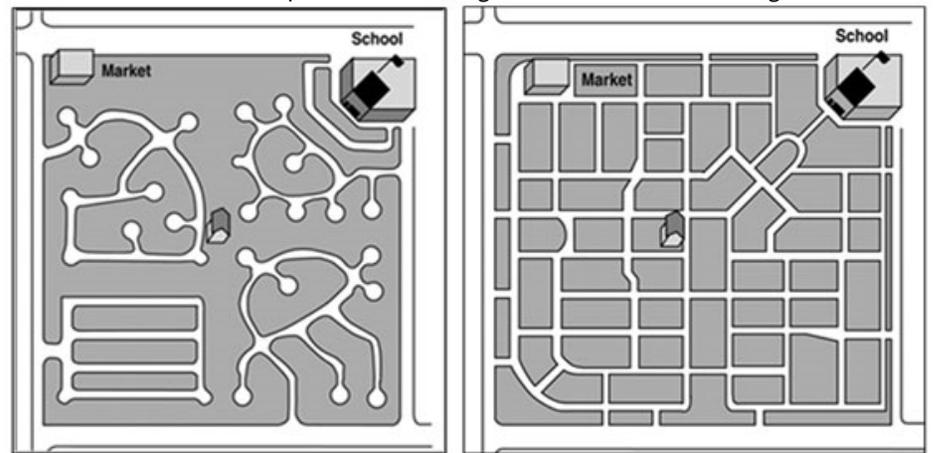
Pedestrian Infrastructure Design

Pedestrians are diverse, consisting of walkers, wheelchair users, people using mobility devices, and people with strollers, guide dogs, and canes. They walk, run, or wheel for enjoyment, purpose, comfort, and exercise. Pedestrians experience the environment differently because of unique mental abilities and physical attributes. The following infrastructure design tools can help to improve the pedestrian environment for various user types. The city-specific recommendations that follow encourage design that is comfortable for those with the lowest ability, resulting in an environment that is enjoyable for all users.

Directness

Distance is critical to the walking trip. Directness measures how well a community provides direct pedestrian connections to destinations such as transit stops, schools, parks, commercial centers, or activity areas. The grid street pattern typifies the ideal system, offering the pedestrian many potential routes. Common curvilinear subdivisions often lack direct connections because they contain cul-de-sacs that back up against commercial centers, schools, or parks and require a

Figure 1.1. The grid pattern on the right provides a more direct connection between destinations than the example on the left. Images taken from FHWA training materials.²



¹www.walkfriendly.org

²https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/network_report/page02.cfm

circuitous route, which deters potential pedestrians. Figure 1.1 shows two images which all have the same direct distance between the origin and destination. As cul-de-sacs and curvilinear streets become incorporated into the design, pedestrians must walk much longer actual distances to reach their destination.

In The Smart Growth Network's Pedestrian and Transit Friendly Design Manual, block lengths of less than 300 feet are recommended for high degrees of walkability and 300-600 feet for average walkability.³ If long block lengths are unavoidable, pedestrian easements or cut-throughs should be considered to provide improved connectivity.

Continuity

Continuity is a measure of the completeness of the sidewalk system and avoidance of missing segments. Under ideal circumstances, the pedestrian sidewalk appears as a single continuous network, with connections between sidewalks in the public right-of-way and a specific site. As sidewalks begin to appear only on one side of the street, or have gaps that deter pedestrians, the quality of the network design deteriorates. Segments without sidewalks on either side of the street create significant safety risks for pedestrians.

Safety

Crashes between pedestrians and motor vehicles can be caused by many factors. Regular analysis of pedestrian crash data should be performed to identify locations and countermeasures that address the specific location. The Federal Highway Administration recognizes that speed is a critical component of a safe road system, especially when roads contain a mix of user types (pedestrians, bicyclists, motor vehicles).⁴ Another part of the solution may be to change the geometry of the roadway or intersection through engineering design.

Visual Interest, Amenities, and Personal Comfort

To promote pedestrian activity, the pedestrian system needs to be aesthetically appealing and comfortable for all users. The attractiveness of the pedestrian network can be visually engaging, with enhancements like street lighting, fountains, and benches, or can cause discomfort and intimidation associated with the absence of amenities. The speed, volume, and noise of adjacent traffic, along with the buffer area between cars and pedestrians, can influence how comfortable one feels walking in a certain area. Areas to examine regarding visual interest, amenities, and personal comfort include the following elements:

- **Scale** - Does the urban environment reflect a human scale environment (pedestrian scale)? Are the colors, materials, and form of the pedestrian facilities and features appropriate to the area and do they functionally unite the pedestrian network?
- **Attractiveness** - Does the area include landscaping, vertical treatment, and sidewalk furnishings that improve the character and pedestrian scale of the urban environment?
- **Design** - Does the area include the site details, such as public art, that enhance the pedestrian scale of the street and become urban amenities?

Image 1.1: Bulb outs are one example of engineering design that reduces travel distance for pedestrians crossing the street.



³http://www.fta.dot.gov/documents/ptfd_primer.pdf

⁴<https://www.fhwa.dot.gov/publications/publicroads/13sep/oct/02.cfm>

- **Lighting** - Does the lighting improve the safety, aesthetics, and character of the area?
- **Maintenance** - Is the area well-maintained, clean, and free of overgrown vegetation?
- **Adjacent Land Uses** - Are the land uses along the pedestrian network attractive and inviting such that they encourage pedestrian activities or are they unappealing, such as unmaintained buildings and parking lots? Is there a mix of land uses that leads to natural security (eyes on the street)?
- **Adjacent Motor Vehicles** - What is the volume of motor vehicles near the walking path? Do they cause too much noise or are they too physically close?

Street Crossings

Street crossings place the pedestrian in the middle of the street and exposed to potential conflicts with automobiles. Good pedestrian network design may be unique at each crossing. Finding the correct treatment to use can become very complex. There are some key elements that needing examination when considering changes to a street crossing.

For an average pedestrian walking at 3 miles per hour (4.4 feet per second), it takes approximately 3 seconds to cross one 12' traffic lane. Bike lanes and on-street parking can increase crossing time. When determining the total time necessary for a walk signal phase, an additional 3 second cushion of safety is recommended. Older adults, children, and mobility impaired pedestrians take longer to cross. Potential tools to improve pedestrian safety at intersections include reducing lane width to 11 feet¹, Leading Pedestrian Intervals, and disallowing right turns on red in certain locations. The American Association of State Highway and Transportation Officials (AASHTO) and the National Association of City Transportation Officials (NACTO) provide guidance on engineering standards at crossings.

Table 1.1 : Street Crossing Elements Defined

Element	Description
Number of Lanes	The greater the number of traffic lanes to be crossed, the greater the exposure of pedestrians to vehicles. In addition, wider streets tend to carry higher volumes of traffic at higher speeds.
Crosswalks	Pedestrian crosswalks should be adequately marked and signed at non-signalized locations. In some situations, the sidewalks may be raised for added visibility.
Signal Indication	Traffic signal heads should be easily visible to pedestrians and motorists. The length of the signal walk phase should be sufficient to cross the street safely.
Lighting Levels	The intersections and crosswalks should be well lit so that the pedestrian is visible at night on major streets where pedestrian volumes are moderate or high.
Pedestrian Signal Indication	Pedestrian signal indications should be provided at every signalized crossing, with push buttons only used if the pedestrian volume is low enough to support it and must be placed in accessible locations. Consider audible signals if pedestrians with visual impairments are present.
Median Refuge Areas	Painted medians offer minimal refuge. Raised medians of significant width and height provide increased safety for the crossing pedestrian.
Amenities	Amenities include such elements as signing and design features that indicate the presence of a pedestrian crossing.
Sight Distance	Sight distance measures the unobstructed view between the motorist and the pedestrian. Good sight distance is important for pedestrian safety.
Corner Ramps	Existing sidewalk ramps may be either ADA standard or non-standard. They are also differentiated as to whether they provide visual directness for the pedestrian and notify the driver which direction the pedestrian will cross. New sidewalk ramps should be ADA compliant.
Bulb-Outs	Bulb-outs are extensions of the pedestrian network into the street. These bulb outs generally extend to align with the width of the parking lane. They reduce the time to cross the street from corner to corner and therefore reduce the pedestrian's exposure to the automobile. They provide the pedestrian with a better line of sight to the vehicle stream and also provide improved line of sight from the driver to the pedestrian. Their physical presence reduces the driver's lateral clearance and helps regulate and slow traffic.
Restricting Right Turn on Red	One of the greatest increases in pedestrian accidents has been associated with right turns on red. Research has determined that an extremely high number of drivers do not stop at the crosswalk before making their turn and instead continue after looking to the left for approaching vehicles. Many jurisdictions have installed signs that do not permit right turns on red in high pedestrian use areas.

¹The American Association of Highway and Transportation Officials' (AASHTO) policy on geometric design of highways and streets lists 11 foot lanes as an acceptable width for Arterial, Collector, and Residential streets, October 15, 2014. http://safety.fhwa.dot.gov/geometric/pubs/mitigationstrategies/chapter3/3_lanewidth.cfm

Accessibility and Quality

Pedestrians using wheelchairs or other mobility devices can face significant challenges while using the pedestrian network. Network segments with a slope of greater than 8.3% may force a pedestrian to use another route. An example sign is shown at the right, indicating to pedestrians an upcoming steep grade. The Federal Highway Administration suggests periodic landing levels for steep grade segments as one potential solution. Other solutions include handrails or signs that indicate the sidewalk grade and inform users of alternate routes with lesser grades.²



Similarly, routes with a high number of deflections or other defects can impede the easy travel of a wheelchair and cause trips and falls. In areas with decorative brick or pavers, options could be to use concrete with brick trim or create pathways with smoother, larger pavers that are easier to navigate but retain the historic feel that contributes to cultural enrichment².

Image 1.2: Sidewalks in Downtown Baldwin City, KS creatively use brick and concrete to preserve the historic nature of the area and allow for easy wheelchair travel



Large parking lots in front of businesses could improve access and safety for customers by adding walking or wheeling pathways leading directly to the entrance.

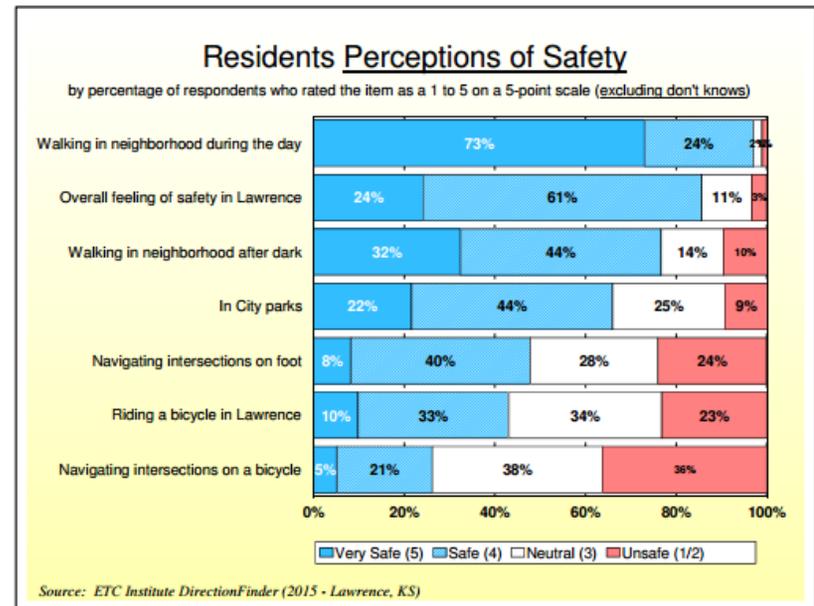
Security

To encourage pedestrian activity, the pedestrian network should reduce both actual and perceived threats to security. This can be done through:

- Street lighting for walking at night
- Improved visual line of sight, especially at intersections
- Separation from vehicles

Figure 1.2 demonstrates that in the 2015 Lawrence Citizen Survey Report, 97% of respondents felt very safe or safe walking in their neighborhood during the day, and 76% felt very safe or safe walking in their neighborhood after dark. Nearly 1 in 4 residents felt unsafe navigating intersections on foot (24%).

Figure 1.2: Perceptions of Safety



²https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/sidewalks204.cfm

Public Outreach

A significant step in the development process of the Douglas County Regional Pedestrian Plan included public involvement. The MPO’s public participation process reflects the MPO’s rigorous approach to public involvement with timely public notice, complete information, and full public access. The public participation process included opportunities for input via the following outreach tools:

- Public website
- Steering committee
- Mobile meetings
- Survey

Project website

Throughout the life of the project, a dedicated website was available for members of the public to find general information and updates on the development process of the regional pedestrian plan and contact information for questions. The website was hosted through the official City of Lawrence website at

www.lawrenceks.org/mpo/PedPlan.

Steering Committee

A steering committee was formed by the MPO to provide input on and guide the development of the Regional Pedestrian Plan. The Steering Committee met regularly over the course of this plan’s development to review recommendations, provide local knowledge, and highlight pedestrian issues and desires. The steering committee included staff members from local municipalities, Douglas County, LiveWell Healthy Built Environment Work Group, Public Transit Advisory Committee, Regional Transit Advisory Committee, KDOT, KU, and public schools, as identified in Table 1.2.

Table 1.2 : Regional Pedestrian Plan Steering Committee

Regional Pedestrian Plan - Steering Committee	
Name	Organization
Bob Mikesic	Independence Inc. - Staff
Drew White	Independence Inc. Accessibility Taskforce
Allison Smith	KDOT
Erin Paden	Lawrence - Douglas County Bicycle Advisory Committee
Bob Schumm	Lawrence - Douglas County MPO Policy Board
Edwin Rockroth/Dave Crawford	Lawrence - Douglas County Traffic Safety Commission
Gary Webber	Lawrence Pedestrian Coalition
Kris Adair	USD 497
Marilyn Hull	Livewell Healthy Built Environment Work Group
Alan Black/Marian Hukle	Public Transit Advisory Committee
Heather Thies	Regional Transit Advisory Committee
Donna Hultine/Bonnie Johnson	University of Kansas
Danica Hoose	University of Kansas - Student
Justin Eddings	City of Eudora
Christi Darnell	Baldwin City
Lynley Sanford	Lecompton
Staff	
Chris Tilden	Lawrence - Douglas County Health Department
Charlie Bryan	Lawrence - Douglas County Health Department
David Woosley	Lawrence Public Works
Chuck Soules	Lawrence Public Works
Jessica Mortinger	Lawrence - Douglas County MPO
Bob Nugent	Lawrence Transit

Mobile Meetings

Mobile meetings were held at various times and locations as an opportunity for people to ask questions and receive general information on the project. Paper versions of the survey were distributed at the meetings. Those meetings were held at the following locations/dates:

- Safe Routes for All Town Hall, Liberty Hall in Lawrence (3-25-15)
- Eudora Health and Bicycle Fair, Eudora Police & Fire Station (3-28-15)
- Baldwin City Annual Community Wellness Festival, at Baker University (4-18-15)
- Earth Day Celebration, South Park (4-11-15)
- Baldwin City PTO School Carnival (4-23-16)
- Aunt Netter's, Lecompton (4-29-16)



Surveys

The goal of the surveys was to determine a consensus on the community's thoughts of walking and what types of improvements and destination types respondents felt were most important for the Douglas County region.

The first survey contained 16 multiple choice, fill-in-the-blank/box, personal information, ranking and rating questions and was active on the MPO webpage at www.lawrenceks.org/mpo/PedPlan/survey from March 16th, 2015 to April 25th, 2015. The public was informed that the survey was available through an email distribution list, a press release, and links on the City of Lawrence's Facebook and Twitter. In addition to the online surveys, paper copies of the surveys were completed at mobile meetings. Responses to these questions have been incorporated into the recommendations of the Regional Pedestrian Plan. There were a total of 401 pedestrian surveys taken. Of those surveys 336, about 84%, were taken online and 65 of the surveys, about 16%, were paper versions.

Because of the low response rate from smaller communities in Douglas County in the initial 2015 survey, additional surveys were made available online for Eudora, Baldwin City, and Lecompton from April 22nd, 2016 to May 28th, 2016 online at www.lawrenceks.org/mpo/tellus. Paper surveys were also distributed at Aunt Netter's in Lecompton on April 29, 2016. For clarity in the following data results, each graphic will be identified by Survey 2015, Eudora Survey 2016, BC Survey 2016, or Lecompton Survey 2016.

Survey Data Analysis

Survey Respondent Demographics

The survey collected responses from 401 respondents. Of the 352 survey respondents that chose to indicate their gender about 42 percent were male and about 58 percent were female, shown in Figure 1.3. This survey was taken throughout Douglas County, although the overwhelming majority of respondents were from Lawrence, demonstrated in Figures 1.4 and 1.5. This was considered while creating a regional plan that addresses the needs of the entire county, including Eudora, Baldwin City, and Lecompton.

Figure 1.4 (Survey 2015) : Douglas County zip code map

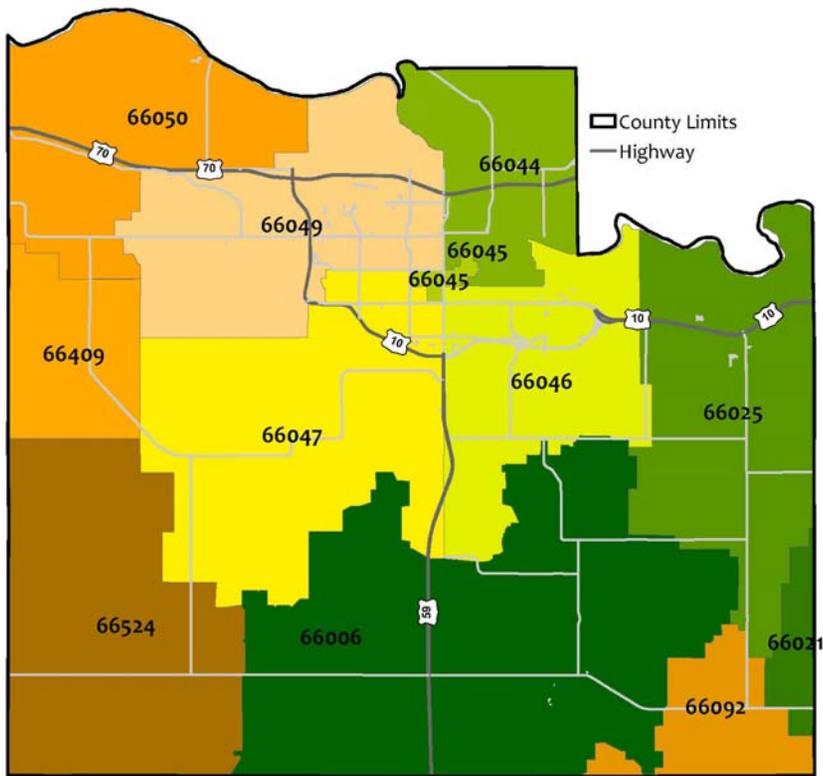


Figure 1.3 (Survey 2015) : What is your gender?

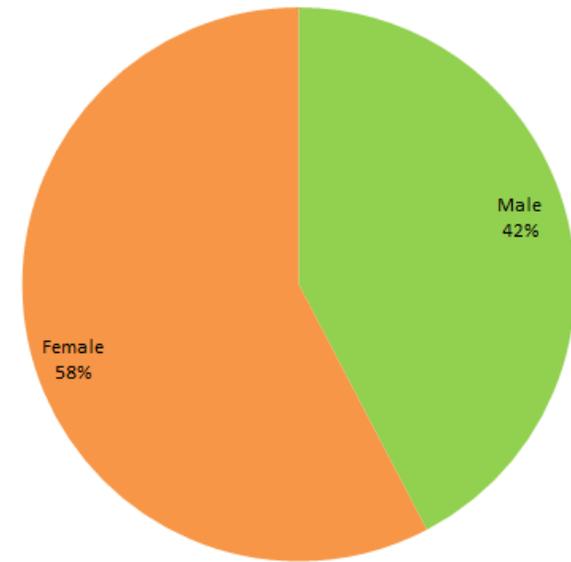
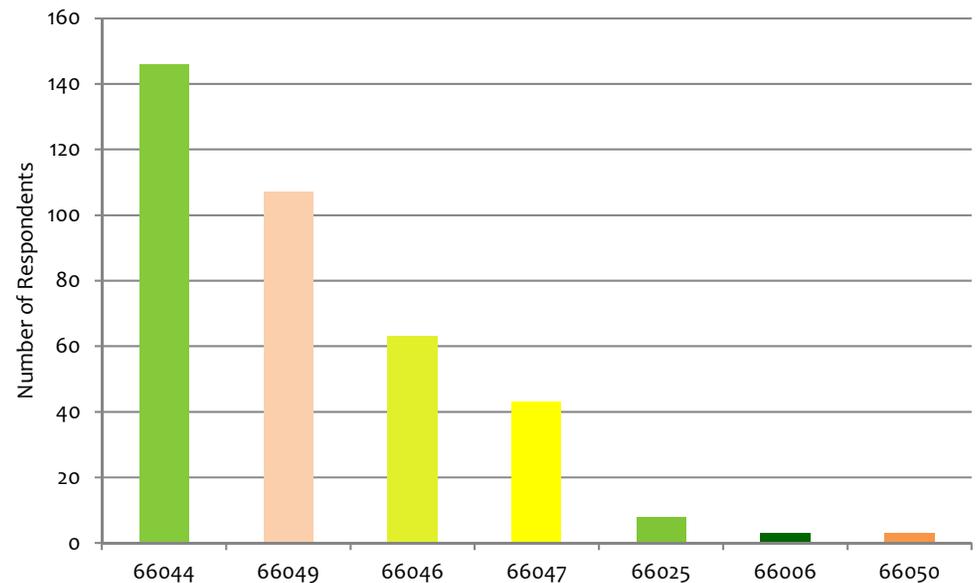


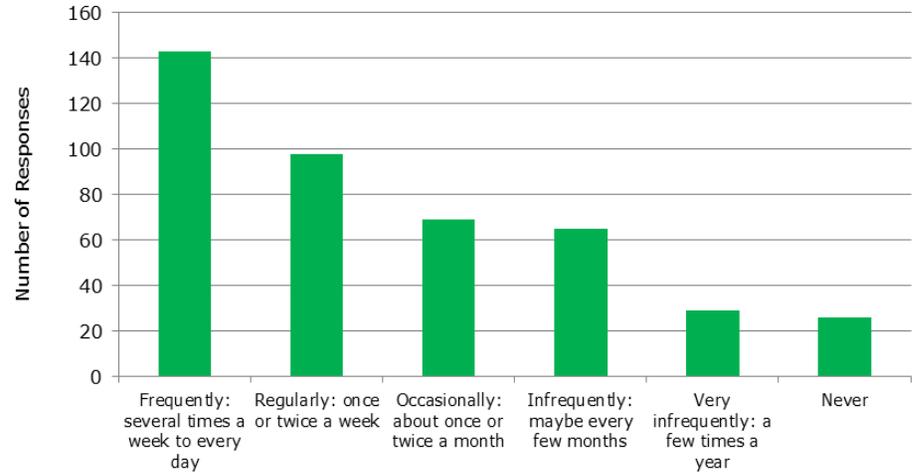
Figure 1.5 (Survey 2015) : What is your zip code?



How often do you walk?

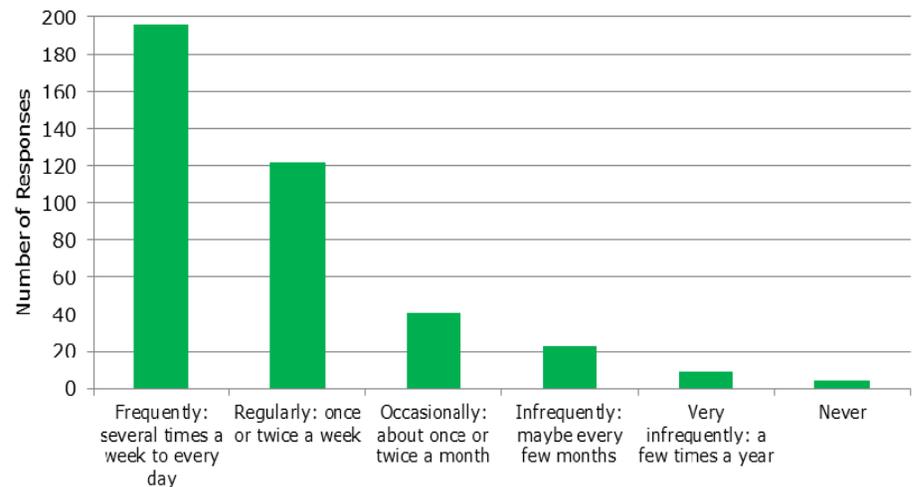
Figure 1.6 demonstrates that over 56% of respondents walk frequently (several times a week to every day) or regularly (once or twice a week) as a means of transportation. Almost 28% of surveys indicated they walk infrequently, very infrequently or never as a means of transportation to destinations.

Figure 1.6 (Survey 2015): How often do you WALK as a means of TRANSPORTATION to destinations?



Around 4 out of every 5 respondents indicated they walk frequently or regularly for enjoyment or recreation. 6% or less indicated they walk infrequently, very infrequently, or never for enjoyment or recreation, shown in Figure 1.7.

Figure 1.7 (Survey 2015): How often do you WALK for ENJOYMENT or



Why do you walk and for how long?

Figure 1.8 shows that the top five reasons why respondents walk were regular exercise or workout, leisure, shopping, trips to parks or recreational facilities, and walking their pets. Half of the survey respondents are willing to spend 20 minutes or less walking to a destination. Only 19.9% of respondents indicated they would be willing to spend more than 30 minutes walking to a destination.

Figure 1.8 (Survey 2015): If you WALK/RUN, which describes why you do it? Check all that apply.

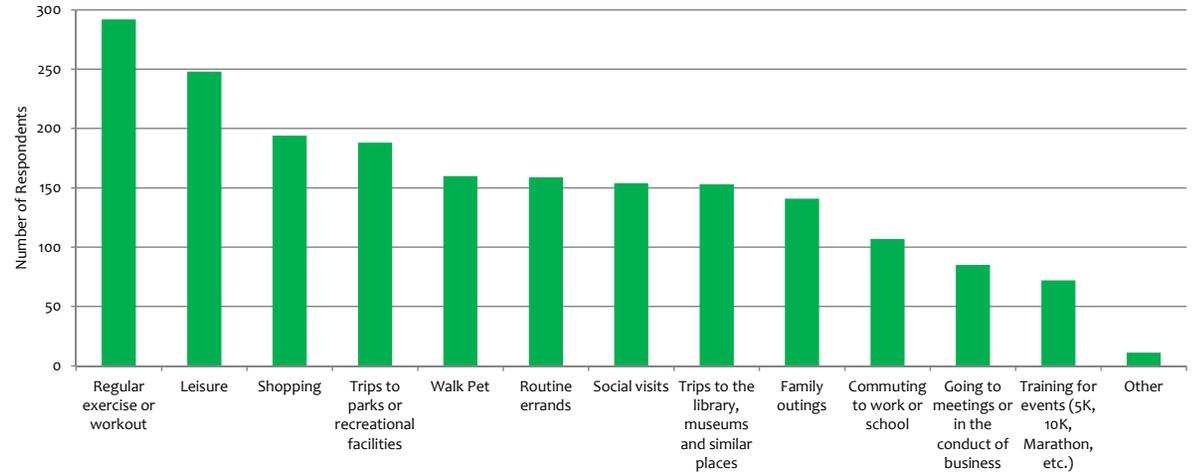


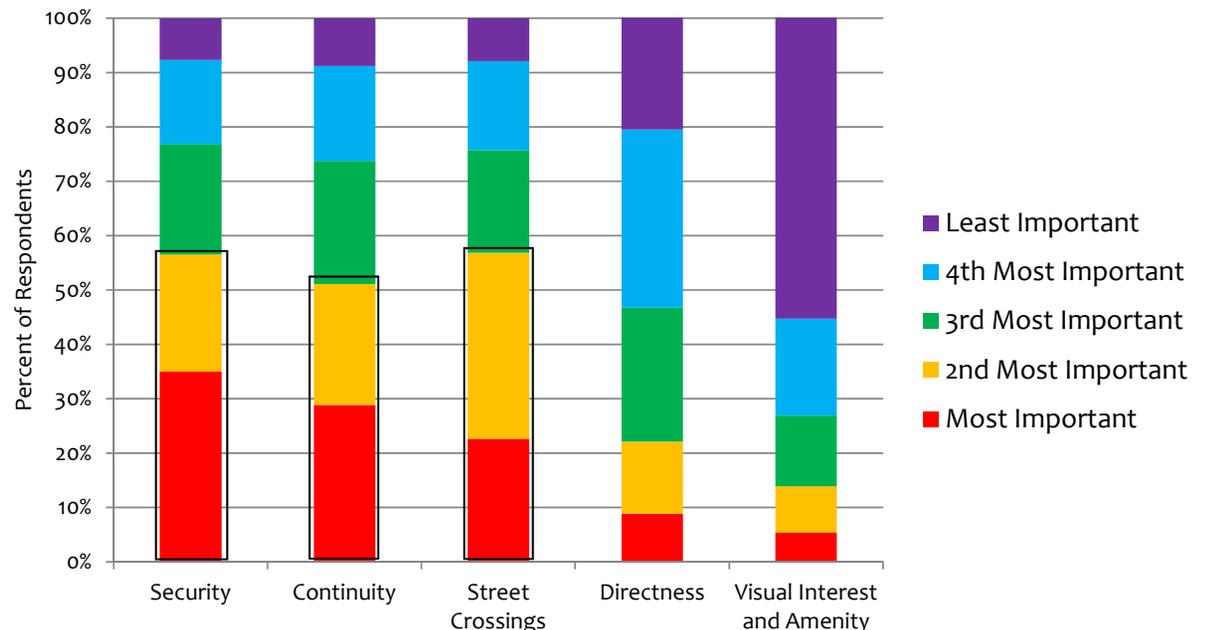
Figure 1.9 (Survey 2015): How long are you willing to walk to a destination?



Ranking Pedestrian Factors

Respondents were asked to rank pedestrian factors: continuity, directness, security, street crossings, and visual interest and amenity, 35% of respondents indicated security as the most important. Continuity was next at 28.8% followed by street crossings at 22.6%. If you consider the most important and 2nd most important responses, the categories with the highest combined percentages were street crossings at 56.8%, security at 56.5%, and continuity at 51.1%, highlighted with boxes in Figure 1.10. 55.4% of respondents ranked visual interest and amenity as the least important factor.

Figure 1.10 (Survey 2015): Rank the following pedestrian factors in order of importance

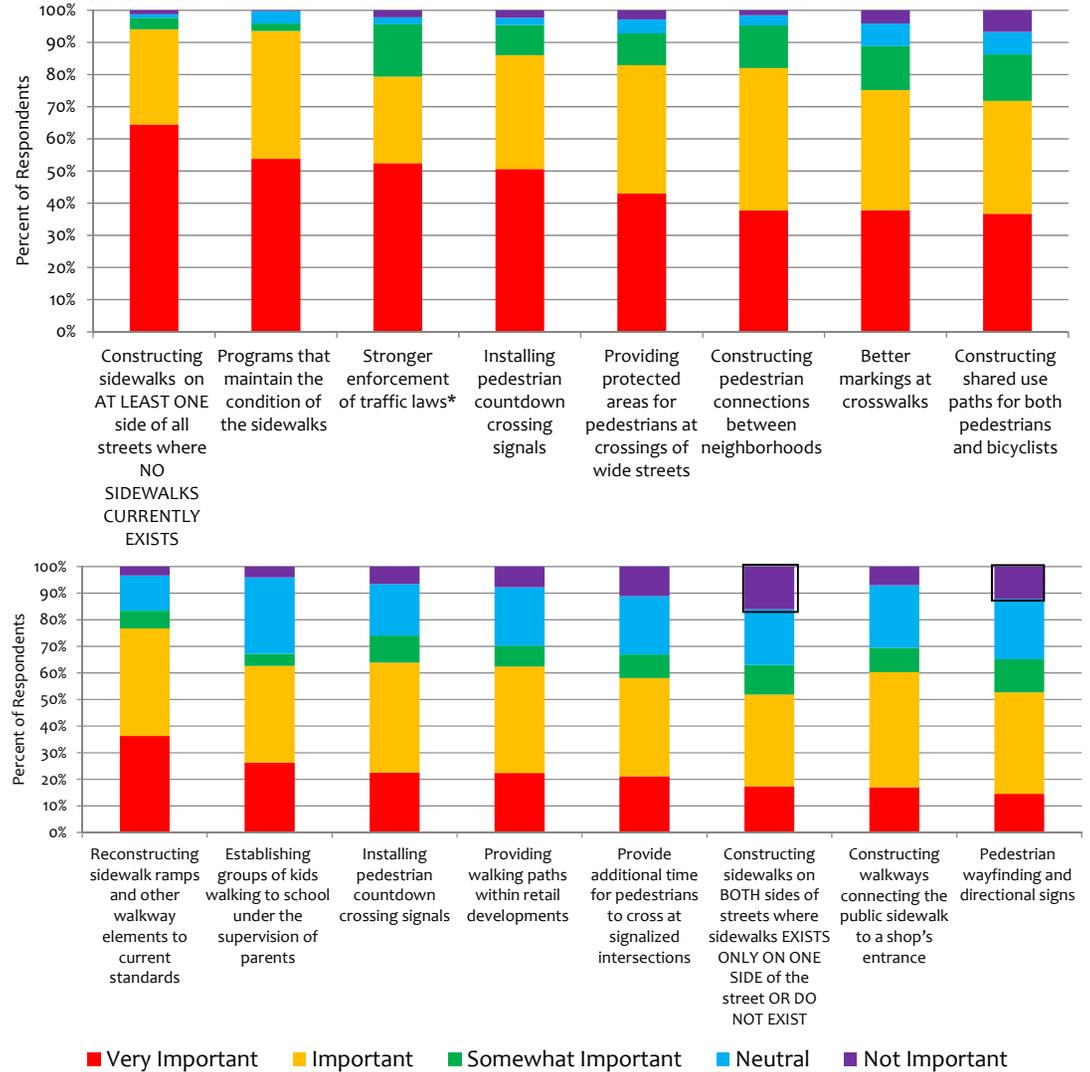


Rating Pedestrian Actions

Respondents were asked to choose how important they thought sixteen different actions would be to improve the city's pedestrian environment. Each action was rated on a scale of 1-5 (1 being not important and 5 being very important). Figure 1.11 shows that the action that was indicated as very important by the largest proportion of survey respondents was constructing sidewalks (5-6 foot wide paved surface) on at least one side of all streets where no sidewalks currently exist at 64.4%, followed by programs that maintain the condition of sidewalks at 53.7%. About 30 to 40 percent of respondents marked important on every pedestrian action.

Constructing sidewalks on both sides of streets where sidewalks exist only on one side of the street or do not exist had the highest number of people say the factor was not important at 16.2% followed by pedestrian way finding and directional signs at 12.2% shown to the right in Figure 1.10. It should be noted that stronger enforcement of traffic laws was not available as an option on paper copies of the survey due to staff error.

Figures 1.11 (Survey 2015) : How important do you think the following actions would be in improving your city's pedestrian environment?

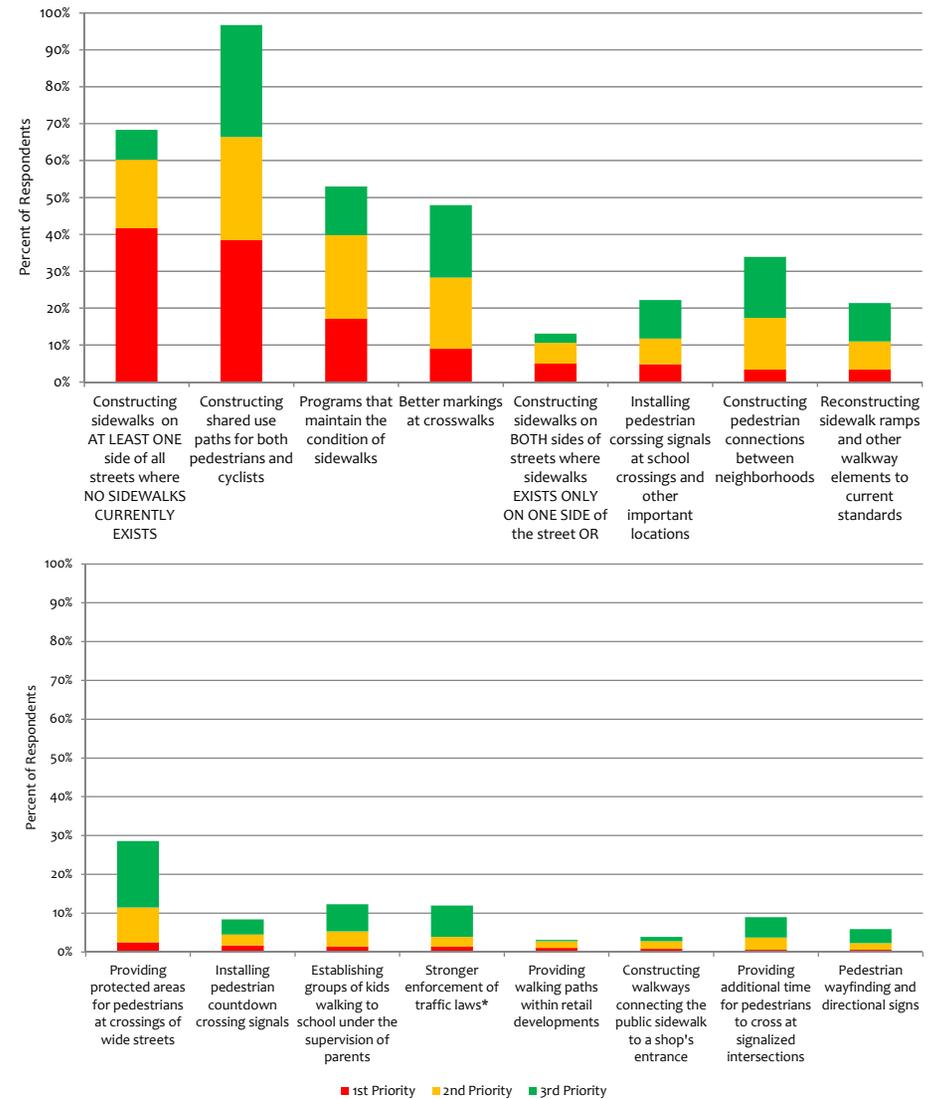


Survey Respondent Priorities

Survey respondents were also asked to rank the top three actions out of those sixteen that would best improve their city’s pedestrian environment. Figure 1.12 is organized by actions that were chosen as most important by respondents. The pedestrian action that had the highest percentage of respondents marked as the most important was constructing sidewalks on at least one side of all streets where no sidewalks currently exist. 41.7% of respondents chose this action followed closely by constructing shared use paths for both pedestrians and cyclists at 38.4%.

All other categories had less than 20% as the top priority. A combined 96.7% of responses marked constructing shared use paths for both pedestrians and cyclists as a top three pedestrian action. This combined percentage was significantly higher than any other pedestrian action.

Figure 1.12 (Survey 2015): Please rank the top three actions from the previous list that would best improve your city's pedestrian environment.



Destination Types

Survey respondents in Lawrence were asked to rank the top three destination types that need to be focused on to improve pedestrian access the most. Figure 1.13 shows that K-12 schools were chosen as the first selection by 57.8% of survey respondents. Neighborhoods came after that with 14.3% of responses as the first selection. The top three destinations with the highest combined percentages of first, second, and third priorities were K-12 schools, neighborhoods, and access to transit/bus stops.

Surveys for Eudora and Baldwin City residents asked for the top three destination types to focus on, but did not ask for rankings. Figures 1.14 and 1.15 demonstrate that schools, neighborhoods, and parks are a top 3 priority for residents in Baldwin City and Eudora.

Lecompton had too few respondents to the survey to present data in this format.

Figure 1.13 (Survey 2015): Please rank the top three destination types you think we need to focus on improving pedestrian access the most.

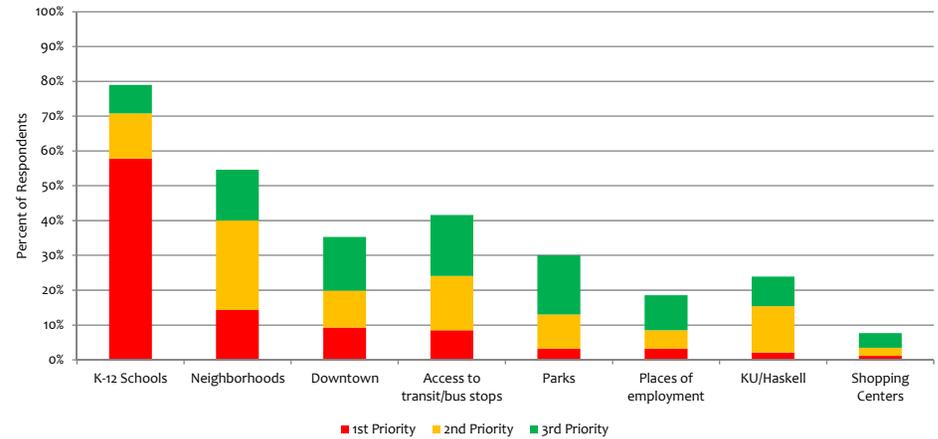


Figure 1.14 (Eudora Survey 2016): Please pick the top three destination types you think we need to focus on improving pedestrian access the most.

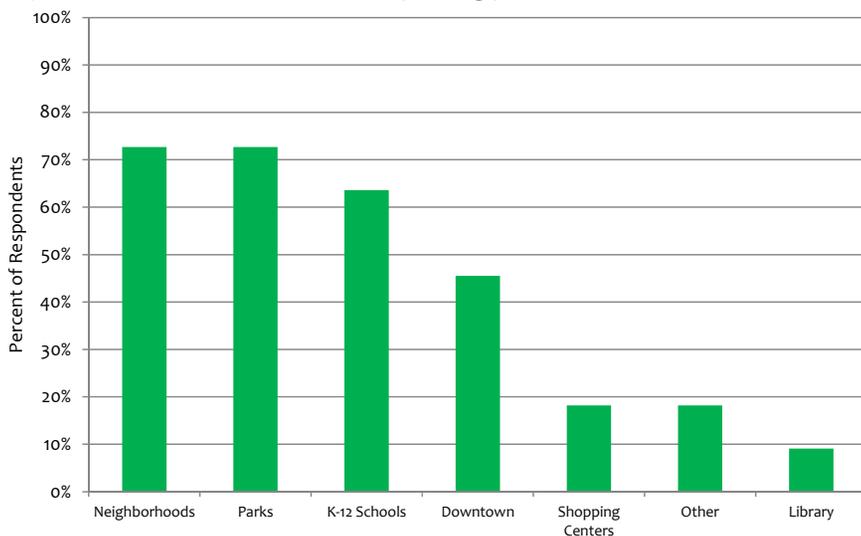
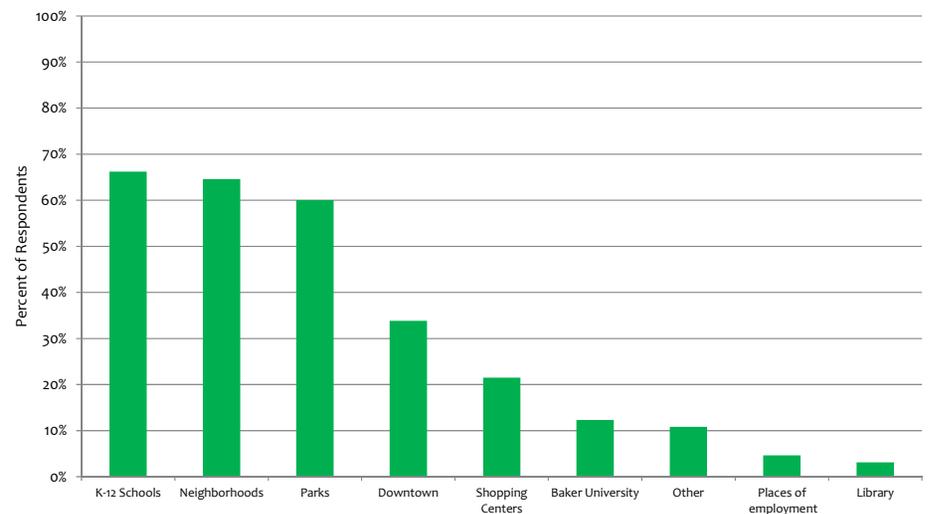


Figure 1.15 (BC Survey 2016): Please pick the top three destination types you think we need to focus on improving pedestrian access the most.



Regional Pedestrian Plan Crash Analysis

A key element of livable communities is a safe and convenient place for people to bike and walk as part of their daily activities. Pedestrian facilities must accommodate a wide variety of user types, needs, and abilities. Pedestrian routes should be safe for walking. Existing safety issues may include hazards, lighting, vehicular conflicts, or conflicts with other sidewalk users. Routes should also provide access to various destinations via a reasonably direct route and allow for fluidity of traffic movement at intersections.

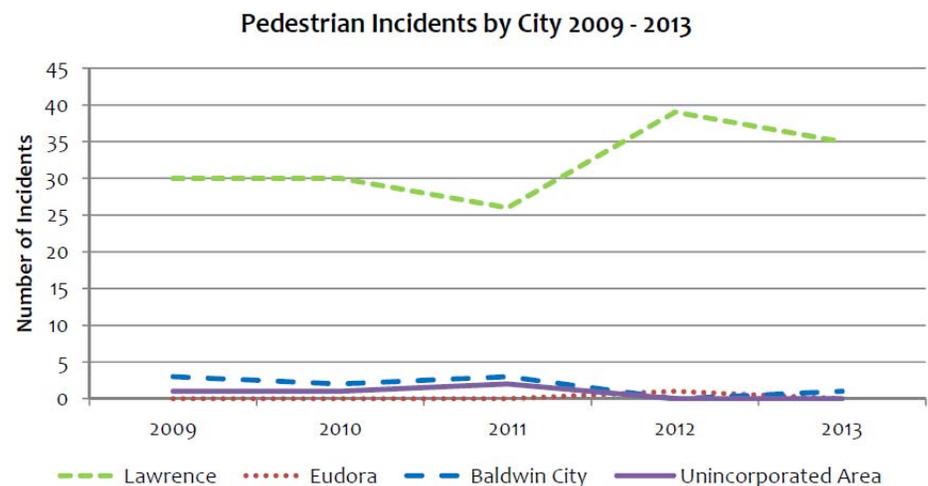
Unless otherwise stated, this analysis used the available data reported by Law Enforcement Officers on the Kansas Motor Vehicle Accident Report Form from 2009-2013 provided by the Kansas Department of Transportation.

Douglas County - Pedestrian Incidents by City & Geographic Area

In Figure 1.16, data shows a trend of pedestrian incidents in Lawrence increasing in number over time. Injuries make up the largest proportion of injury types in Douglas County, 95.6% of all incidents. Property damage incidents were 3.9% of all incidents, while fatalities were 0.3% of all incidents. Figure 1.17 on the following page shows where the highest number of incidents took place and where incidents overlap with minority and low-income populations. The vast majority of pedestrian incidents took place in Lawrence, while a handful occurred in Eudora, Baldwin City, and unincorporated areas of Douglas County.

Data shows pedestrian-related crashes occurred within urban areas – 93% of all incidents – more often than within rural areas, which only accounted for 7% of all incidents.

Figure 1.16: Douglas County Pedestrian Incidents by City (2009-2013)



Pedestrian Crash Density

An analysis of the spatial distribution of crashes shows that certain corridors have more issues than others, most notably 6th Street, 19th Street, and Iowa Street in Lawrence and along Highway 56 in Baldwin City. These corridors could merit conducting roadway audits and site-specific analyses to determine whether infrastructure access, roadway operations, or behavioral issues such as failure to yield, speeding, or crossing at night without lights are associated with increased crash numbers in these areas. A roadway safety audit was conducted by the City of Lawrence Public Works Department for the 19th Street corridor on March 26th, 2015. The audit suggested updates to crosswalks, pedestrian countdown signals, and replacement of sidewalk along the corridor. Site-specific issues can be found in the detailed report at

www.lawrenceks.org/assets/mpo/corridor/19thStRSA.pdf.

“Crash” versus “Accident”

The word “crash” may be new to some people as a way to describe the event in which a bicyclist or pedestrian collides with a motor vehicle, in a way that can result in bodily harm and/or property damage. Historically, these events were called accidents. The term accident implies heavy doses of chance, unknown causes, and the connotation that nothing can be done to prevent them. Crashes are preventable. Bicyclist and pedestrian crashes are not random events. They fall into a pattern of recurring crash types and occur because the parties involved make mistakes. The mistakes can be identified and counteracted through a combination of education, skill development, engineering, and enforcement measures that can substantially reduce crash occurrences. There is a continuing need to establish the mindset that bicyclists and pedestrians are worthy and viable users of our transportation system.

Pedestrian Crash Type and Severity

A comparison of the crash severity of pedestrian and motor vehicle crashes in Douglas County notes some striking differences. Table 1.3 shows that pedestrian crashes had a significantly higher proportion of injuries at 95.7% while 20.6% of motor vehicle crashes involved an injury. The majority of motor vehicle crashes, about 79.2%, were property damage only incidents. The percentage of crashes with fatalities for both pedestrian and motor vehicle crashes were 0.4%, and 0.2%, respectively.

Table 1.3 : Douglas County Pedestrian/Motor Vehicle Crash Severity (2009-2013)

	Total	5-Year Average	5-Year Average (%)
Property Damage Only - Pedestrian	10	2	3.9%
Injury - Pedestrian	243	49	95.7%
Fatality - Pedestrian	1	0	0.4%
Total	254	51	
<hr/>			
Property Damage Only - Motor Vehicle	12019	2404	79.2%
Injury - Motor Vehicle	3131	626	20.6%
Fatality - Motor Vehicle	35	7	0.2%
Total	15185	3037	

Douglas County - Age of Pedestrians and Drivers

Data in Figure 1.18 shows that the age group highest at risk for pedestrian crashes both as a pedestrian and a driver is the age group 20-29. In Douglas County, a large percentage of the overall population is within this age group. To understand if these proportions of incidents were notably higher than we would expect, we compared the county demographics with the number of pedestrian incidents in each age group. While the age group 20-29 accounts for 31.4% of the population, that age group is involved in a higher percentage of pedestrian incidents, both as the pedestrian and as the driver. This suggests that education targeted at this age group may be appropriate. The single Douglas County pedestrian fatality was in the 80-89 age group.

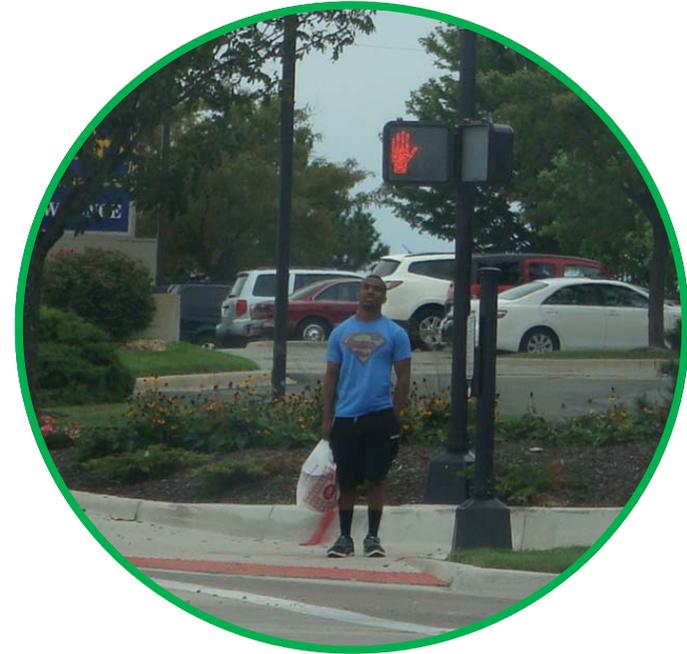
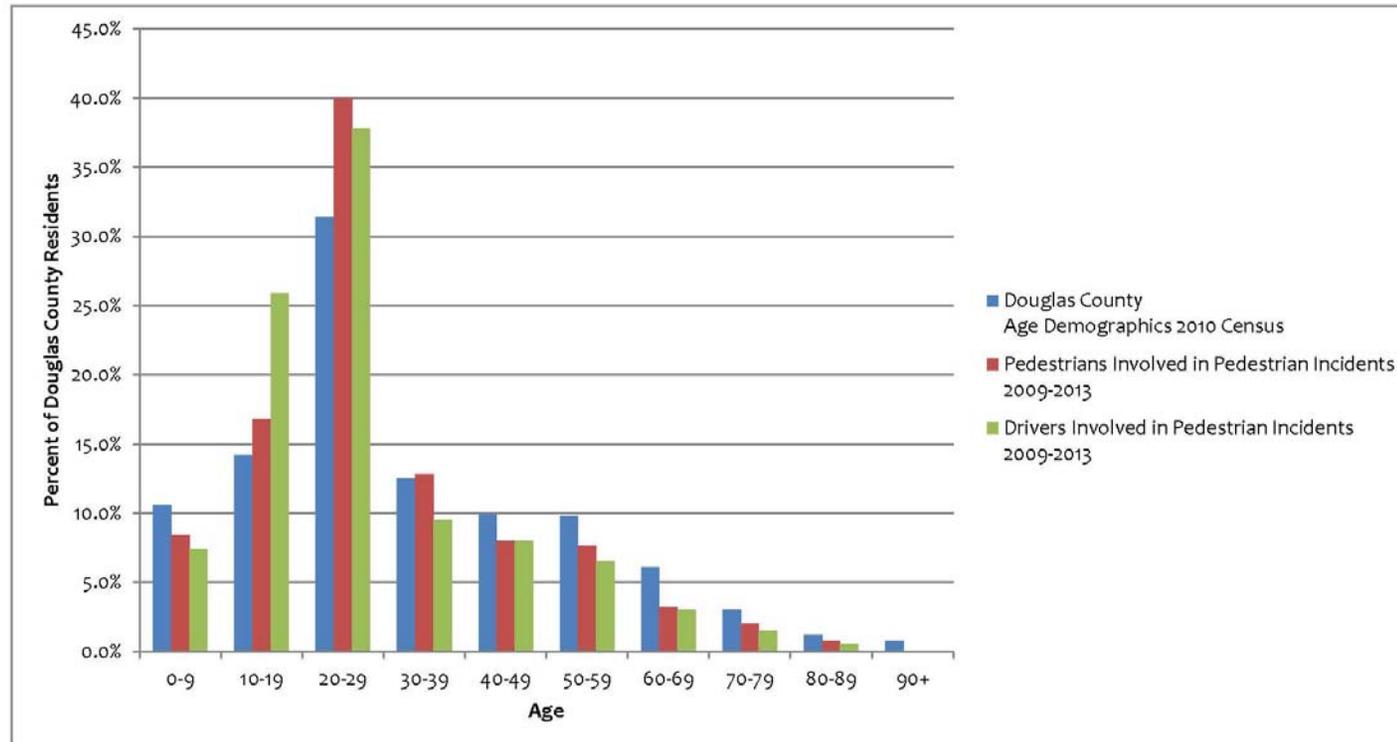


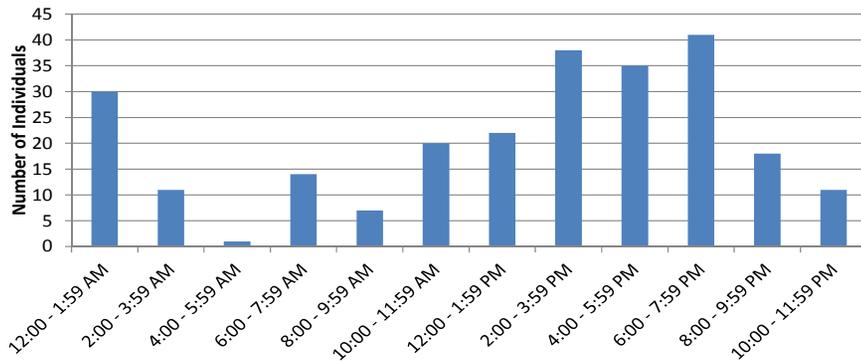
Figure 1.18: Age of Pedestrians and Drivers Involved in Pedestrian Incidents Compared to Douglas County Demographics



Douglas County - Time of Day

Figure 1.19 shows that peak travel times between 2:00-7:59 PM accounted for the largest proportion of pedestrian crashes and should be the focus of enforcement and other activities. This trend demonstrates an increase in crashes during hours that coincide with the end of a typical school day and the afternoon commute.

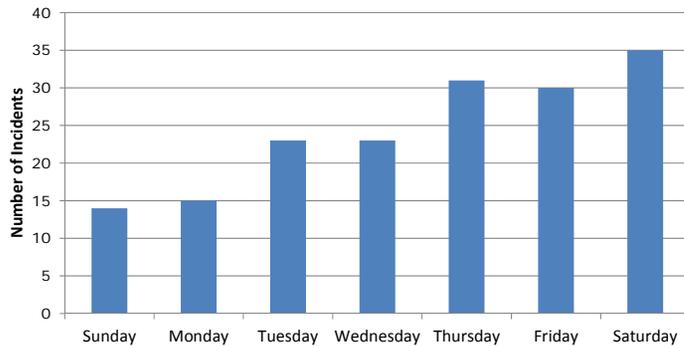
Figure 1.19: Individuals involved in Pedestrian Crashes by Time of Day (2009-2013)



Douglas County - Day of the Week

Figure 1.20 shows that Sunday and Monday have the fewest number of incidents while Thursday, Friday, and Saturday have a higher number of pedestrian incidents.

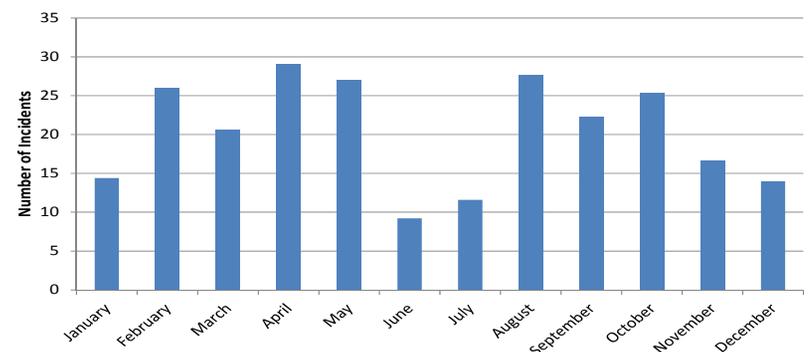
Figure 1.20: Pedestrian Incidents by Day of the Week (2009-2013)



Douglas County - Month of the Year

Figure 1.21 demonstrates that the months of February, April, and May had the highest number of pedestrian incidents. However, it is important to note that February has fewer days than any other month; Overall, summer months June and July had the lowest numbers of incidents than other months. The low attendance of universities during the summer months is likely to account for this dramatic decrease in pedestrian incidents for June and July. The winter months December and January had significantly lower numbers than the rest of the year. This could be attributed to the weather conditions that change pedestrian behaviors, as well as a decrease in university attendance. The data demonstrated on page 29 about age of both pedestrians and drivers, coupled with this data, suggests that targeted education at the university-level in Douglas County at the beginning of each semester may improve pedestrian safety, given that a large number of young drivers come to town during that time. However, the data may also suggest that a higher number of crashes happen simply because there are more people in town. A comparison with monthly weather conditions (temperature, precipitation, snowfall) is inconclusive due to various factors in the cause of pedestrian incidents.

Figure 1.21: Pedestrian Incidents by Month of the Year (2009-2013)



Douglas County – Light, Weather and Surface Conditions

Shown in Figure 1.22, the majority of pedestrian incidents occurred in Daylight, 58%, followed by “Dark: Lights on” at 30%. Only 6 percent of incidents occurred in “Dark: no lights” and the Dawn, Dusk and Unknown categories each accounted for less than 3% of all incidents.

Figure 1.22: Number of Pedestrian Incidents by Light Conditions (2009-2013)

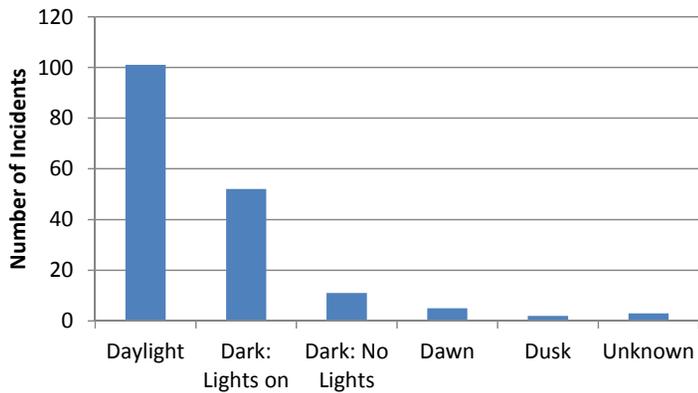


Figure 1.23 demonstrates that in terms of weather conditions, the majority, 87%, of pedestrian crash incidents occurred in clear conditions. Rain was the next significant category, with an occurrence in 11% of pedestrian crash incidents. The remaining categories combined for less than 2% of all incidents. Since the majority of pedestrian crash incidents occurred in clear weather conditions, this suggests inclement weather had very little effect on the likelihood of a pedestrian crash.

Figure 1.23: Number of Pedestrian Incidents by Weather Conditions (2009-2013)

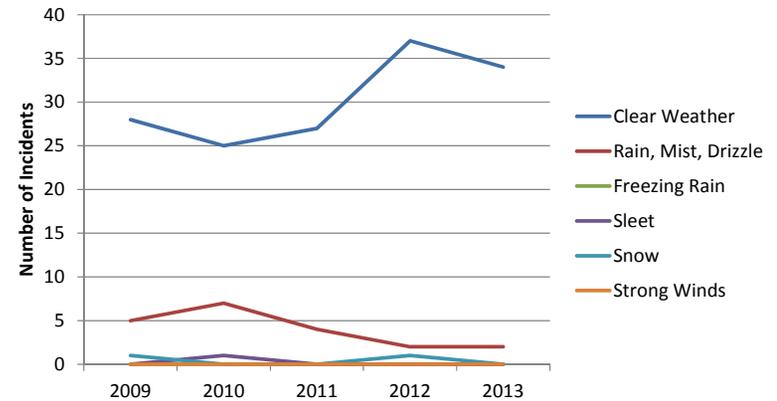
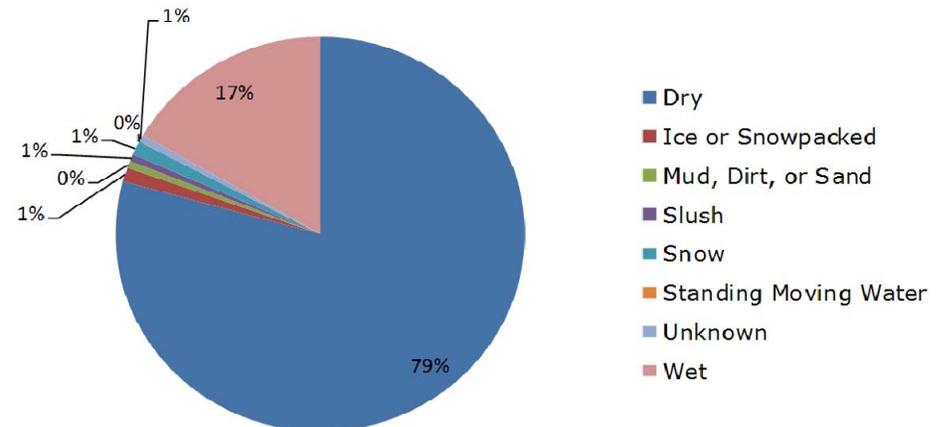


Figure 1.24 indicates that 79% of pedestrian crash incidents occurred under dry surface conditions, followed by wet conditions at 17%. The rest of the categories combined accounted for less than 5% of all incidents. Since the number of pedestrian crash incidents is substantially higher in dry conditions, this suggests inclement weather discouraged pedestrians from walking, or encouraged more caution from drivers and pedestrians alike.

Figure 1.24: Pedestrian Incident Surface Conditions (2009-2013)



Douglas County - Location of First Harmful Event and Pedestrian Action

Figure 1.25 demonstrates that the majority of pedestrian crash incidents by location of first harmful event occurred “in crosswalk or bikeway” – 48%, or “not in intersection” – 32%. A smaller proportion of incidents occurred “not in roadway” – 7% or “not in crosswalk or bikeway” – 6%.

Figure 1.26 shows the greatest number of pedestrian-related contributing circumstances for pedestrian crashes were “playing, running, or walking in roadway” - 35%, and “entering or crossing roadway” - 28% of all incidents. A smaller proportion of pedestrian-related actions include “going to and from school” – 17%.

Figure 1.25: Location of First Harmful Event in Pedestrian Crashes

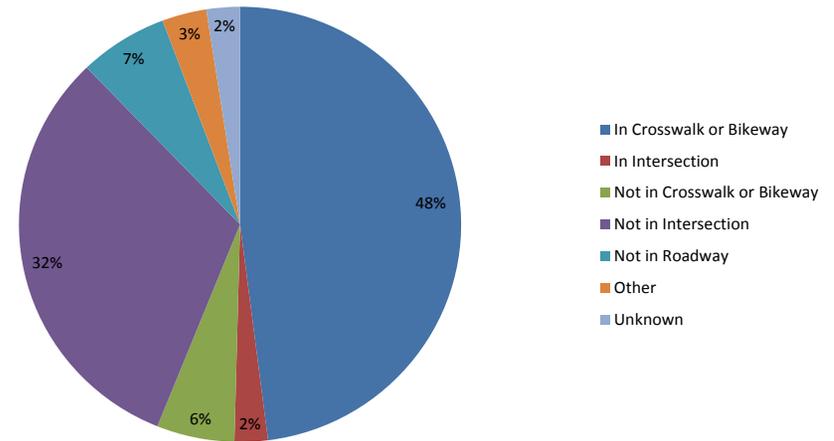
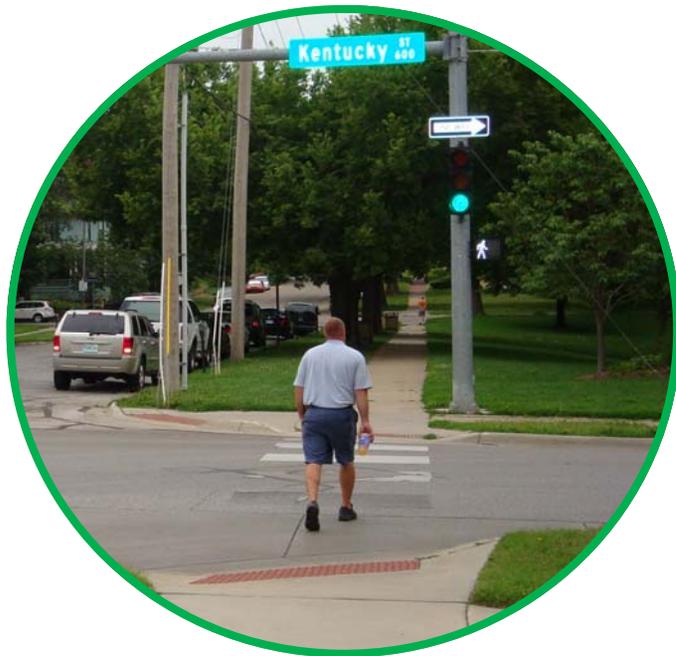
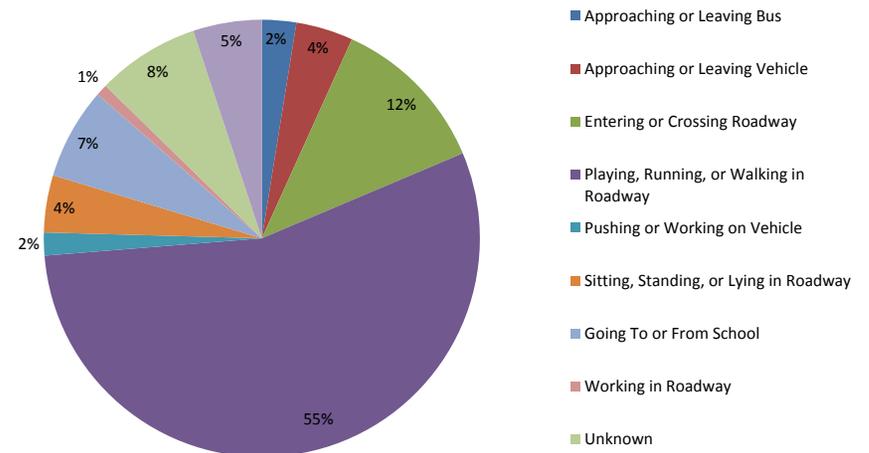


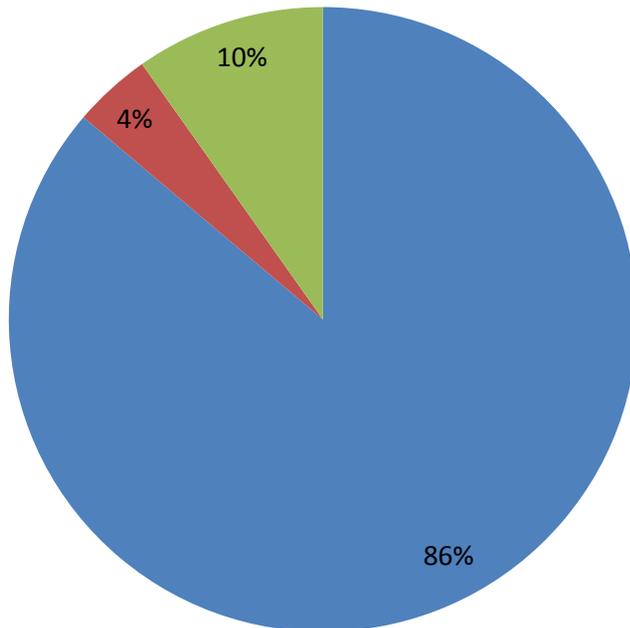
Figure 1.26: Pedestrian Incidents by Pedestrian Action (2009-2013)



Douglas County – Driver/Pedestrian Impairment

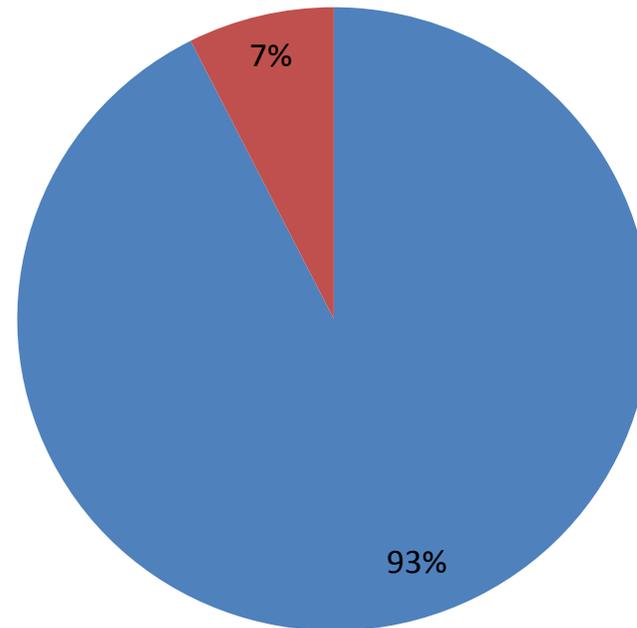
Figure 1.27 shows that over 86% of pedestrian incidents by driver impairment were unimpaired. Only 4% of pedestrian incidents involved drivers impaired by alcohol. Figure 1.28 demonstrates that over 93% of pedestrian incidents by pedestrian involvement were unimpaired while the remaining 7% occurred when alcohol was involved.

Figure 1.27: Driver Impairment - Pedestrian Incidents (2009-2013)



■ Non-Impairment ■ Alcohol ■ Unknown

Figure 1.28: Pedestrian Impairment - Pedestrian Incidents (2009-2013)



■ Non-Impairment ■ Alcohol

Strengths and Limitations of the Regional Pedestrian Crash Data

The data that is currently collected and was made available to the MPO staff during this study process contains valuable information about the demographics of individuals involved in the crash, specific locations of crashes occurring at an intersection or midblock, existence of traffic controls at crash locations, and travel speeds of motorists in crashes resulting in injuries or fatalities. Figure 1.28 shows the information collected through a Kansas Motor Vehicle Accident Report Form. However, missing or incomplete motor vehicle accident report forms limit the ability of the MPO to accurately analyze and plan for improvements to the pedestrian network.

State crash reports are only filed if the crash includes a motor vehicle. There is a local Lawrence ordinance that requires any injury accident over \$50 to be reported to the Lawrence Police Department. However, the ordinance doesn't have a standard for how that is documented. Some officers take the verbal report and thank the caller; others at their discretion file an information report. Information reports are unable to be easily queried for bicycle/pedestrian related information.

KU collects crash data when reported to KU Public Safety using the state crash reporting form. Some of the data years are missing and currently the data is not believed to be geocoded or mapped although there are research efforts ongoing that might be working on this.

Figure 1.29: Kansas Motor Vehicle Accident Report Form¹

Kansas Motor Vehicle Accident Report KDOT Form 850A Rev 1-2009				Investigating Department		Reviewed by		Local Case No.		Page of		<input type="checkbox"/> Amended Report <input type="checkbox"/> DUI <input type="checkbox"/> Hit & Run			
				Investigating Officer Name		Badge Number		County		City Name		<input type="radio"/> Fatal <input type="radio"/> Injury <input type="radio"/> PDO >=\$1,000 <input type="radio"/> PDO < \$1,000 <input type="checkbox"/> Private Property			
Milepost	Block No	Dir Pfx	On Road Name	Road Type	Dir Sfx	SpdLmt	Date of Accident (mm/dd/yyyy)	Time Occur.	Day						
From Dist	Fv/Mi	From Dir	FROM AT	Dir Pfx	Reference or At Road Name	Road Type	Dir Sfx	SpdLmt	Date Notified (mm/dd/yyyy)	Time Notif.	Day				
Narrative: Describe each traffic unit's pre-crash movement and direction of travel							Date Arrived (mm/dd/yyyy)		Time Arriv.	Day					
							Latitude (AOI)		Longitude (AOI)		Photos by		WORK ZONE TYPE <input type="radio"/> 00 None Apply <input type="radio"/> 01 Construction Zone - <input checked="" type="checkbox"/> KDOT <input type="radio"/> 02 Maintenance Zone - <input type="checkbox"/> <input type="radio"/> 03 Utility Zone - <input type="checkbox"/> <input type="radio"/> 09 Unknown		
KDOT: Object 1 Damaged & Nature of Damage (show in diagram)				Owner Street Address		Personal Phone		- LOCATION IN WORK ZONE (AOI) <input type="radio"/> 01 Before first warning sign <input type="radio"/> 02 Advance warning area <input type="radio"/> 03 Transition area <input type="radio"/> 04 Activity area <input type="radio"/> 05 Termination area <input type="radio"/> 99 Unknown							
Owner Last Name				First Name		Middle Name		City		State		Zip		Work Phone	
KDOT: Object 2 Damaged & Nature of Damage (show in diagram)				Owner Street Address		Personal Phone									
Owner Last Name				First Name		Middle Name		City		State		Zip		Work Phone	
ONLY CHECK ONE BOX PER CATEGORY UNLESS SPECIFIED OTHERWISE															
LIGHT CONDITIONS <input type="radio"/> 01 Daylight <input type="radio"/> 04 Dark: street lights on <input type="radio"/> 02 Dawn <input type="radio"/> 05 Dark: no street lights				ACC. LOCATION (of 1st Harmful Event) <input type="radio"/> ON ROADWAY: (within travel lanes) <input type="radio"/> 11 Non-Intersection <input type="radio"/> 12 Intersection +				ACCIDENT CLASS (mark 1 box per side) <input checked="" type="radio"/> 1st Harmful Event <input type="radio"/> Most Harmful Event <input type="radio"/> 00 Other non-collision <input type="radio"/> <input type="radio"/> 01 Overturned/Rollover <input type="radio"/>				- WORK ZONE CATEGORY <input type="radio"/> 01 Lane closure <input type="radio"/> 02 Lane shift / crossover <input type="radio"/> 03 Work on shoulder / median <input type="radio"/> 04 Intermittent or moving vehicle			

Douglas County Public Works receives copies of accident reports worked by the Douglas County Sheriff's Office for roads outside incorporated areas except state highways. They map the data and could query it from their database. Their data is missing accidents on roads worked by the Kansas Highway Patrol. The County submits all their reports to the State.

¹ Kansas Motor Vehicle Accident Report Form¹ http://www.nhtsa-tsis.net/statecatalog/states/ks/docs/KS_2010_Crash_Coding_Manual_8_18_10.pdf

Crash Data Conclusion

The preceding crash data shows that certain demographics and locations within the region should be targeted to reduce the amount of pedestrian injuries and deaths. Drivers and pedestrians in the age group of 20-29 are involved in a larger percentage of incidents than one would expect when compared with countywide demographics. This data reveals the need to target this age demographic for safety education.

Additionally, the comparison of injury and fatalities between pedestrian and automobile accidents suggests more could be done to educate drivers and pedestrians alike of the serious risks of injury that pedestrians face when involved in a crash.

Funding

Over the last 150 years, the majority of the pedestrian network (i.e. streets, storm sewers, sidewalks, cross walks, curb ramps and other infrastructure) has been built and paid for by individual property owners one piece at a time as development occurred. However, homeowners and business owners are expected to maintain the section of sidewalk in front of their property where roads are typically maintained by municipalities. The difference between how we think about maintenance funding of infrastructure for one travel mode versus another has created inequities and problems with creating a truly pedestrian transport network. Thus, pedestrian elements should be included in street projects.

Without short-term and long-term funding solutions for capital improvements, pedestrian infrastructure, amenities, and planning will remain at minimal investment levels when compared to the overall transportation network. The need to fund active transportation is fundamental to creating viable pedestrian networks and in creating urban areas with a high quality of life.

Local Dedicated Funding

Local governments should consider funding sources that provide consistent funds to improve the pedestrian network. Cities should also consider additional set-aside funding for maintenance of existing infrastructure and construction of new infrastructure to complete and maintain a quality pedestrian network or enforce current laws to prompt property owners to make improvements. Developers should continue to be responsible for providing pedestrian facilities on their sites. Merely including pedestrian improvements in roadway projects fails to build a well-planned network for pedestrian users. Instead, this strategy only improves segments when they correspond with needs in the vehicular network.

Private Funding

Private grants and fundraising can be utilized as a way to provide additional resources for pedestrian programs and built environment improvements. Grants focusing on providing pedestrian access to services and promote a healthy lifestyle should be explored as possible pedestrian improvement funding sources.

Federal Funding

Under the Fixing America's Surface Transportation (FAST) Act¹, funding for bike, pedestrian, or other alternative projects is provided through set-asides in the Surface Transportation Block Grant Program (STBGP). Because the urbanized area of Douglas County does not have over 200,000 people, the LDC-MPO is not directly allocated this set-aside funding. Instead, KDOT is given this funding and can choose to transfer 50% of these STBGP funds for all project types, not specifically bike, pedestrian, or other alternative projects. No set-aside funds have been transferred at the time of the

¹ www.congress.gov/114/bills/hr22/BILLS-114hr22enr.pdf

development of this Plan. Municipalities across the state can submit project applications to KDOT to receive available set-aside funding.

While the FAST Act creates a priority safety fund to reduce bicycle and pedestrian fatalities, only states in which 15% or more of overall fatalities are bicyclists or pedestrians will be eligible to receive these funds. Kansas is not currently eligible to receive these funds because bicycle and pedestrian deaths do not make up 15% of the overall fatalities in the state. Complete impacts of the FAST Act are unknown at this time as it was approved by Congress and signed into law in December 2015.

Data Collection/Evaluation Plan

Future Data Collection and Evaluation

Future data collection could include automatic electronic counting methods and/or routine origin-destination surveys, although limits to using these methods are often a lack of time and money. The primary goal of this data collection is to observe trends that would inform future planning processes for the pedestrian transportation network. Additional data should also be collected for the continued improvement of measuring Pedestrian Level of Service.

The pedestrian network in Douglas County needs to be evaluated on much more than crash data and new sidewalk construction. The vision and focus areas listed on page 2 need to be regularly assessed to determine if our pedestrian networks are improving across the many factors that we determined to be important to the system.

Each city within the region will have its own unique challenges and capabilities in regards to addressing the seven focus areas. The following sections of this plan will explore recommendations for each city within Douglas County to improve the pedestrian environment.

Pedestrian Count Data

Since 2009, the MPO has been conducting annual manual bicycle and pedestrian counts with trained volunteers as part of the National Bicycle & Pedestrian Documentation Project. These field observations are labor-intensive, but can provide more complex information than automated counting methods. The project aims to establish a consistent methodology for counting and surveying bicyclists and pedestrians and develop a National database of bicycle and pedestrian activity. The Institute of Transportation Engineers (ITE) and transportation professionals nationwide have helped to develop the methodology, which requires the following features:

- Consistent days and times
- Consistent methods and materials, including training of volunteers
- Centralized data collection and analysis practices

Lawrence Bicycle and Pedestrian count locations were developed consistent with the methodology developed for the NBPDP by Alta Planning and based on the following criteria:

- Representative locations throughout the city
- Bicycle and pedestrian activity areas or corridors (downtowns, near schools, parks, etc.)
- Locations near proposed major bicycle or pedestrian improvements
- Key corridors that can be used to gauge the impacts of future improvements
- Places where counts have been conducted historically
- Locations where collisions between motor vehicles and bicycles and/or pedestrians are more prevalent

Pedestrians are counted when they pass a location's screen line. Counts are conducted during three 2-hour time slots: 10am-12pm and 5pm-7pm on weekdays and 12pm-2pm on a Saturday. Dates for

conducting counts are chosen based on the National Bicycle and Pedestrian Documentation Project's recommended September count weeks. Coordinated count dates allow for comparison with other cities. Pedestrian traffic counts are more variable due to weather and events than motor vehicle volumes; thus, some years display notably lower pedestrian counts than others. The bicycle and pedestrian count forms for Lawrence, Eudora, and Baldwin City can be found at www.lawrenceks.org/mpo/bicycle_planning.

Walk Friendly Community Program

Cities in the region may consider applying for a Walk Friendly Community designation as a way to evaluate continued progress and commitment to a quality pedestrian environment. Recognition is in the form of a Bronze, Silver, Gold, or Platinum designation. By applying for a WFC designation, each community will receive specific suggestions and resources on how to make needed changes for and improved pedestrian environment.

Conclusion

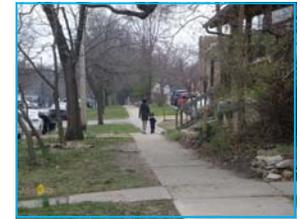
This Pedestrian Plan provides the primary basis for pedestrian planning, pedestrian prioritization, and pedestrian policy. When the Metropolitan Transportation Plan Transportation 2040 (T2040) is updated, this Plan and any subsequent work will be incorporated into the existing pedestrian projects and policies in the Pedestrian Chapter.

The Pedestrian Plan is an important document because it enables city staff to make consistent decisions that affect the pedestrian environment in a positive way. It sets the stage for policy discussion regarding sidewalk requirements, helps protect streets with developed pedestrian infrastructure, prioritizes streets with underdeveloped pedestrian infrastructure for upgrades, and lists specific projects recommended by the public.

The following sections take a focused look at each city within Douglas County, assessing the current environment and making recommendations for improvements. Each city in the County provided unique technical and citizen input that informed recommendations for policies, programs, and infrastructure improvements. Different tools from the Pedestrian Progress Toolbox were suggested to address distinct challenges and opportunities in each community. Tools recommended for each city aim to address the focus areas within the countywide vision on page 7.

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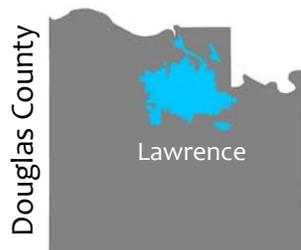
Lawrence



Background

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With 93,917 residents located between Topeka and Kansas City, Lawrence has many people commuting by personal vehicle for work. The quality of the pedestrian experience can be quite different in various areas of the city. Downtown Lawrence is one of the most walkable areas in town, with shops and restaurants drawing high numbers of visitors. Many elementary schools are located within walking distance for neighborhood children, while some children must travel farther distances. The coordinated KU and Lawrence public transit system provides a transportation option for those looking to get around town on foot. Newer residential areas boast continuous sidewalks, but may not be within walking distance of many pedestrian destinations such as parks, shops, libraries, and grocery stores. Older neighborhoods have historic brick sidewalks in varying states of repair. Sidewalk gaps exist in all areas of town on arterial, collector, and residential streets.

The scope of repairs and new construction to complete the sidewalk network in Lawrence is daunting and expensive. For that reason, clear goals and priorities are paramount to targeting limited resources to make the largest impact. Later in this chapter, potential implementation scenarios describe ways in which Lawrence might approach the improvement of the pedestrian network.

Existing Pedestrian Infrastructure - Lawrence

In 2014, the City of Lawrence's Public Works Department updated the 2006 sidewalk inventory data. The entire sidewalk network was inventoried utilizing GPS technology. Staff walked and/or drove all sidewalk locations within the city, and as they encountered a defect, recorded it using an iPad. A map of the sidewalk defects and ramps in the City of Lawrence can be found at www.lawrenceks.org/assets/agendas/ss/2014/06-17-14/Attachment%20C2_Sidewalk%20Inventory_Map.pdf. Staff inventoried the sidewalks for the following defects:

- Vertical deflections <1"
- Vertical deflections >1"
- Horizontal gaps
- Tree roots
- Cross slope
- Brick resets
- Manholes
- Missing sidewalk
- Gaps
- No ADA ramp exists
- ADA ramp compliant
- ADA ramp non-compliant

Findings

Maintenance

Maintenance includes the repair of existing sidewalk defects as well as replacing missing panels within a continuous sidewalk. The cost to repair existing sidewalk defects throughout Lawrence is estimated at \$6.2 million. Estimates do not include ancillary costs such as tree removal or utility relocation. Further maintenance information can be found in Table 2.1 on the following page.

Ramps

The inventory identified 3,438 ADA compliant ramps, 3,760 non-compliant ramps, and 256 locations where no ramp exists. The average cost to construct an ADA compliant ramp is \$800. The estimated cost to install or repair ramps on existing sidewalks is \$3.2 million. This estimate does not include ramps to be added to newly constructed sidewalk where no sidewalk currently exists. Further ramp information can be found in Table 2.1 on the following page and Figure 2.2 on page 44. This plan recognizes that some ramps have been constructed or repaired since this data was collected in 2014. An update to the number of compliant, non-compliant, and non-existing ramps was outside the scope of this planning process.

Missing Sidewalk

In this section, missing sidewalk is defined as long stretches of missing sidewalk, as opposed to missing panels within an existing continuous sidewalk. The estimated cost for installing missing sidewalk on at least one side of every street in Lawrence is \$10.5 million. The estimated cost for installing sidewalk on both sides of every street in Lawrence is \$118.7 million¹. These estimates do not include the costs of ramp construction or maintenance to existing sidewalks. A map of missing sidewalks is shown on page 43.

¹<http://lawrenceks.org/assets/boards/pedestrian-bicycle/PedCostsSummary1.8.16.pdf>

Table 2.1: 2014 Lawrence Sidewalk Inventory Defect Report by Roadway Classification¹

Overall	Linear Feet
Vertical Deflection less than or equal to 1"	70,590
Vertical Deflection more than 1"	84,076
Horizontal Gap	1,516
Tree Roots	10,346
Cross Slope	9,250
Brick Reset	20,398 *
Manhole	4,126
Missing Sidewalk	3,356 **

Collector Defects	Linear Feet
Vertical Deflection less than or equal to 1"	16,582
Vertical Deflection more than 1"	18,666
Horizontal Gap	421
Tree Roots	2,012
Cross Slope	1,685
Brick Reset	4,845 *
Manhole	888
Missing Sidewalk	460 **

Arterial Defects	Linear Feet
Vertical Deflection less than or equal to 1"	10,555
Vertical Deflection more than 1"	10,801
Horizontal Gap	80
Tree Roots	655
Cross Slope	2,370
Brick Reset	1,706 *
Manhole	1,522
Missing Sidewalk	356 **

Residential Defects	Linear Feet
Vertical Deflection less than or equal to 1"	43,453
Vertical Deflection more than 1"	54,609
Horizontal Gap	1,015
Tree Roots	7,679
Cross Slope	5,195
Brick Reset	13,847 *
Manhole	1,716
Missing Sidewalk	2,540 **

*construction costs would be calculated differently

**should be thought of as length of missing panels in a continuous sidewalk

Cost Summary	Linear Feet	Width (Sq Ft)	Cost
Overall Total	203,658	1,018,290	\$ 6,109,740
Arterial Defect	28,045	168,270	\$ 1,177,890
Collector Defect	45,552	227,760	\$ 1,480,440
Residential Defect	130,054	650,270	\$ 3,901,620

*Collector and Residential Sidewalks 5 feet, Arterial Sidewalks 6 feet

*Arterial \$7/sq ft, Collector \$6.5/sq ft, Residential \$6/sq ft

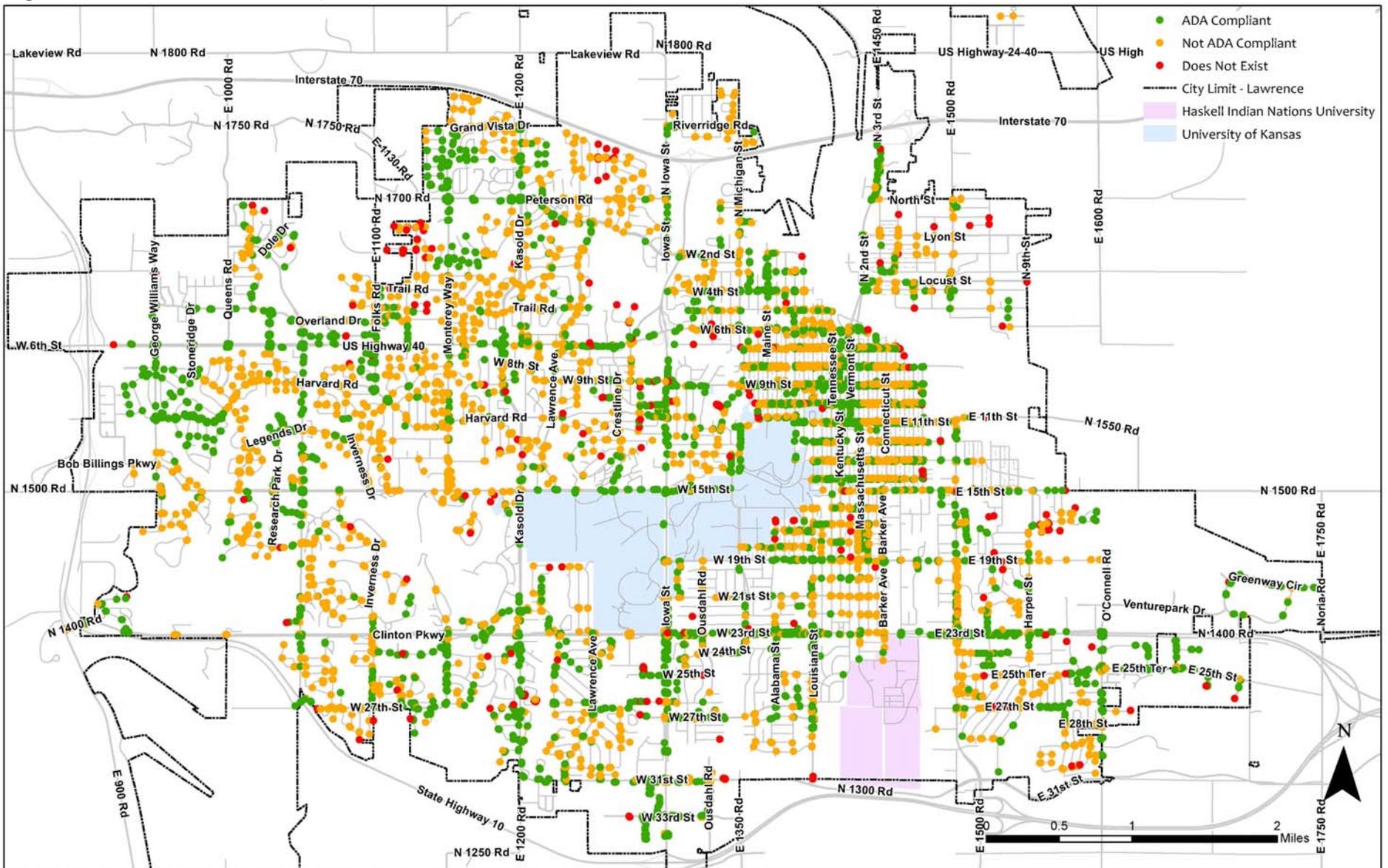
ADA Ramps on Lawrence Sidewalk Network

Ramp Type	Count	Cost to Repair/Build
ADA Compliant	3,438	\$ 2,750,400
Not ADA Compliant	3,760	\$ 3,008,000
Does not Exist	256	\$ 204,800

**Assumes \$800 estimated cost to replace each ramp

¹<https://www.lawrenceks.org/assets/mpo/pedplan/Lawrence2014SidewalkInventoryMemo.pdf>

Figure 2.2: Accessible Curb Ramps



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence. Plot date 3.10.2016

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.

Table 2.2: Arterial Streets Missing Sidewalk Estimated Costs

Missing Sidewalk Along Arterials found in Figure 2.1 on page 44

Tables 2.2 and 2.3 list engineering-level cost estimates for constructing new sidewalks along arterial and collector streets. A handful of these projects have been planned, with money committed to their completion.

Projects with asterisks in the “Planned” column are currently included in future year Capital Improvement Plan (CIP) budgets to be included in conjunction with road construction or reconstruction projects.

Estimated Costs of City-Wide Missing Sidewalks (Arterial Streets)						
Planned	Street Name	Side of Street	From/ To	Length (ft)	Engineering Estimate	Other Costs
	E 23rd St	Both	O'Connell Rd to E 1575 Rd	1238	\$ 104,280	Storm Sewer
	McDonald Dr	Both	Princeton Blvd/W 2nd St to Bluffs	2184	\$ 300,000	Storm Sewer
	Kasold Dr	Both	W 5th Ter to Tomahawk Dr	3243	\$ 537,580	Wall
	Lakeview Rd	Both	Iowa St to Timberledge Rd	465	\$ 67,900	Railroad Crossings
	Lakeview Rd	Both	East of Lawrence City Limit	550	\$ 33,000	
	N 3rd St	Both	KTA Entrance Rd to City Limits	4323	\$ 259,380	Tree Removal
	Iowa St	East	15th St/Bob Billings Pkwy to University Dr	1,287	\$ 136,010	Rock Excavation, Storm Sewer, ROW, Retaining Wall
	Kasold Dr	East	Clinton Pkwy to W 22nd Ter	467	\$ 84,010	Retaining Wall
	Kasold Dr	East	W 22nd St to Bob Billings Pkwy	4,295	\$ 215,850	ROW, Retaining Wall
	Kasold Dr	East	W 6th St to Westridge Dr	278	\$ 9,340	Tree Removal
	Kasold Dr	East	Tomahawk Dr to Peterson Rd	1,557	\$ 73,710	Retaining Wall
	Iowa St	East	South of Riverridge Rd	197	\$ 5,910	
	Haskell Ave	East	E 12th St to E 13th St	688	\$ 20,640	
	Haskell Ave	East	E 13th St to E 14th St	726	\$ 42,780	Retaining Wall
	W 23rd St	North	Ohio St to Vermont St	1,041	\$ 75,980	Fencing, ROW
	W 31st St	North	East of Ousdahl Rd	512	\$ 15,360	
	W 19th St	North	Iowa St to Maine St	3,546	\$ 304,955	Tree Removal, Fencing, ROW, Retaining Wall
	W 9th St	North	Iowa to Avalon Rd	1,465	\$ 319,700	Tree Removal, ROW, Retaining Wall
	E 19th St	South	Moodie Rd to Delaware St	554	\$ 16,620	
	E 19th St	South	Barker Ave to Delaware St	713	\$ 38,390	Tree Removal,
	E 23rd St	South	West of Anderson Rd	190	\$ 5,700	
	Lakeview Rd	South	West of Timberledge Rd	875	\$ 26,250	
	E 15th St	South	Haskell Ave to Maple Ln	504	\$ 76,620	Tree Removal, Retaining Wall
	E 19th St	South	Clare Rd to Edgelea Rd	593	\$ 17,790	
	E 19th St	South	Haskell Ave to Maple Ln	1,266	\$ 21,120	Tree Removal
	Massachusetts St	West	21st St to 23rd St	1,274	\$ 44,420	Retaining Wall
	Iowa St	West	Packer Ct to Lakeview Rd	813	\$ 24,390	
*	Wakarusa Dr	Both	East of Queens Rd	289	\$ 17,340	
*	E 19th St	South	Brookwood Mobile Home Park	1,344	\$ 712,320	Fencing, ROW
*	Bob Billings Pkwy	South	Inverness Dr to Monterey Way	3,892	\$ 161,260	Retaining Wall
*	Kasold Dr	East	Yale Rd to W 14th St	2,470	\$ 74,100	
*	Kasold Dr	East	W 8th St to W 10th St	663	\$ 22,890	Fencing
TOTAL				34,844	\$ 2,877,685	

Table 2.3: Collector Streets Missing Sidewalk

Missing Sidewalk Along Collectors found in Figure 2.1 on page 44

Estimated Costs of City-Wide Missing Sidewalks (Collector Streets)						
Planned	Street Name	Side of Street	From/ To	Length (ft)	Engineering Estimate	Other Costs
	North St	Both	N 3rd St to N 7th St	2,450	\$ 397,000	Storm Sewer
	Lyon St	Both	N 7th St to N 9th St	2,400	\$ 414,000	Storm Sewer
	N 9th St	Both	Lyon St to Elm St	4,430	\$ 465,800	
	W 21st St	Both	Tennessee St to Louisiana St	624	\$ 37,940	
	W 25th St	Both	Ousdahl Rd to Cedarwood Ave	350	\$ 21,000	
	W 24th St	Both	East of Ousdahl Rd	368	\$ 26,080	Tree Removal
	Rockledge Rd	Both	W 9th St to National Ln	275	\$ 16,500	
	Princeton Blvd	Both	Kingston Dr to Iowa St	1,190	\$ 71,400	
	Princeton Blvd	Both	McDonald Dr to Mount Hope Ct	610	\$ 41,600	Tree Removal
	W 25th St	Both	Iowa St to Ridge Ct	480	\$ 29,800	
	W 9th St	Both	West of Iowa St	380	\$ 25,300	Retaining Wall
	E 11th St	Both	E 11th St to East City Limits	1,600	\$ 396,000	Storm Sewer
	Lyon St	North	N 6th St to N 7th St	687	\$ 20,610	
	Lyon St	North	N 3rd St to N 5th St	1,602	\$ 68,560	Tree Removal, ROW
	Lyon St	North	N 2nd St to N 3rd St	361	\$ 40,830	Retaining Wall
	N 7th St	West	Lyon St to Lincoln St	655	\$ 44,150	Storm Sewer
	N 7th St	East	Lincoln St to Locust St	70	\$ 2,100	
	Locust St	North	N 3rd St to N 6th St	1,922	\$ 90,660	Tree Removal, Retaining Wall
	Locust St	North	N 6th St to N 7th St	610	\$ 57,660	
	Locust St	North	N 8th St to N 9th St	1,814	\$ 59,420	Tree Removal
	E 11th St	South	Indiana St to Louisiana St	775	\$ 23,250	Retaining Wall
	E 15th St	South	Rhode Island St to Maple Ln	3,437	\$ 186,110	Retaining Wall
	Barker Ave	East	E 14th St to E 23rd St	5,370	\$ 173,100	Tree Removal, Retaining Wall
	W 15th St	South	Kentucky St to Vermont St	152	\$ 10,060	Retaining Wall
	E 25th Ter	South	East of Haskell Ave	186	\$ 5,580	
	E 25th Ter	South	Ponderosa Dr to Carlton Dr	2,950	\$ 88,500	
	Kensington Rd	West	Hampton St to E 27th St	1,104	\$ 33,120	
	Alabama St	West	W 23rd St to W 27th St	2,563	\$ 94,690	Retaining Walls
	W 27th St	South	Crestline Dr to Chippenfield Rd	711	\$ 21,330	
	W 24th St	North	W of Eddingham Dr	93	\$ 2,790	
	W 24th St	North	Naismith Valley Park SUP	428	\$ 17,840	Tree Removal
	Naismith Dr	East	W 19th St to W 23rd St	2,555	\$ 79,150	Tree Removal
	W 21st St	South	Naismith Dr to Louisiana St	2,296	\$ 69,380	
	W 21st St	North	Tennessee St to Massachusetts St	940	\$ 29,700	Tree Removal
	W 21st St	South	Iowa St to Naismith Dr	2,780	\$ 90,400	Tree Removal, Retaining Wall
	Ousdahl Rd	East	W 22nd Ter to W 19th St	2,230	\$ 67,900	Tree Removal
	W 11th St	South	Indiana St to Louisiana St	285	\$ 23,550	Tree Removal, Retaining Wall
	Fambrough Dr	North	Missouri St to Mississippi St	1,265	\$ 44,450	Tree Removal
	W 11th St	South	Missouri St to West Campus Rd	700	\$ 145,000	Tree Removal

Estimated Costs of City-Wide Missing Sidewalks (Collector Streets)						
Planned	Street Name	Side of Street	From/ To	Length (ft)	Engineering Estimate	Other Costs
	West Campus Rd	West	West Hills Ter to Stratford Rd	625	\$ 18,750	
	W 15th St	North	Engel Rd to Iowa St	774	\$ 98,220	
	Harvard Rd	South	Crestline Dr to Iowa St	1,700	\$ 53,100	ROW
	Crestline Dr	West	W 9th St to Yale Rd	547	\$ 16,410	
	Rockledge Rd	West	W 6th St to National Ln	1,021	\$ 36,630	
	Rockledge Rd	North	East of Country Club Ter	530	\$ 15,900	
	W 4th St	North	McDonald Dr to Northwood Ln	143	\$ 5,290	
	Maine St	East	W 6th St to W 4th St	964	\$ 28,920	
	Michigan St	East	W 6th St to W 4th St	1,285	\$ 50,550	Retaining Wall
	Michigan St	East	W 4th St to W 2nd St	1,250	\$ 47,500	Tree Removal
	W 2nd St	North	Michigan St to Mount Hope Ct	1,425	\$ 82,750	Tree Removal, Retaining Wall
	Princeton Blvd	North	East of Yorkshire Dr	190	\$ 5,700	
	Lawrence Ave	West	Harvard Rd to Bob Billings Pkwy	2,780	\$ 130,400	Tree Removal, Retaining Wall
	Harvard Rd	North	Lawrence Ave to Kasold Dr	1,100	\$ 35,500	Tree Removal
	Inverness Dr	East	Carmel Dr to 2012 Inverness Dr	3,280	\$ 135,400	
	Inverness Dr	West	Wimbledon Dr	920	\$ 27,600	
	W 18th St	South	Wakarusa Dr to Corporate Centre Dr	282	\$ 8,460	
	W 18th St	South	East of Research Park Dr	233	\$ 6,990	
	Bobwhite Dr	South/East	George Williams Way to Bob Billings Pkwy	2,130	\$ 89,400	Tree Removal
	Branchwood Dr	West	Stoneridge Dr to Stonecreek Dr	1,150	\$ 34,500	
	Overland Dr	North	George Williams Way to Chimney Rocks Cir	744	\$ 22,320	
	Eisenhower Dr	West	Eisenhower Pl to Eisenhower Ter	464	\$ 13,920	
	Eisenhower Dr	West	Eisenhower Pl to Carson Dr	913	\$ 27,390	
	Eisenhower Dr	West	Campbell Pl to Carson Dr	520	\$ 15,600	
	Dole Dr	West	Wakarusa Dr to Earhart Cir	250	\$ 7,500	
	Dole Dr	West	North of Earhart Cir	300	\$ 9,000	
	Trail Rd	South	Folks Rd to Monterey Way	2,590	\$ 78,200	
	Trail Rd	North	Monterey Way to Rockfence Pl	3,295	\$ 102,850	
	Trail Rd	North	Millfence Dr to Settlers Dr	893	\$ 26,790	
*	Kentucky St	East	W 18th St to W 19th St	590	\$ 20,700	
*	Harper St	East	E 15th St to E 19th St	2,538	\$ 81,640	Tree Removal, Fencing
*	Ousdahl Rd	East	W 23rd St to W 24th St	530	\$ 15,900	Complete
*	Naismith Dr	East	W 24th St to W 23rd St	275	\$ 18,250	Retaining Wall
*	Ousdahl Rd	Both	W 25th St to W 24th St	900	\$ 114,000	
*	Queens Rd	Both	W 6th St to North City Limits	3,480	\$ 208,800	
*	Overland Dr	Both	West and East of Queens Road	330	\$ 19,800	
TOTAL				94,639	\$ 5,242,940	

Table 2.4a displays capital improvement projects from 2009-2015 representing direct, line-item costs for pedestrian facility improvements including: new concrete paths, ramps, intersection stop lines, parallel crosswalk lines, bike symbols, and sharrows. Table 2.4b shows capital improvements at the University of Kansas between 2012-2015. Table 2.5 shows maintenance projects in the City of Lawrence that included pedestrian funding.

Table 2.4a: 2009-2015 City of Lawrence Capital Improvement Projects with Pedestrian Funding

Year	Project	Facility	Length (LF)	Bike-Ped Construction Cost	City Funds (Sales Tax)	City Funds (Property Tax)	State/ Federal Funds	Private	Funding Notes
2009	Burrough Creek Rail Trail	SUP	8800	\$ 600,000	\$ 100,000		\$ 500,000		KDOT Transportation Enhancement (TE) (80/20)
2009	KLINK: 23rd St: Ousdahl to Barker	Crosswalk	--	\$ 15,024		\$ 15,024			
2009	DeVictor Park Trail Extension	SUP		\$ 15,600				\$ 15,600	Sunflower Grant (50/50)
2010	DeVictor Park Trail Extension	SUP		\$ 40,000				\$ 40,000	Sunflower Grant (50/50)
2010	2009 Sidewalk Gap Program	Sidewalk	6500	\$ 230,000			\$ 230,000		Community Development Block Grant (CDBG)
2010	KLINK: 23rd St: Haskell to Anderson	Crosswalk	--	\$ 4,278		\$ 4,278			
2010	Clinton Parkway Shared-Use Path Reconstruction	SUP	17,275	\$ 875,000			\$ 875,000		American Recovery Reinvestment Act
2011	6th Street - Folks to Monterey Way	SUP	2600	\$ 80,000		\$ 80,000			
2012	Poehler Building on Delaware	Sidewalk	1000	\$ 48,363		\$ 48,363			
2012	2011 Sidewalk Gap Program	Sidewalk	2500	\$ 140,000			\$ 140,000		CDBG
2012	18th & Kentucky: Pedestrian Hybrid Beacon	Crosswalk	--	\$ 30,000		\$ 30,000			
2013	KLINK: Iowa St: 29th - South City Limit	Sidewalk	400	\$ 30,731		\$ 30,731			\$200K KDOT, \$232K GO Bond
2013	Bob Billings Parkway - Kasold to Engel	SUP	5740	\$ 176,200	\$ 15,000	\$ 86,200		\$ 75,000	\$75,000 from KU for SUP between Crestline and Engel
2013	23rd St: Iowa to Mass, Sidewalk Gaps	Sidewalks	1,815	\$ 63,000		\$ 63,000			
2013	10th & Connecticut Hybrid Beacon	Beacon	--	\$ 50,000	\$ 10,000		\$ 40,000		CDBG
2013	Senior Center Sidewalk Repairs	Sidewalk	132	\$ 1,800			\$ 1,800		CDBG
2013	14th & Tennessee	Crosswalk	--	\$ 15,000			\$ 15,000		CDBG
2014	Sandra Shaw Trail	Sidewalk	2,100	\$ 110,000			\$ 55,000	\$ 55,000	Sunflower Grant (50/50)
2014	Rock Chalk Park Trail	Trail	15,840	\$ 400,000	\$ 400,000				
2014	Rock Chalk Park	SUP	8300	\$ 370,000	\$ 370,000				
2014	23rd & Iowa Reconstruction	SUP	450	\$ 180,000	\$ 145,800		\$ 34,200		
2014	6th & Iowa	SUP	1000	\$ 100,000		\$ 100,000			
2014	9th Street - Avalon to Illinois	Bike Lanes & Sidewalk	2,580	\$ 40,500		\$ 20,000	\$ 20,500		HSIP (90/10)
2014	2014 Sidewalk Gap Program	Sidewalk	5000	\$ 160,000			\$ 160,000		\$125K CDBG + City
2015	Burcham Trail Extension	SUP		\$ 190,000			\$ 190,000		KDOT Grant
2015	Burcham Park Trail	SUP	3400	\$ 108,000	\$ 54,520			\$ 53,480	Sunflower Grant (50/50)
2015	Baldwin Creek Trail	SUP	3700	\$ 400,000			\$ 400,000		Kansas Department of Wildlife & Parks Grant
2015	31st Street - Haskell to O'Connell	SUP	4700	\$ 145,000		\$ 145,000			
2015	South Lawrence Trafficway	SUP	14000	\$ 420,000			\$ 420,000		
2015	Del g	SUP	260	\$ 12,000		\$ 12,000			
2015	Haskell Rail Trail	SUP	4140	\$ 220,000	\$ 44,000		\$ 175,000		KDOT Transportation Enhancement (TE) (80/20)
2015	Menards	SUP	2316	\$ 103,000				\$ 103,000	
2015	2015 Sidewalk Gap Program								
			(33 miles)						
TOTAL			124318	\$ 5,384,704	\$ 1,139,320	\$ 645,804	\$ 3,256,500	\$ 342,080	

*When bicycle and pedestrian improvements were the main focus of the entire project, the entire project cost was included. New subdivision development improvements and private improvements were not included.

*A 2013 shared use path project along Bob Billings Parkway between Kasold Drive and Engel Road was funded by both the City and KU

Table 2.4b: 2012-2015 University of Kansas Capital Improvement Projects with Pedestrian Funding

Year	Project	Facility	Length (LF)	Bike-Ped Construction Cost	City Funds (Sales Tax)	City Funds (Property Tax)	State/ Federal Funds	Private	Funding Notes
2012	Constant Ave: Irving Hill Rd to Becker Dr & 19th St: Iowa St to Constant Ave	Sidewalk	2240	\$ 210,000				\$ 210,000	Included sidewalk ramps and crosswalks
2012-2015	Jayhawk Blvd: West Campus Rd to 14th St	Sidewalk	2460	\$ 1,500,000				\$ 1,500,000	Reconstruction of Jayhawk Boulevard. 13th to 14th St. scheduled for summer 2018
2013	Stewart Dr: Irving Hill Rd to Lied Center	Sidewalk	255	\$ 15,000				\$ 15,000	Included sidewalk ramps and crosswalks
2014	Naismith Dr & 18th St	Crosswalk	-	\$ 6,500				\$ 6,500	Included warning signs in addition to pavement markings
2015	Irving Hill Rd Bridge over Iowa St	Sidewalk	210	\$ 870,000				\$ 870,000	Widened bridge, improved railings and lighting
2015	15th St: Burdick Dr to Naismith Dr	Sidewalk	730	\$ 202,000				\$ 202,000	Included sidewalk ramps, crosswalks, median, lighting
TOTAL			5640	\$ 2,803,500	\$ -	\$ -	\$ -	\$ 2,803,500	

*Table 2.4a includes a 2013 shared project between the City and KU to fund a shared use path along Bob Billings Parkway between Kasold Drive and Engel Road

Table 2.5: 2009-2015 City of Lawrence Regular Maintenance Projects with Pedestrian Funding

Year	Project	Facility	Length (LF)	Total Construction Cost	Bike-Ped Construction Cost	City Funds (Sales Tax)	City Funds (Property Tax)
2009	9th St: Iowa to Tennessee	Crosswalk & Sidewalk	1301	\$ 680,000	\$ 65,358	\$ 32,679	\$ 32,679
2009	Overlay Program Phase I & II	Crosswalk, Sidewalk, Bike Lane	634	\$ 1,280,000	\$ 38,889	\$ 19,445	\$ 19,445
2009	Parks and Rec: Trail Maintenance	Sidewalk & SUP		\$ 38,000	\$ 38,000		\$ 38,000
2010	Overlay Program Phase I & II	Crosswalk, Sidewalk & Bike Lane	6100	\$ 1,900,000	\$ 87,559	\$ 43,780	\$ 43,780
2010	Parks and Rec: Trail Maintenance	Sidewalk & SUP		\$ 38,000	\$ 38,000		\$ 38,000
2010	Microsurfacing	Crosswalk	--	\$ 420,000	\$ 13,860	\$ 6,930	\$ 6,930
2011	Parks and Rec: Trail Maintenance	Sidewalk & SUP		\$ 38,000	\$ 38,000		\$ 38,000
2012	Parks and Rec: Trail Maintenance	Sidewalk & SUP		\$ 38,000	\$ 38,000		\$ 38,000
2012	Overlay Program Phase II	Sidewalk & Crosswalk		\$ 1,300,000	\$ 15,393	\$ 7,697	\$ 7,697
2012	Overlay Program Phase I	Crosswalk	--	\$ 670,000	\$ 10,955	\$ 5,478	\$ 5,478
2012	Concrete Rehab	Sidewalk & Crosswalk		\$ 490,000	\$ 13,795	\$ 6,898	\$ 6,898
2013	Parks and Rec: Trail Maintenance	Sidewalk & SUP		\$ 38,000	\$ 38,000		\$ 38,000
2013	2012 Crosswalk Marking Project	Crosswalk	--	\$ 40,000	\$ 40,000		\$ 40,000
2013	Overlay Program	Sidewalk, Crosswalks		\$ 750,000	\$ 8,993	\$ 4,497	\$ 4,497
2013	Concrete Rehab	Sidewalk, Crosswalks		\$ 330,000	\$ 38,284	\$ 19,142	\$ 19,142
2014	Parks and Rec: Trail Maintenance	Sidewalk & SUP		\$ 38,000	\$ 38,000		\$ 38,000
2014	Overlay & Concrete Rehabilitation Program	Sidewalk, Bike Lanes & Sharrows		\$ 1,500,000	\$ 52,053		\$ 52,053
2015	Parks and Rec: Trail Maintenance	Sidewalk & SUP		\$ 38,000	\$ 38,000		\$ 38,000
2015	Overlay & Concrete Rehabilitation Program	Sharrows & Sidewalk		\$ 1,700,000	\$ 51,522	\$ 25,761	\$ 25,761
TOTAL			8035 <small>(1.8 miles)</small>	\$ 6,894,000	\$ 702,661	\$ 172,304	\$ 530,357

*When bike-ped improvements were part of a larger project, only the facility costs were included and not any associated costs such as street widening, mobilization, or movement of utilities.

**Privately funded sidewalk maintenance is not tracked

**Currently no state or federal funding includes pedestrian maintenance

Table 2.6: Capital Improvement Project/General Maintenance Funding Methods by Year

	City Funds (Sales Tax)		City Funds (Property Tax)		State/Federal Funds		Private Developments	
	Capital Improvement Projects	Maintenance Projects						
2009	\$100,000	\$52,123.50	\$15,024	\$90,123.50	\$500,000	Unknown	\$15,600	Unknown
2010	\$0	\$50,709.50	\$15,506	\$88,709.50	\$1,105,000	Unknown	\$40,000	Unknown
2011	\$0	\$0.00	\$80,000	\$38,000.00	\$0	Unknown	\$0	Unknown
2012	\$0	\$45,424.50	\$78,363	\$58,071.50	\$140,000	Unknown	\$0	Unknown
2013	\$100,000	\$26,336.25	\$335,899	\$104,336.25	\$72,550	Unknown	\$0	Unknown
2014	\$1,025,800	\$25,196.50	\$550,000	\$115,249.50	\$269,700	Unknown	\$55,000	Unknown
2015	\$208,520	\$25,760.75	\$1,629,000	\$91,927.05	\$1,185,000	Unknown	\$156,480	Unknown
Total	\$1,434,320	\$225,551.00	\$2,703,792	\$586,417.30	\$3,272,250	Unknown	\$267,080	Unknown

Table 2.6 details the sources of funding for both capital improvement and maintenance costs. About 50.4% of the construction costs were funded through city funds from sales or property taxes. State/federal funds account for around 42.1% while county and private funds account for about 8.5%.

Funding for Pedestrian Infrastructure in Lawrence

Sidewalk Maintenance

The current funding model for sidewalk maintenance places responsibility for all repairs on the adjacent property owner. The City of Lawrence administers repairs related to ADA accessibility, rights-of-way, and recreational paths (Lawrence Code Chapter XVI, Article 2).

If necessary, the city can use condemnation and special assessment proceedings to force property owners to comply with sidewalk repair requirements. Sidewalk repair is largely a complaint driven process as opposed to inspection driven, and currently results in a 60% voluntary compliance rate. In current practice, city staff does not perform sidewalk repairs and does not pursue forced compliance by property owners.

This sidewalk maintenance policy requires regular inspection and notification to ensure compliance. Cities such as Minneapolis, MN and Dubuque, MI have sidewalk inspection programs. In Dubuque, City staff inspect 10-12 miles of sidewalk each year and notify abutting property owners if sidewalk repair is needed. The current condition of sidewalks in Lawrence suggests that the current policy does not result in compliance. If the City decides that strict enforcement is not feasible, alternative programs or ordinances should be developed.

Alternative Sidewalk Maintenance Programs

Alternative sidewalk maintenance programs were considered by the Pedestrian & Bicycle Issues Taskforce¹ (PBITF). Table 2.7 summarizes approaches taken by some communities.

Table 2.7: Alternative sidewalk maintenance programs

City	Funding Method	How Established	How Much	Criteria for Repair	Notes
Lenexa, KS	Mill levy Gas Tax General Funds City council injected additional funding in 2015 budget year		\$750,000 in 2016 including trails Johnson Co. provides 50% match on trails and associated parking lots.	Deteriorated, uneven, ponding	Sidewalks considered a means of public conveyance by city council. Inspected at same time as streets inspected. Repairs made anytime street is touched, including chip seal, micro surfacing, mill and overlay.
Englewood, CO	Property owner opt-in fee paid into a "concrete utility fund"	1997 city ordinance	\$0.123 per square foot of concrete in the public right-of-way charged to property owner's water bill.	Needed repairs are rated 1-6, with 6 being a critical need for repair work.	95% of property owners with sidewalks participate. Active enforcement
Ann Arbor, MI	Five year mill levy	Approved by voters in 2011	1/8 mill	City employees proactively seek sidewalk problems, mark them, and hire contractors to repair.	Scheduled completion of repairs expected in 2016. Funds from a street millage also pay for sidewalk cost overages.
Ithaca, NY	Annual maintenance fee charged to residents based on lot type, determined by the amount of foot traffic	2013 city ordinance subject to permissive referendum	\$70/year for low traffic lots. Other lots pay a \$140 maintenance fee plus \$0.015 per sq foot of buildings on lot and \$30 per 55 feet of lot frontage.	Five Sidewalk Improvement Districts were established. City council approves funding as part of budget for each district.	
Madison, WI		Ordinance	50-50% cost share with property owner. The property owner has option of paying in installments over five years.	Sidewalk defects including broken, offset, settled, ponding.	

Ongoing discussions among city staff have included consideration of enforcing Kansas state law, requiring property owners to pay for repairs. Policies may be developed for the City to make repairs and assess costs on property taxes or through a mortgage lien.

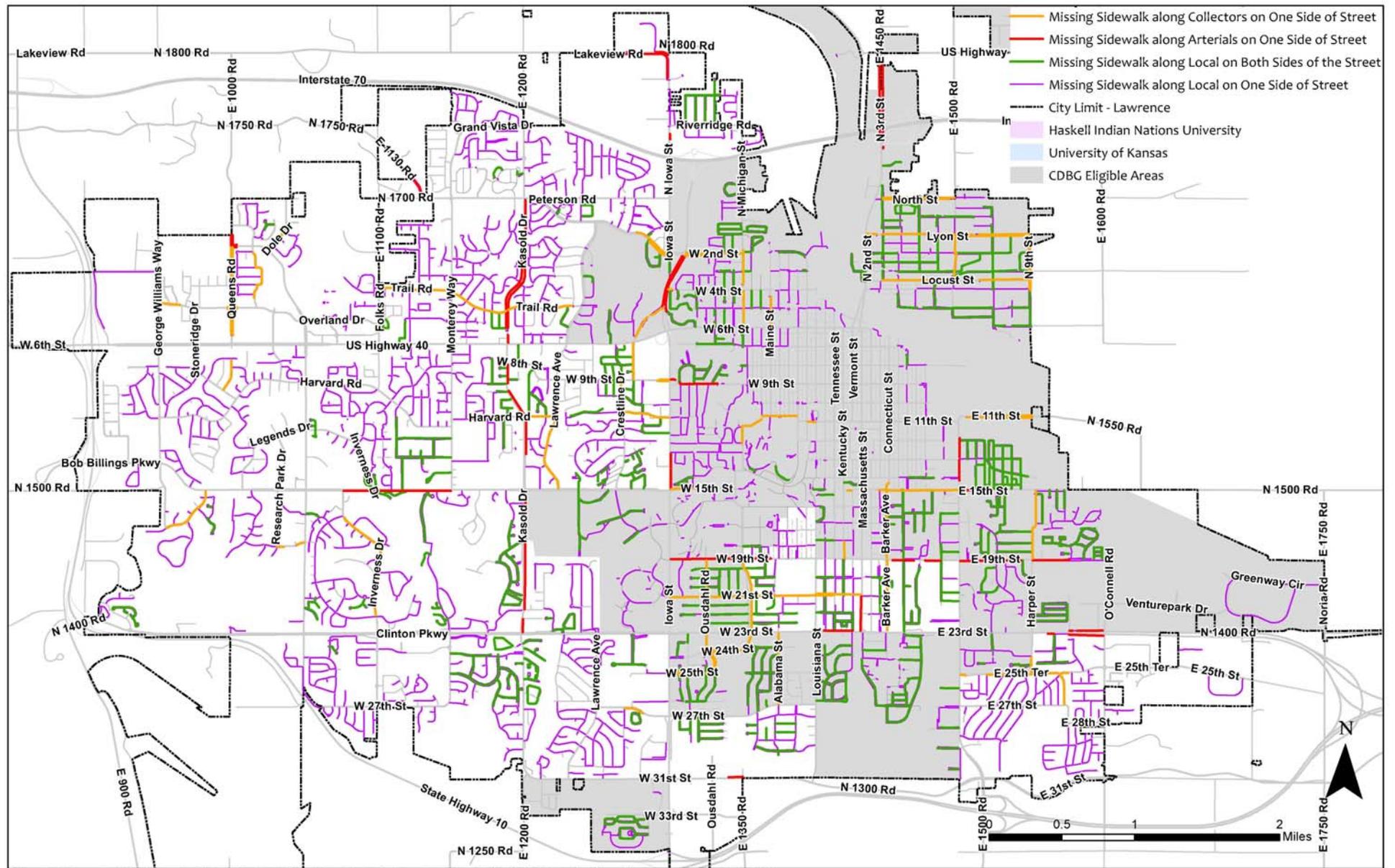
New Sidewalk Construction and Other Infrastructure Improvements

In addition to sidewalk maintenance and repair, a quality pedestrian system also relies on new improvements that enhance the pedestrian network. Currently, construction of new pedestrian infrastructure occurs at the same time as site redevelopment or roadway reconstruction. Federal, state, and private dollars have helped to fill sidewalk gaps along trails and within Community Development Block Grant (CDBG) eligible areas. CDBG funds must be used for activities that benefit low- and moderate-income persons. There are many eligible activities including public improvements to sidewalks. Figure 2.3 on the following page identifies missing sidewalk and CDBG-eligible areas.

Improving the sidewalk infrastructure through these methods leads to sporadic improvements with little continuity. It is possible that yearly funding from the City's infrastructure sales tax may be earmarked for new pedestrian improvements. The Infrastructure Implementation Scenarios located at the end of this chapter identify a few ways to prioritize the construction of new pedestrian infrastructure.

¹ <http://www.lawrenceks.org/boards/pedestrian-bicycle-issues-task-force>

Figure 2.3: Missing Sidewalks and CDBG eligible areas



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence. Plot date 3.10.2016

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Existing Pedestrian Network Design Grades

Effective multimodal transportation planning needs to have a way to assess the current state of the pedestrian network as well as the impact of capital projects and land developments on the pedestrian experience. Applying a letter grade to segments of the pedestrian network includes measuring several factors that help to determine an area’s pedestrian friendliness. The current formula to measure pedestrian friendliness for Lawrence evaluates four factors which affect the pedestrian environment: Directness, Continuity, Safety, and Accessibility. These factors were chosen by considering methodologies of 14 other rating systems (Appendix B) as well as considering the time, resource, and data capabilities. Tables 2.8 and 2.9 describe the scoring system.

Pedestrian Network segments with sidewalks on both sides of the street and short block lengths tended to earn better letter grades unless they performed very poorly on the other three factors. In a similar way, segments that had no sidewalks on either side of the street and long block lengths tended to earn poorer letter grades unless they excelled in the other measurements. The following 6 maps show each of the five measurements displayed separately and a final composite grade map.

A limitation of this evaluation is the inability to measure sidewalk quality. Sidewalks with many defects are considered in the same way as newly built sidewalks. Thought should be given to how to include metrics of sidewalk quality in future Pedestrian Network Design scoring.

Figures 2.4-2.8 show each of the 5 measurements that contribute to the final Pedestrian Network Design score. Figure 2.9 shows the final score for each segment.

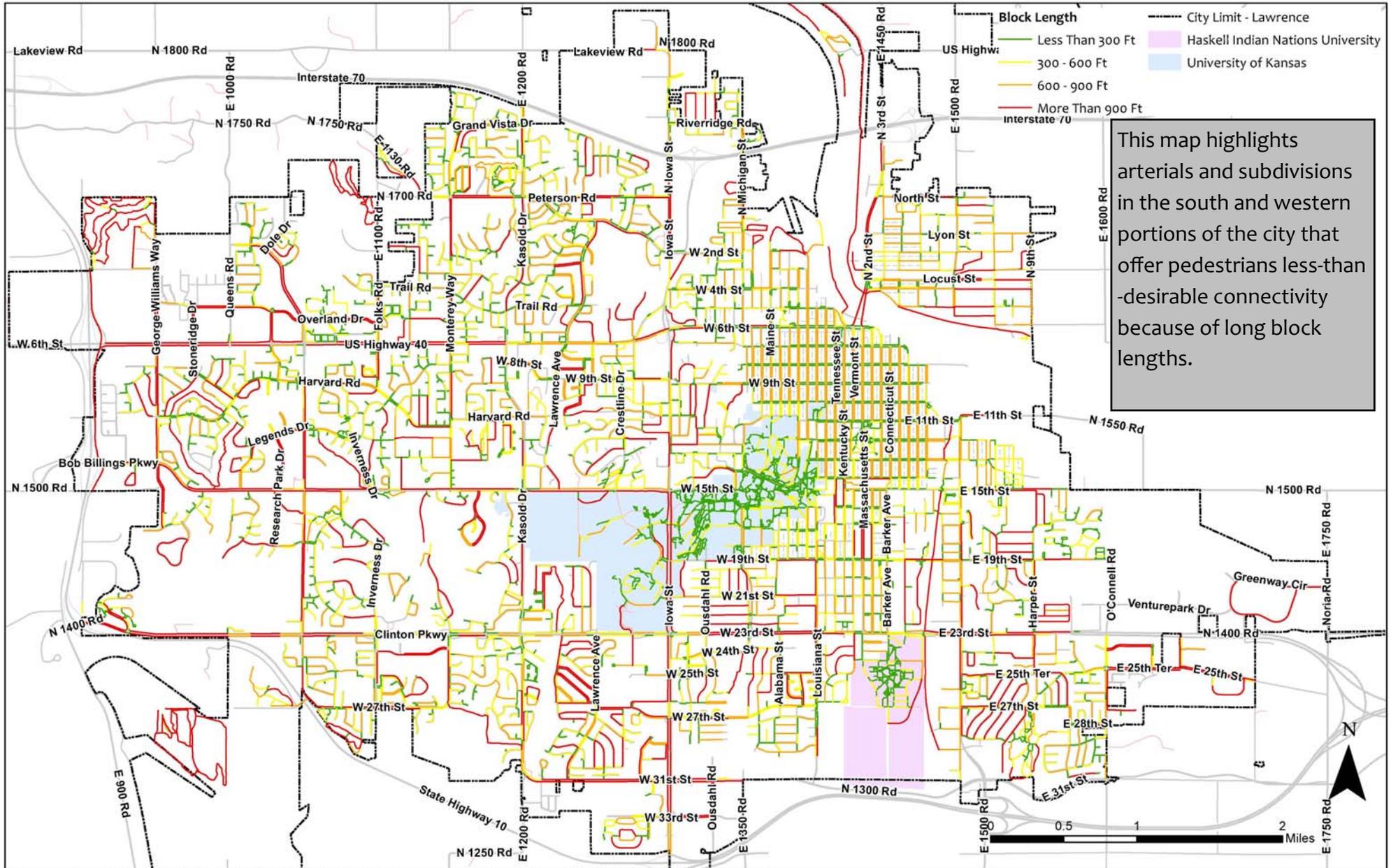
Table 2.8: Pedestrian Network Design Grade Measurements

Factor Affecting Pedestrian Network Design	Measurement	Score Earned	
Directness	Block Length	<=300 feet	4
		>300 feet but <= 600 feet	3
		>600 feet but <=900 feet	0
		>900 feet	-1
Continuity	Presence of Sidewalk	Sidewalk on Both Sides of Street	6
		Sidewalk on One Side of Street	4
		No Sidewalk on Either Side of Street	-2
Safety	Adjacent Speed Limit	<30mph	2
		>=30mph but <40mph	1
	Adjacent Pedestrian Crash History	>=40	-1
		No Pedestrian Crash Within 100 Feet of Sidewalk Segment	1
	Pedestrian Crash Within 100 Feet of Sidewalk Segment	-1	
Accessibility	Sidewalk Slope	<8.3%	1
		>8.3%	-1

Table 2.9: Pedestrian Network Design Grade Scoring

Pedestrian Network Design Score	
Letter Grade	Score
A	12 to 14
B	9 to 11
C	5 to 8
D	1 to 4
F	-3 to 0

Figure 2.4: Lawrence Block Length

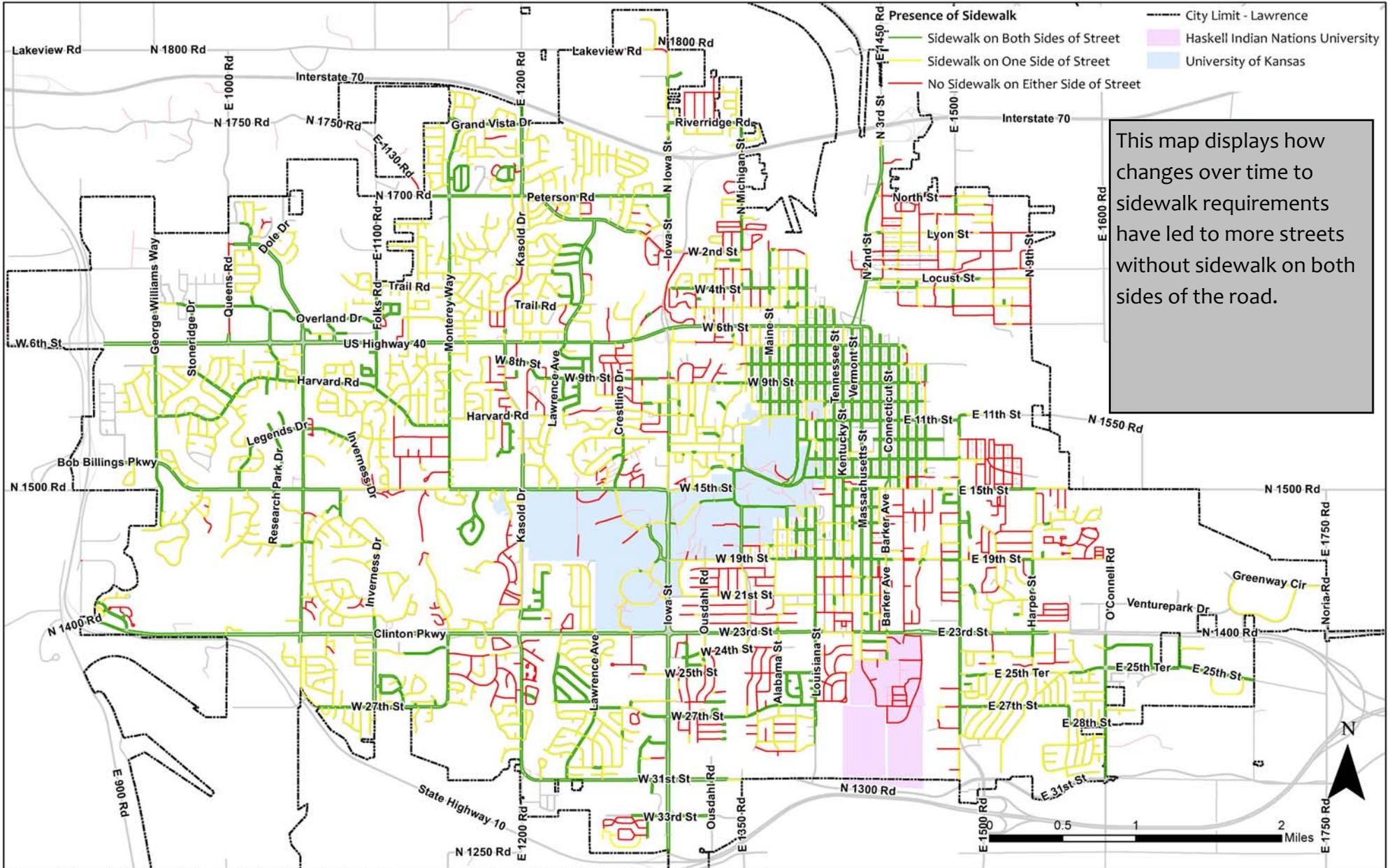


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Figure 2.5: Lawrence Existing and Missing Sidewalk

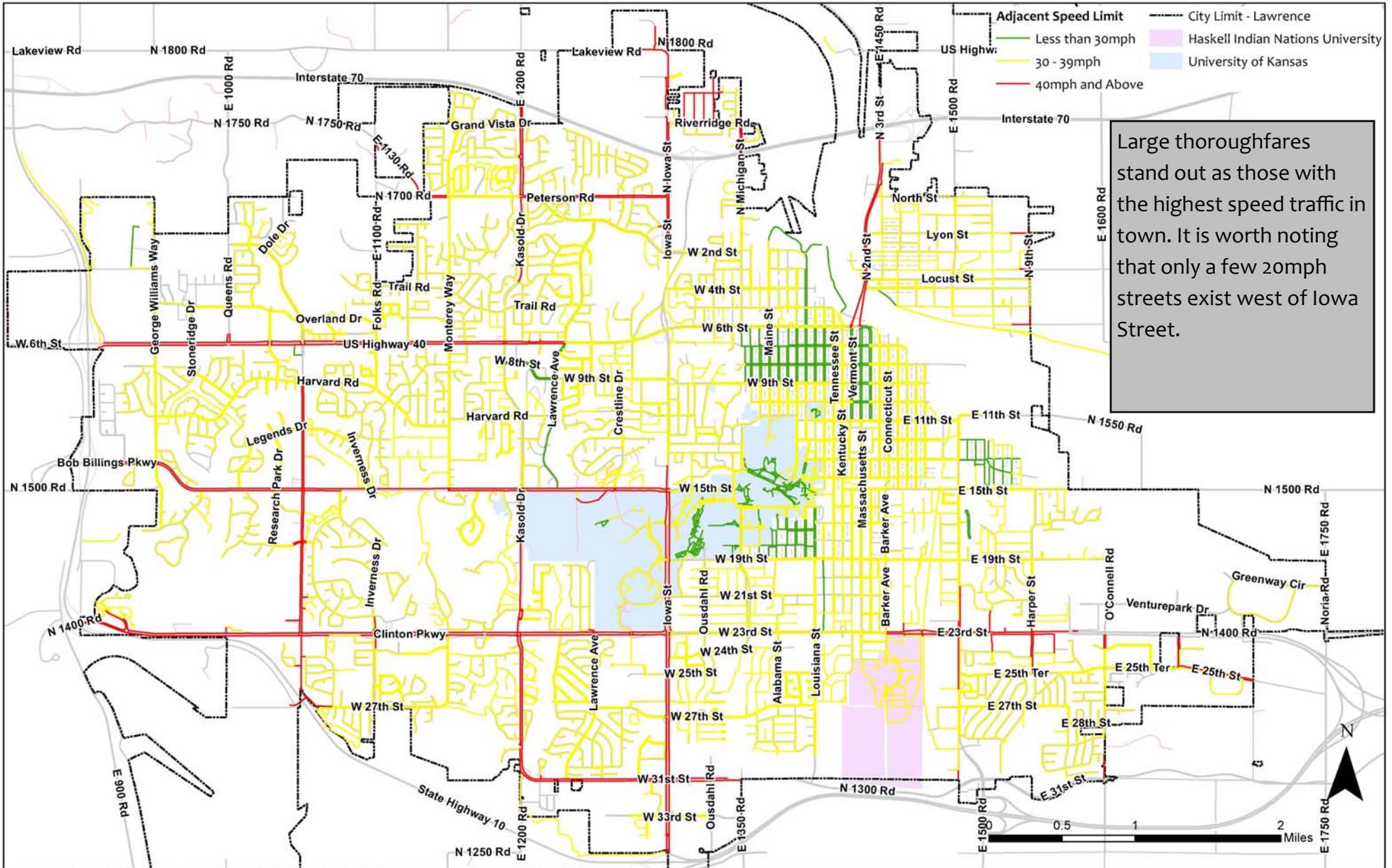


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Figure 2.6: Lawrence Adjacent Speed to Sidewalk Segments

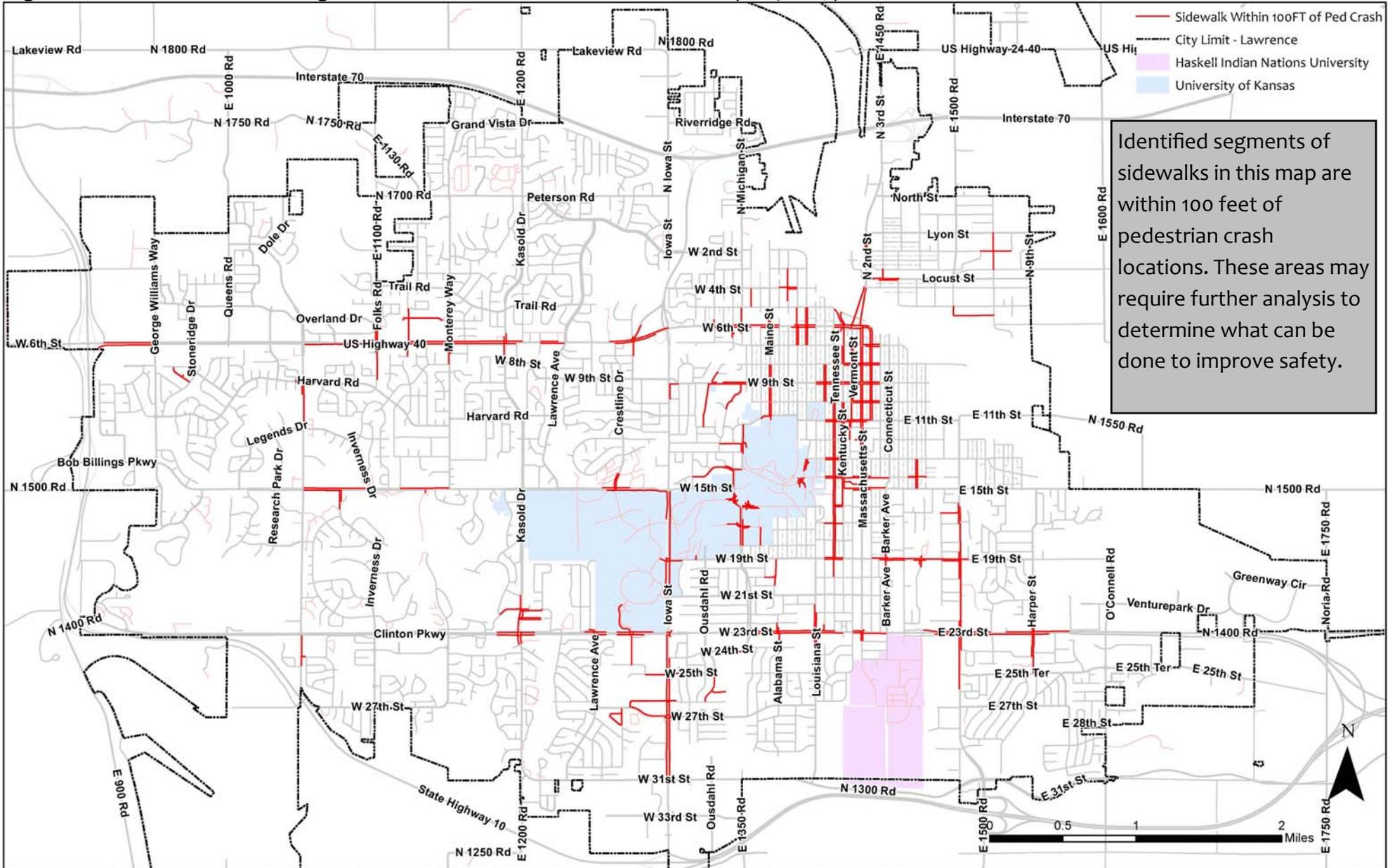


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Figure 2.7: Lawrence Sidewalk Segments Within 100 Feet of Pedestrian Crash (2009-2013)

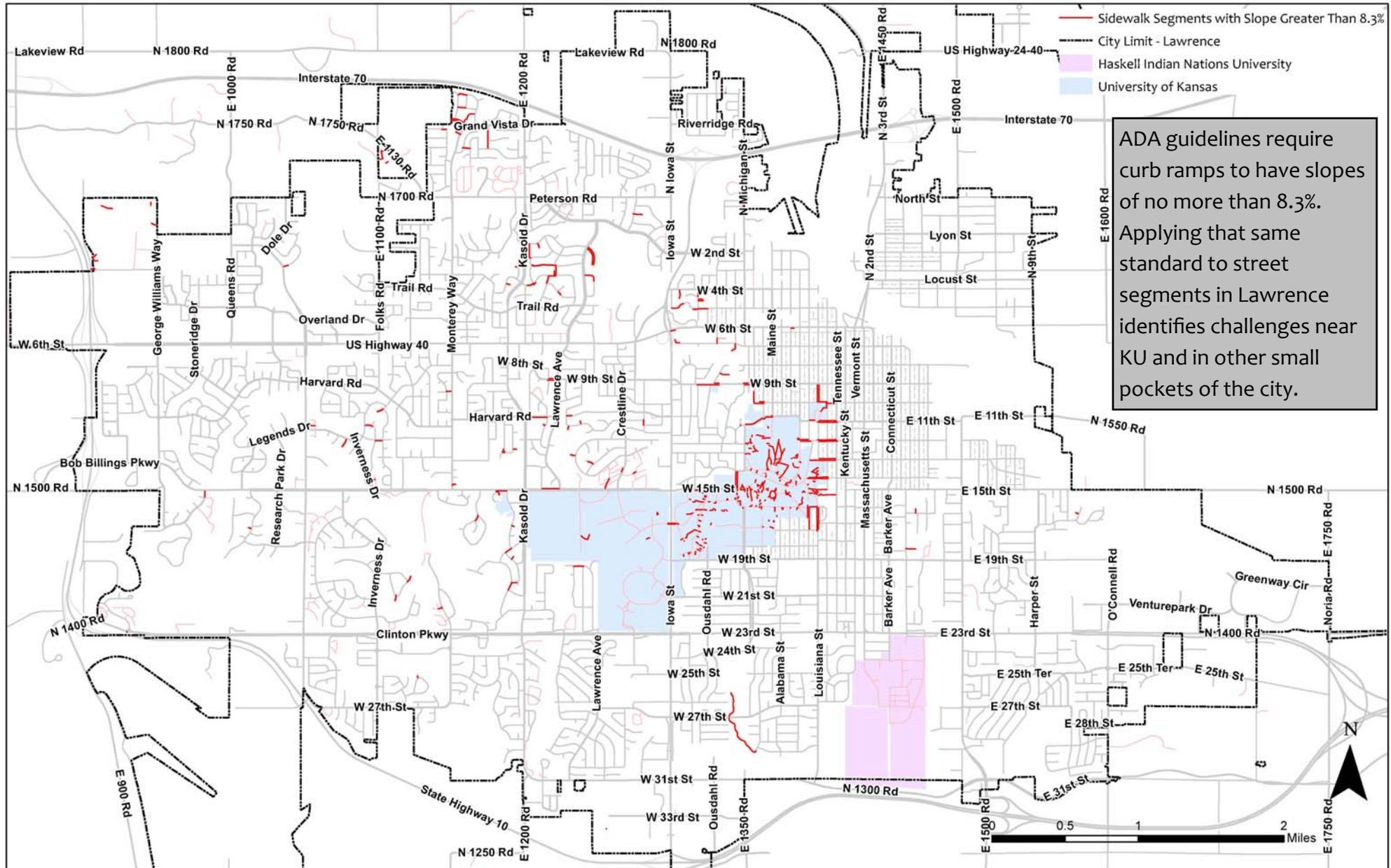


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Figure 2.8: Lawrence Sidewalk Segments with Slope Greater than 8.3%

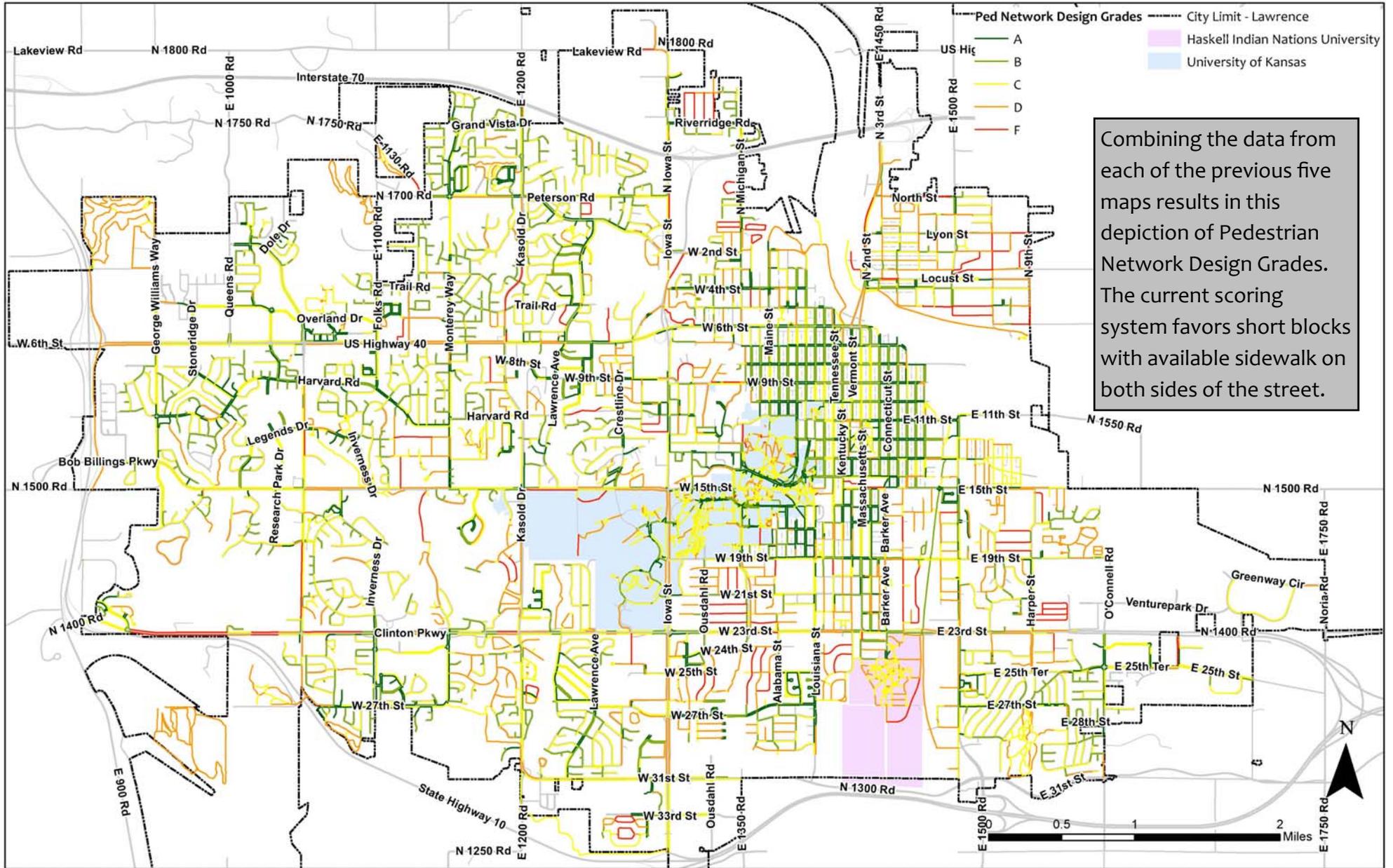


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Figure 2.9: Lawrence Pedestrian Network Design Grades



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Recommendations

Primary Focus Areas Addressed: Safety, Health, Connectivity

Proposed routes were developed during the SRTS planning process in 2014-15 by reviewing student addresses, school boundaries, and possible 2.5 mile walking routes (the demarcation for bussing) from each school. City Commissioners should formally adopt the currently identified routes and define a process for amending future routes, in coordination with USD 497, that is responsive to boundary and/or network changes. The City should target resources to establish sidewalks on at least one side of every identified SRTS route, then pursue sidewalks on both sides of every SRTS route.

In addition to routes, the SRTS initiative involves education and encouragement surrounding safe walking behavior. Students participate in in-class education that covers pedestrian safety at intersections, crosswalks, and along the sidewalk. Walking routes specific to each school can be found on the Be Active Safe Routes website (<http://ldchealth.org/347/Lawrence-Schools>). Also, students and parents are encouraged to participate in Walk to School Day in October. The Lawrence-Douglas County Health Department, City staff, and USD 497 are continuing to develop a coordinated process to ensure long-term viability of the SRTS initiative.

Primary Focus Areas Addressed: Safety

Traffic calming devices should be installed to improve pedestrian safety and comfort. Pedestrians in crashes with motor vehicles traveling at a speed of 31 mph face a 50% risk of injury and nearly 25% risk of death. Traffic calming should be installed in response to high crash locations, but also proactively to improve pedestrian safety and comfort in locations that may currently discourage pedestrian activity.



Implement the Safe Routes to Schools (SRTS) Program



Use Traffic Calming Devices to Improve Pedestrian Safety and Comfort



Implement a Traffic Safety Campaign (Education & Enforcement)

Recommendations

Primary Focus Areas Addressed: Safety

Pedestrian safety is influenced by a number of factors, but can be improved by education for pedestrians, motorists, and consistent police enforcement. Education-based police enforcement provides teachable moments with pedestrians, bicyclists, and motorists about the rules of the road, and may help prevent future crashes. Additional education through the school system and public events are other tools that the City of Lawrence could explore.

For example, traffic safety information could be provided to students and the general public at the beginning of each school year through digital and paper means. Also, the Lawrence Police Department could enforce failure to yield at crosswalks during walk to school/work week.

Primary Focus Areas Addressed: Health

Encouragement is part of the Safe Routes to School program, but encouragement on a broader scale could empower pedestrians of all ages. City-provided maps of walking routes, wayfinding signs, and programs driven by employer incentives are options for Lawrence to consider.

Lawrence could begin work to identify locations for pedestrian wayfinding signs which offer direction and time-based information. The Manual on Uniform Traffic Control Devices (MUTCD) has guidelines for community wayfinding signage.¹

Lawrence could also choose 1 day per year to implement an Open Streets event, restricting car traffic along a certain street or streets to encourage walking and bicycling.



Encourage Pedestrian Trips Through Wayfinding Signage and an Open Streets Event

¹ <http://mutcd.fhwa.dot.gov/htm/2009/part2/part2d.htm>

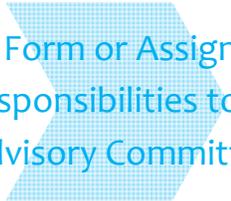


Reduce Block Length Standards in Subdivision Design Regulations

Recommendations

Primary Focus Areas Addressed: All

Lawrence could benefit from adding design standards for new developments which reduces the maximum allowed block length to preserve a walkable and connected street network. Current code requires new subdivisions to build blocks no longer than 800 feet¹. The Smart Growth Network's Pedestrian and Transit Friendly Design Manual recommends block lengths of no more than 600 feet for average walkability. The City of Lawrence should consider changing subdivision design guidelines to require block lengths of 600 feet or less or require midblock pedestrian easements for blocks that exceed that length. Creating standards in the early stages of development review will help Lawrence to avoid the difficulty of retrofitting and acquiring right of way for pedestrian access.



Form or Assign Responsibilities to an Advisory Committee

Primary Focus Areas Addressed: All

No current committee in Lawrence advises decision makers on pedestrian issues. An existing committee could be asked to take on that role or a new committee could be formed. The Pedestrian-Bicycle Issues Task Force recommended the establishment of a holistic Transportation Commission which would consider transportation needs for pedestrians, bicyclists, and motorists equally. This Plan recommends that any future Transportation Commission should be responsible for advising decision makers on pedestrian issues. Any advisory group should help coordination with other modes of transportation.

¹<http://lawrenceks.org/assets/pds/planning/documents/DevCode.pdf> (pg 63)



Apply for Walk Friendly
Community Status¹



Track and Measure Progress of
Lawrence's Pedestrian
Network, Amenities and
Programming

Recommendations

Primary Focus Areas Addressed: All

Applying for this designation would provide Lawrence with a better understanding of where it currently thrives and falls short on national standards for pedestrian friendliness. While the staff time required to apply for this designation is significant, the results may offer the clearest illumination of where pedestrian issues persist.

It is our understanding that work is underway to apply for Walk Friendly Community status during 2016.

Primary Focus Areas Addressed: All

It is important to understand the type, magnitude, and location of pedestrian improvements that are being implemented each year. The City should track miles of sidewalk construction and sidewalk gap infill, sidewalk maintenance, shared-use path construction, installation of other pedestrian amenities, and results of education, encouragement, and enforcement campaigns. Tracking cost, location, and program data for pedestrian improvements will demonstrate the progress Lawrence is making on the pedestrian environment and where more work still needs to be done to further address the region's focus areas.

¹www.walkfriendly.org

Recommendations

Enforce Current Sidewalk Repair Policy or Establish New Sidewalk Repair Program

Primary Focus Areas Addressed: Safety, Equity

The Pedestrian-Bicycle Issues Task Force recommended that the City commit to establishing a sidewalk repair program by 2017 and provided five examples of programs in other cities. If a program cannot be decided upon by 2017, the City should consider stricter enforcement of current sidewalk maintenance policy which requires property owners to make needed repairs.

Establish Dedicated Funding Source for Pedestrian Improvements

Primary Focus Areas Addressed: All

The Pedestrian-Bicycle Issues Task Force recommended that the City reallocate \$500,000 per year in 2017-2019 to fund pedestrian policy, program, or infrastructure changes, earmark 0.05% in the prospective 2019 renewal of the infrastructure sales tax to fund standalone pedestrian projects, and continue to invest in pedestrian facilities built during new road construction and existing road reconstruction projects. This Plan reinforces those recommendations, and proposes that this funding be used to make policy, program, and infrastructure changes recommended on pages 57-68 of this document.



Coordinate with University Staffs on Pedestrian Policy and Infrastructure Plans

Recommendations

Primary Focus Areas Addressed: All

The City of Lawrence, University of Kansas, and Haskell Indian Nations University could benefit from coordination during planning processes to improve the pedestrian experience for faculty, staff, and students. Pedestrians should be able to transition between City and university pedestrian networks seamlessly.



Recommendations

Primary Focus Areas Addressed: Connectivity

Target resources to priority pedestrian corridors that provide the most people with access to the most parts of town. These routes include arterial and collector streets as well as the Safe Routes to School Network. The Priority Network can be found in Figure 2.10 on the following page. Cost estimates for installing sidewalk on at least one side of every street along the Priority Network can be found in Table 2.10. Funding should be prioritized to complete these routes first, creating continuous, quality pedestrian facilities.

Table 2.10: Estimated costs to install missing sidewalk

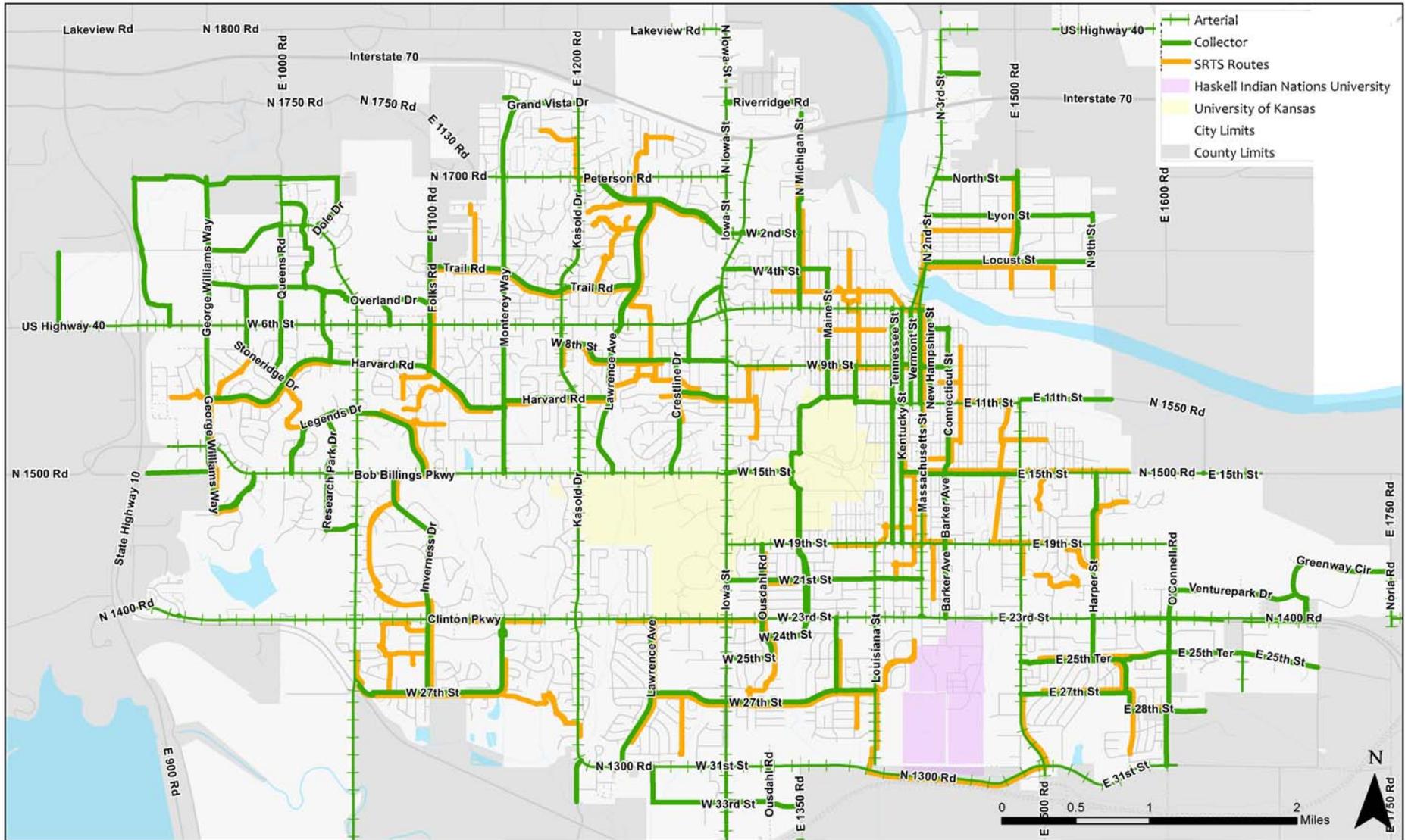
	Maintenance	Estimated cost to install missing sidewalk *	
		One	Both
SRTS Route	\$ 1,650,000	\$200,000	\$4,600,000
Arterial	\$ 1,177,890	\$700,000	\$2,900,000 **
Collector	\$ 1,480,440	\$1,000,000	\$4,800,000 ***

*These cost estimates do not include ADA curb ramps. Cost (residential only) based on 5' width and \$6/sqft. Cost (arterial and collector only) based on engineering-level cost estimate. Data compiled for the Pedestrian-Bicycle Issues Task Force, 2016. <http://lawrenceks.org/assets/boards/pedestrian-bicycle/PedCostsSummary1.8.16.pdf>

**\$1,000,000 additional is planned in 16-18 CIP: Maintenance costs for SRTS are not removed from the other maintenance costs

***\$500,000 additional is planned in 16-18 CIP

Figure 2.10: Lawrence Pedestrian Priority Network



Data compiled by the Lawrence -Douglas County MPO and the City of Lawrence. SRTS Routes identified in the SRTS Planning process. Arterials and Collectors identified from the T-2040 Major Thoroughfares Map Plot date 3/14/2016.

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Target Resources to Non-Existing and Non-Compliant ADA Ramps

Recommendations

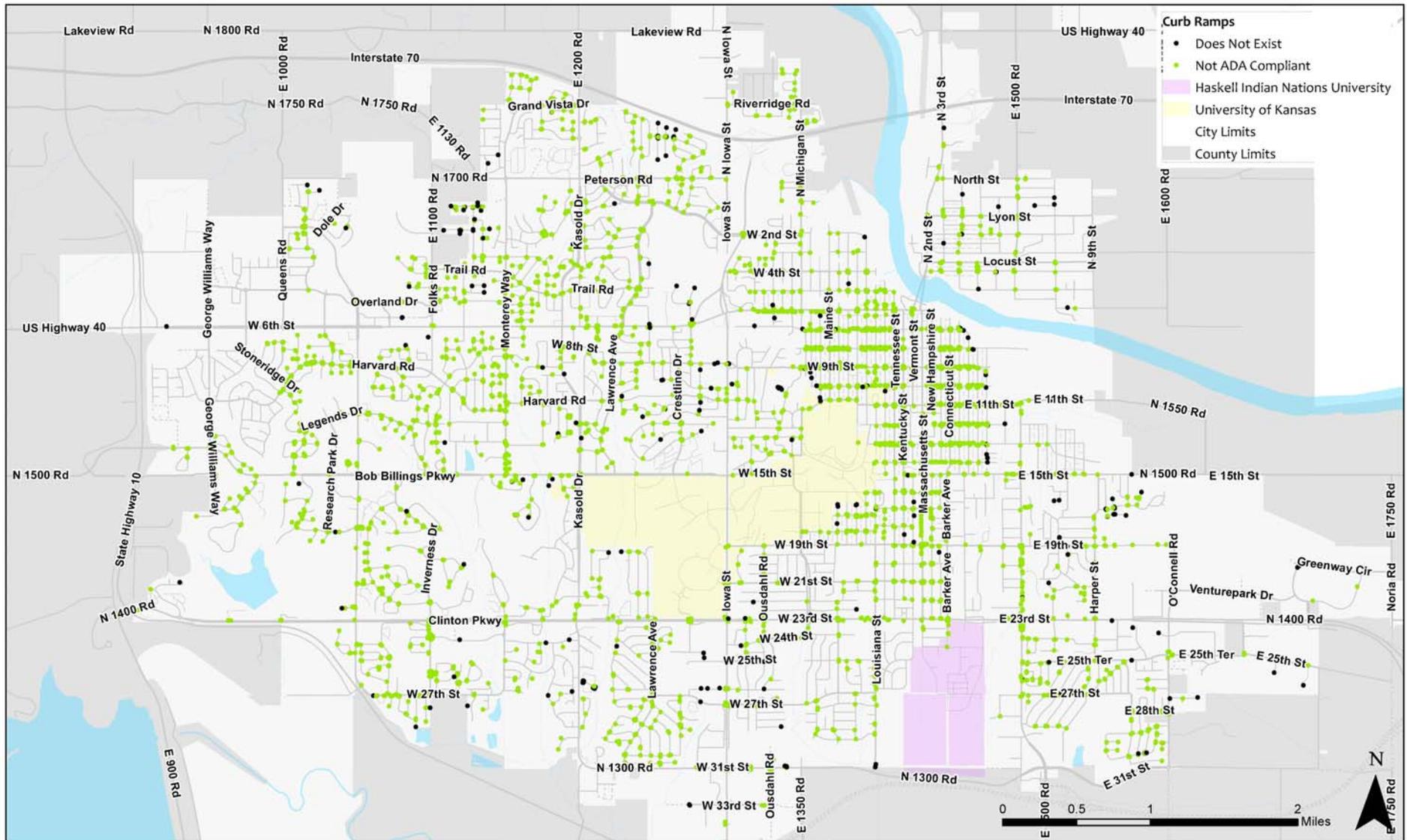
Primary Focus Areas Addressed: Equity

The City currently has 256 locations where no ADA-compliant curb ramp exists. Targeting resources to constructing ramps at those locations would be an important step in meeting the goals of Lawrence’s ADA Transition Plan, first drafted in 1992. There are also many non-ADA compliant ramps in areas of town with high pedestrian activity. These locations should be prioritized after the City meets the goal of providing ramps where none currently exists. Table 2.11 lists the current status of ADA ramp compliance in Lawrence and associated costs for bringing these ramps into compliance.

Table 2.11: ADA Ramps on Lawrence Sidewalk Network

Ramp Type	Count	Cost to Repair/Build
ADA Compliant	3,438	N/A
Not ADA Compliant	3,760	\$ 3,008,000
Does not Exist	256	\$ 204,800

Figure 2.11: ADA Ramps



Data compiled by the Lawrence-Douglas County MPO and the City of Lawrence. SRTS Routes identified in the SRTS Planning process. Arterials and Collectors identified from the T-2040 Major Throughfares Map Plot date 3/14/2016.

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Recommendations

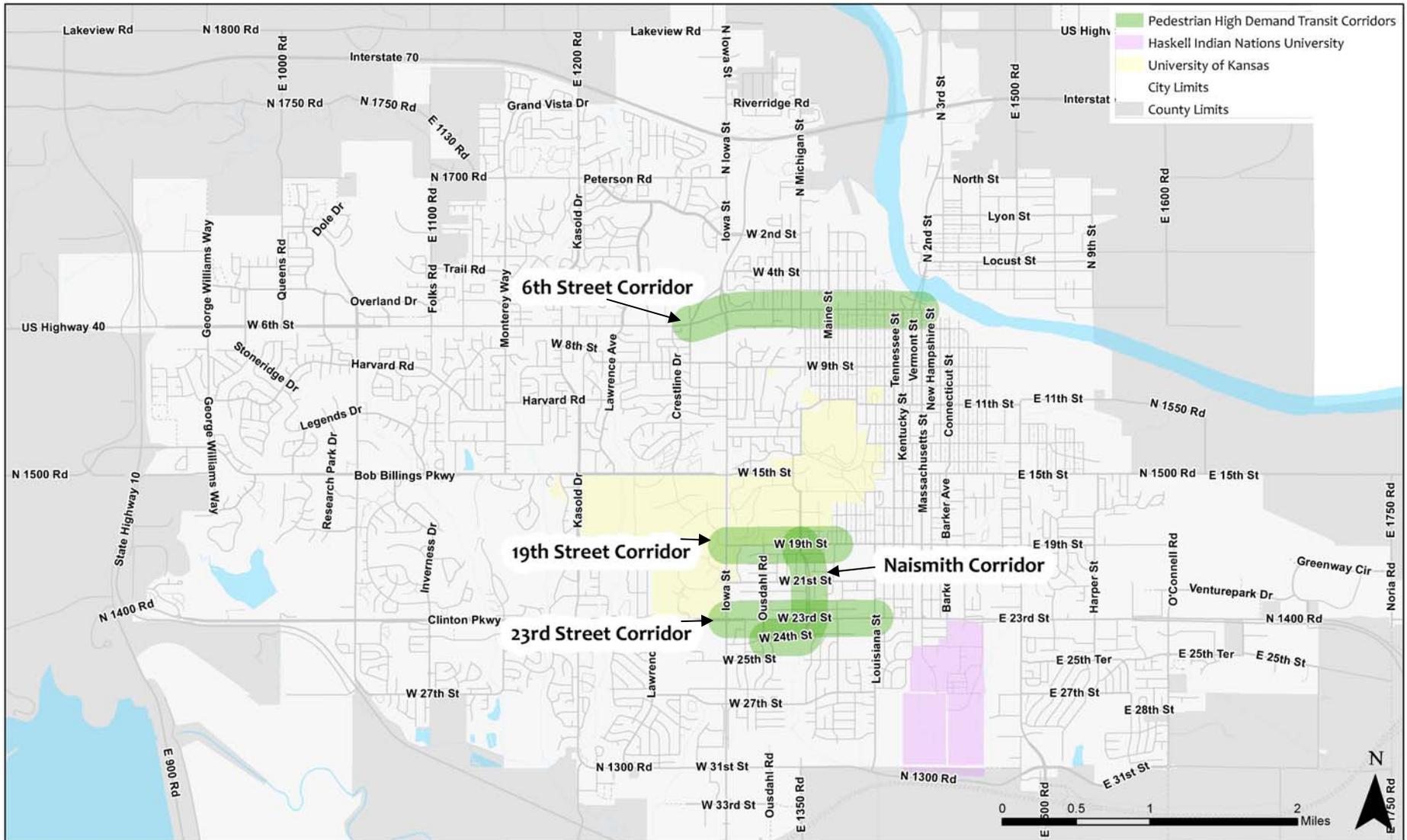
Primary Focus Areas Addressed: Multimodal Connections

Prioritize improvements within targeted transit corridors (6th Street, 19th Street, 23rd Street, Naismith Drive) and fill gaps in sidewalks, make bus stop improvements, crosswalk improvements, and limit conflict points with motor vehicles. Figure 2.12 shows the four corridors identified through the Fixed-Route Transit and Pedestrian Accessibility Study. The estimated costs in Table 2.12 are to complete all recommended improvements listed in the Study. A complete line-item list of projects and costs can be found in Appendix C.

Table 2.12: High-Demand Transit Corridors Total Cost Estimates

High-Demand Transit Corridors Total Cost Estimates	
Corridor	Estimated Cost
6th Street	\$ 83,350
19th Street	\$ 198,910
23rd Street	\$ 7,750
Naismith Drive	\$ 164,660

Figure 2.12: High-Demand Transit Corridors



Data compiled by the Lawrence -Douglas County MPO and the City of Lawrence. SRTS Routes identified in the SRTS Planning process. Arterials and Collectors identified from the T-2040 Major Thoroughfares Map Plot date 3/14/2016.

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Lawrence Conclusion

Pedestrian improvements in Lawrence currently occur as the City responds to complaints and when roadways are repaired and constructed. Sidewalk gaps are filled with CDBG funding in eligible areas. Figure 2.3 shows the gaps and missing links that are within the CDBG eligible areas. Only some of Lawrence neighborhoods are eligible for CDBG funding, and these funds cannot be used for maintenance. This leads to a fragmented network with no clear goal or system-wide vision.

The recommendations in this document aim to focus investment in pedestrian infrastructure so that the network is less fragmented. These recommendations are not mutually exclusive and can be implemented incrementally as funding becomes available. City officials should consider using tools found in the Pedestrian Progress Toolbox section on pages 14—19 to achieve one or more of these recommendations.

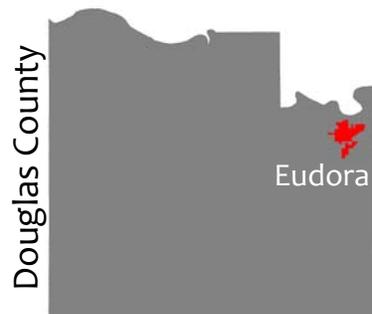
While funding is limited, yearly improvements help improve the system by bringing existing facilities into compliance with current standards, and providing programming, education, and policy changes that can lead to more people choosing to walk. The ultimate goal is to have a complete citywide system of quality pedestrian infrastructure paired with policies and programs that encourage more people to walk. Measured progress towards this will continue to support overall walkability and economic development opportunities throughout Lawrence.

Eudora



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Background

Located 10 minutes East of Lawrence and 15 minutes West of the Kansas City metropolitan area, Eudora is home to 6,500 residents. Its unique location offers residents the opportunity to live close to the amenities of a university community as well as a large city while still retaining a small town atmosphere. Eudora's elementary, middle, and high school make it an attractive place to raise a family.

Existing Pedestrian Infrastructure - Eudora

In 2014, MPO staff walked all sidewalks locations within Eudora and recorded defects as they encountered them. Staff inventoried the sidewalks for the following defects:

- Vertical deflections <1”
- Vertical deflections >1”
- Horizontal gaps
- Tree roots
- Cross slope
- Brick resets
- Manholes
- Missing sidewalk
- Gaps
- No ADA ramp exists
- ADA ramp compliant
- ADA ramp non-compliant

A map of this inventory can be found in Figure 3.1, and photo examples of defects can be found in Appendix A.

Findings

Maintenance

Maintenance includes the repair of existing sidewalk defects as well as replacing missing panels within a continuous sidewalk. The cost to repair existing sidewalk defects throughout Eudora is estimated at \$175,830. Estimates do not include ancillary costs such as tree removal or utility relocation. Detailed sidewalk defect information can be found in Table 3.1.

Ramps

The inventory identified 144 ADA compliant ramps, 166 which were not ADA compliant, and 615 locations where no ramp exists. The average cost to construct an ADA compliant ramp is \$800. The estimated cost to install or repair ramps on existing sidewalks is \$624,800. This estimate does not include ramps to be added to

newly constructed sidewalk where no sidewalk currently exists. Complete ramp information can be found in Table 3.2.

Missing Sidewalk

The estimated cost for installing missing sidewalk on at least one side of every street in Eudora is \$2.3 million. The estimated cost for installing sidewalk on both sides of every street in Eudora is \$5.6 million. These estimates do not include the previously discussed costs of ramp construction or maintenance to existing sidewalks. A map of missing sidewalks is shown on the following page. Complete missing sidewalk costs can be found in Table 3.3.

Table 3.1: Eudora Sidewalk Defects (2014 Sidewalk Inventory)

Sidewalk Defect	Linear Feet
Replacement Required (multiple defects)	2,225
Vertical Deflection less than or equal to 1"	479
Vertical Deflection more than 1"	789
Horizontal Gap	30
Tree Roots	N/A
Cross Slope	35
Brick Reset*	2,249
Manhole	54
Total Linear Feet of Defects	5,861

Table 3.2: ADA Ramps on Eudora Sidewalk Network

Ramp Type	Count	Cost to Repair/Build
ADA Compliant	144	N/A
Not ADA Compliant	166	\$132,800
Does Not Exist	615	\$492,000
Total	925	\$624,800

*assumes an \$800 estimated cost to replace each ramp

Table 3.3: Eudora Sidewalk Cost Summary

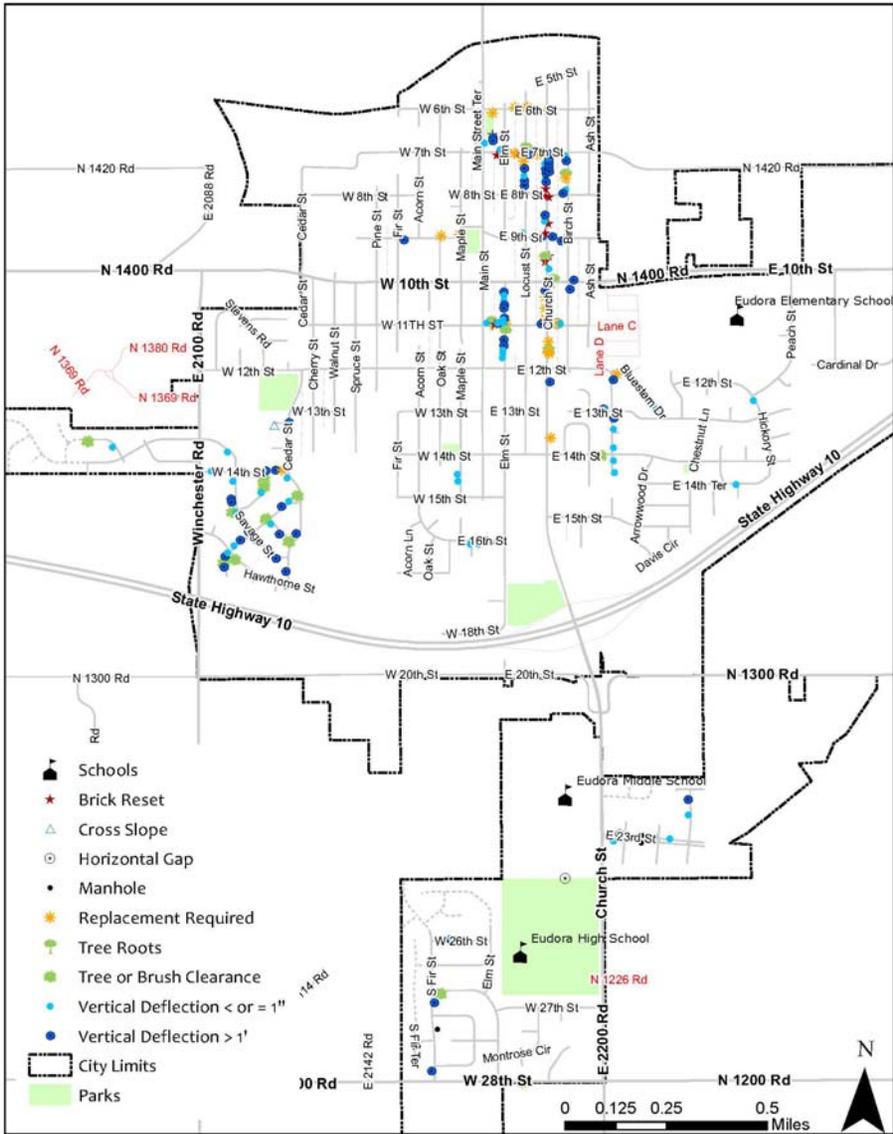
Width
(Sq Ft) Cost*

Missing Sidewalk	Linear Feet of Missing Sidewalk:	185,145		
	Miles of Missing Sidewalk:	35.07	925,725	\$5,554,350
	Miles of Missing Sidewalk Needed so Sidewalk Exists on at Least One Side:	14.74	389,136	\$2,334,816
Sidewalk Defect	Linear Feet of Defects	5,861	29,305	\$175,830

*Cost estimates for developing sidewalks does not include ancillary costs and assumes a 5 foot width at \$6 per square foot



Figure 3.1: Eudora Sidewalk Defects (2014 Sidewalk Inventory)

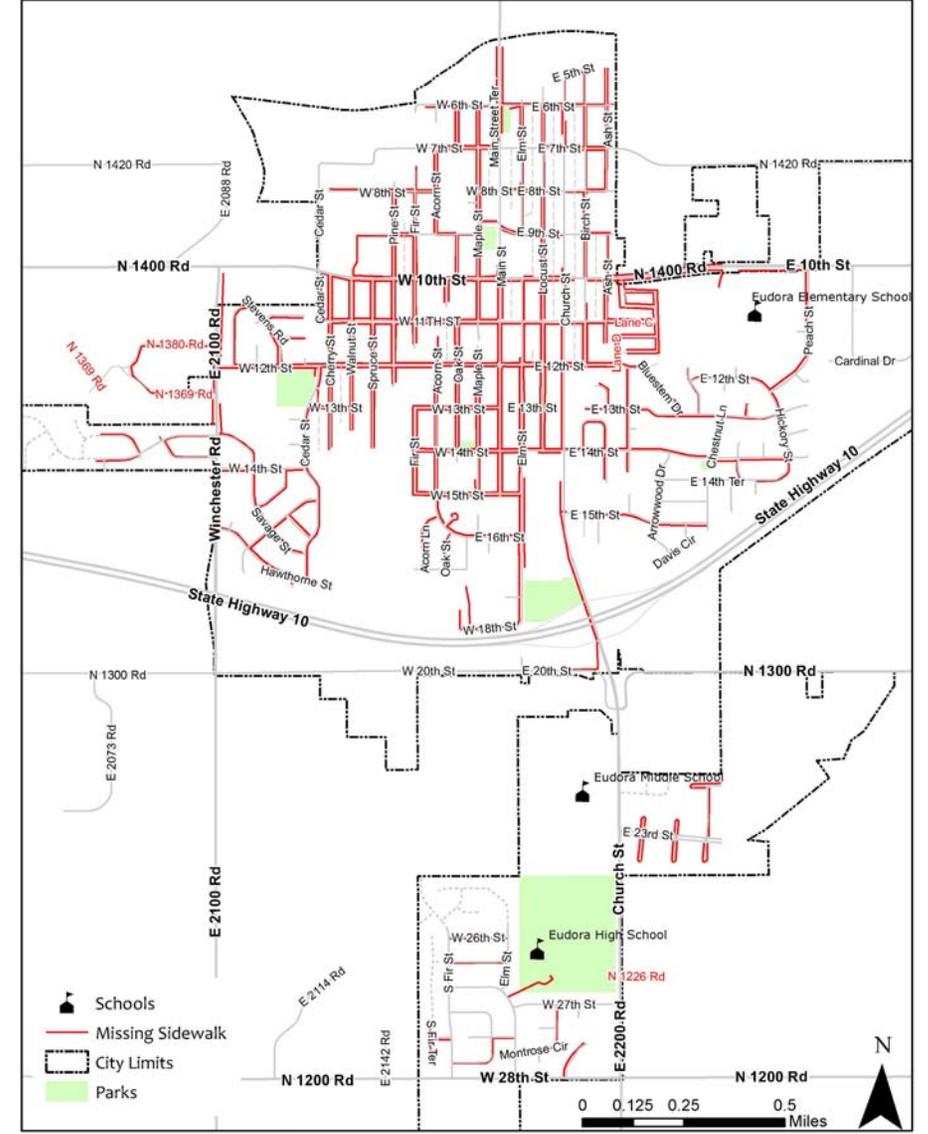


Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence. Plot date: 7/12/2016

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Figure 3.2: Eudora Missing Sidewalk Segments (2014 Sidewalk Inventory)

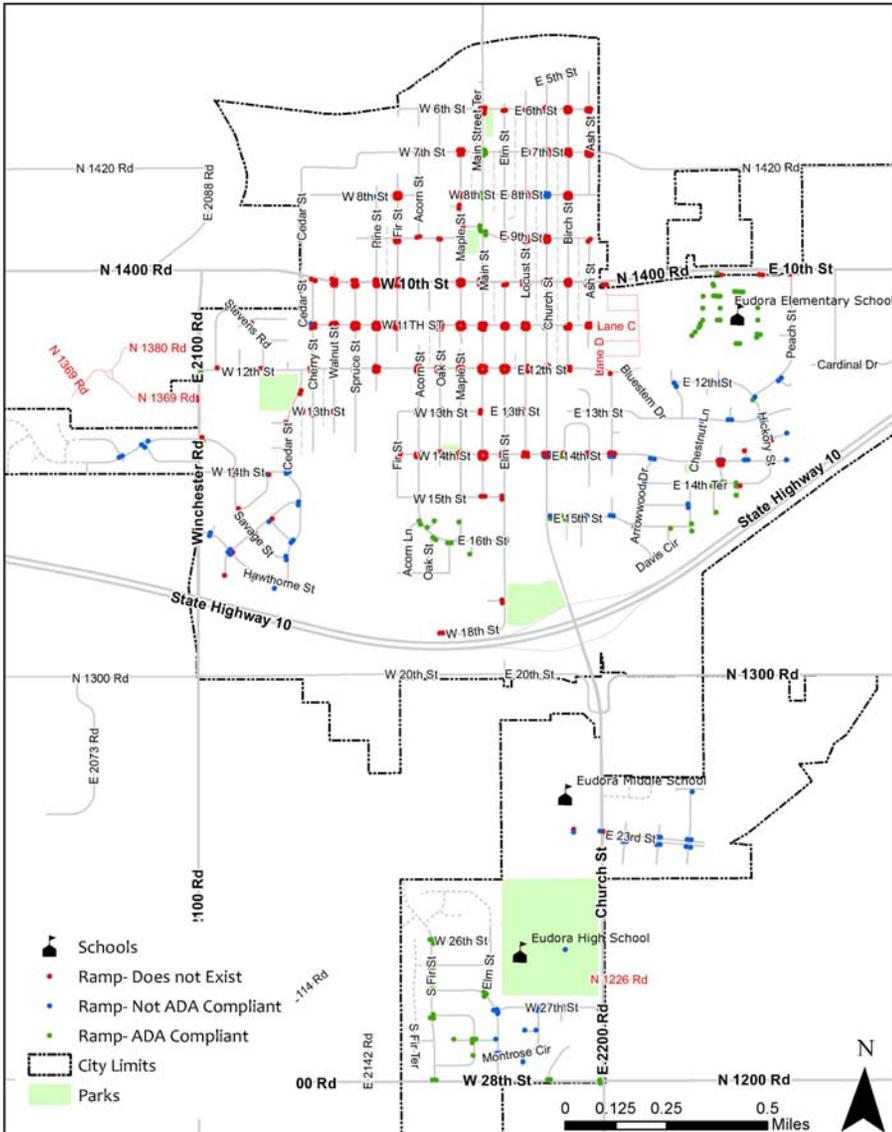


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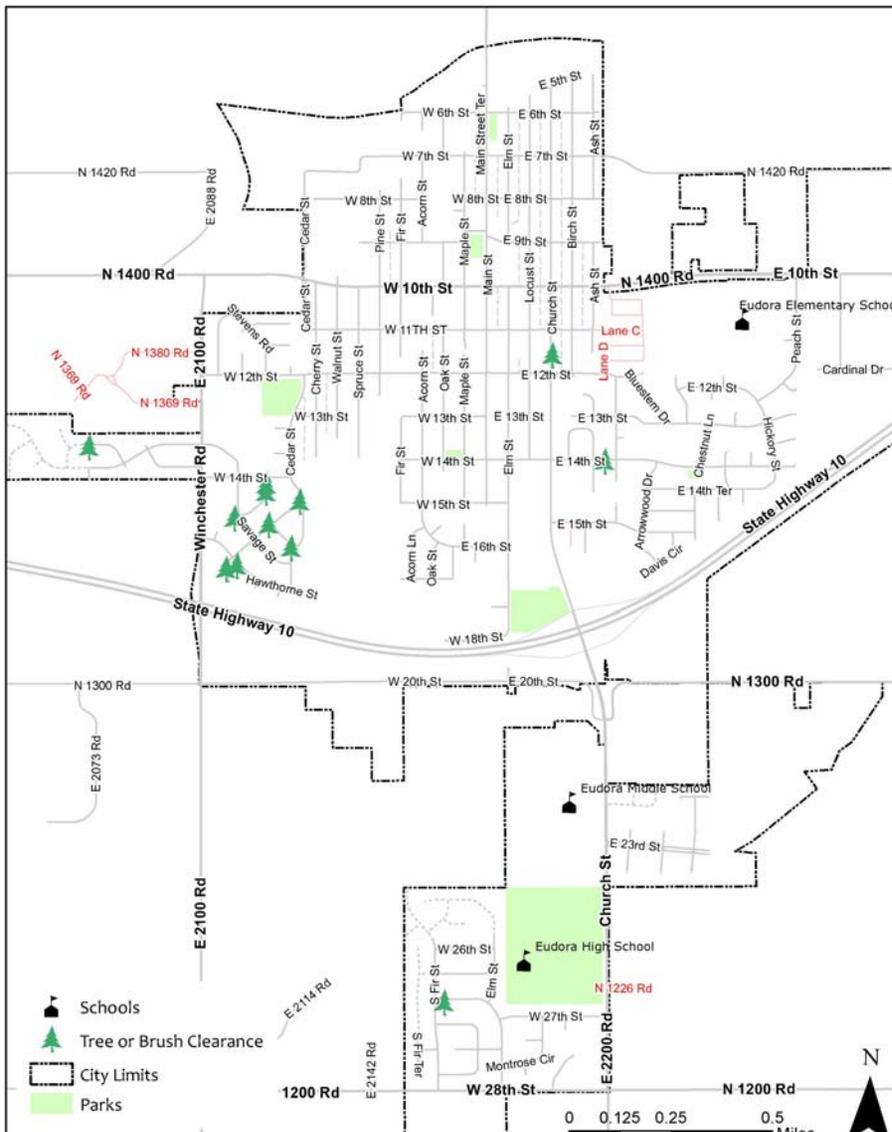
Figure 3.3: Eudora ADA Ramps (2014 Sidewalk Inventory)



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Figure 3.4: Eudora Tree or Brush Clearance (2014 Sidewalk Inventory)



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Funding for Pedestrian Infrastructure in Eudora

Sidewalk Maintenance

Eudora’s city code for sidewalk maintenance states “The total cost of all sidewalks or pedestrian way improvements shall be borne by the property benefitted by the improvement¹.”

This sidewalk maintenance policy requires regular inspection and notification to ensure compliance. The current condition of sidewalks as shown in Figures 3.1 and 3.2 suggests that the existing policy is not creating a compliant sidewalk network. If the City of Eudora determines that enforcement of this policy is not feasible, alternative programs or ordinances should be explored.

Table 3.5: Eudora Capital Improvements

Eudora Capital Improvements - Sidewalks and Trails									
Year	Project	Facility	Length (LF)	Total Project Cost	City Funds (property tax)	School Funds	State/Federal Funds	Private Funds	Funding Notes
2013	South Trail:From Eudora High School to 20th St.	SUP	2,500	\$ 83,400	\$ 25,000	\$ 25,000	\$ -	\$ 33,400	The city received a Sunflower Foundation grant and partnered with Eudora School District
2014	Eudora Elementary trail	SUP	2,620	\$ 97,200	\$ 38,600	\$ 38,600	\$ -	\$ 20,000	The city received a Sunflower Foundation grant and partnered with Eudora School District

¹ <http://eudoraks.citycode.net/index.html#!articleSidewalkConstruction>

² \$255,532 is the average sales tax generated in Eudora from 2008—2014

Alternative Sidewalk Maintenance Programs

Alternatives to the current policy could be to have the City of Eudora take over maintenance responsibilities or develop a cost-sharing model where property owners and the City each pay a certain amount to maintain or build sidewalks. To generate revenue for this policy change, the city could increase sales tax or property tax. It was determined that a monthly sidewalk utility fee would not be legal in Kansas. Table 3.4 demonstrates how much funding could be generated from different levels of taxes.

Table 3.4: Eudora Funding Generation by Tax Type

	Annual \$ Generated	Years Required to Generate \$1 Million
1 mill property tax	\$ 38,951	26
City sales tax (1%)	\$ 255,532	4

New Sidewalk Construction and Other Infrastructure Improvements

In addition to sidewalk maintenance and repair, a quality pedestrian system also relies on new improvements that enhance the pedestrian network. Currently, construction of new public pedestrian infrastructure has occurred by leveraging property tax revenue, school funds, and private grants. Table 3.5 lists public capital improvement projects in Eudora since 2013. City code states that “Public sidewalks shall be installed on one side of all local residential streets and on both sides of all other streets, unless such installation is specifically waived by the governing body¹.”

Improving the sidewalk infrastructure through these methods leads to sporadic improvements with little continuity. The Infrastructure Implementation Scenarios located at the end of this chapter identify a few ways to prioritize the construction of new pedestrian infrastructure.



¹ <http://eudoraks.citycode.net/index.html#!articleSidewalkConstruction>

Recommendations

Primary Focus Areas Addressed: Safety, Health

The City of Eudora applied for but did not receive, SRTS Phase I funding in 2012. This funding would have been used for evaluating implementation options, engaging in public participation, and producing the final project report. However, the City should continue to pursue this funding which could significantly improve the pedestrian environment for kids attending one of the three schools in Eudora. This funding could be used for education, encouragement programs, and infrastructure.

Primary Focus Areas Addressed: Health

Teachers can encourage students to walk to school, and encouragement on a broader scale could empower pedestrians of all ages. The City, in coordination with the school district, could participate in National Walk to School Day, a global event that involves communities from over 40 countries walking and biking to school on the same day. City-provided maps of walking routes, wayfinding signs, and programs driven by employer incentives are options for Eudora to consider.

Primary Focus Areas Addressed: All

The Pedestrian Progress Toolbox on pages 14-19 contains site design guidelines, engineering standards, and policies that can lead to a safe and comfortable pedestrian environment. Eudora could benefit from adopting guidelines to ensure the pedestrian network is built thoughtfully. Early adoption of standards and policies on setbacks, block length, and sidewalk maintenance are a few ways Eudora can help to prevent the need to retrofit street and sidewalk connections at a later date, and often a higher cost. Many other standard and policy ideas can be found in the toolbox on pages 14-19.

Continue to Seek Funding for the Safe Routes to School (SRTS) Program

Encourage Pedestrian Trips Through Participation in National Walk to School Day and Other Strategies

Adopt Design Standards and Policies that Result in Pedestrian-Friendly Development

Recommendations

Use Traffic Calming Devices to Improve Pedestrian Safety and Comfort at Locations with Real and Perceived Risk

Primary Focus Areas Addressed: Safety

Traffic calming devices should be installed to improve pedestrian safety and comfort at historical crash locations as well as locations of perceived risk that deter pedestrians from walking in the area, such as Church Street north and south of K-10. Pedestrians in crashes with motor vehicles traveling at a speed of 31 mph face a 50% risk of injury and nearly 25% risk of death. Traffic calming should be installed in response to high crash locations, but also proactively to improve pedestrian safety and comfort in locations that may currently discourage pedestrian activity.

Track and Measure Progress of Lawrence’s Pedestrian Network, Amenities and Programming

Primary Focus Areas Addressed: All

It is important to understand the type, magnitude, and location of pedestrian improvements that are being implemented each year. The City should track miles of sidewalk construction and sidewalk gap infill, sidewalk maintenance, shared-use path construction, installation of other pedestrian amenities, and results of education, encouragement, and enforcement campaigns. Tracking cost, location, and program data for pedestrian improvements will demonstrate the progress Lawrence is making on the pedestrian environment and where more work still needs to be done to further address the region’s focus areas.

Develop an ADA Transition Plan

Primary Focus Areas Addressed: All

Each public agency with more than 50 employees is required by law to have a transition plan which details how this agency will come into compliance with the Americans with Disabilities Act. The Act requires that public agencies with more than 50 employees provide access to all programs and services offered. The City of Eudora is nearing that threshold. To avoid future legal concerns and formally address a plan for mobility access, the City should develop an ADA Transition Plan.



Recommendations

Primary Focus Areas Addressed: Connectivity

Target resources to priority pedestrian corridors that provide the most people with access to the most parts of town, particularly to schools, grocery stores, and other landmark destinations. The Priority Network can be found in Figure 3.5. Cost estimates for installing sidewalk on at least one side of every street along the Priority Network can be found in Table 3.6. Funding should be prioritized to complete these routes first, creating continuous, quality pedestrian facilities.

Certain segments of identified SRTS routes may overlap or differ from the Priority Network. These two methods for prioritizing routes need not be mutually exclusive, as the City could pursue completion of both concurrently.

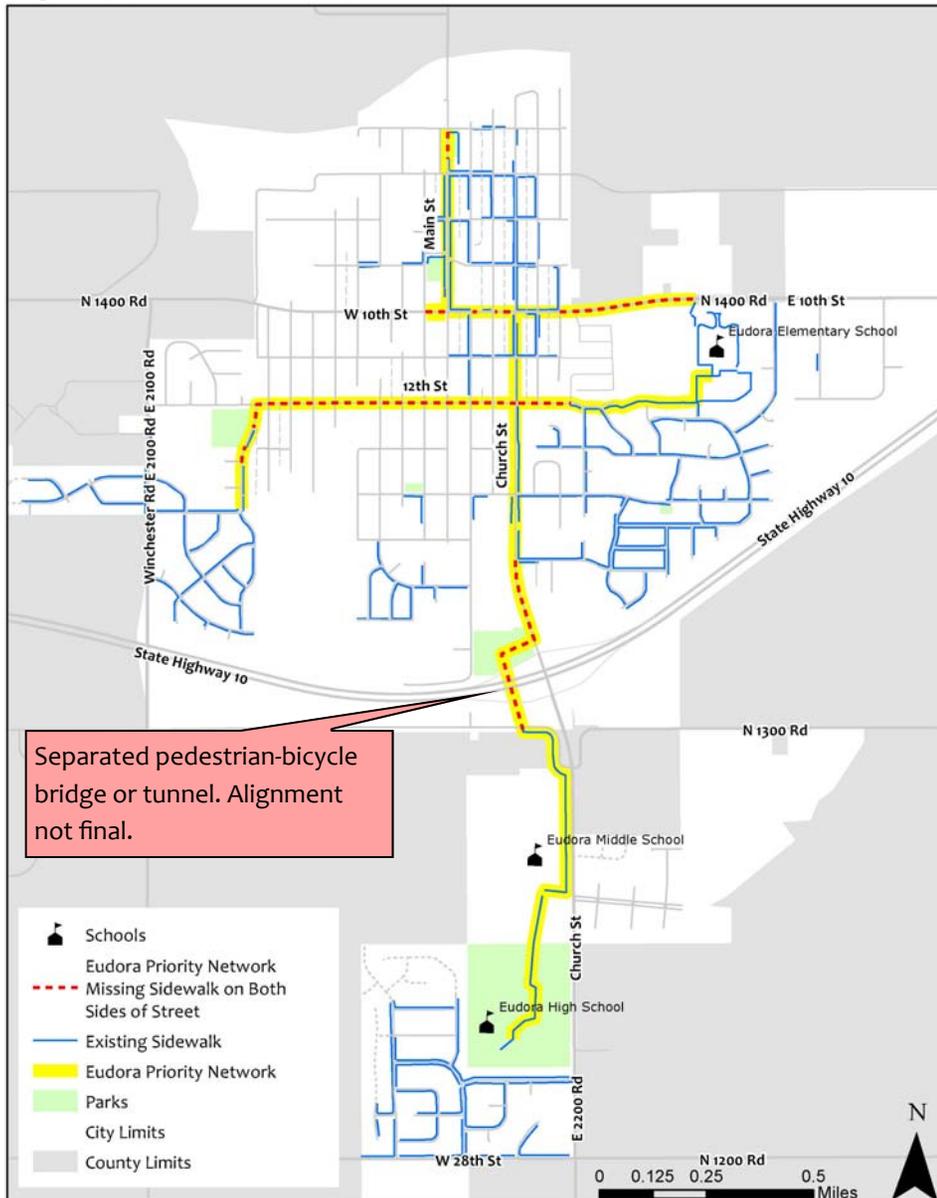
A separated pedestrian-bicycle facility to cross K-10 has been discussed by KDOT and City of Eudora officials as a potential solution to encourage travel by foot or bike to the middle and high school south of the highway. Alignment for the proposed facility in Figure 3.5 was chosen by consulting a similar alignment in the Eudora Parks and Recreation Master Plan that lists a future recreational trail at this location. At this time, no funding has been identified to pursue design or construction of

Table 3.6: Eudora Priority Routes Estimated Costs¹

	Sidewalk on One Side of Priority Network
Linear feet of missing sidewalk on priority network	8,800
Estimated cost at 5' sidewalks, \$6 per square foot	\$264,000

¹ Planning-level cost estimates based on 5' sidewalk width and \$6/sqft. Engineering-level estimates may reveal site-specific costs such as tree removal, utility relocation, etc.

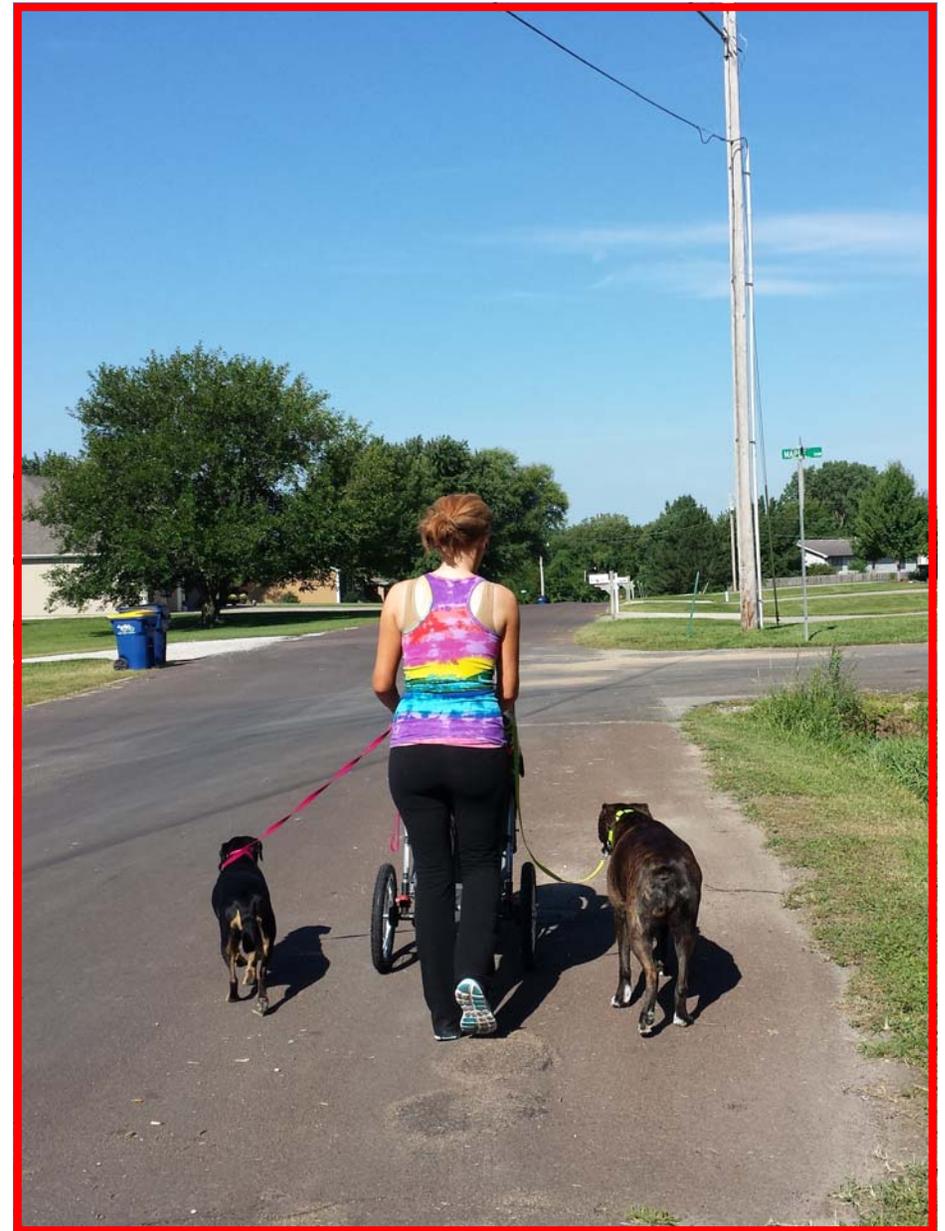
Figure 3.5: Eudora Priority Network



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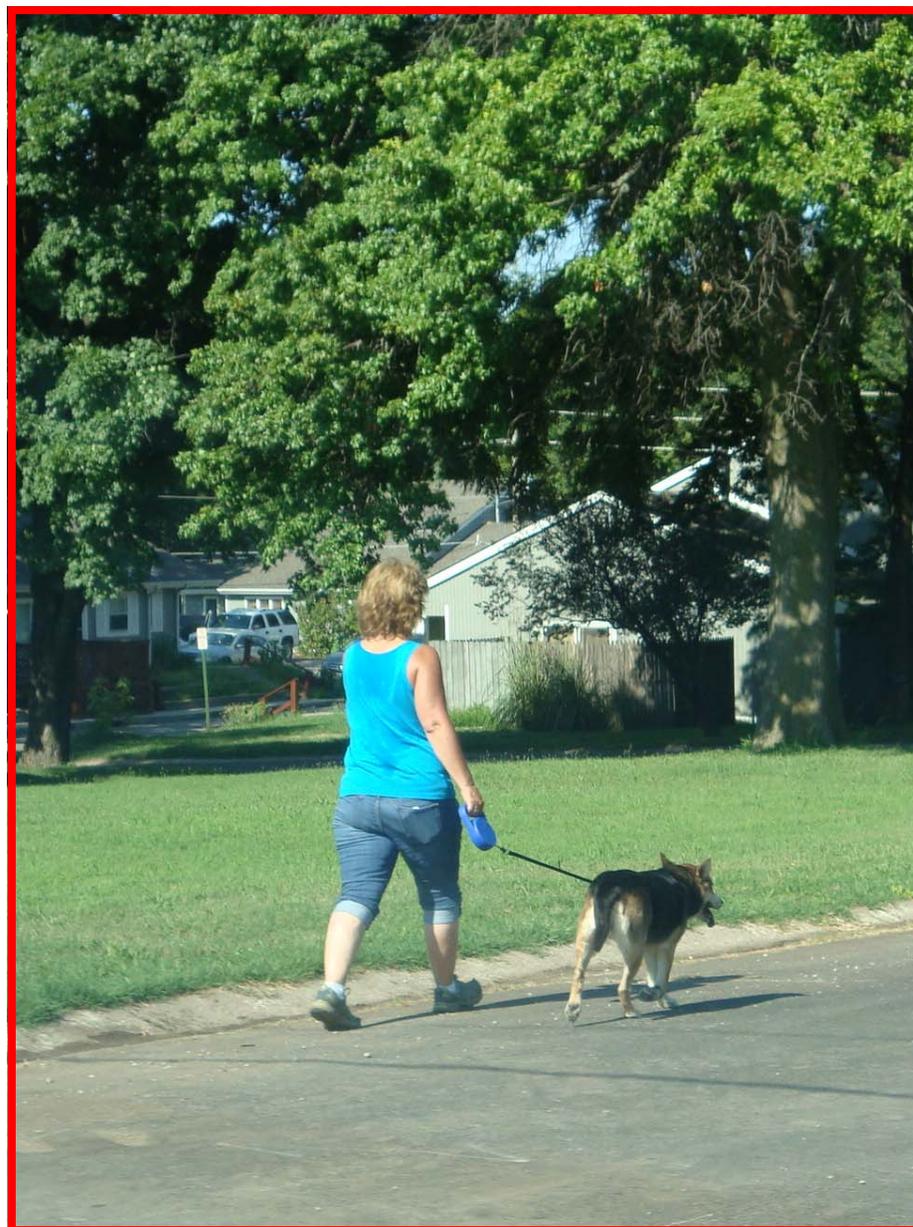
Eudora Conclusion

Pedestrian improvements in the city of Eudora currently occur as the as roadways are repaired and constructed, and grants are sometimes identified to fund standalone projects. This leads to a fragmented network with no clear goal or system-wide vision.

The recommendations in this document aim to focus investment in pedestrian infrastructure so that the network is less fragmented. These recommendations are not mutually exclusive and can be implemented incrementally as funding becomes available. City officials should consider using tools found in the Pedestrian Progress Toolbox section on pages 14—19 to achieve one or more of these recommendations.

This Pedestrian Plan is an important document because it enables city staff to make consistent decisions to improve the pedestrian environment. It sets the stage for policy discussion regarding sidewalk requirements, helps protect streets with developed pedestrian infrastructure, and prioritizes streets with underdeveloped pedestrian infrastructure for upgrades. This Plan will be incorporated into the regional long-range transportation plan, T2040, during the update in 2017.

While funding is limited, yearly improvements help improve the system by bringing existing facilities into compliance with current standards, and providing programming, education, and policy changes that can lead to more people choosing to walk. The ultimate goal is to have a complete citywide system of quality pedestrian infrastructure paired with policies and programs that encourage more people to walk. Measured progress towards this will continue to support overall walkability and economic development opportunities throughout Eudora.



Baldwin City



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Background

Home to 4,500 residents and Baker University, Baldwin City began as a stop on the historic Santa Fe Trail. Rich railroad history and the popular Maple Leaf Festival have brought visitors from across the area to enjoy a comfortable stroll down its quiet brick streets. Located a half hour from Lawrence and less than an hour from Kansas City, Baldwin City residents can take advantage of nearby metropolitan areas while maintaining small-town charm.



Existing Pedestrian Infrastructure - Baldwin City

In 2014, MPO staff walked and/or drove all sidewalks within the city and recorded defects as they encountered them. Staff inventoried the sidewalks for the following defects:

- Vertical deflections <1”
- Vertical deflections >1”
- Horizontal gaps
- Tree roots
- Cross slope
- Brick resets
- Manholes
- Missing sidewalk
- Gaps
- No ADA ramp exists
- ADA ramp compliant
- ADA ramp non-compliant

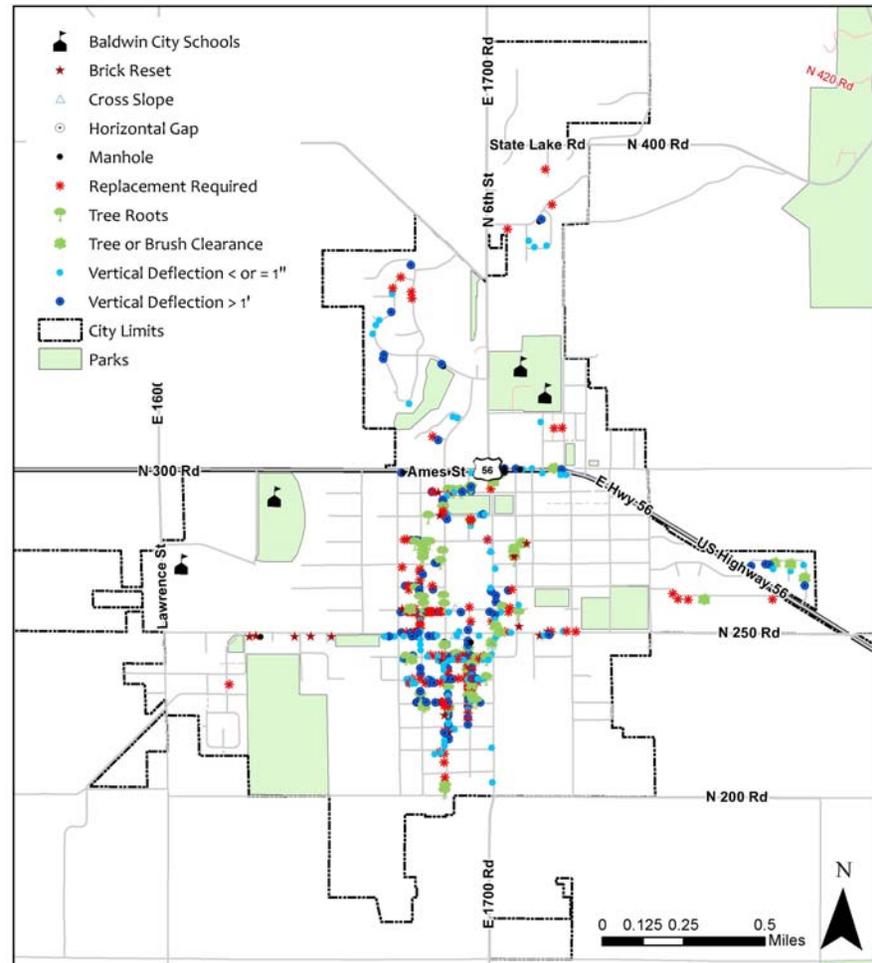
A map of this inventory can be found in Figure 4.1, and photo examples of defects can be found in Appendix A.

Findings

Maintenance

Maintenance includes the repair of existing sidewalk defects as well as replacing missing panels within a continuous sidewalk. The cost to repair existing sidewalk defects throughout Baldwin City is estimated at \$238,650. This estimated cost assumes 5’ width and \$6 per square foot. Estimates do not include ancillary costs such as tree removal or utility relocation. Further maintenance information can be found in Table 4.1, and Figure 4.1 shows the location of defects throughout town.

Figure 4.1: Baldwin City Sidewalk Defects (2014 Sidewalk Inventory)



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence. Plot date: 7/12/2016

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Table 4.1 : Baldwin City Sidewalk Defects (2014)

Sidewalk Defect	Linear Feet
Replacement Required (multiple defects)	3,710
Vertical Deflection less than or equal to 1"	1,156
Vertical Deflection more than 1"	965
Horizontal Gap	25
Tree Roots	821
Cross Slope	100
Brick Reset*	1,172
Manhole	6
Total Linear Feet of Defects	7,955

* Construction costs would be calculated differently.

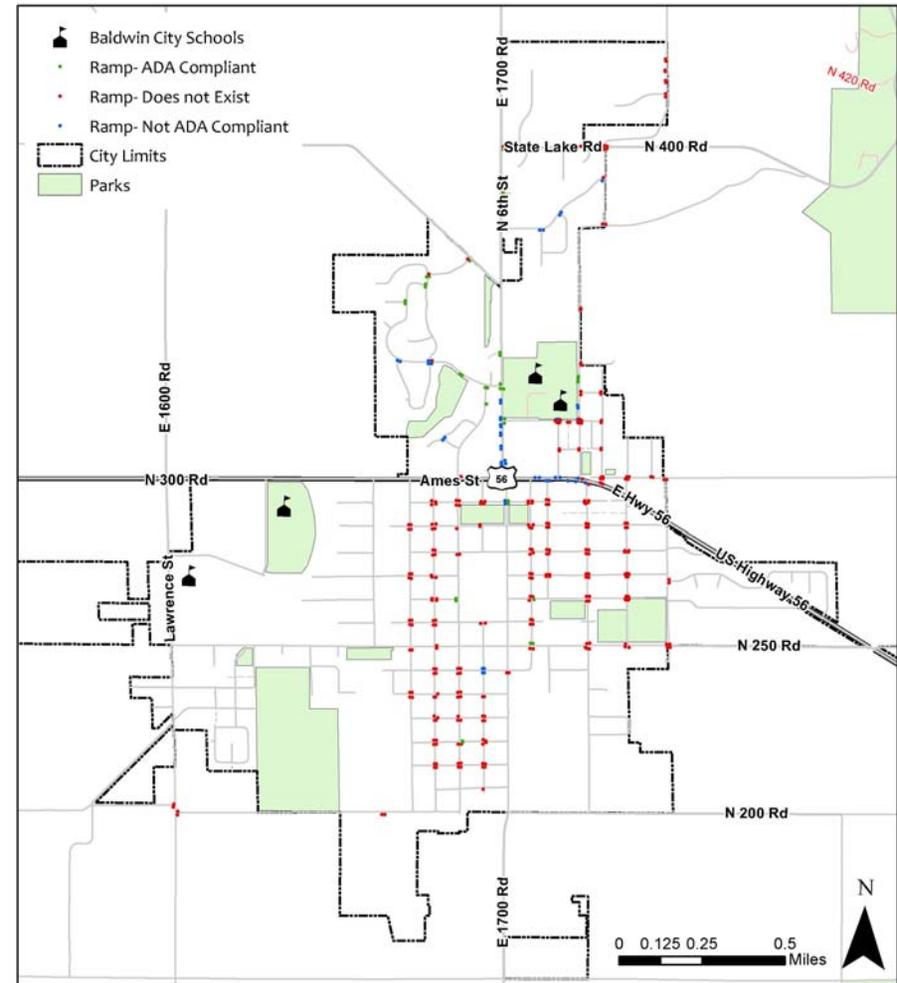
Ramps

The inventory identified 132 ADA compliant ramps, 88 which were not ADA compliant, and 630 locations where no ramp exists. The average cost to construct an ADA compliant ramp is \$800. The estimated cost to install or repair ramps on existing sidewalks is \$574,400. This estimate does not include ramps to be added to newly constructed sidewalk where no sidewalk currently exists. Complete ramp information can be found in Table 4.2.

Table 4.2: Baldwin City ADA Ramps (Sidewalk Inventory 2014)

Ramp Type	Count	Cost to Repair/Build
ADA Compliant	132	N/A
Not ADA Compliant	88	\$ 70,400
Does not Exist	630	\$ 504,000
Total	850	\$ 574,400

Figure 4.2: Baldwin City ADA Ramps (2014 Sidewalk Inventory)



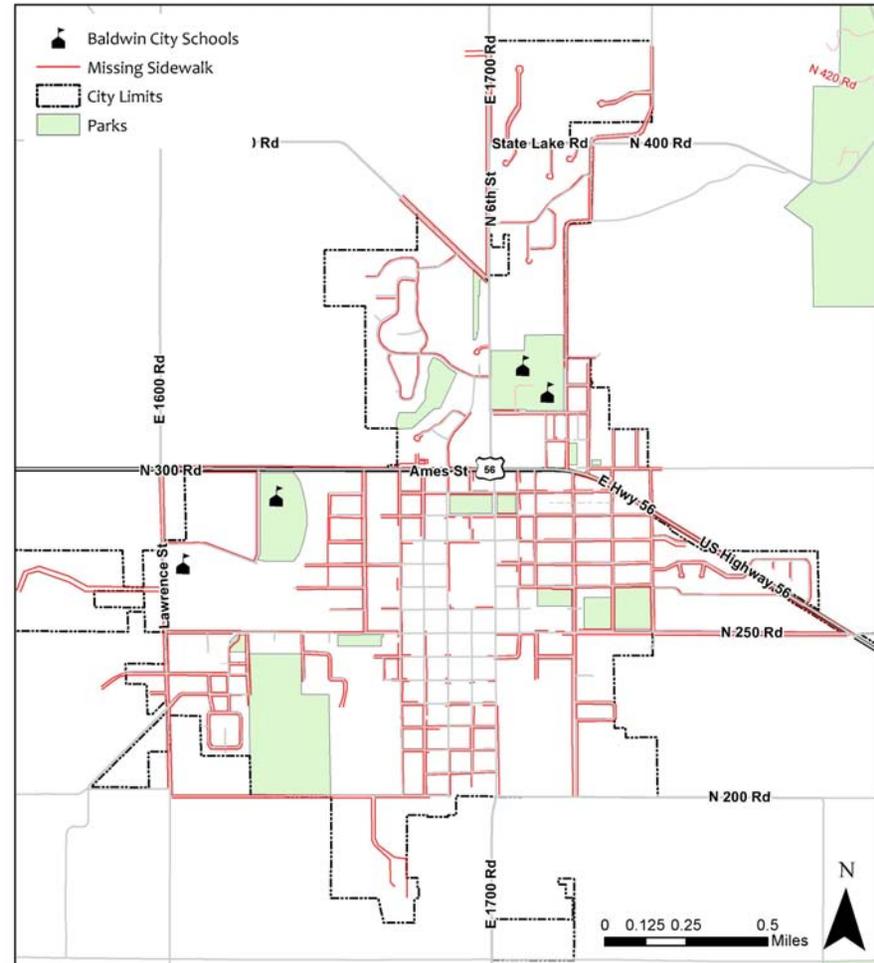
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Missing Sidewalk

Baldwin City has 256,599 linear feet of missing sidewalk. The estimated cost for installing sidewalk on both sides of every street is \$7.7 million. These estimates do not include the previously discussed costs of ramp construction or maintenance to existing sidewalks. A map of missing sidewalks is shown in Figure 4.3.

Figure 4.3: Baldwin City Missing Sidewalk Segments (2014 Sidewalk Inventory)



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Funding for Pedestrian Infrastructure in Baldwin City

Sidewalk Maintenance

The current city code for sidewalk maintenance states that “it shall be the duty of the owner of the abutting property to keep the sidewalk in repair, but the city may, after giving 15 days’ notice to the owner”, make all necessary repairs and assess the cost to the property taxes of the abutting owner¹.

This sidewalk maintenance policy requires regular city inspection and notification to ensure compliance. The current condition of sidewalks, as shown in Figures 4.1 and 4.2, suggests that the existing policy is not creating a compliant sidewalk network. If the City of Baldwin City determines that enforcement of this policy is not feasible, alternative programs or ordinances should be explored.

Alternative Sidewalk Maintenance Programs

Alternatives to the current policy could be to have the City of Baldwin City take over maintenance responsibilities or develop a cost-sharing model where property owners and the City each pay a certain amount to maintain or build sidewalks. To generate revenue for this policy change, the city could increase sales tax or property tax. Table 4.3 demonstrates how much funding could be generated from different levels of taxes.

Table 4.3: Baldwin City Funding Generation by Tax Type

	Annual \$ Generated	Years Required to Generate \$1 Million
1 mill property tax	\$ 29,500	34
City sales tax (1%)	\$ 406,575	2.5

New Sidewalk Construction and Other Infrastructure Improvements

In addition to sidewalk maintenance and repair, a quality pedestrian system also relies on new improvements that enhance the pedestrian network. Currently, construction of new pedestrian infrastructure are funded out of the City’s General Fund, but in some cases, the City is able to obtain grant funding through KDOT or foundations. Recent pedestrian capital improvement projects include the shared use path leading from 11th Street to Baldwin Elementary School and a shared use path connecting the train depot to Women’s Bridge Park.

Improving the sidewalk infrastructure through these methods leads to sporadic improvements with little continuity. The Infrastructure Implementation Scenarios located at the end of this chapter identify a few ways to prioritize the construction of new pedestrian infrastructure.

¹ <http://baldwincity.citycode.net/index.html#!articleSidewalks>

Recommendations

Primary Focus Areas Addressed: Health

Teachers can encourage students to walk to school, and encouragement on a broader scale could empower pedestrians of all ages. The City, in coordination with the school district, could participate in National Walk to School Day, a global event that involves communities from over 40 countries walking and biking to school on the same day. City-provided maps of walking routes, wayfinding signs, and programs driven by employer incentives are options for Baldwin City to consider.

Focus areas addressed: Safety, Health

The City of Baldwin City could benefit from identifying safe walking routes for children to reach one of the 4 schools in town as well as education and encouragement programs to empower more pedestrian trips from home to school.

Primary Focus Areas Addressed: All

The Pedestrian Progress Toolbox on pages 14-19 contains site design guidelines, engineering standards, and policies that can lead to a safe and comfortable pedestrian environment. Baldwin City could benefit from adopting guidelines to ensure the pedestrian network is built thoughtfully. Early adoption of standards and policies on setbacks, block length, and sidewalk maintenance are a few ways Baldwin City can help to prevent the need to retrofit street and sidewalk connections at a later date, and often a higher cost. Many other standard and policy ideas can be found in the toolbox on pages 14-19.

Encourage Pedestrian Trips Through Participation in National Walk to School Day and Other Strategies

Consider Applying for Safe Routes to School (SRTS) Program Funding

Adopt Design Standards and Policies that Result in Pedestrian-Friendly Development

Recommendations

Use Traffic Calming Devices to Improve Pedestrian Safety and Comfort at Locations with Real and Perceived Risk

Primary Focus Areas Addressed: Safety

Traffic calming devices should be installed to improve pedestrian safety and comfort at historical crash locations as well as locations of perceived risk that deter pedestrians from walking in the area, such as Church Street north and south of K-10. Pedestrians in crashes with motor vehicles traveling at a speed of 31 mph face a 50% risk of injury and nearly 25% risk of death. Traffic calming should be installed in response to high crash locations, but also proactively to improve pedestrian safety and comfort in locations that may currently discourage pedestrian activity.

Track and Measure Progress of Lawrence’s Pedestrian Network, Amenities and Programming

Primary Focus Areas Addressed: All

It is important to understand the type, magnitude, and location of pedestrian improvements that are being implemented each year. The City should track miles of sidewalk construction and sidewalk gap infill, sidewalk maintenance, shared-use path construction, installation of other pedestrian amenities, and results of education, encouragement, and enforcement campaigns. Tracking cost, location, and program data for pedestrian improvements will demonstrate the progress Lawrence is making on the pedestrian environment and where more work still needs to be done to further address the region’s focus areas.



Recommendations

Primary Focus Areas Addressed: Connectivity

Target resources to priority pedestrian corridors that provide the most people with access to the most parts of town, particularly to schools, grocery stores, and other landmark destinations. The Priority Network can be found in Figure 3.5. Cost estimates for installing sidewalk on at least one side of every street along the Priority Network can be found in Table 4.4. Funding should be prioritized to complete these routes first, creating continuous, quality pedestrian facilities.

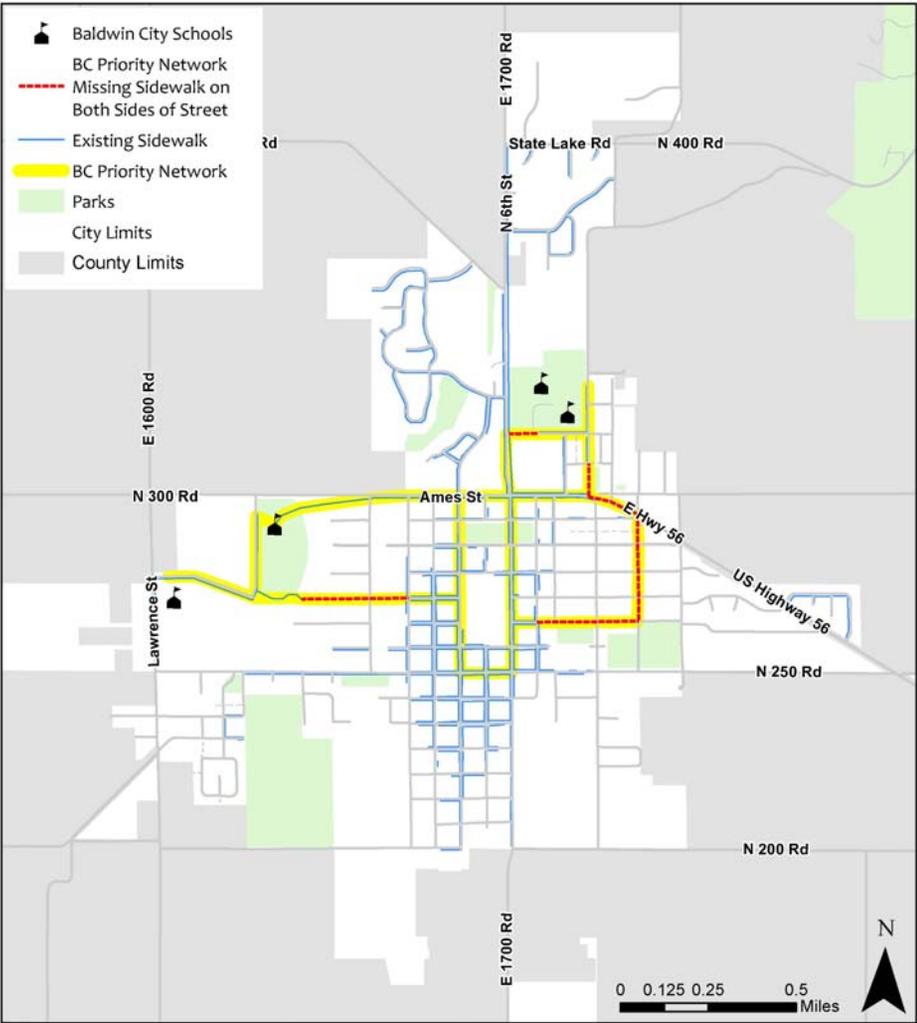
Through community outreach and an online survey in April 2016, Baldwin City residents identified a few key locations as priorities. Several respondents identified Highway 56 as a barrier that discouraged walking because of limited crossings and high vehicle speed, especially for those living North of the highway attempting to access the main core of the city. Preliminary plans for a reconstruction of Highway 56 from Eisenhower to 1st Street indicate new sidewalk installation on both sides of the street. Additional crossing improvements were not identified with this project at the time of publication of this plan. Many respondents spoke of the isolation felt by pocket communities on the north, southwest, and east sides of town. School routes, State Lake Road leading to Douglas State Lake, 11th Street, and improved East/West connectivity were also mentioned as potential priorities.

Certain segments of identified SRTS routes may overlap or differ from the Priority Network. These two methods for prioritizing routes need not be mutually exclusive, as the City could pursue completion of both concurrently.

Table 4.4: Baldwin City Priority Network Estimated Costs

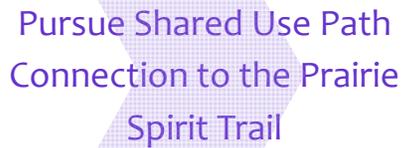
	Sidewalk on One Side of Priority Network
Linear feet of missing sidewalk on priority network	6,500
Estimated cost at 5' sidewalks, \$6 per square foot	\$195,000

Figure 4.4: Baldwin City Priority Network



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence.
 Plot date: 8/26/2016

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Pursue Shared Use Path
Connection to the Prairie
Spirit Trail

Recommendations

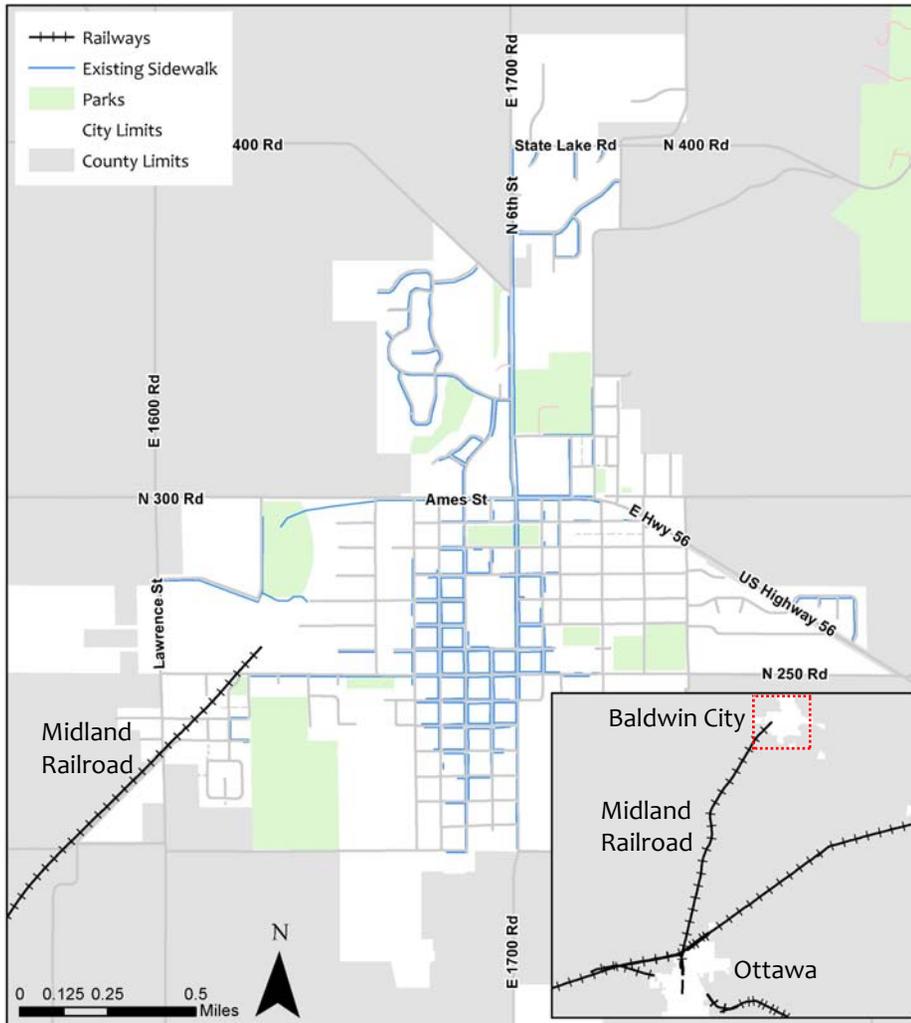
Primary Focus Areas Addressed: Connectivity

The Prairie Spirit Trail is a 52-mile shared use path for pedestrians and bicyclists running along an old railway that connects Ottawa to Humboldt. The Midland Railroad runs southwest out of Baldwin City to Ottawa and terminates near the trailhead for the Prairie Spirit Trail. Figure 4.5 shows the alignment of this railroad.

Work is currently being done by the Baldwin City Economic Development Corporation to obtain the necessary easement from the Midland Railroad to accommodate a shared use pedestrian and bicycle path. The EDC is also working to identify funding for the construction of the trail along the 20-mile route. This plan recommends continued efforts to establish this connection, which could be a wonderful amenity for pedestrians in the region.

Baldwin City Conclusion

Figure 4.5: Prairie Spirit Trail Connection



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence.
Plot date: 8/3/2016

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Pedestrian improvements in Baldwin City currently occur as the as roadways are repaired and constructed, and grants are sometimes identified to fund standalone projects. This leads to a fragmented network with no clear goal or system-wide vision.

The recommendations in this document aim to focus investment in pedestrian infrastructure so that the network is less fragmented. These recommendations are not mutually exclusive and can be implemented incrementally as funding becomes available. City officials should consider using tools found in the Pedestrian Progress Toolbox section on pages 14—19 to achieve one or more of these recommendations.

The Pedestrian Plan is an important document because it enables city staff to make consistent decisions that affect the pedestrian realm in a positive way. It sets the stage for policy discussion regarding sidewalk requirements, helps protect streets with developed pedestrian infrastructure, and prioritizes streets with underdeveloped pedestrian infrastructure for upgrades. This Plan will be incorporated into the regional long-range transportation plan, T2040, during the update in 2017.

While funding is limited, yearly improvements help improve the system by bringing existing facilities into compliance with current standards, and providing programming, education, and policy changes that can lead to more people choosing to walk. The ultimate goal is to have a complete citywide system of quality pedestrian infrastructure paired with policies and programs that encourage more people to walk. Measured progress towards this will continue to support overall walkability and economic development opportunities throughout Baldwin City.

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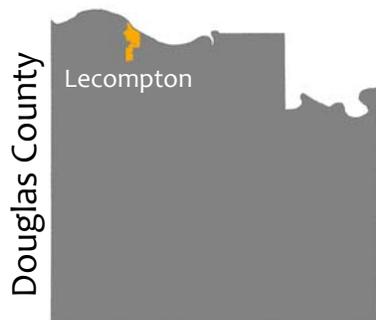
Lecompton



Background

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Existing Infrastructure	98
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Policy and Program Recommendations	102
Infrastructure Recommendations	104
Conclusion	109



Located at the northern edge of Douglas County, historic Lecompton is home to just over 600 people. With low traffic volumes and intermittent sidewalks, many pedestrians simply walk in the street. Woodson and Elmore streets are home to destinations such as the Lecompton Historical Museum, Aunt Netter’s Café, and Constitution Hall. These two streets boast the largest percentage of sidewalk in town, with large portions of brick sidewalk.

However, some sidewalks throughout town have fallen into disrepair, and large sidewalk gaps remain. In the community of Lecompton, sidewalks on both sides of every street may not necessarily be the goal. Many streets that do not have sidewalk, curb and gutter contribute to the rural atmosphere of the community, and walking in the street may be a reasonably safe way to get around town most of the time. Instead, priorities may need to be focused on a few targeted projects that meet local needs and encourage residents and visitors to walk through the community.

Existing Pedestrian Infrastructure - Lecompton

In 2015, MPO staff walked and/or drove all streets within Lecompton to record sidewalk defects and missing sidewalk. Staff inventoried the sidewalks for the following defects:

- Vertical deflections <1”
- Vertical deflections >1”
- Horizontal gaps
- Tree roots
- Cross slope
- Brick resets
- Manholes
- Missing sidewalk
- Gaps
- No ADA ramp exists
- ADA ramp compliant
- ADA ramp non-compliant

A map of this inventory can be found in Figure 5.1, and photo examples of defects can be found in Appendix A.

Findings

Maintenance

Maintenance includes the repair of existing sidewalk defects as well as replacing missing panels within a continuous sidewalk. The cost to repair existing sidewalk defects throughout Lecompton is estimated at \$48,000 based on a planning-level estimate of constructing a 5-foot wide concrete sidewalk at \$6 per square foot. Estimates do not include ancillary costs such as tree removal or utility relocation. Also, constructing sidewalk with brick instead of concrete increases cost by 1.5 times.

Ramps

The inventory identified 3 ADA compliant ramps, 5 which were not ADA compliant, and 15 locations where no ramp exists. The average cost to construct an ADA compliant ramp is \$800. The estimated cost to install or repair ramps on existing sidewalks is \$18,400. This

estimate does not include ramps to be added to newly constructed sidewalk where no sidewalk currently exists. Further ramp information can be found in Table 5.1.

Table 5.1: Lecompton ADA Ramps (2015 Sidewalk Inventory)

Ramp Type	Count	Cost to Repair/Build
ADA Compliant	3	N/A
Not ADA Compliant	5	\$ 4,000
Does not Exist	15	\$ 12,000
Total		\$ 16,000

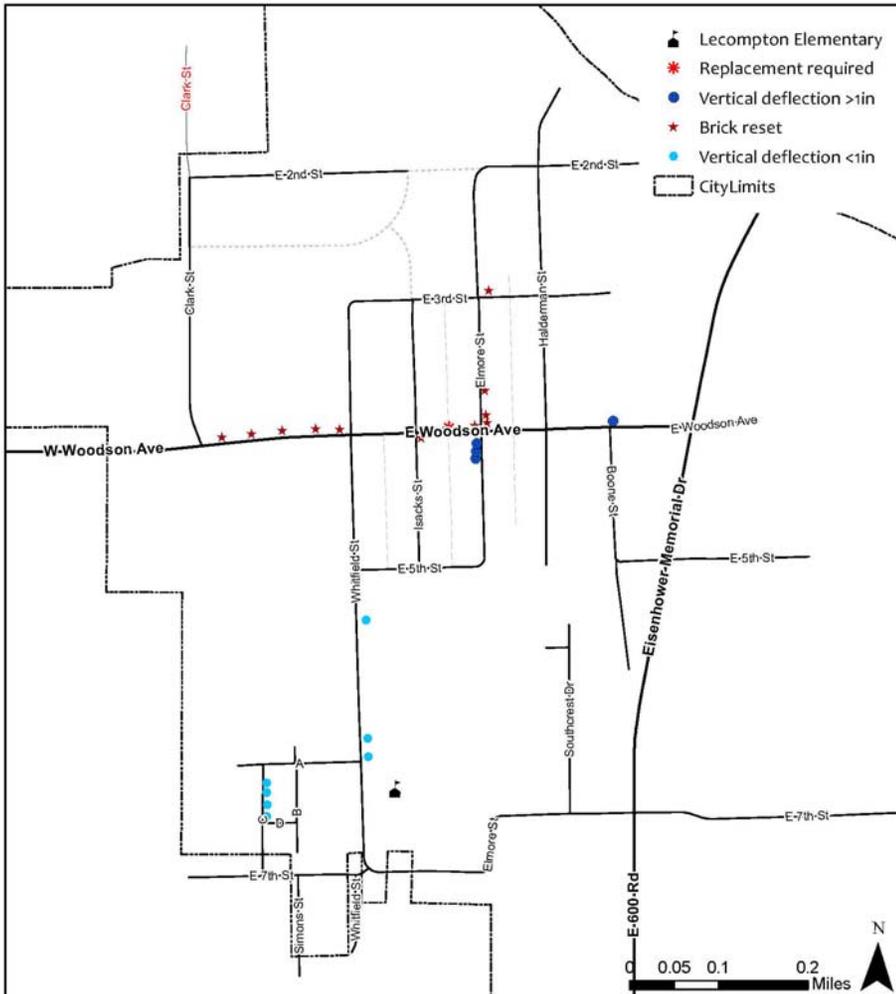
Missing Sidewalk

The cost to install sidewalks on every street in Lecompton likely outweigh the benefits to be gained from such action. The streets that experience the highest volume of pedestrian, bike, and motor vehicle traffic are Woodson, Elmore, and Whitfield. The estimated cost for installing missing sidewalk on at least one side of these streets can be found in Table 5.2. These estimates do not include the costs of ramp construction, maintenance to existing sidewalks, or ancillary costs such as tree removal or utility relocation.

Table 5.2: Lecompton Estimated Sidewalk Cost on Woodson, Elmore, and Whitfield

	Sidewalk on One Side of Woodson, Elmore, and Whitfield
Linear feet of missing sidewalk	4,600
Estimated cost at 5' sidewalks, \$6 per square foot	\$138,000

Figure 5.1: Lecompton Sidewalk Defects (2015 Sidewalk Inventory)

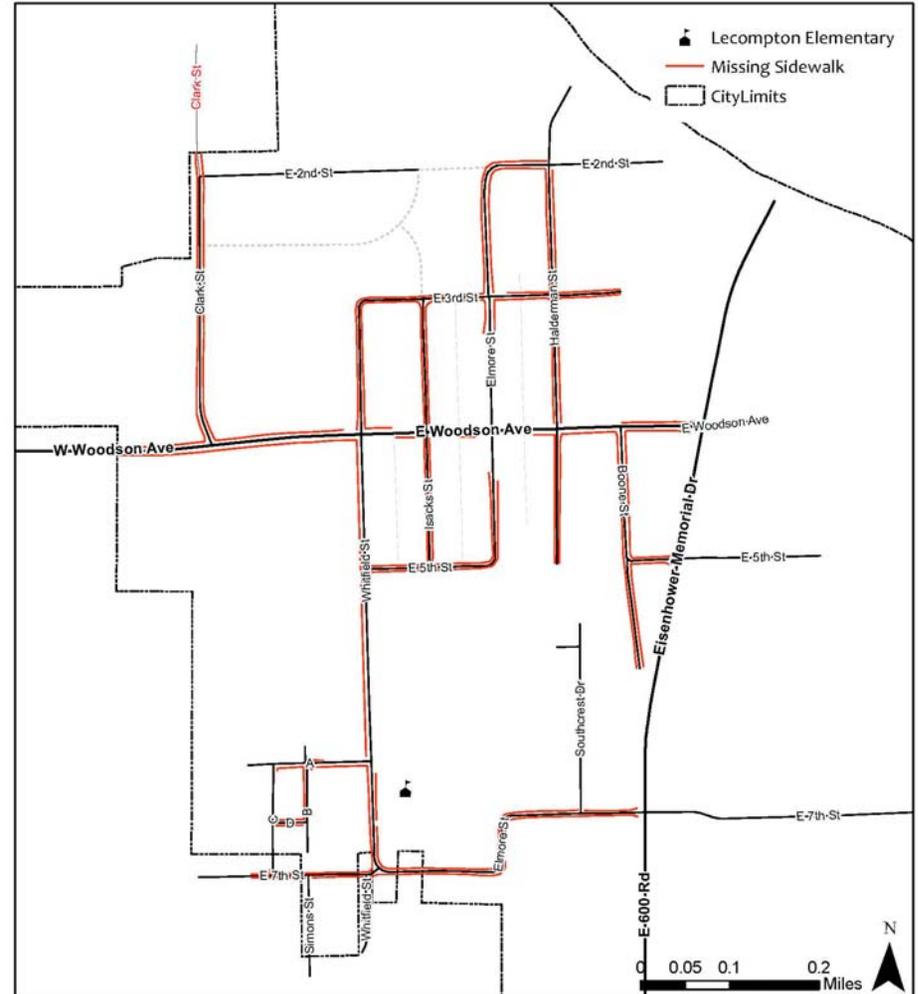


Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence.
Plot date: 7/13/2016

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Figure 5.2: Lecompton Missing Sidewalk (2015 Sidewalk Inventory)

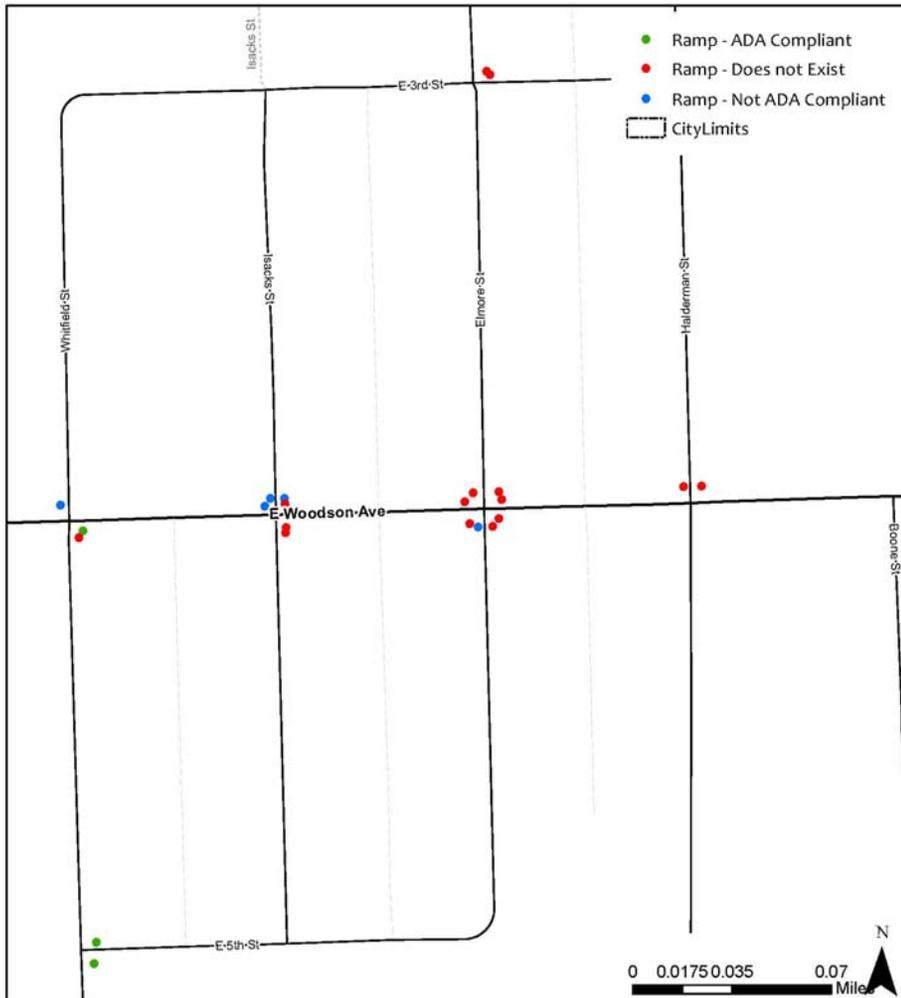


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Figure 5.3: Lecompton ADA Ramps (2015 Sidewalk Inventory)



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Funding for Pedestrian Infrastructure in Lecompton

Sidewalk Maintenance

The City of Lecompton does not currently have a policy in place for sidewalk maintenance. In that case, Kansas State statute would apply which states “the responsibility for sidewalk maintenance falls upon the adjacent property owner. “

Alternative Sidewalk Maintenance Programs

Alternatives to the current policy could be to have the City of Lecompton take over maintenance responsibilities or develop a cost-sharing model where property owners and the City each pay a certain amount to maintain or build sidewalks. To generate revenue for this policy change, the city could increase sales tax or property taxes. Table 5.3 demonstrates how much funding could be generated from different levels of taxes. While the years required to raise \$1 million may seem unrealistically high, this does provide context for seeking matching funds using local fundraising tools.

Table 5.3: Lecompton Annual \$ Generation by Tax Type

	Annual \$ Generated	Years Required to Generate \$1 Million
1 mill property tax	\$ 3,371	297
City sales tax (1%)	\$ 88,736	11.3

New Sidewalk Construction and Other Infrastructure Improvements

In addition to sidewalk maintenance and repair, a quality pedestrian system also relies on new improvements that enhance the pedestrian network. The City of Lecompton has never had a standalone sidewalk or pedestrian infrastructure project. In 2014, repairs were made to an existing brick sidewalk using revenue from the City's General Fund.

Competing priorities for limited funds restrict Lecompton's ability to improve the sidewalk network through standalone pedestrian infrastructure projects. The Infrastructure Implementation Scenarios located at the end of this chapter offer a few potential pedestrian projects that would create targeted enhancements in the community.



Encourage Pedestrian Trips Through Participation in National Walk to School Day and Other Strategies

Primary Focus Areas Addressed: Health

Lecompton is home to a cozy downtown and historic landmarks such as Constitution Hall and the Lecompton Museum, all wonderful places to visit on foot. Teachers can encourage students to walk to school, and encouragement on a broader scale could empower pedestrians of all ages. The City, in coordination with the school district, could participate in National Walk to School Day, a global event that involves communities from over 40 countries walking and biking to school on the same day. City-provided maps of walking routes may be an option for Lecompton to consider.

Adopt Design Standards and Policies that Result in Pedestrian-Friendly Development

Primary Focus Areas Addressed: All

The Pedestrian Progress Toolbox on pages 14-19 contains site design guidelines, engineering standards, and policies that can lead to a safe and comfortable pedestrian environment. Lecompton could benefit from adopting guidelines to ensure the pedestrian network is built thoughtfully. Early adoption of standards and policies on setbacks, block length, and sidewalk maintenance are a few ways Lecompton can help to prevent the need to retrofit street and sidewalk connections at a later date, and often a higher cost. Many other standard and policy ideas can be found in the toolbox on pages 14-19.





Recommendations

Primary Focus Areas Addressed: Connectivity

This route would connect pedestrians to three of Lecompton’s top landmarks: The Lecompton Museum, Constitution Hall, and Downtown. Constructing and maintaining this path would create an opportunity for residents and visitors to enjoy Lecompton on foot. The estimated cost to install sidewalk on at least one side of the Historic Loop is \$16,680. This estimate assumes 5 foot width and \$6 per square foot. It does not include any right-of-way purchase that would be needed for a midblock connection between Halderman and Elmore streets nor does it include site-specific costs such as tree removal, utility relocation, etc.

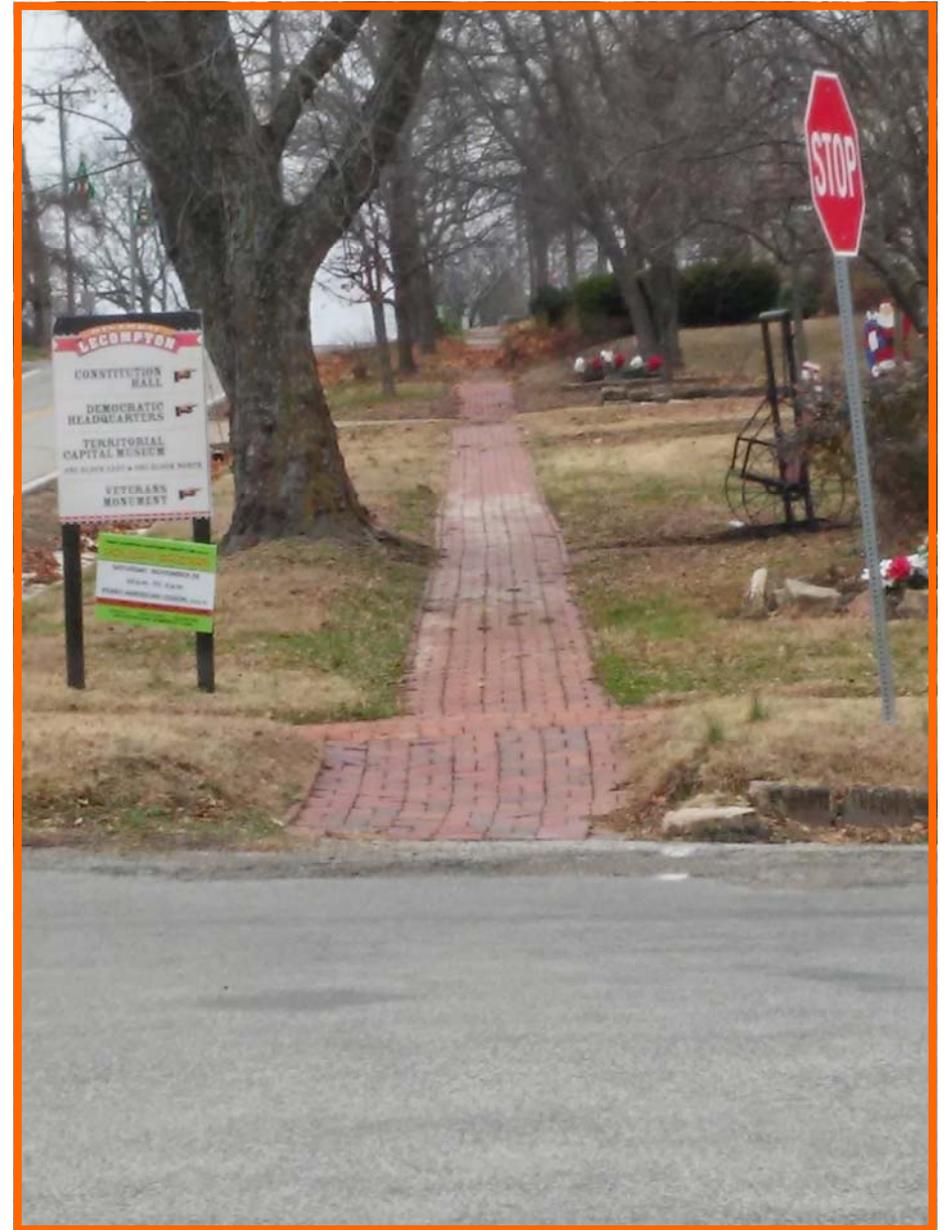
Figure 5.4: Lecompton Historic Loop



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence.
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Target Resources to the
Grand Loop (1.6 miles)

Recommendations

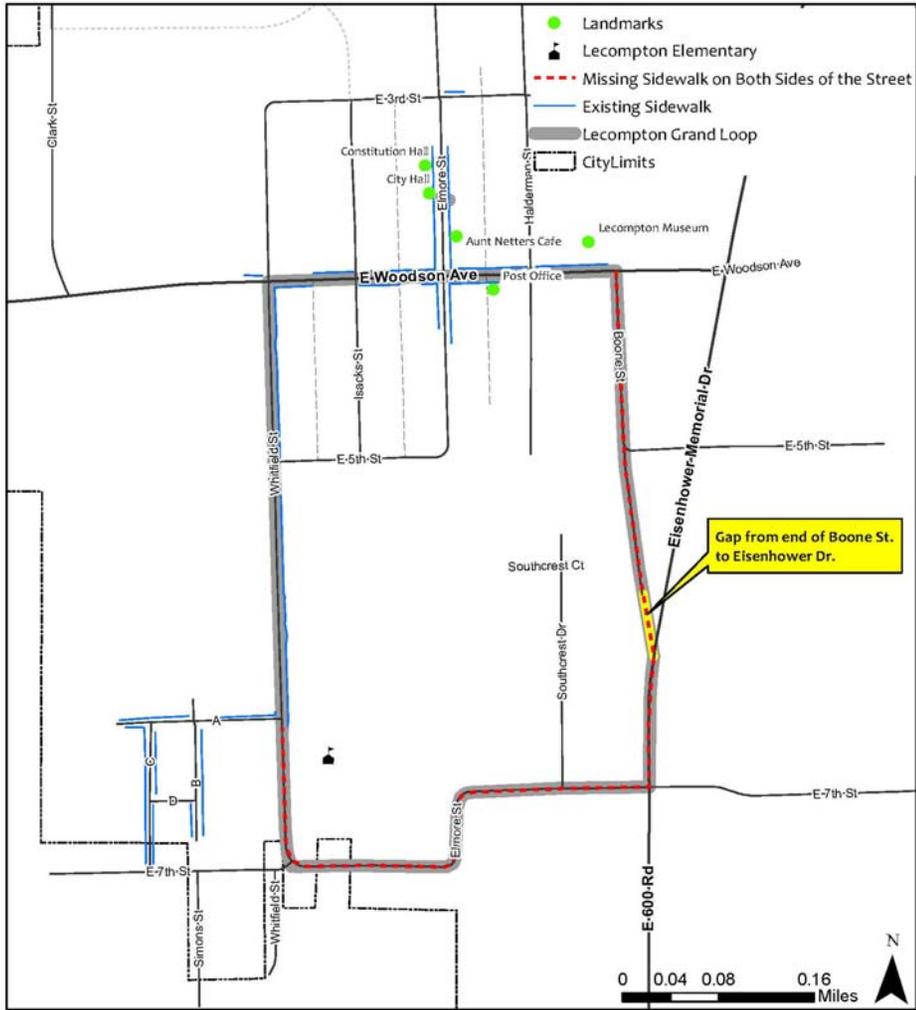
Primary Focus Areas Addressed: Health, Connectivity, Safety

Through community discussion at Aunt Netter's and an online survey in May 2016, citizens of Lecompton identified a few key locations as priorities. A popular route for pedestrians is a 1.6-mile loop bounded by Woodson to the North, 7th Street to the South, Whitfield to the West, and Eisenhower Drive to the East. The Grand Loop would prioritize sidewalks on at least one side of all streets on this route. In addition, a short connection from Eisenhower Dr. to the end of Boone Street would increase safety for walkers by steering them away from the busy highway to a low-traffic city street. The existing 275-foot gap is highlighted in Figure 5.5.

Another identified concern is the 7th Street hill leading from Eisenhower Drive toward the elementary school. School children and other pedestrians often walk in the street along this stretch while drivers climb the hill toward the elementary school. Sunlight coming over this hill can obscure the vision of drivers, making it difficult to see pedestrians along this stretch of road at certain times of day. A sidewalk on this part of the Grand Loop would greatly increase safety for both pedestrians and drivers.

The estimated cost to install sidewalk on at least one side of the Grand Loop is \$142,080 assuming 5 foot width and \$6 per square foot. This estimate does not include a possible right-of-way purchase for the gap at the southern end of Boone Street. It may not be necessary to include sidewalk on all segments of this route, however, as traffic volumes are low. Other traffic calming treatments may prove sufficient for pedestrian safety in certain areas. The City could consider phasing the installation of segments of the Grand Loop over a number of years to seek STBGP set-aside funding from KDOT.

Figure 5.5: Lecompton Grand Loop



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence. Plot date: 7/13/2016

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School Crossing Improvements

Recommendations

Primary Focus Areas Addressed: Safety, Connectivity

The neighborhood on the West side of Whitfield St. is home to children who attend Lecompton Elementary. To improve safety crossing Whitfield St, the City could consider an in-street crossing sign (Image 5.1), a crossing flag system as used in Evanston, IL (Image 5.2), or crossing signs with flashing lights to alert motorists.

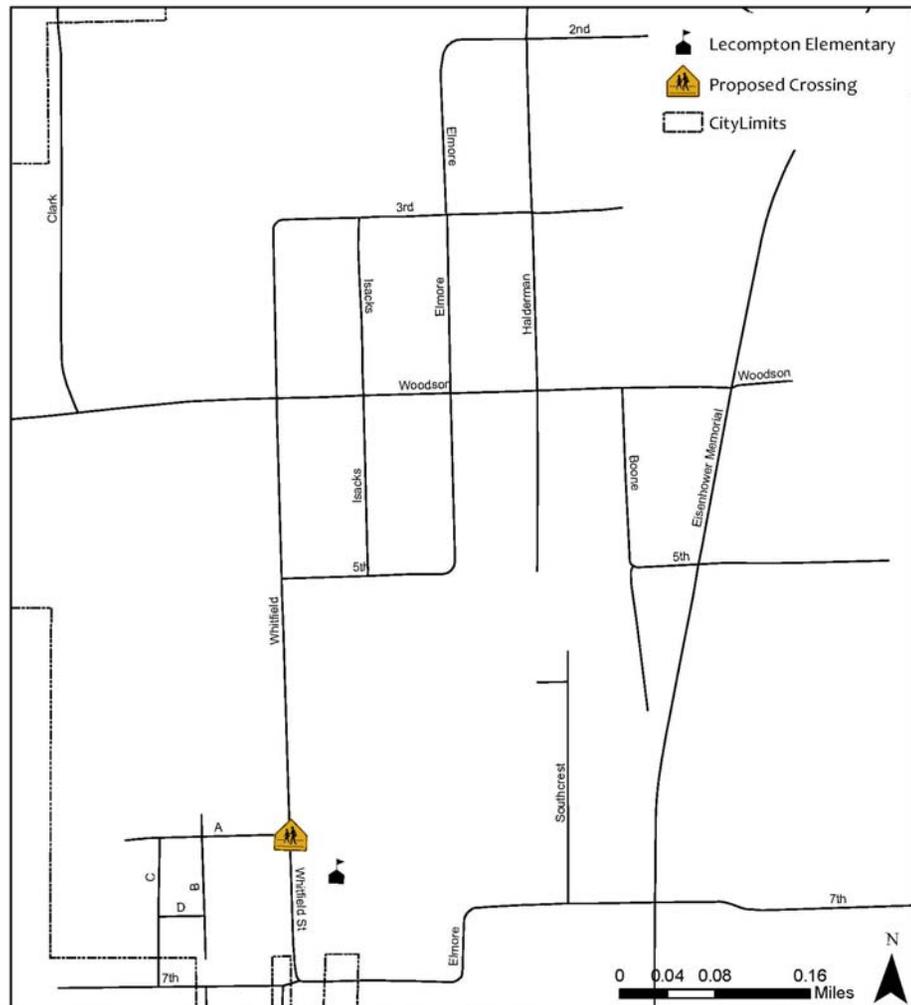
Image 5.1: In-street crossing sign



Image 5.2: Pedestrian crossing flags for added visibility



Figure 5.5: School Crossing Improvement Proposed Location



Data compiled as a point in time analysis for the Regional Pedestrian Plan by the Lawrence-Douglas County MPO and the City of Lawrence.
Plot date: 7/13/2016

Conclusion

The recommendations in this document aim to focus investment in pedestrian infrastructure so that the network is less fragmented. These recommendations are not mutually exclusive and can be implemented incrementally as funding becomes available. City officials should consider using tools found in the Pedestrian Progress Toolbox section on pages 14—19 to achieve one or more of these recommendations.

This Pedestrian Plan is an important document because it enables city staff to make consistent decisions to improve the pedestrian environment. It sets the stage for policy discussion regarding sidewalk requirements, helps protect streets with developed pedestrian infrastructure, and prioritizes streets with underdeveloped pedestrian infrastructure for upgrades. This Plan will be incorporated into the regional long-range transportation plan, T2040, during the update in 2017.

While funding is limited, yearly improvements help improve the system by bringing existing facilities into compliance with current standards, and providing programming, education, and policy changes that can lead to more people choosing to walk. The ultimate goal is to have a complete citywide system of quality pedestrian infrastructure paired with policies and programs that encourage more people to walk. Measured progress towards this will continue to support overall walkability and economic development opportunities throughout Lecompton.

RESOLUTION 2016-21

A RESOLUTION OF THE CITY OF BALDWIN CITY, KANSAS, ADOPTING THE REGIONAL PEDESTRIAN PLAN

WHEREAS, the Regional Pedestrian Plan, developed by the Lawrence-Douglas County Metropolitan Planning Organization, represents a vision of a more accessible and safer pedestrian environment in the region.

WHEREAS, through a public participation process that included surveys, mobile meetings, and website feedback, residents of Baldwin City expressed a desire for a pedestrian friendly community. The City of Baldwin City should encourage people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient, and attractive pedestrian environment.

NOW THEREFORE, be it resolved by the City Commission of the City of Baldwin City, Kansas, that the Regional Pedestrian Plan is hereby approved, and the same is hereby, adopted. A true copy of the Regional Pedestrian Plan is attached hereto as Exhibit A and is found online at www.lawrenceks.org/mpo/pedplan and made a part hereof for all purposes, the same as if fully copied herein.

Resolution 2016-21 shall take effect December 5, 2016 and it accordingly so resolved.

DULY PASSED by the Governing Body of the City of Baldwin City on this 5th day of December November, 2016.

Marilyn Pearse, Mayor

ATTEST: _____
Laura E. Hartman, City Clerk

Budget Authority:

Fund	Expenditures as of		YTD
	11/30/2016	2016 Expected	(92% of Expected)
GENERAL	2,106,940.76	2,768,599.26	76%
LIBRARY	98,940.03	132,502.82	75%
CEMETERY	84,747.29	86,373.24	98%
GENERAL B&I	467,332.09	467,332.08	100%
ELECTRIC	3,568,509.57	4,564,566.81	78%
WATER	1,498,987.49	1,704,160.53	88%
WATER B&i	103,615.00	103,615.00	100%
WASTE WATER	819,683.26	939,449.55	87%
WASTE WATER B&I	390,507.45	390,487.89	100%
REFUSE & RECYCLING	199,504.16	240,060.65	83%
SPECIAL PARKS & REC	-	4,813.13	0%
QUALITY OF LIFE SALES TAX	126,739.25	144,476.12	88%
SPECIAL HIGHWAY	224,115.54	268,903.00	83%
GENERAL CIP	-	-	N/A
WASTE WATER RESERVE	-	-	N/A
GENERAL FUND RESERVE	58,880.15	48,300.04	122%
ELECTRIC RESERVE	-	-	N/A
WATER RESERVE	-	-	N/A
CEMETERY RESERVE	12,033.57	30,925.00	39%
ELECTRIC CIP	688,567.00	126,765.00	543%
WATER CIP	6,574.50	16,574.50	40%
WASTE WATER CIP	-	-	N/A
SALES TAX CIP	230,000.00	230,000.00	100%
ELECTRIC B&I	723,989.52	723,989.51	100%
SWIMMING POOL SALES TAX	-	-	N/A
Total	11,409,666.63	12,991,894.12	

Cash Balances:

	As of
General Fund:	<u>11/30/2016</u>
GENERAL FUND CASH ACCT	781,029.74
GEN BOND/INTEREST CASH ACCT	(15,933.63)
CAPITAL IMPROVE CASH ACCT	104,752.00
GENERAL FUND RESERVE CASH ACCT	<u>293,848.45</u>
	1,163,696.56
ELECTRIC UTILITY CASH ACCT	854,782.42
ELEC UTIL RESERVE CASH ACCT	791,931.89
ELEC CAP IMPROV CASH	173,203.97
ELEC BOND & INTEREST CASH	<u>117,855.11</u>
	1,937,773.39
WATER UTILITY CASH ACCT	146,593.87
WATER B&I CASH	3,020.34
WATER UTIL RESERVE CASH ACCT	635,069.09
WATER CAP IMPROV FUND CASH	<u>154,116.16</u>
	938,799.46
WASTEWATER UTILITY CASH ACCT	54,380.44
WASTEWATER BOND/INT CASH	25,297.19
WASTEWATER RESERVE CASH ACCT	104,812.91
WWTR CAP IMPROV CASH - Note 1	<u>2,911,219.02</u>
	3,095,709.56
REFUSE UTILITY CASH ACCT	42,995.62
LIBRARY FUND CASH ACCT	21,293.00
CEMETERY FUND CASH ACCOUNT	9,455.60
CEMETERY RESERVE CASH ACCOUNT	133,869.43
SPEC PARKS & REC CASH ACCT	69,816.63
QUALITY OF LIFE	138,672.68
SPECIAL HWY CASH ACCT	124,240.41
CIP - SALES TAX	90,457.66
POOL SALES TAX CASH ACCT	<u>95,129.24</u>
Total	<u><u>7,861,909.24</u></u>

Note 1 - Includes \$2,834,000 cash from bond proceeds for
the belt press, bar screen and east side interseptor.

	11/30		Year to Year	
	YTD 2015	YTD 2016 (92%)	2016 Over (Under) 2015	% Change from 2015
Revenues - Ad Valorem - General Fund	(803,586.35)	(900,893.98)	97,307.63	12%
Revenue - Other - General Fund (Franchise, etc.)	(345,974.81)	(156,194.79)	(189,780.02)	-55%
Revenues - Sales Tax				
General Fund - City	(185,351.51)	(186,925.07)	1,573.56	1%
General Fund - City Share of County	(448,251.54)	(480,591.79)	32,340.25	7%
Sales Tax CIP Fund	(185,351.51)	(186,925.07)	1,573.56	1%
Quality of Life Sales Tax	(92,675.74)	(93,462.55)	786.81	1%
Utility Funds Revenue:				
Electric Fees	(3,859,599.11)	(3,681,938.62)	(177,660.49)	-5%
Water Fees	(1,051,873.21)	(1,116,086.69)	64,213.48	6%
Waste Water Fees	(724,043.67)	(806,438.52)	82,394.85	11%
Refuse Fees	(192,307.62)	(198,839.06)	6,531.44	3%

	11/30		% of Expected
	YTD 2016 (92%)	Total Expected 2016	
Revenues - Ad Valorem - General Fund	(900,893.98)	(1,011,388.15)	89%
Revenue - Other - General Fund (Franchise, etc.)	(156,194.79)	(237,689.27)	66%
Revenues - Sales Tax			
General Fund - City	(186,925.07)	(200,366.00)	93%
General Fund - City Share of County	(480,591.79)	(506,920.00)	95%
Sales Tax CIP Fund	(186,925.07)	(200,366.00)	93%
Quality of Life Sales Tax	(93,462.55)	(100,183.00)	93%
Utility Funds Revenue:			
Electric Fees	(3,681,938.62)	(4,400,000.00)	84%
Water Fees	(1,116,086.69)	(1,290,383.60)	86%
Waste Water Fees	(806,438.52)	(1,041,202.35)	77%
Refuse Fees	(198,839.06)	(221,850.00)	90%

ACCOUNTS PAYABLE VENDOR ACTIVITY

INVOICE NO/LN	DATE	PO NO	REFERENCE	TRACK		1099	NET	CHECK	PD DATE
				CD	GL ACCOUNT				
			120675 3D DISPLAYS, LLC						
120316	01 11/15/16		12/03/16 FIREWKS DISPLAY	01.01.2470		N	1500.00	55511	11/15/2016
			3D DISPLAYS, LLC				1500.00		
			10012 A & H HEAT/AIR						
101430	01 12/05/16	41842	PARTS INV# 101430	11.24.2520		N	15.76	55607	12/05/2016
			A & H HEAT/AIR				15.76		
			10050 ACE STEERING &						
60436	01 11/21/16	41753	ALIGN FRONT WHEELS UNIT INV# 60436	01.05.2540		N	62.00	55520	11/21/2016
			ACE STEERING &				62.00		
			115775 ADVANCE AUTO 5134						
10312016	01 11/21/16	41778	ACCT# 1872587981 INV#103 TICKET# 3465	01.02.3800		N	12.49	55521	11/21/2016
10312016	02 11/21/16	41778	TICKET# 5177	01.02.3800			6.43	55521	11/21/2016
10312016	03 11/21/16	41778	TICKET# 4102	01.02.3530			66.12	55521	11/21/2016
10312016	04 11/21/16	41778	TICKET# 4103	01.02.3800			47.76	55521	11/21/2016
10312016	05 11/21/16	41778	TICKET# 4311	01.02.2530			71.73	55521	11/21/2016
10312016	06 11/21/16	41778	TICKET# 4348	12.12.3800			17.91	55521	11/21/2016
			ADVANCE AUTO 5134				222.44		
			10068 AICK						
PR20161104	01 11/04/16		LIFE INSURANCE	01.00.0061		N	59.58	1039504	11/18/2016
PR20161104	02 11/04/16		LIFE INSURANCE	12.00.0061		N	1.95	1039504	11/18/2016
PR20161104	03 11/04/16		LIFE INSURANCE	18.00.0061		N	16.55	1039504	11/18/2016
PR20161112	01 11/12/16		LIFE INSURANCE	01.00.0061		N	59.55	1039504	11/18/2016
PR20161112	02 11/12/16		LIFE INSURANCE	12.00.0061		N	1.96	1039504	11/18/2016
PR20161112	03 11/12/16		LIFE INSURANCE	18.00.0061		N	16.54	1039504	11/18/2016
			AICK				156.13		
			111605 ALS LABORATORY GROUP						
484820	01 11/21/16	41755	TESTS INV# 484820	11.24.2202			222.00	55522	11/21/2016
484935	01 11/21/16	41755	TESTS 484935	11.24.2202		N	86.00	55522	11/21/2016
			ALS LABORATORY GROUP				308.00		
			10140 APPARATUS SERVICES LLC						
1116311	01 12/05/16	41830	SERVICES - E-1 INV# 1116311	01.04.2209			832.46	55608	12/05/2016
1116312	01 12/05/16	41830	SERVICES - Q-1 INV# 1116312	01.04.2209		N	110.70	55608	12/05/2016
1116320	01 12/05/16	41830	SERVICES - 1732 INV# 1116320	01.04.2209			2444.40	55608	12/05/2016

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			APPARATUS SERVICES LLC				3387.56		
6826	01 12/05/16	41827	10335 ARMSCOR CARTRIDGE INC. AMMUNITION;40 S&W;223 RE INV# 6826	01.05.3760		N	1010.00	55609	12/05/2016
			ARMSCOR CARTRIDGE INC.				1010.00		
9261025.32	01 11/21/16	41768	10341 ARROWHEAD - 3261 ACCT# 3261 INV#9261025- TICKET# B391717	11.25.3006		N	4.34	55523	11/21/2016
9261025.32	02 11/21/16	41768	TICKET# B391768	11.24.2520			239.74	55523	11/21/2016
9261025.32	03 11/21/16	41768	TICKET# B391877	11.24.2520			16.26	55523	11/21/2016
9261025.32	04 11/21/16	41768	TICKET# B391923	11.24.2520			58.64	55523	11/21/2016
9261025.32	05 11/21/16	41768	TICKET# B391989	11.24.2520			7.60	55523	11/21/2016
9261025.32	06 11/21/16	41768	TICKET# B392712	11.24.2520			34.23	55523	11/21/2016
9261025.32	07 11/21/16	41768	TICKET# B393184	11.25.3355			33.67	55523	11/21/2016
9261025.32	08 11/21/16	41768	TICKET# B394600	11.24.2520			8.34	55523	11/21/2016
			ARROWHEAD - 3261				402.82		
9261025_69	01 11/21/16	41779	10346 ARROWHEAD - 6907 ACCT# 6907 INV# 9261025 TICKET# B391692	01.02.3800		N	15.48	55525	11/21/2016
9261025_69	02 11/21/16	41779	TICKET# B392148	01.02.3800			10.47	55525	11/21/2016
9261025_69	03 11/21/16	41779	TICKET# B392225	01.03.3800			26.00	55525	11/21/2016
9261025_69	04 11/21/16	41779	TICKET# B392266	12.12.3800			7.98	55525	11/21/2016
9261025_69	05 11/21/16	41779	TICKET# B392679	01.03.3800			28.97	55525	11/21/2016
9261025_69	06 11/21/16	41779	TICKET# B392851	01.02.2530			4.49	55525	11/21/2016
9261025_69	07 11/21/16	41779	TICKET# B393008	01.02.3800			6.98	55525	11/21/2016
9261025_69	08 11/21/16	41779	TICKET# B393079	18.22.3800			29.99	55525	11/21/2016
9261025_69	09 11/21/16	41779	TICKET# A81013	01.02.3800			15.98	55525	11/21/2016
9261025_69	10 11/21/16	41779	TICKET# B393187	01.02.3355			49.98	55525	11/21/2016
9261025_69	11 11/21/16	41779	TICKET# B393602	12.12.3800			21.41	55525	11/21/2016
9261025_69	12 11/21/16	41779	TICKET# B394090	12.12.3800			65.95	55525	11/21/2016
9261025_69	13 11/21/16	41779	TICKET# B394438	01.02.3800			29.98	55525	11/21/2016
9261025_69	14 11/21/16	41779	TICKET# B394618	01.02.3800			7.99	55525	11/21/2016
9261025_69	15 11/21/16	41779	TICKET# B394681	01.02.3800			20.98	55525	11/21/2016
9261025_69	16 11/21/16	41779	TICKET# B394717	01.02.3355			38.26	55525	11/21/2016
9261025_69	17 11/21/16	41779	TICKET# C33770	03.01.2530			39.90	55525	11/21/2016
9261025_69	18 11/21/16	41779	TICKET# B395295	01.02.3800			29.95	55525	11/21/2016
9261025_69	19 11/21/16	41779	TICKET# B395314	12.12.3800			35.88	55525	11/21/2016
9261025_69	20 11/21/16	41779	TICKET# B395376	01.02.2520			54.97	55525	11/21/2016
			ARROWHEAD - 6907				541.59		
PR20161104	01 11/04/16		10149 ASSURITY LIFE INSURANCE ACCIDENT INSUR	01.00.0061		N	41.33	1039505	11/18/2016
PR20161104	02 11/04/16		ACCIDENT INSUR	11.00.0061		N	14.35	1039505	11/18/2016
PR20161104	03 11/04/16		ACCIDENT INSUR	12.00.0061		N	19.75	1039505	11/18/2016
PR20161104	04 11/04/16		ACCIDENT INSUR	18.00.0061		N	4.81	1039505	11/18/2016
PR20161112	01 11/12/16		ACCIDENT INSUR	01.00.0061		N	11.91	1039505	11/18/2016
PR20161112	02 11/12/16		ACCIDENT INSUR	11.00.0061		N	14.36	1039505	11/18/2016
PR20161112	03 11/12/16		ACCIDENT INSUR	12.00.0061		N	19.73	1039505	11/18/2016

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PR20161112 04	11/12/16		10149 ASSURITY LIFE INSURANCE ACCIDENT INSUR	18.00	0061	N	4.82	1039505	11/18/2016
			ASSURITY LIFE INSURANCE				131.06		
22952 01	11/21/16	41781	20051 BALDWIN AUTOMOTIVE TIRES - REPAIR INV# 22952	12.12	3350		15.30	55526	11/21/2016
23104 01	11/21/16	41781	TIRES - NEW INV# 23104	12.12	3350	N	1042.00	55526	11/21/2016
			BALDWIN AUTOMOTIVE				1057.30		
16-17INSUR 01	11/21/16		20056 BALDWIN CITY FIRE RELIEF DONATION-15% INSURANCE P	01.01	2410	N	1345.69	55527	11/21/2016
			BALDWIN CITY FIRE RELIEF				1345.69		
718-196 01	11/21/16	41748	30172 BALDWIN CITY MARKET CUPS FOR EVENT	01.05	3900	N	2.78	55528	11/21/2016
			BALDWIN CITY MARKET				2.78		
09160539 01	12/05/16		20069 BALDWIN CITY RECREATION 50% COST-PLAQUE-G.GROWNE	01.01	3900	N	662.50	55610	12/05/2016
			BALDWIN CITY RECREATION				662.50		
PR20161112 01	11/12/16		20111 BALDWIN STATE BANK-TAXES FED/FICA TAX	01.00	0040	N	4695.26	4140300	11/18/2016 E
PR20161112 02	11/12/16		FED/FICA TAX	01.00	0060	N	6305.66	4140300	11/18/2016 E
PR20161112 03	11/12/16		FED/FICA TAX	02.00	0040	N	199.65	4140300	11/18/2016 E
PR20161112 04	11/12/16		FED/FICA TAX	02.00	0060	N	521.92	4140300	11/18/2016 E
PR20161112 05	11/12/16		FED/FICA TAX	03.00	0040	N	148.83	4140300	11/18/2016 E
PR20161112 06	11/12/16		FED/FICA TAX	03.00	0060	N	202.22	4140300	11/18/2016 E
PR20161112 07	11/12/16		FED/FICA TAX	11.00	0040	N	2469.87	4140300	11/18/2016 E
PR20161112 08	11/12/16		FED/FICA TAX	11.00	0060	N	3341.26	4140300	11/18/2016 E
PR20161112 09	11/12/16		FED/FICA TAX	12.00	0040	N	1549.34	4140300	11/18/2016 E
PR20161112 10	11/12/16		FED/FICA TAX	12.00	0060	N	2421.82	4140300	11/18/2016 E
PR20161112 11	11/12/16		FED/FICA TAX	18.00	0040	N	802.96	4140300	11/18/2016 E
PR20161112 12	11/12/16		FED/FICA TAX	18.00	0060	N	1498.40	4140300	11/18/2016 E
PR20161112 13	11/12/16		FED/FICA TAX	24.00	0040	N	20.64	4140300	11/18/2016 E
PR20161112 14	11/12/16		FED/FICA TAX	24.00	0060	N	40.66	4140300	11/18/2016 E
PR20161126 01	11/26/16		FED/FICA TAX	01.00	0040	N	4212.52	4140317	12/02/2016 E
PR20161126 02	11/26/16		FED/FICA TAX	01.00	0060	N	6144.12	4140317	12/02/2016 E
PR20161126 03	11/26/16		FED/FICA TAX	02.00	0040	N	181.86	4140317	12/02/2016 E
PR20161126 04	11/26/16		FED/FICA TAX	02.00	0060	N	488.86	4140317	12/02/2016 E
PR20161126 05	11/26/16		FED/FICA TAX	03.00	0040	N	155.92	4140317	12/02/2016 E
PR20161126 06	11/26/16		FED/FICA TAX	03.00	0060	N	210.44	4140317	12/02/2016 E
PR20161126 07	11/26/16		FED/FICA TAX	11.00	0040	N	2142.53	4140317	12/02/2016 E
PR20161126 08	11/26/16		FED/FICA TAX	11.00	0060	N	3030.98	4140317	12/02/2016 E
PR20161126 09	11/26/16		FED/FICA TAX	12.00	0040	N	1285.54	4140317	12/02/2016 E
PR20161126 10	11/26/16		FED/FICA TAX	12.00	0060	N	2129.26	4140317	12/02/2016 E
PR20161126 11	11/26/16		FED/FICA TAX	18.00	0040	N	638.74	4140317	12/02/2016 E

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			20111 BALDWIN STATE BANK-TAXES						
PR20161126 12	11/26/16		FED/FICA TAX	18.00	0060	N	1293.08	4140317	12/02/2016 E
PR20161126 13	11/26/16		FED/FICA TAX	24.00	0040	N	18.06	4140317	12/02/2016 E
PR20161126 14	11/26/16		FED/FICA TAX	24.00	0060	N	38.16	4140317	12/02/2016 E
			BALDWIN STATE BANK-TAXES				46188.56		
			21011 BALDWIN TIRES & SERVICE						
20489 01	11/21/16	41780	TIRES - NEW INV# 20489	01.04	3350	M	1061.00	55529	11/21/2016
20490-16 01	11/21/16	41769	TIRES - NEW INV# 20490-16	11.25	3350	M	915.44	55529	11/21/2016
			BALDWIN TIRES & SERVICE				1976.44		
			20166 BEN JONES						
REIMB1205 01	12/05/16	41831	REIMBURSE-CULVERS TRAINING MEALS	01.04	2170	N	8.82	55611	12/05/2016
REIMB1205 02	12/05/16	41831	REIMBURSE - MILEAGE TRAINING	01.04	2160		19.55	55611	12/05/2016
REIMB1205 03	12/05/16	41831	REIMBURSE - BUDGET HOTEL TRAINING CLASS	01.04	2170		43.50	55611	12/05/2016
REIMB1205 04	12/05/16	41831	REIMBURSE-CASA RAMOS TRAINING CLASS	01.04	2170		9.22	55611	12/05/2016
REIMB1205 05	12/05/16	41831	REIMBURSE - HORNET EXPRE TRAINING CLASS	01.04	2170		3.68	55611	12/05/2016
REIMB1205 06	12/05/16	41831	REIMBURES - MILEAGE TRIANING CLASS	01.04	2160		77.00	55611	12/05/2016
REIMB1205 07	12/05/16	41831	REIMBURSE - TRAINING ACA TRAINING 10/20/16	01.04	2140		130.00	55611	12/05/2016
REIMB1205 08	12/05/16	41831	REIMBURSE - MEMBER DUES	01.04	2720		40.00	55611	12/05/2016
REIMB1205 09	12/05/16	41831	REIMBURSE - MILEAGE TRAINING CLASS	01.04	2160		60.91	55611	12/05/2016
			BEN JONES				392.68		
			20200 BG CONSULTANTS INC						
1308L-1016 01	11/21/16	41782	OCT 2016 HWY56 & EISENHO INV# 1308L-1016	29.01	2430.0129	N	6886.00	55530	11/21/2016
1495L-1016 01	11/21/16	41783	OCT 2016 SANI SEWER MAST INV# 1495L-1016	42.22	2204.1809	N	4854.80	55530	11/21/2016
			BG CONSULTANTS INC				11740.80		
			20209 BIRD JANITORIAL						
12_NOV2016 01	12/05/16	41825	JANITORIAL - NOVEMBER INV# 12_NOV2016	01.05	2521	N	173.00	55612	12/05/2016
22 01	12/05/16		NOV 2016 JANITORIAL SVCS	01.01	2521	N	296.00	55612	12/05/2016
			BIRD JANITORIAL				469.00		
			20240 BLUE CROSS BLUE SHIELD OF						
PR20161104 01	11/04/16		HEALTH INS	01.00	0066	N	11537.05	1039507	11/18/2016
PR20161104 02	11/04/16		HEALTH INS	03.00	0066	N	610.22	1039507	11/18/2016

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			20240	BLUE CROSS BLUE SHIELD OF					
PR20161104 03	11/04/16		HEALTH INS	11.00.0066	N	5666.35	1039507	11/18/2016	
PR20161104 04	11/04/16		HEALTH INS	12.00.0066	N	3880.47	1039507	11/18/2016	
PR20161104 05	11/04/16		HEALTH INS	18.00.0066	N	3139.39	1039507	11/18/2016	
PR20161104 07	11/04/16		DENTAL INS	01.00.0067	N	902.32	1039507	11/18/2016	
PR20161104 08	11/04/16		DENTAL INS	03.00.0067	N	32.90	1039507	11/18/2016	
PR20161104 09	11/04/16		DENTAL INS	11.00.0067	N	452.94	1039507	11/18/2016	
PR20161104 10	11/04/16		DENTAL INS	12.00.0067	N	301.95	1039507	11/18/2016	
PR20161104 11	11/04/16		DENTAL INS	18.00.0067	N	222.26	1039507	11/18/2016	
PR20161104 12	11/04/16		DENTAL INS	24.00.0067	N	2.58	1039507	11/18/2016	
PR20161112 01	11/12/16		HEALTH INS	01.00.0066	N	1309.26	1039507	11/18/2016	
PR20161112 02	11/12/16		HEALTH INS	03.00.0066	N	24.19	1039507	11/18/2016	
PR20161112 03	11/12/16		HEALTH INS	11.00.0066	N	535.95	1039507	11/18/2016	
PR20161112 04	11/12/16		HEALTH INS	12.00.0066	N	263.61	1039507	11/18/2016	
PR20161112 05	11/12/16		HEALTH INS	18.00.0066	N	322.07	1039507	11/18/2016	
PR20161112 06	11/12/16		HEALTH INS	24.00.0066	N	5.06	1039507	11/18/2016	
PR20161112 07	11/12/16		DENTAL INS	01.00.0067	N	105.74	1039507	11/18/2016	
PR20161112 08	11/12/16		DENTAL INS	03.00.0067	N	1.11	1039507	11/18/2016	
PR20161112 09	11/12/16		DENTAL INS	11.00.0067	N	53.75	1039507	11/18/2016	
PR20161112 10	11/12/16		DENTAL INS	12.00.0067	N	31.21	1039507	11/18/2016	
PR20161112 11	11/12/16		DENTAL INS	18.00.0067	N	26.46	1039507	11/18/2016	
PR20161112 12	11/12/16		DENTAL INS	24.00.0067	N	2.34	1039507	11/18/2016	

BLUE CROSS BLUE SHIELD O						29429.18			
			20000	BUDGET BLINDS					
162	01	11/21/16 41741	WINDOW BLIND - SGT OFFIC INV# 162	01.05.3110	N	266.00	55531	11/21/2016	

BUDGET BLINDS						266.00			
			111590	CANON SOLUTIONS AMERICA					
4020598580 01	11/21/16 41740		COPIER MAINTENANCE 11/1- INV# 4020598580	01.05.2890	N	48.63	55532	11/21/2016	

CANON SOLUTIONS AMERICA						48.63			
			30022	CAREERTRACK SEMINARS					
21002038	01	11/21/16 41738	TRAINING - MILLS 1/24/17 INV# 21002038	01.05.2140	N	79.00	55533	11/21/2016	

CAREERTRACK SEMINARS						79.00			
			30038	CARUTHERS, DANA					
XMASFAM2	01	12/05/16	REIMB FOR \$ SPENT-XMAS F	01.01.2470	N	11.99	55613	12/05/2016	
XMASFAMILY	01	12/05/16	REIMB FOR \$ SPENT-XMAS F	01.01.2470	N	144.06	55613	12/05/2016	

CARUTHERS, DANA						156.05			
			1916736	CENTURYLINK 171					
10251124*1	01	11/21/16 41784	ACCT# 313743171 OCTOBER INV# 10251124-171	01.05.2500	N	131.92	55534	11/21/2016	

CENTURYLINK 171						131.92			

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10251124*2 01	11/21/16	41785	1913850 CENTURYLINK 240 ACCT# 313370240 INV# 10251124-240	OCTOBER	01.05.2500	N	72.53	55535	11/21/2016
			CENTURYLINK 240				72.53		
10191118*3 01	11/21/16	41786	1003665924 CENTURYLINK 394 ACCT# 320003394 INV# 10191118-398	OCTOBER	01.01.2500	N	10.32	55536	11/21/2016
10191118*3 02	11/21/16	41786	ACCT# 320003394	OCTOBER	01.04.2500		2.06	55536	11/21/2016
10191118*3 03	11/21/16	41786	ACCT# 320003394	OCTOBER	01.05.2500		15.49	55536	11/21/2016
10191118*3 04	11/21/16	41786	ACCT# 320003394	OCTOBER	01.05.2500		2.58	55536	11/21/2016
10191118*3 05	11/21/16	41786	ACCT# 320003394	OCTOBER	11.24.2500		5.16	55536	11/21/2016
10191118*3 06	11/21/16	41786	ACCT# 320003394	OCTOBER	11.24.2500		5.16	55536	11/21/2016
10191118*3 07	11/21/16	41786	ACCT# 320003394	OCTOBER	12.11.2500		7.74	55536	11/21/2016
10191118*3 08	11/21/16	41786	ACCT# 320003394	OCTOBER	18.22.2500		3.11	55536	11/21/2016
			CENTURYLINK 394				51.62		
10251124*4 01	11/21/16	41787	1916586 CENTURYLINK 488 ACCT# 313279488 INV# 10251124-488	OCTOBER	01.01.2500	N	45.09	55537	11/21/2016
			CENTURYLINK 488				45.09		
10251124*5 01	11/21/16	41788	1913678 CENTURYLINK 571 ACCT# 314285571 INV# 10251124-571	OCTOBER	01.04.2500	N	45.98	55538	11/21/2016
			CENTURYLINK 571				45.98		
10251124*6 01	11/21/16	41789	1916907 CENTURYLINK 681 ACCT# 313955681 INV# 10251124-681	OCTOBER	01.02.2500	N	21.14	55539	11/21/2016
10251124*6 02	11/21/16	41789	ACCT# 313955681	OCTOBER	11.26.2500		21.14	55539	11/21/2016
10251124*6 03	11/21/16	41789	ACCT# 313955681	OCTOBER	12.11.2500		42.28	55539	11/21/2016
10251124*6 04	11/21/16	41789	ACCT# 313955681	OCTOBER	18.21.2500		21.13	55539	11/21/2016
			CENTURYLINK 681				105.69		
10251124*7 01	11/21/16	41790	1913261 CENTURYLINK 700 ACCT# 314270700 INV# 10251124-700	OCTOBER	11.24.2500	N	115.21	55540	11/21/2016
10251124*7 02	11/21/16	41790	ACCT# 314270700	OCTOBER	11.25.2500		115.20	55540	11/21/2016
			CENTURYLINK 700				230.41		
10251124*9 01	11/21/16	41791	1916427 CENTURYLINK 913 ACCT# 313982913 INV# 10251124-913	OCTOBER	01.01.2500	N	483.98	55541	11/21/2016
10251124*9 02	11/21/16	41791	ACCT# 313982913	OCTOBER	01.02.2500		32.27	55541	11/21/2016
10251124*9 03	11/21/16	41791	ACCT# 313982913	OCTOBER	01.04.2500		32.27	55541	11/21/2016
10251124*9 04	11/21/16	41791	ACCT# 313982913	OCTOBER	01.05.2500		32.27	55541	11/21/2016
10251124*9 05	11/21/16	41791	ACCT# 313982913	OCTOBER	01.07.2500		32.27	55541	11/21/2016

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				CD	GL ACCOUNT				
			1916427	CENTURYLINK 913					
10251124*9 06	11/21/16	41791	ACCT# 313982913	OCTOBER	01.35.2500		161.34	55541	11/21/2016
10251124*9 07	11/21/16	41791	ACCT# 313982913	OCTOBER	03.01.2500		32.27	55541	11/21/2016
10251124*9 08	11/21/16	41791	ACCT# 313982913	OCTOBER	11.24.2500		225.87	55541	11/21/2016
10251124*9 09	11/21/16	41791	ACCT# 313982913	OCTOBER	11.25.2500		177.47	55541	11/21/2016
10251124*9 10	11/21/16	41791	ACCT# 313982913	OCTOBER	11.26.2500		.01	55541	11/21/2016
10251124*9 11	11/21/16	41791	ACCT# 313982913	OCTOBER	12.11.2500		371.07	55541	11/21/2016
10251124*9 12	11/21/16	41791	ACCT# 313982913	OCTOBER	18.22.2500		32.27	55541	11/21/2016

							1613.36		
			30109	CHEMQUEST, INC.					
4942	01	12/05/16	41843	CHEMICALS	11.24.3550	N	1275.00	55614	12/05/2016

							1275.00		
			200026	CINTAS CORPORATION #430					
112816	01	12/05/16	41835	SERVICES - UNIFORMS	11.25.3610	N	1176.28	55615	12/05/2016

							1176.28		
			200025	CINTAS FIRST AID & SAFETY					
5006442976 01	11/21/16	41792	SERVICES - FIRST AID		12.12.3006		113.52	55542	11/21/2016

5006442976 02	11/21/16	41792	SERVICES - FIRST AID		11.25.3006		65.63	55542	11/21/2016
5006442977 01	11/21/16	41792	SERVICES - FIRST AID		11.24.3006		40.45	55542	11/21/2016
5006442978 01	11/21/16	41792	SERVICES - FIRST AID		12.12.3006	N	109.80	55542	11/21/2016
5006442979 01	11/21/16	41751	SAFETY SUPPLIES		01.05.3006	N	94.92	55542	11/21/2016

							424.32		
			30500	CITY CODE FINANCIAL					
2017CITYCO 01	12/05/16		2017 ANNL FEE-BC CITY CO		01.10.4010	M	200.00	55616	12/05/2016
2017CITYCO 02	12/05/16		2017 ANNL FEE-BC CITY CO		11.26.4010	M	300.00	55616	12/05/2016
2017CITYCO 03	12/05/16		2017 ANNL FEE-BC CITY CO		12.11.4010	M	300.00	55616	12/05/2016
2017CITYCO 04	12/05/16		2017 ANNL FEE-BC CITY CO		18.21.4010	M	150.00	55616	12/05/2016
2017CITYCO 05	12/05/16		2017 ANNL FEE-BC CITY CO		24.01.4010	M	50.00	55616	12/05/2016

							1000.00		
			120550	CITY OF LAWRENCE-UTILITY					
9301031-16 01	11/21/16	41793	OCTOBER 2016 WTR TRTMNT		12.13.2490	N	50225.24	4140310	11/21/2016 E

							50225.24		
			30275	CMI - OTTAWA LUMBER					
538433	01	12/05/16	41850	SUPPLIES	01.02.2520	N	38.02	55617	12/05/2016

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			30275 CMI - OTTAWA LUMBER					
			CMI - OTTAWA LUMBER			38.02		
			30290 CONTINENTAL RESEARCH CORP					
439977CRC4 01	11/21/16	41794	CHEMICAL	18.22.3550		377.87	55543	11/21/2016
			INV# 439977-CRC-4					
440981CRC1 01	11/21/16	41794	PARK	01.02.2530		146.46	55543	11/21/2016
			INV# 440981-CRC-1					
441750CRC1 01	11/21/16	41794	SUPPLIES	01.02.3800		252.23	55543	11/21/2016
			INV# 441750-CRC-1					
441949CRC1 01	11/21/16	41794	CHEMICALS	18.22.3550	N	437.41	55543	11/21/2016
			INV# 441949-CRC-1					
441950CRC1 01	12/05/16	41851	WELDING SUPPLIES	01.02.3320	N	646.05	55618	12/05/2016
			INV# 441950-CRC-1					
			CONTINENTAL RESEARCH COR			1860.02		
			40020 DATA TECHNOLOGIES, INC					
42468 01	12/05/16		2017 SUMMIT SUPT/LICENSE	01.10.4010	N	2052.32	55619	12/05/2016
42468 02	12/05/16		2017 SUMMIT SUPT/LICENSE	11.26.4010		3078.47	55619	12/05/2016
42468 03	12/05/16		2017 SUMMIT SUPT/LICENSE	12.11.4010		3078.47	55619	12/05/2016
42468 04	12/05/16		2017 SUMMIT SUPT/LICENSE	18.21.4010		1539.24	55619	12/05/2016
42468 05	12/05/16		2017 SUMMIT SUPT/LICENSE	24.01.4010		513.08	55619	12/05/2016
			DATA TECHNOLOGIES, INC			10261.58		
			160259 DELAGE LANDEN PUBLIC FINA					
52127249 01	11/21/16	41736	COPIER LEASE	01.05.2890	N	115.57	55544	11/21/2016
			INV# 52127249					
			DELAGE LANDEN PUBLIC FIN			115.57		
			50235 ELAVON					
OCT16.5338 01	11/21/16		MERCHANT FEES - OCT 2016	11.26.2861		258.77	4140306	11/21/2016 E
			INV# MMMYY.2669 OR .2693					
OCT16.5338 02	11/21/16		MERCHANT FEES - OCT 2016	12.11.2861		172.52	4140306	11/21/2016 E
			INV# MMMYY.2669 OR .2693					
OCT16.5338 03	11/21/16		MERCHANT FEES - OCT 2016	18.21.2861		115.01	4140306	11/21/2016 E
			INV# MMMYY.2669 OR .2693					
OCT16.5338 04	11/21/16		MERCHANT FEES - OCT 2016	24.01.2861		28.75	4140306	11/21/2016 E
			INV# MMMYY.2669 OR .2693					
OCT16.5445 01	11/21/16		MERCHANT FEES - OCT 2016	11.26.2861	N	153.29	4140305	11/21/2016 E
			INV# MMMYY.2669 OR .2693					
OCT16.5445 02	11/21/16		MERCHANT FEES - OCT 2016	12.11.2861		102.20	4140305	11/21/2016 E
			INV# MMMYY.2669 OR .2693					
OCT16.5445 03	11/21/16		MERCHANT FEES - OCT 2016	18.21.2861		68.13	4140305	11/21/2016 E
			INV# MMMYY.2669 OR .2693					
OCT16.5445 04	11/21/16		MERCHANT FEES - OCT 2016	24.01.2861		17.03	4140305	11/21/2016 E
			INV# MMMYY.2669 OR .2693					
			ELAVON			915.70		
			50562 ENET					

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				CD	GL ACCOUNT				
			50562 ENET						
4781	01 11/21/16		2017 DAILYSRVR BACKUP RE	01.10.4012		N	3023.16	55545	11/21/2016
4781	02 11/21/16		2017 DAILYSRVR BACKUP RE	11.26.4012			1239.00	55545	11/21/2016
4781	03 11/21/16		2017 DAILYSRVR BACKUP RE	12.11.4012			495.60	55545	11/21/2016
4781	04 11/21/16		2017 DAILYSRVR BACKUP RE	18.21.4012			198.24	55545	11/21/2016
			ENET				----- 4956.00		
			50572 ENVIRONMENTAL COMPLIANCE SERVICES-2016 PCB COMPLN INV# 204019	11.25.2999		N	685.00	55620	12/05/2016
			ENVIRONMENTAL COMPLIANCE				----- 685.00		
			30240 FAIRBANKS MORSE ENG.DIVIS PARTS INV# 297943	11.24.2530		N	57.98	55546	11/21/2016
			FAIRBANKS MORSE ENG.DIVI				----- 57.98		
			60050 FASTENAL - KSOTT SUPPLIES INV# KSOTT84142	11.24.3800			159.70	55547	11/21/2016
KSOTT84175	01 11/21/16	41795	PARTS INV# KSOTT84175	01.02.2530			93.97	55547	11/21/2016
KSOTT84409	01 11/21/16	41795	PARTS INV# KSOTT184409	01.02.2530			11.58	55547	11/21/2016
KSOTT84440	01 11/21/16	41795	PARTTS INV# KSOTT84440	01.02.2530			118.34	55547	11/21/2016
KSOTT84619	01 11/21/16	41757	TOOLS INV# KSOTT84619	11.24.3355			1424.79	55547	11/21/2016
KSOTT84653	01 11/21/16	41757	TOOLS INV# KSOTT84653	11.24.3355		N	78.41	55547	11/21/2016
KSOTT84687	01 11/21/16	41795	PARTS INV# KSOTT84687	01.02.2530		N	78.21	55547	11/21/2016
			FASTENAL - KSOTT				----- 1965.00		
			60227 FOREMOST PROMOTIONS PUBLIC RELATIONS/HANDOUT INV# 370437	01.04.3900		N	156.66	55621	12/05/2016
			FOREMOST PROMOTIONS				----- 156.66		
			60234 FRATERNAL ORDER OF POLICE F.O.P. W/H	01.00.0080		N	21.65	1039508	11/18/2016
PR20161112	01 11/12/16		F.O.P. W/H	01.00.0080		N	21.65	1039508	11/18/2016
			FRATERNAL ORDER OF POLIC				----- 43.30		
			70050 GALLS, LLC UNIFORMS - MOFFITT INV# 006315518	01.05.3610		N	154.99	55548	11/21/2016
006323134	01 11/21/16	41750	UNIFORMS - MOFFITT	01.05.3610			1023.00	55548	11/21/2016

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				CD	GL ACCOUNT				
006358930	01 12/05/16	41824	INV# 006323134 UNIFORMS - BULMER INV# 006358930	01.05.3610		N	220.00	55622	12/05/2016
			GALLS, LLC				1397.99		
152006-17	01 12/05/16		70725 GOVERNMENT FINANCE OFFICER ANNUAL MEMBERSHIP DUES -	01.01.2720		N	170.00	55623	12/05/2016
			GOVERNMENT FINANCE OFFICE				170.00		
9260920708	01 11/21/16	41796	500050 GRAINGER - PWRKS PARTS INV# 9260920708	18.22.2530		N	88.31	55549	11/21/2016
9262519615	01 11/21/16	41796	TRASH CANS INV# 9262519615	01.03.4810			1729.50	55549	11/21/2016
9266401380	01 11/21/16	41796	TRASH CAN LIDS	01.03.4810			60.84	55549	11/21/2016
9266900381	01 11/21/16	41796	TRASH CAN LIDS INV# 9266900381	01.03.4810			152.10	55549	11/21/2016
9266900399	01 11/21/16	41796	TRASH CAN LIDS INV# 9266900399	01.03.4810			699.66	55549	11/21/2016
9271078165	01 11/21/16	41758	PARTS INV# 9271078165	11.24.2530		N	42.35	55549	11/21/2016
9283776988	01 12/05/16	41852	PARTS INV# 9283776988	12.12.3800		N	25.95	55624	12/05/2016
			GRAINGER - PWRKS				2798.71		
10192941	01 12/05/16	41853	80025 HACH COMPANY SUPPLIES INV# 10192941	12.12.3550		N	27.94	55625	12/05/2016
			HACH COMPANY				27.94		
4066031-1	01 11/21/16	41797	80060 HAMM COMPANIES 2016 ASPHALT OVERLAY PRO INV# 4066031-1	28.01.2790		N	139242.54	55550	11/21/2016
			HAMM COMPANIES				139242.54		
CAAIRREIMB	01 11/28/16		80140 HARTMAN, LAURA REIMB AIR TRANSP-IIMC CO	01.01.2160		N	485.51	55605	11/28/2016
			HARTMAN, LAURA				485.51		
G408136	01 12/05/16	41839	500651 HD SUPPLY WATERWORKS, LTD SENSUS TELEMETRY SYSTEM INV# G408136	40.25.1125		N	4900.00	55626	12/05/2016
			HD SUPPLY WATERWORKS, LT				4900.00		
110216FICA	01 11/21/16		90525 INTERNAL REVENUE SERVICE EMPLOYER MATCH-SHORT TER	01.02.1130		N	10.32	4140309	11/21/2016 E
110216FICA	02 11/21/16		EMPLOYER MATCH-SHORT TER	12.11.1130			10.33	4140309	11/21/2016 E

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				CD	GL ACCOUNT				
			90525	INTERNAL REVENUE SERVICE					
110216FICA 03	11/21/16		EMPLOYER MATCH-SHORT TER	18.21.1130			2.30	4140309	11/21/2016 E
111716FICA 01	11/21/16		EMPLOYER MATCH-SHORT TER	01.02.1130	N		20.65	4140308	11/21/2016 E
111716FICA 02	11/21/16		EMPLOYER MATCH-SHORT TER	12.11.1130			20.66	4140308	11/21/2016 E
111716FICA 03	11/21/16		EMPLOYER MATCH-SHORT TER	18.21.1130			4.59	4140308	11/21/2016 E

			INTERNAL REVENUE SERVICE				68.85		
			80300	IRBY					
59825618.2 01	12/05/16	41841	SAFETY TESTING	11.25.4006			102.09	55627	12/05/2016
			INV# S009825618.2						
59825618.3 01	12/05/16	41841	SAFETY TESTING	11.25.4006	N		146.35	55627	12/05/2016
			INV# S009825618.3						

			IRBY				248.44		
			100200	JAYHAWK TROPHY					
56442 01	11/21/16		EE APPREC-MURRAY-YETI EN	01.01.2450	N		58.50	55551	11/21/2016

			JAYHAWK TROPHY				58.50		
			127786	JEFF WINKLER					
TOLLREIMB 01	12/05/16	41844	REIMBURSEMENT - TOLLS	11.24.2160	N		6.00	55628	12/05/2016
			KMU POWERPLANT OPS CLASS						

			JEFF WINKLER				6.00		
			1400130	JOHN DEERE FINANCIAL					
112316 01	11/21/16	41798	ACCT# 11113-29216 INV#11	01.02.3355	N		35.56	55552	11/21/2016
			TICKET# 1666276						
112316 02	11/21/16	41798	TICKET# 1667913	01.02.2530			83.31	55552	11/21/2016
112316 03	11/21/16	41798	TICKET# 1673636	01.02.2530			49.07	55552	11/21/2016

			JOHN DEERE FINANCIAL				167.94		
			111100	KANSAS EMPLOYMENT SECURIT					
444903Q316 01	12/05/16		UNEMPLOYMNT 7/1-9/30/16A	01.01.1140	N		767.00	55629	12/05/2016
444903Q316 02	12/05/16		UNEMPLOYMNT 7/1-9/30/16A	03.01.1140			306.80	55629	12/05/2016
444903Q316 03	12/05/16		UNEMPLOYMNT 7/1-9/30/16A	11.26.1140			920.40	55629	12/05/2016
444903Q316 04	12/05/16		UNEMPLOYMNT 7/1-9/30/16A	12.11.1140			767.00	55629	12/05/2016
444903Q316 05	12/05/16		UNEMPLOYMNT 7/1-9/30/16A	18.21.1140			306.80	55629	12/05/2016

			KANSAS EMPLOYMENT SECURI				3068.00		
			1054206	KANSAS GAS SERVICE - 1402					
3-102016 01	11/21/16	41802	1402 4TH ST*McF0.7*OCTOB	03.01.2510	N		36.70	55553	11/21/2016
			INV# 3-102016						

			KANSAS GAS SERVICE - 140				36.70		
			1623809	KANSAS GAS SERVICE - 317					
4-102016 01	11/21/16	41803	317 FREMONT ST*McF0.0*OC	01.06.2510	N		31.27	55554	11/21/2016
			INV# 4-102016						

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			KANSAS GAS SERVICE - 317				31.27		
1-102016	01 11/21/16	41801	2001574 KANSAS GAS SERVICE - 803 803 8TH ST*McF0.0*OCTOBE INV# 1-102016	01.01.2510		N	31.27	55555	11/21/2016
			KANSAS GAS SERVICE - 803				31.27		
2-102016	01 11/21/16	41759	1683051 KANSAS GAS SERVICE-BLDG/P 1100 ORANGE BLDG*McF0.3* INV# 2-102016	11.24.2510		N	46.63	55556	11/21/2016
			KANSAS GAS SERVICE-BLDG/				46.63		
16BCVIN20	01 11/21/16		111092 KANSAS HIGHWAY PATROL-VIN 15 VIN INSP-VERIF FEES T INV# YYBCVIN## - PERIOD	01.00.0078		N	30.00	55557	11/21/2016
16BCVIN21	01 12/05/16		14 VIN INSP-VERIF FEES T INV# YYBCVIN## - PERIOD	01.00.0078		N	28.00	55630	12/05/2016
			KANSAS HIGHWAY PATROL-VI				58.00		
6100156	01 11/21/16	41804	111300 KANSAS ONE CALL SYSTEM, I OCTOBER 2016 LOCATING SE INV# 6100156	11.26.2999		N	45.00	55558	11/21/2016
6100156	02 11/21/16	41804	OCTOBER 2016 LOCATING SE	12.11.2999			45.00	55558	11/21/2016
			KANSAS ONE CALL SYSTEM,				90.00		
PR20161112	01 11/12/16		110826 KANSAS PAYMENT CENTER CHILD SUPPORT	18.00.0069		N	431.82	4140302	11/18/2016 E
PR20161126	01 11/26/16		CHILD SUPPORT	18.00.0069		N	431.82	4140319	12/02/2016 E
			KANSAS PAYMENT CENTER				863.64		
KPOADUES17	01 12/05/16	41828	111350 KANSAS PEACE OFFICERS ASN DUES RENEWAL 2017 ALL OF KPOA DUES 2017	01.05.2720		N	260.00	55631	12/05/2016
			KANSAS PEACE OFFICERS AS				260.00		
PR20161104	01 11/04/16		111400 KANSAS PUBLIC EMPLOYEES KPEERS LIFE	01.00.0073		N	29.29	4140303	11/18/2016 E
PR20161104	02 11/04/16		KPEERS LIFE	03.00.0073		N	7.58	4140303	11/18/2016 E
PR20161104	03 11/04/16		KPEERS LIFE	11.00.0073		N	28.09	4140303	11/18/2016 E
PR20161104	04 11/04/16		KPEERS LIFE	12.00.0073		N	12.40	4140303	11/18/2016 E
PR20161104	05 11/04/16		KPEERS LIFE	18.00.0073		N	5.24	4140303	11/18/2016 E
PR20161104	06 11/04/16		KPEERS LIFE	24.00.0073		N	.80	4140303	11/18/2016 E
PR20161112	01 11/12/16		KPEERS	01.00.0065		N	2712.44	4140303	11/18/2016 E
PR20161112	02 11/12/16		KPEERS	03.00.0065		N	206.72	4140303	11/18/2016 E
PR20161112	03 11/12/16		KPEERS	11.00.0065		N	3437.05	4140303	11/18/2016 E
PR20161112	04 11/12/16		KPEERS	12.00.0065		N	2441.62	4140303	11/18/2016 E
PR20161112	05 11/12/16		KPEERS	18.00.0065		N	1538.10	4140303	11/18/2016 E
PR20161112	06 11/12/16		KPEERS	24.00.0065		N	40.42	4140303	11/18/2016 E

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				CD	GL ACCOUNT				
			111400 KANSAS PUBLIC EMPLOYEES						
PR20161112 07	11/12/16		KPERS LIFE	01.00.0073		N	26.23	4140303	11/18/2016 E
PR20161112 08	11/12/16		KPERS LIFE	11.00.0073		N	28.07	4140303	11/18/2016 E
PR20161112 09	11/12/16		KPERS LIFE	12.00.0073		N	12.82	4140303	11/18/2016 E
PR20161112 10	11/12/16		KPERS LIFE	18.00.0073		N	5.34	4140303	11/18/2016 E
PR20161112 11	11/12/16		KPERS LIFE	24.00.0073		N	.81	4140303	11/18/2016 E
PR20161126 01	11/26/16		KPERS	01.00.0065		N	2562.46	4140320	12/02/2016 E
PR20161126 02	11/26/16		KPERS	03.00.0065		N	220.21	4140320	12/02/2016 E
PR20161126 03	11/26/16		KPERS	11.00.0065		N	3179.64	4140320	12/02/2016 E
PR20161126 04	11/26/16		KPERS	12.00.0065		N	2195.88	4140320	12/02/2016 E
PR20161126 05	11/26/16		KPERS	18.00.0065		N	1342.29	4140320	12/02/2016 E
PR20161126 06	11/26/16		KPERS	24.00.0065		N	37.21	4140320	12/02/2016 E
			KANSAS PUBLIC EMPLOYEES				20070.71		
			110398 KCPL-56 HWY						
10031101-1 01	11/21/16	41800	1900 HWY 56*kwh0.0*OCTOB INV# 10031101-16	12.13.2496		N	18.46	55559	11/21/2016
9301028-16 01	11/21/16	41799	1646 N 400RD*kwh1.0*OCT INV# 9301028-16	12.13.2496		N	18.98	55559	11/21/2016
			KCPL-56 HWY				37.44		
			110950 KDHE-BUREAU OF ENV REMEDI						
112916 01	12/05/16	41854	2017 AST RENEW TIER II/C INV# 112916	11.26.2720		N	10.00	55632	12/05/2016
112916 02	12/05/16	41854	2017 AST RENEW TIER II/W	11.26.2720			50.00	55632	12/05/2016
			KDHE-BUREAU OF ENV REMED				60.00		
			110800 KDOR-SALES TAX						
OCT2016SLS 01	11/21/16		OCT 2016 SALES TAX INV# MMMYYYYSLS	11.00.0630		N	9293.37	4140307	11/21/2016 E
OCT2016SLS 02	11/21/16		OCT 2016 SALES TAX INV# MMMYYYYSLS	12.00.0630			1086.07	4140307	11/21/2016 E
			KDOR-SALES TAX				10379.44		
			110700 KDOR-WITHHOLDING						
PR20161112 01	11/12/16		STATE TAX	01.00.0050		N	1486.96	4140301	11/18/2016 E
PR20161112 02	11/12/16		STATE TAX	02.00.0050		N	56.79	4140301	11/18/2016 E
PR20161112 03	11/12/16		STATE TAX	03.00.0050		N	50.55	4140301	11/18/2016 E
PR20161112 04	11/12/16		STATE TAX	11.00.0050		N	829.82	4140301	11/18/2016 E
PR20161112 05	11/12/16		STATE TAX	12.00.0050		N	533.45	4140301	11/18/2016 E
PR20161112 06	11/12/16		STATE TAX	18.00.0050		N	298.10	4140301	11/18/2016 E
PR20161112 07	11/12/16		STATE TAX	24.00.0050		N	8.93	4140301	11/18/2016 E
PR20161126 01	11/26/16		STATE TAX	01.00.0050		N	1431.06	4140318	12/02/2016 E
PR20161126 02	11/26/16		STATE TAX	02.00.0050		N	48.21	4140318	12/02/2016 E
PR20161126 03	11/26/16		STATE TAX	03.00.0050		N	53.18	4140318	12/02/2016 E
PR20161126 04	11/26/16		STATE TAX	11.00.0050		N	734.49	4140318	12/02/2016 E
PR20161126 05	11/26/16		STATE TAX	12.00.0050		N	449.68	4140318	12/02/2016 E
PR20161126 06	11/26/16		STATE TAX	18.00.0050		N	238.64	4140318	12/02/2016 E
PR20161126 07	11/26/16		STATE TAX	24.00.0050		N	8.18	4140318	12/02/2016 E

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				CD	GL ACCOUNT				
			KDOR-WITHHOLDING				6228.04		
5237379	01 11/21/16	41763	112012 KIMBALL MIDWEST TOOLS INV# 5237379	11.24.3355		N	548.00	55560	11/21/2016
			KIMBALL MIDWEST				548.00		
KMEABA1611	01 12/05/16		112145 KMEA 2016 ANNL KMEA CONF-ROB	11.26.2140		N	125.00	55633	12/05/2016
KMEABA1611	02 12/05/16		2016 ANNL KMEA CONF-G.RO	01.01.2140			125.00	55633	12/05/2016
			KMEA				250.00		
EMP1610	01 12/05/16	41845	112151 KMEA EMP1 OPERATING FUND OCTOBER 2016 POWER SUPPL INV# EMP1610	11.27.2786		N	47189.50	4140322	12/05/2016 E
			KMEA EMP1 OPERATING FUND				47189.50		
GRDA1612	01 11/21/16	41760	112149 KMEA GRDA OPS FUND DECEMBER 2016 POWER SUPP INV# GRDA1612	11.27.2784		N	73811.93	4140311	11/21/2016 E
			KMEA GRDA OPS FUND				73811.93		
SPA1610	01 11/21/16	41761	112152 KMEA SPA HYDRO PROJECT OCTOBER 2016 HYDRO POWER INV# SPA1610	11.27.2788		N	1129.50	4140312	11/21/2016 E
			KMEA SPA HYDRO PROJECT				1129.50		
WAPA1611	01 11/21/16	41762	121155 KMEA WAPA OPS FUND NOVEMBER 2016 HYDRO POWE INV# WAPA1611	11.27.2789		N	5423.41	4140313	11/21/2016 E
			KMEA WAPA OPS FUND				5423.41		
KMGA1610	01 12/05/16	41847	111199 KMGA GAS SUPPLY OCTOBER 2016 GAS SUPPLY INV# KMGA1610	11.24.3540		N	164.32	4140323	12/05/2016 E
			KMGA GAS SUPPLY				164.32		
200001914	01 12/05/16	41848	111250 KMU 2016 POWERPLANT OPS WORK INV# 200001914	11.24.2140		N	240.00	55634	12/05/2016
			KMU				240.00		
242534318	01 12/05/16		112210 KONICA MINOLTA BIZHUB COPIER/PRNTR10/18 PAYER ID# 4927561	01.01.2890		N	303.84	55635	12/05/2016

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				CD	GL ACCOUNT				
			KONICA MINOLTA				303.84		
			111401 KP & F						
PR20161104	01 11/04/16		KP & F LIFE	01.00.0073		N	36.19	4140304	11/18/2016 E
PR20161112	01 11/12/16		KP&F	01.00.0065		N	6610.97	4140304	11/18/2016 E
PR20161112	02 11/12/16		KP & F LIFE	01.00.0073		N	36.17	4140304	11/18/2016 E
PR20161126	01 11/26/16		KP&F	01.00.0065		N	6801.85	4140321	12/02/2016 E

			KP & F				13485.18		
			112300 KRIZ-DAVIS						
1013720833	01 12/05/16	41837	TRANSFORMER CAB #S101372	11.25.4231			1954.64	55636	12/05/2016
			INV# S101372083.3						
1013720833	02 12/05/16	41837	CR INV#S101403609.1	11.25.4235		N	265.88-	55636	12/05/2016
S101437486	01 12/05/16	41838	METERS - MILBANK PLATES	11.25.4235		N	117.78	55636	12/05/2016
			INV# S101437486.1				-----		
			KRIZ-DAVIS				1806.54		
			112551 KWIK SHOP						
NOV16WASH	01 11/21/16	41747	30 CAR WASHES	01.05.3310		N	120.00	55561	11/21/2016
DEC16WASH	01 12/05/16	41829	30 CAR WASHES	01.05.3310		N	120.00	55637	12/05/2016
			DEC 2016				-----		
			KWIK SHOP				240.00		
			120000 LAIRD NOLLER						
5070064	01 11/21/16	41805	REPAIRS	12.12.2530			124.20	55562	11/21/2016
			INV# 5070064						
5070112	01 11/21/16	41805	REPAIRS	12.12.2530		N	64.65	55562	11/21/2016
			INV# 5070112				-----		
			LAIRD NOLLER				188.85		
			120350 LAWRENCE JOURNAL WORLD						
10586239	01 11/21/16		PH 11/8-PLANNING COMM MT	01.35.2330		N	90.54	55563	11/21/2016
			800-578-8748						
10586723	01 11/21/16		ORD 1353-KDHE LOAN INT-W	12.11.2330		N	82.32	55563	11/21/2016
			800-578-8748						
10586728	01 11/21/16		ORD 1354-6 MO SEWER AVG	18.21.2330		N	68.61	55563	11/21/2016
			800-578-8748						
10586730	01 11/21/16		ORD 1355-REPEAL ORD 1347	01.01.2330		N	73.71	55563	11/21/2016
			800-578-8748						
71007-2017	01 12/05/16		12 MO SUBSCR RENEWAL - 2	01.01.2721		N	57.36	55638	12/05/2016
			800-578-8748				-----		
			LAWRENCE JOURNAL WORLD				372.54		
			120399 LAWRENCE MEMORIAL HOSP						
1602300129	01 11/21/16		PMT IN FULL-T.DOWLING PE	01.05.7999		N	2217.68	55564	11/21/2016
1607100015	01 11/21/16		PMT IN FULL-J.HERNANDEZ	01.05.7999		N	243.63	55564	11/21/2016

			LAWRENCE MEMORIAL HOSP				2461.31		

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				CD	GL ACCOUNT				
147997	01 11/21/16		120400 LAWRENCE MEMORIAL HOSPITA NEW EE DRUG SCREEN-MCCAY	01.07.2200		N	25.00	55565	11/21/2016
			LAWRENCE MEMORIAL HOSPIT				25.00		
24349-1816	01 12/05/16	41833	120469 LAWRENCE-DG COUNTY FIRE & SUPPLIES INV# 24349	01.04.3800		N	168.00	55639	12/05/2016
			LAWRENCE-DG COUNTY FIRE				168.00		
18502	01 11/21/16	41739	120380 LEXIPOL LLC LE PROC MAN SUB 12/16 - INV# 18502	01.05.2850		M	4285.00	55566	11/21/2016
			LEXIPOL LLC				4285.00		
LINEAGERMG 01	11/21/16	41562	131032 LINEAGE MODEL#DS75 FOLDER/INSERT 9/2/16 QUOTE	11.26.2890		M	4285.50	55567	11/21/2016
LINEAGERMG 02	11/21/16	41562	MODEL#DS75 FOLDER/INSERT	12.11.2890		M	2571.30	55567	11/21/2016
LINEAGERMG 03	11/21/16	41562	MODEL#DS75 FOLDER/INSERT	18.21.2890		M	1714.20	55567	11/21/2016
			LINEAGE				8571.00		
11152016	01 12/05/16	41855	120700 LOBER ENTERPRISES LLC NOVEMBER 2016 CLEANING S INV# 11152016	01.02.2521		N	70.00	55640	12/05/2016
11152016	02 12/05/16	41855	NOVEMBER 2016 CLEANING S	01.35.2521			87.50	55640	12/05/2016
11152016	03 12/05/16	41855	NOVEMBER 2016 CLEANING S	11.26.2521			35.00	55640	12/05/2016
11152016	04 12/05/16	41855	NOVEMBER 2016 CLEANING S	12.11.2521			122.50	55640	12/05/2016
11152016	05 12/05/16	41855	NOVEMBER 2016 CLEANING S	18.21.2521			35.00	55640	12/05/2016
			LOBER ENTERPRISES LLC				350.00		
SI-40982	01 11/21/16	41806	120785 LOMA VISTA NURSERY, INC. TREES INV# SI-40982	01.03.3600		N	4028.15	55568	11/21/2016
			LOMA VISTA NURSERY, INC.				4028.15		
14542911	01 12/05/16	41856	130146 MARLIN BUSINESS BANK IMAGERUNNER RENTAL NOV 2 INV# 14542911	01.01.2890		N	17.10	55641	12/05/2016
14542911	02 12/05/16	41856	IMAGERUNNER RENTAL NOV 2	01.02.2890			21.76	55641	12/05/2016
14542911	03 12/05/16	41856	IMAGERUNNER RENTAL NOV 2	01.04.2890			19.36	55641	12/05/2016
14542911	04 12/05/16	41856	IMAGERUNNER RENTAL NOV 2	01.10.2890			14.77	55641	12/05/2016
14542911	05 12/05/16	41856	IMAGERUNNER RENTAL NOV 2	01.35.2890			29.55	55641	12/05/2016
14542911	06 12/05/16	41856	IMAGERUNNER RENTAL NOV 2	11.25.2890			19.36	55641	12/05/2016
14542911	07 12/05/16	41856	IMAGERUNNER RENTAL NOV 2	11.26.2890			40.63	55641	12/05/2016
14542911	08 12/05/16	41856	IMAGERUNNER RENTAL NOV 2	12.11.2890			41.02	55641	12/05/2016
			MARLIN BUSINESS BANK				203.55		

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				CD	GL ACCOUNT				
			40228 MATCO TOOLS						
68813	01 12/05/16	41857	TOOLS INV# 68813	01.02.3355		M	151.19	55642	12/05/2016
			MATCO TOOLS				151.19		
			130350 METLIFE						
PR20161104	01 11/04/16		VISION INS	01.00.0077		N	201.13	1039509	11/18/2016
PR20161104	02 11/04/16		VISION INS	03.00.0077		N	2.96-	1039509	11/18/2016
PR20161104	03 11/04/16		VISION INS	11.00.0077		N	108.91	1039509	11/18/2016
PR20161104	04 11/04/16		VISION INS	12.00.0077		N	77.56	1039509	11/18/2016
PR20161104	05 11/04/16		VISION INS	18.00.0077		N	53.84	1039509	11/18/2016
PR20161104	06 11/04/16		VISION INS	24.00.0077		N	1.39	1039509	11/18/2016
PR20161112	01 11/12/16		VISION INS	01.00.0077		N	21.41	1039509	11/18/2016
PR20161112	02 11/12/16		VISION INS	03.00.0077		N	.22	1039509	11/18/2016
PR20161112	03 11/12/16		VISION INS	11.00.0077		N	9.17	1039509	11/18/2016
PR20161112	04 11/12/16		VISION INS	12.00.0077		N	4.86	1039509	11/18/2016
PR20161112	05 11/12/16		VISION INS	18.00.0077		N	7.41	1039509	11/18/2016
PR20161112	06 11/12/16		VISION INS	24.00.0077		N	.17	1039509	11/18/2016
			METLIFE				483.11		
			130627 MID-CONTINENT SALES						
24832	01 11/21/16	41764	REPAIRS INV# 24832	11.24.2530		M	2024.06	55569	11/21/2016
			MID-CONTINENT SALES				2024.06		
			130660 MID-STATES MATERIALS, LLC						
59643	01 11/21/16	41807	SUPPLIES - ROCK	12.12.3341		N	1014.78	55570	11/21/2016
59710	01 11/21/16	41807	SUPPLIES - ROCK INV# 59710	12.12.3341			1586.10	55570	11/21/2016
			MID-STATES MATERIALS, LL				2600.88		
			90565 MITEL LEASING INC						
1400062	01 12/05/16	41858	DECEMBER 2016 PHONE LEAS INV# 1400062	01.01.2505		N	116.05	55643	12/05/2016
1400062	02 12/05/16	41858	DECEMBER 2016 PHONE LEAS	11.26.2505			194.91	55643	12/05/2016
1400062	03 12/05/16	41858	DECEMBER 2016 PHONE LEAS	12.11.2505			194.91	55643	12/05/2016
			MITEL LEASING INC				505.87		
			139985 MYITG SERVICES, LLC						
294	01 11/21/16		OCT 2016 MGMT AGENT SOFT	01.10.4010		M	49.40	55571	11/21/2016
294	02 11/21/16		OCT 2016 MGMT AGENT SOFT	11.26.4010		M	70.30	55571	11/21/2016
294	03 11/21/16		OCT 2016 MGMT AGENT SOFT	12.11.4010		M	39.90	55571	11/21/2016
294	04 11/21/16		OCT 2016 MGMT AGENT SOFT	18.21.4010		M	30.40	55571	11/21/2016
301	01 11/21/16		OCT 2016 IT SVC/SUPT-NTW	01.10.4012		M	171.10	55571	11/21/2016
301	02 11/21/16		OCT 2016 IT SVC/SUPT-NTW	11.26.4012		M	70.13	55571	11/21/2016
301	03 11/21/16		OCT 2016 IT SVC/SUPT-NTW	12.11.4012		M	28.05	55571	11/21/2016
301	04 11/21/16		OCT 2016 IT SVC/SUPT-NTW	18.21.4012		M	11.22	55571	11/21/2016
301	05 11/21/16		OCT 2016 IT SVC/SUPT-GEN	01.10.4012		M	127.50	55571	11/21/2016
301	06 11/21/16		OCT 2016 IT HARDWARE-GEN	01.10.4011		M	21.99	55571	11/21/2016

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				CD	GL ACCOUNT				
			139985 MYITG SERVICES, LLC						
302	01 11/21/16		OCT 2016 IT SVC/SUPT-POL	01.10.4012		M	531.26	55571	11/21/2016
303	01 11/21/16		OCT 2016 IT SVC/SUPT-PW&	01.10.4012		M	59.50	55571	11/21/2016
			MYITG SERVICES, LLC				1210.75		
			140011 NAPA AUTO PARTS-GARDNER						
10312016	01 11/21/16	41809	ACCT# 5393 INV# 1031201	01.02.2530		N	236.80	55572	11/21/2016
			TICKET# 42630						
10312016	02 11/21/16	41809	TICKET# 42845	01.02.2530			399.00	55572	11/21/2016
			NAPA AUTO PARTS-GARDNER				635.80		
			140006 NAPA AUTO PARTS-OTTAWA						
103116	01 11/21/16	41808	ACCT# 5108 INV# 103116	01.02.3355		N	289.00	55573	11/21/2016
			TICKET# 143260						
103116	02 11/21/16	41808	TICKET# 143431	01.02.3355			131.96	55573	11/21/2016
146002	01 11/21/16	41752	SERPEENTINE BELT UNIT 5	01.05.2540		N	28.86	55573	11/21/2016
			INV# 146002						
			NAPA AUTO PARTS-OTTAWA				449.82		
			140200 NATIONAL SIGN COMPANY						
180760	01 11/21/16	41810	SIGNS	01.02.4330		N	90.90	55574	11/21/2016
			INV# 180760						
			NATIONAL SIGN COMPANY				90.90		
			140740 NUESYNERGY, INC.						
N12550	01 11/21/16		OCT 2016 HRA&CAFETERIA A	01.02.1160		N	16.80	55575	11/21/2016
			INV# N#####						
N12550	02 11/21/16		OCT 2016 HRA&CAFETERIA A	01.05.1160			55.44	55575	11/21/2016
			INV# N#####						
N12550	03 11/21/16		OCT 2016 HRA&CAFETERIA A	11.25.1160			30.24	55575	11/21/2016
			INV# N#####						
N12550	04 11/21/16		OCT 2016 HRA&CAFETERIA A	12.11.1160			38.64	55575	11/21/2016
			INV# N#####						
N12550	05 11/21/16		OCT 2016 HRA&CAFETERIA A	18.21.1160			26.88	55575	11/21/2016
			INV# N#####						
			NUESYNERGY, INC.				168.00		
			150056 OLATHE WINWATER WORKS						
116128.0	01 11/21/16	41811	SUPPLIES	12.12.3800		N	294.00	55576	11/21/2016
			INV# 116128.0						
114463.0	01 12/05/16	41859	MANHOLE RISERS	12.12.4237		N	2100.00	55644	12/05/2016
			INV# 114463.0						
			OLATHE WINWATER WORKS				2394.00		
			150024 ORSCHELN-CONVENIENCECARD						
1463-16	01 12/05/16	41860	AIR COMPRESSOR	03.01.4810		N	399.99	55645	12/05/2016
			INV# 1463-16						

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				CD	GL ACCOUNT				
			ORSCHLN-CONVENIENCECARD				399.99		
			150350 OTTAWA SANITATION SERVICE						
300589	01 11/21/16	41777	AUGUST 2016/SEPTEMBER BI INV# 300589	24.01.2491		N	15455.00	55577	11/21/2016
300589	02 11/21/16	41777	RECYCLE	24.01.2492			1323.00	55577	11/21/2016
300589	03 11/21/16	41777	ACCT# 13879	03.01.2495			8.10	55577	11/21/2016
300589	04 11/21/16	41777	ACCT# 11054	11.24.2495			31.77	55577	11/21/2016
300589	05 11/21/16	41777	ACCT# 10626	18.22.2495			31.77	55577	11/21/2016
300589	06 11/21/16	41777	ACCT# 6948	01.02.2495			9.73	55577	11/21/2016
300589	07 11/21/16	41777	ACCT# 574	01.05.2495			8.83	55577	11/21/2016
300589	08 11/21/16	41777	ACCT# 560	18.22.2495			21.50	55577	11/21/2016
300589	09 11/21/16	41777	ACCT# 551	11.24.2495			24.42	55577	11/21/2016
300589	10 11/21/16	41777	ACCT# 336	01.02.2495			8.83	55577	11/21/2016
			OTTAWA SANITATION SERVIC				16922.95		
			160009 PACE ANALYTICAL SERVICES,						
1660013947	01 11/21/16	41812	TESTS - MONTHLY INV# 1660013947	18.22.2202		N	294.00	55578	11/21/2016
			PACE ANALYTICAL SERVICES				294.00		
			160033 PB HOIDALE CO., INC.						
1033967	01 12/05/16	41861	REPAIRS - GAUGES INV# 1033967	01.02.3800		N	160.59	55646	12/05/2016
1033967	02 12/05/16	41861	REPAIRS - GAUGES	11.24.3800			160.59	55646	12/05/2016
1033967	03 12/05/16	41861	REPAIRS - GAUGES	11.25.3800			160.59	55646	12/05/2016
1033967	04 12/05/16	41861	REPAIRS - GAUGES	12.12.3800			160.59	55646	12/05/2016
			PB HOIDALE CO., INC.				642.36		
			160055 PETTY CASH						
1121PETTYA	01 11/15/16		ADDL POSTAGE-11/7/16 LG	01.01.2150		N	2.88	55512	11/15/2016
1121PETTYA	02 11/15/16		CERT MAIL/POSTAGE-11/10	01.01.2150			12.85	55512	11/15/2016
1121PETTYA	03 11/15/16		11/9/16 CHAMBER LUNCH-GR	01.01.2170			16.00	55512	11/15/2016
1121PETTYA	04 11/15/16		BALDWIN CITY MKT-WA&DECA	01.01.3110			15.47	55512	11/15/2016
1121PETTYA	05 11/15/16		REIMB GAS-TRAVEL FUNERAL	01.01.3530			23.50	55512	11/15/2016
1128PETTYA	01 11/28/16		VARIOUS-GIFTS FOR XMAS F	01.01.2470		N	97.00	55604	11/28/2016
1128PETTYA	02 11/28/16		ROTARY LUNCH-GLENN RODDE	01.01.2170			8.00	55604	11/28/2016
1128PETTYA	03 11/28/16		BAKER EXERCISE SCIENCE-P	01.01.2170			15.00	55604	11/28/2016
1128PETTYA	04 11/28/16		TOLLS&TURNPIKE FEES-WICH	01.01.2160			13.25	55604	11/28/2016
1128PETTYA	05 11/28/16		WATER-CITY HALL	01.01.3110			6.50	55604	11/28/2016
1205PETTYA	01 12/05/16		WORK SHIRTS - JEN MCCAY	01.01.3610		N	38.91	55647	12/05/2016
			PETTY CASH				249.36		
			160400 POSTMASTER						
2016-1121	01 11/21/16		POSTAGE-PERMIT #15 (UB) INV# YYYY-MMDD	11.26.2150		N	750.00	55579	11/21/2016
2016-1121	02 11/21/16		POSTAGE-PERMIT #15 (UB) INV# YYYY-MMDD	12.11.2150			750.00	55579	11/21/2016
			POSTMASTER				1500.00		

ACCOUNTS PAYABLE VENDOR ACTIVITY

INVOICE NO/LN	DATE	PO NO	REFERENCE	TRACK		1099	NET	CHECK	PD DATE
				CD	GL ACCOUNT				
			515 PRAXAIR-0365						
74715716	01 11/21/16	41813	WELDING SUPPLIES	01.02.3320			123.55	55580	11/21/2016
			INV# 74715716						
74976975	01 11/21/16	41813	WELDING SUPPLIES	01.02.3320			313.70	55580	11/21/2016
			INV# 74976975						
74976976	01 11/21/16	41813	WELDING SUPPLIES	01.02.3320		N	40.32	55580	11/21/2016
			INV# 74976976						
			PRAXAIR-0365				477.57		
			3133 PRAXAIR-2920						
74911321	01 11/21/16	41814	WELDING SUPPLIES	01.02.3320		N	45.78	55581	11/21/2016
			INV# 74911321						
			PRAXAIR-2920				45.78		
			160468 PROFESSIONAL ENGRG CONSUL						
514127	01 11/21/16	41815	ENGINEERING SRV-BC WATER	41.13.4999.1212		N	17032.50	55582	11/21/2016
			INV# 514127 PROJ#15A63-						
			PROFESSIONAL ENGRG CONSU				17032.50		
			160471 PROFORMA						
OB91020350	01 11/21/16		DOOR HANGERS-QTY 550 EL	11.26.2780		N	92.18	55583	11/21/2016
OB91020350	02 11/21/16		DOOR HANGERS-QTY 550 EL	12.11.2780			92.17	55583	11/21/2016
OB91020404	01 11/21/16		#10 NEOPOST APP WIN ENV	11.26.2780		N	326.24	55583	11/21/2016
OB91020404	02 11/21/16		#10 NEOPOST APP WIN ENV	12.11.2780			326.24	55583	11/21/2016
			PROFORMA				836.83		
			170023 QUILL CORPORATION						
1474692	01 11/21/16		OFFICE SUPPLIES-CITY HAL	01.01.3110		N	345.05	55584	11/21/2016
1517450	01 11/21/16	41749	OFFICE SUPPLIES	01.05.3110		N	67.40	55584	11/21/2016
1534185-16	01 11/21/16	41816	COPIER CARTRIDGE	11.25.3110		N	169.99	55584	11/21/2016
			INV# 1534185-16						
1601991	01 11/21/16		OFFICE SUPPLIES-CITY HAL	01.01.3110		N	29.95	55584	11/21/2016
1671748	01 11/21/16		OFFICE SUPPLIES-CITY HAL	01.01.3110		N	41.98	55584	11/21/2016
1713739	01 11/21/16		OFFICE SUPPLIES-CITY HAL	01.01.3110		N	195.95	55584	11/21/2016
1894969	01 12/05/16		OFFICE SUPPLIES-CITY HAL	01.01.3110		N	51.75	55648	12/05/2016
			QUILL CORPORATION				902.07		
			180450 REEVES-WIEDEMAN COMPANY						
4914104	01 12/05/16	41862	REPAIRS	01.02.2520		N	24.52	55649	12/05/2016
			INV# 4914104						
			REEVES-WIEDEMAN COMPANY				24.52		
			180512 RIPPLE GLASS						
702	01 11/21/16		10/28/16 HAUL FEE-GLASS	24.01.2492		N	103.00	55585	11/21/2016
			RIPPLE GLASS				103.00		
			117818 ROB CULLEY						

ACCOUNTS PAYABLE VENDOR ACTIVITY

INVOICE NO/LN	DATE	PO NO	REFERENCE	TRACK		1099	NET	CHECK	PD DATE
				CD	GL ACCOUNT				
			117818 ROB CULLEY						
110416	01	11/21/16 41765	REIMBURSE - MEALS KMU MT INV# 110416	11.24.2170		N	15.73	55586	11/21/2016
110416	02	11/21/16 41765	REIMBURSE - TOLLS	11.24.2160			9.50	55586	11/21/2016
			ROB CULLEY				25.23		
			180790 ROYAL CLEANERS						
OCT2016	01	11/21/16 41737	DRY CLEANING INV# OCT2016	01.05.3630		M	102.52	55587	11/21/2016
			ROYAL CLEANERS				102.52		
			180899 RUESCHOFF COMMUNICATIONS						
170556-16	01	11/21/16 41817	OCTOBER 2016 ANSWERING S INV# 170556-16	11.26.2999		N	98.50	55588	11/21/2016
170556-16	02	11/21/16 41817	OCTOBER 2016 ANSWERING S	12.11.2999			98.50	55588	11/21/2016
			RUESCHOFF COMMUNICATIONS				197.00		
			190550 SB-RETIREMENT						
PR20161112	01	11/12/16	SB - 457B PLAN	01.00.0070		N	1232.79	1039511	11/18/2016
PR20161112	02	11/12/16	SB - 457B PLAN	03.00.0070		N	9.07	1039511	11/18/2016
PR20161112	03	11/12/16	SB - 457B PLAN	11.00.0070		N	798.29	1039511	11/18/2016
PR20161112	04	11/12/16	SB - 457B PLAN	12.00.0070		N	859.13	1039511	11/18/2016
PR20161112	05	11/12/16	SB - 457B PLAN	18.00.0070		N	355.97	1039511	11/18/2016
PR20161112	06	11/12/16	SB - 457B PLAN	24.00.0070		N	9.78	1039511	11/18/2016
PR20161112	07	11/12/16	ROTH IRA-SB	01.00.0075		N	50.00	1039511	11/18/2016
PR20161112	08	11/12/16	ROTH IRA-SB	11.00.0075		N	55.38	1039511	11/18/2016
PR20161112	09	11/12/16	401A PENSION	01.00.0070		N	965.90	1039511	11/18/2016
PR20161112	10	11/12/16	401A PENSION	03.00.0070		N	9.07	1039511	11/18/2016
PR20161112	11	11/12/16	401A PENSION	11.00.0070		N	696.38	1039511	11/18/2016
PR20161112	12	11/12/16	401A PENSION	12.00.0070		N	507.98	1039511	11/18/2016
PR20161112	13	11/12/16	401A PENSION	18.00.0070		N	220.26	1039511	11/18/2016
PR20161112	14	11/12/16	401A PENSION	24.00.0070		N	9.78	1039511	11/18/2016
PR20161112	15	11/12/16	SEC BEN LOAN PMT	11.00.0080		N	25.48	1039511	11/18/2016
PR20161112	16	11/12/16	SEC BEN LOAN PMT	12.00.0080		N	22.65	1039511	11/18/2016
PR20161112	17	11/12/16	SEC BEN LOAN PMT	18.00.0080		N	5.67	1039511	11/18/2016
PR20161112	18	11/12/16	SEC BEN LOAN PMT	24.00.0080		N	2.83	1039511	11/18/2016
PR20161126	01	11/26/16	SB - 457B PLAN	01.00.0070		N	1193.82	1039514	12/02/2016
PR20161126	02	11/26/16	SB - 457B PLAN	03.00.0070		N	8.69	1039514	12/02/2016
PR20161126	03	11/26/16	SB - 457B PLAN	11.00.0070		N	712.82	1039514	12/02/2016
PR20161126	04	11/26/16	SB - 457B PLAN	12.00.0070		N	813.92	1039514	12/02/2016
PR20161126	05	11/26/16	SB - 457B PLAN	18.00.0070		N	342.96	1039514	12/02/2016
PR20161126	06	11/26/16	SB - 457B PLAN	24.00.0070		N	8.84	1039514	12/02/2016
PR20161126	07	11/26/16	ROTH IRA-SB	01.00.0075		N	51.88	1039514	12/02/2016
PR20161126	08	11/26/16	ROTH IRA-SB	11.00.0075		N	53.50	1039514	12/02/2016
PR20161126	09	11/26/16	401A PENSION	01.00.0070		N	931.79	1039514	12/02/2016
PR20161126	10	11/26/16	401A PENSION	03.00.0070		N	8.69	1039514	12/02/2016
PR20161126	11	11/26/16	401A PENSION	11.00.0070		N	616.98	1039514	12/02/2016
PR20161126	12	11/26/16	401A PENSION	12.00.0070		N	449.79	1039514	12/02/2016
PR20161126	13	11/26/16	401A PENSION	18.00.0070		N	208.62	1039514	12/02/2016
PR20161126	14	11/26/16	401A PENSION	24.00.0070		N	8.84	1039514	12/02/2016
PR20161126	15	11/26/16	SEC BEN LOAN PMT	01.00.0080		N	3.08	1039514	12/02/2016

ACCOUNTS PAYABLE VENDOR ACTIVITY

INVOICE NO/LN	DATE	PO NO	REFERENCE	TRACK		1099	NET	CHECK	PD DATE
				CD	GL ACCOUNT				
			190550 SB-RETIREMENT						
PR20161126 16	11/26/16		SEC BEN LOAN PMT	11.00.0080		N	24.10	1039514	12/02/2016
PR20161126 17	11/26/16		SEC BEN LOAN PMT	12.00.0080		N	21.42	1039514	12/02/2016
PR20161126 18	11/26/16		SEC BEN LOAN PMT	18.00.0080		N	5.36	1039514	12/02/2016
PR20161126 19	11/26/16		SEC BEN LOAN PMT	24.00.0080		N	2.67	1039514	12/02/2016

			SB-RETIREMENT				11304.18		
			190080 SLATE ROCK SAFETY						
13344 01	11/21/16	41776	SERVICES INV# 13344	11.25.3610		N	110.00	55589	11/21/2016

			SLATE ROCK SAFETY				110.00		
			190761 SMITH, BRAD						
REIMB1121 01	11/21/16		MILEAGE REIMB TO KMEA CO	01.01.2160		N	195.48	55590	11/21/2016
REIMB1121 02	11/21/16		TURNPIKE TOLLS TO KMEA C	01.01.2160			7.60	55590	11/21/2016

			SMITH, BRAD				203.08		
			190952 SOUTHWEST COLDFIRE, LLC						
5816 01	11/21/16	41754	ALL-SEASON REFILL CONCEN INV# 5816	01.05.3310		N	583.72	55591	11/21/2016

			SOUTHWEST COLDFIRE, LLC				583.72		
			190070 SPRINGSTED						
11084114-2 01	12/05/16		BALANCE ON ELECTRIC RATE	11.26.2850		N	4875.00	55650	12/05/2016

			SPRINGSTED				4875.00		
			191450 STANION WHOLESALE ELECTRI						
4191005.0 01	11/21/16	41770	TRANSFORMER INV# 4191005.0	18.22.2530			469.26	55592	11/21/2016
4192960.0 01	11/21/16	41770	PARTS INV# 4192960.0	11.25.4131			143.05	55592	11/21/2016
4194058.0 01	11/21/16	41770	PARTS INV# 4194058.0	11.25.4131		N	177.81	55592	11/21/2016
4194058.1 01	11/21/16	41771	PARTS INV# 4194058.1	11.25.4131		N	3862.26	55592	11/21/2016
4194058.2 01	11/21/16	41772	PARTS INV# 4194058.2	11.25.4131		N	1239.75	55592	11/21/2016
4194058.3 01	11/21/16	41773	PARTS INV# 4194058.3	11.25.4131		N	511.13	55592	11/21/2016
4195794.0 01	11/21/16	41770	SUPPLIES INV# 4195794.0	18.22.3800			7.52	55592	11/21/2016
4194058.4 01	12/05/16	41840	SUPPLIES INV# 4194058.4	11.25.4131		N	1196.25	55651	12/05/2016

			STANION WHOLESALE ELECTR				7607.03		
			191740 STEVENS & BRAND, L.L.P.						
155554 01	11/21/16		BALDWIN CITY MATTERS-#15	01.01.2851		M	585.00	55593	11/21/2016
155554 02	11/21/16		BALDWIN CITY MATTERS-#15	18.21.2851		M	45.00	55593	11/21/2016

ACCOUNTS PAYABLE VENDOR ACTIVITY

INVOICE NO/LN	DATE	PO NO	REFERENCE	TRACK		1099	NET	CHECK	PD DATE
				CD	GL ACCOUNT				
			191740	STEVENS & BRAND, L.L.P.					
155554	03 11/21/16			BALDWIN CITY MATTERS-#15	11.26.2851	M	30.00	55593	11/21/2016
155728	01 11/21/16			BALDWIN CITY MATTERS-#15	01.07.2851	M	2857.50	55593	11/21/2016
				STEVENS & BRAND, L.L.P.			3517.50		
			50581	SUZANNE EVINGER					
XMASFAMILY 01	11/28/16			REIMB-\$ SPENT-XMAS FAM-2	01.01.2470	N	168.83	55606	11/28/2016
				SUZANNE EVINGER			168.83		
			199995	TG TECHNICAL SERVICES					
12253	01 12/05/16	41834		GAS INSTRUMENT CALIBRATI	01.04.2209	N	150.00	55652	12/05/2016
				INV# 12253					
12253	02 12/05/16	41834		REPLACED GAS SENSOR	01.04.2209		205.00	55652	12/05/2016
12254	01 12/05/16	41863		GAS INSTRUMENT CALIBRATI	18.22.2530	N	150.00	55652	12/05/2016
				INV# 12254					
				TG TECHNICAL SERVICES			505.00		
			300510	U.S. DEPARTMENT OF STATE					
PASSPORTRE 01	11/08/16			US PASSPORT RENEWAL-L.HA	01.01.2160	N	110.00	55510	11/08/2016
				U.S. DEPARTMENT OF STATE			110.00		
			30027	UMB-CARD SERVICES					
024-015485 01	11/21/16	41742		DONUTS - MAPLELEAF- JACQ	01.05.3110	N	18.43	55599	11/21/2016
10041030-1 01	11/21/16	41774		PURCHASES - MCDONALDS/SE	01.01.7999	N	6.10	55599	11/21/2016
				INV# 10041030-16					
10041030-1 02	11/21/16	41774		PURCHASES - LAWRENCE FAM	01.01.7999		10.00	55599	11/21/2016
				SEE BRAD					
10041030-1 03	11/21/16	41774		PURCHASES-LAWRENCE FAMIL	11.25.4006		415.00	55599	11/21/2016
				SAFETY GLASSES					
10041030-1 04	11/21/16	41774		PURCHASES-BALDWIN CITY M	01.01.2450		23.19	55599	11/21/2016
				RETIREMENT MEAL (G.MURRA					
10041030-1 05	11/21/16	41774		PURCHASES - AUBURN PHARM	11.25.3006		17.28	55599	11/21/2016
				POISON IVY MEDS					
10041030-1 06	11/21/16	41774		PURCHASES - WALMART	11.25.3110		118.86	55599	11/21/2016
				OFFICE EQUIPMENT					
10071026-1 01	11/21/16	41818		PURCHASES - WESTLAKE HAR	03.01.3355	N	129.99	55599	11/21/2016
				INV#10071026-16 CEMET					
10071026-1 02	11/21/16	41818		PURCHASES - WESTLAKE HAR	01.01.2450		164.40	55599	11/21/2016
				EMPLOYEE APPRECIATION G.					
10071026-1 03	11/21/16	41818		PURCHASES - DOLLAR GENER	12.12.3800		19.58	55599	11/21/2016
				SIGNS MAPLE LEAF					
10071026-1 04	11/21/16	41818		PURCHASES - WALMART	01.01.2450		52.32	55599	11/21/2016
				EMPLOYEE APPRECIATION G.					
10071026-1 05	11/21/16	41818		PURCHASES - ORSCHELN	03.01.2520		123.98	55599	11/21/2016
				CEMETERY					
10081009-1 01	11/21/16	41775		PURCHASES-MR.GOODCENTS/C	01.35.2170	N	51.73	55599	11/21/2016
				INV# 10081009-16					
10141026-1 01	11/21/16	41766		PURCHASES - WALMART MAPLE	11.24.3900	N	48.18	55599	11/21/2016
				INV# 10141026-16					
10141026-1 02	11/21/16	41766		PURCHASES - WHICH WICH K	11.24.2170		23.17	55599	11/21/2016

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				CD	GL ACCOUNT				
			30027 UMB-CARD SERVICES						
10141026-1 03	11/21/16	41766	PURCHASES - MENARDS	11.24.2520			4.21	55599	11/21/2016
			BLDG SUPPLIES						
10141026-1 04	11/21/16	41766	PURCHASES - MAGNUM	11.24.3006			91.55	55599	11/21/2016
			SAFETY SUPPLIES						
10141026-1 05	11/21/16	41766	PURCHASES - MENARDS	11.24.2520			1434.87	55599	11/21/2016
			BLDG REPAIRS						
BB11160152 01	11/21/16	41746	MEALS-LESS LETHAL TRAIN-	01.05.2170	N		19.00	55599	11/21/2016
BB11160152 02	11/21/16	41746	MEALS-LESS LETHAL TRAIN-	01.05.2170			26.00	55599	11/21/2016
BB11160152 03	11/21/16	41746	MEALS-LESS LETHAL TRAIN-	01.05.2170			5.46	55599	11/21/2016
BB11160152 04	11/21/16	41746	MEALS-LESS LETHAL TRAIN-	01.05.2170			8.12	55599	11/21/2016
BB11160152 05	11/21/16	41746	FUEL-LESS LETHAL TRAIN-B	01.05.3530			24.50	55599	11/21/2016
BB11160152 06	11/21/16	41746	MEALS-LESS LETHAL TRAIN-	01.05.2170			22.00	55599	11/21/2016
BB11160152 07	11/21/16	41746	FUEL-LESS LETHAL TRAIN-B	01.05.3530			30.00	55599	11/21/2016
BB11160152 08	11/21/16	41746	MEALS-LESS LETHAL TRAIN-	01.05.2170			7.82	55599	11/21/2016
BB11160152 09	11/21/16	41746	LODGING LESS LETHAL TR-B	01.05.2170			675.80	55599	11/21/2016
BB11160152 10	11/21/16	41746	MEALS-LESS LETHAL TRAIN-	01.05.2170			18.73	55599	11/21/2016
BE11160152 01	11/21/16	41744	KEYS - ELLIOTT	01.05.3110	N		4.98	55599	11/21/2016
BE11160152 02	11/21/16	41744	ICE - MAPLE LEAF - ELLIO	01.05.3110			3.80	55599	11/21/2016
BE11160152 03	11/21/16	41744	INSP. MIRROR - ELLIOT	01.05.4810			20.65	55599	11/21/2016
BL11160152 01	11/21/16	41743	CAR WASH - LARUE	01.05.3310	N		10.00	55599	11/21/2016
BS11160152 01	11/21/16		MO MICROSOFT OFFICE 365	01.10.4010	N		62.08	55599	11/21/2016
BS11160152 02	11/21/16		MO MICROSOFT OFFICE 365	11.26.4010			93.12	55599	11/21/2016
BS11160152 03	11/21/16		MO MICROSOFT OFFICE 365	12.11.4010			93.12	55599	11/21/2016
BS11160152 04	11/21/16		MO MICROSOFT OFFICE 365	18.21.4010			46.56	55599	11/21/2016
BS11160152 05	11/21/16		MO MICROSOFT OFFICE 365	24.01.4010			15.52	55599	11/21/2016
BS11160152 06	11/21/16		PANDORA INTERNET RADIO	01.01.7999			3.99	55599	11/21/2016
BS11160152 07	11/21/16		HOME DEPOT-FOLDER/INSERT	01.01.3110			248.00	55599	11/21/2016
BS11160152 08	11/21/16		BALDWIN CITY MKT-DRINKS-	01.01.3110			10.77	55599	11/21/2016
BS11160152 09	11/21/16		GREEN MILL-BRKfst KSGFOA	01.01.2170			14.75	55599	11/21/2016
BS11160152 10	11/21/16		PIZZA HUT-CITY HALL LUNC	01.01.2170			35.05	55599	11/21/2016
BS11160152 11	11/21/16		WALMART-HALLOWEEN CANDY-	01.01.2470			22.57	55599	11/21/2016
EC11160152 01	11/21/16		BALDWIN CITY MKT-DRINKS	01.01.3110	N		8.48	55599	11/21/2016
EC11160152 02	11/21/16		HYVEE-DRINKS-UPSTAIRS CI	01.01.3110			5.78	55599	11/21/2016
EC11160152 03	11/21/16		HYVEE-TREATS-DEPT HEAD M	01.01.2170			20.06	55599	11/21/2016
GN11160152 01	11/21/16	41745	MEALS-KACP TRAINING-NEIS	01.05.2170	N		65.16	55599	11/21/2016
GN11160152 02	11/21/16	41745	MEALS-KACP TRAINING-NEIS	01.05.2170			21.59	55599	11/21/2016
GN11160152 03	11/21/16	41745	OFFICE SUPPLIES - NEIS	01.05.3110			10.99	55599	11/21/2016
GN11160152 04	11/21/16	41745	FUEL - KACP TRAINING - N	01.05.3530			37.50	55599	11/21/2016
GN11160152 05	11/21/16	41745	MEALS-KACP TRAINING - NE	01.05.2170			8.34	55599	11/21/2016
GN11160152 06	11/21/16	41745	LODGING-KACP TRAINING-EL	01.05.2170			238.51	55599	11/21/2016
GN11160152 07	11/21/16	41745	LODGING-KACP TRAINING-NE	01.05.2170			248.88	55599	11/21/2016
GN11160152 08	11/21/16	41745	CAR WASH - NEIS	01.05.3310			9.00	55599	11/21/2016
GN11160152 09	11/21/16	41745	CAR WASH - NEIS	01.05.3310			7.00	55599	11/21/2016
GN11160152 10	11/21/16	41745	PENS - PUBLIC RELATIONS	01.05.3900			66.79	55599	11/21/2016
GN11160152 11	11/21/16	41745	HALLOWEEN CANDY	01.05.3900			32.65	55599	11/21/2016
GR11160152 01	11/21/16		KEDA FALL CONF-G.RODDEN-	01.01.2140	N		200.00	55599	11/21/2016
LH11160152 01	11/21/16		EL PATRON-LUNCHMTG-CHAMB	01.01.2170	N		15.34	55599	11/21/2016
LH11160152 02	11/21/16		HEREFORD HOUSE-LUNCH @ C	01.01.2170			56.44	55599	11/21/2016
LH11160152 03	11/21/16		SHERATON-MEAL @ CONFEREN	01.01.2170			10.89	55599	11/21/2016
LH11160152 04	11/21/16		SHERATON-2DAY LODGING-G.	01.01.2170			305.20	55599	11/21/2016
LH11160152 05	11/21/16		SHERATON-2DAY LODGING-L.	01.01.2170			305.20	55599	11/21/2016
LH11160152 06	11/21/16		CMC CERTIFICATION & PLAQ	01.01.2140			90.00	55599	11/21/2016
LH11160152 07	11/21/16		WALMART-OFFICE SUPPLS-UP	01.01.3110			24.48	55599	11/21/2016

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			30027 UMB-CARD SERVICES					
LH11160152 08	11/21/16		OFFICE DEPOT-DRIVE,USB,3	01.01.3110		34.99	55599	11/21/2016
TB11160152 01	11/21/16		DESIGN SPEC-CUSTOM PAINT	01.04.3900	N	250.00	55599	11/21/2016
TB11160152 02	11/21/16		BALDWIN CITY MKT-WATER-S	01.04.3800		23.92	55599	11/21/2016
TB11160152 03	11/21/16		ARROWHEAD HDWRE-3 STEP L	01.04.4810		40.49	55599	11/21/2016
			UMB-CARD SERVICES			6412.91		
			300626 UNITED PARCEL SERVICE					
4A855R426 01	11/21/16	41767	SHIPPINGS - ALS/MIDCONTI INV# 4A855R426	11.24.2150	N	74.72	4140314	11/21/2016 E
			UNITED PARCEL SERVICE			74.72		
			300300 UNITED WAY OF DOUGLAS COU					
PR20161104 01	11/04/16		VOL.WTHLD UNWAY	01.00.0080	N	18.39	1039512	11/18/2016
PR20161104 02	11/04/16		VOL.WTHLD UNWAY	03.00.0080	N	.38	1039512	11/18/2016
PR20161104 03	11/04/16		VOL.WTHLD UNWAY	11.00.0080	N	20.99	1039512	11/18/2016
PR20161104 04	11/04/16		VOL.WTHLD UNWAY	12.00.0080	N	10.35	1039512	11/18/2016
PR20161104 05	11/04/16		VOL.WTHLD UNWAY	18.00.0080	N	7.54	1039512	11/18/2016
PR20161104 06	11/04/16		VOL.WTHLD UNWAY	24.00.0080	N	.90	1039512	11/18/2016
PR20161112 01	11/12/16		VOL.WTHLD UNWAY	01.00.0080	N	17.88	1039512	11/18/2016
PR20161112 02	11/12/16		VOL.WTHLD UNWAY	03.00.0080	N	.40	1039512	11/18/2016
PR20161112 03	11/12/16		VOL.WTHLD UNWAY	11.00.0080	N	21.20	1039512	11/18/2016
PR20161112 04	11/12/16		VOL.WTHLD UNWAY	12.00.0080	N	10.54	1039512	11/18/2016
PR20161112 05	11/12/16		VOL.WTHLD UNWAY	18.00.0080	N	7.63	1039512	11/18/2016
PR20161112 06	11/12/16		VOL.WTHLD UNWAY	24.00.0080	N	.90	1039512	11/18/2016
			UNITED WAY OF DOUGLAS CO			117.10		
			400037 UNUM LIFE INSURANCE COMPA					
DEC2016STD 01	11/21/16		DEC 2016 SHORT TERM DISA	01.01.1165	N	5.52	55600	11/21/2016
DEC2016STD 02	11/21/16		DEC 2016 SHORT TERM DISA	01.02.1165		20.69	55600	11/21/2016
DEC2016STD 03	11/21/16		DEC 2016 SHORT TERM DISA	01.03.1165		17.93	55600	11/21/2016
DEC2016STD 04	11/21/16		DEC 2016 SHORT TERM DISA	01.05.1165		66.08	55600	11/21/2016
DEC2016STD 05	11/21/16		DEC 2016 SHORT TERM DISA	01.35.1165		17.38	55600	11/21/2016
DEC2016STD 06	11/21/16		DEC 2016 SHORT TERM DISA	11.24.1165		19.86	55600	11/21/2016
DEC2016STD 07	11/21/16		DEC 2016 SHORT TERM DISA	11.25.1165		36.69	55600	11/21/2016
DEC2016STD 08	11/21/16		DEC 2016 SHORT TERM DISA	11.26.1165		14.90	55600	11/21/2016
DEC2016STD 09	11/21/16		DEC 2016 SHORT TERM DISA	12.11.1165		45.80	55600	11/21/2016
DEC2016STD 10	11/21/16		DEC 2016 SHORT TERM DISA	18.21.1165		30.35	55600	11/21/2016
DEC2016STD 11	11/21/16		DEC 2016 SHORT TERM DISA	24.01.1165		.70	55600	11/21/2016
			UNUM LIFE INSURANCE COMP			275.90		
			400045 VALIDITY SCREENING SOLUCT					
139327 01	12/05/16		NEW EE SCREENING-MCCAY-C	01.07.2200	N	48.10	55653	12/05/2016
			VALIDITY SCREENING SOLUC			48.10		
			30050 VERIZON WIRELESS					
9774244143 01	11/21/16	41819	ACCT# 742095995 NOVEMBER INV# 9774244143	01.05.2500	N	240.06	55519	11/17/2016
9774295609 01	11/21/16	41820	ACCT# 286206084 NOVEMBER	01.02.2500	N	24.42	55601	11/21/2016

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				CD	GL ACCOUNT				
			INV# 9774295609						
9774295609 02	11/21/16	41820	ACCT# 286206084 NOVEMBER	01.05.2500			579.02	55601	11/21/2016
9774295609 03	11/21/16	41820	ACCT# 286206084 NOVEMBER	01.35.2500			51.90	55601	11/21/2016
9774295609 04	11/21/16	41820	ACCT# 286206084 NOVEMBER	11.24.2500			64.44	55601	11/21/2016
9774295609 05	11/21/16	41820	ACCT# 286206084 NOVEMBER	11.25.2500			58.17	55601	11/21/2016
9774295609 06	11/21/16	41820	ACCT# 286206084 NOVEMBER	12.11.2500			50.37	55601	11/21/2016
9774295609 07	11/21/16	41820	ACCT# 286206084 NOVEMBER	18.21.2500			47.65	55601	11/21/2016
			VERIZON WIRELESS				1116.03		
		500146	WALKER LINEN						
2218528 01	12/05/16	41864	LINEN SERVICE ACCT#1615- INV# 2218528	11.24.2999			155.36	55654	12/05/2016
2218529 01	12/05/16	41864	LINEN SERVICE ACCT# 1614 INV# 2218529	01.02.2999			133.63	55654	12/05/2016
2218530 01	12/05/16	41864	LINEN SERVICE ACCT# 1614 INV# 2218530	11.24.2999	N		111.95	55654	12/05/2016
			WALKER LINEN				400.94		
		112250	WESTAR ENERGY						
10031101-1 01	11/21/16	41821	906 E 1600*kwh138*OCTOBE INV# 10031101-16	12.13.2496	N		3056.79	4140315	11/21/2016 E
9281027-16 01	11/21/16	41822	4380 OCONNELLRD*kwh4*OCT INV# 9281027-16	12.13.2496	N		35.84	4140316	11/21/2016 E
			WESTAR ENERGY				3092.63		
		500850	WESTERN EXTRALITE COMPANY						
S5488654.1 01	11/21/16	41823	REPAIRS INV# S5488654.1	01.03.2530	N		136.20	55602	11/21/2016
S5488654.2 01	12/05/16	41865	REPAIRS INV# S5488654.2	01.03.2530	N		62.01	55655	12/05/2016
			WESTERN EXTRALITE COMPAN				198.21		
		501099	WIN PUBLISHING COMPANY						
WK-147-09r 01	12/05/16	41826	2X2 INCH AD;WINTER/SPRIN INV# WK-147-09r	01.05.3900	N		150.00	55656	12/05/2016
			WIN PUBLISHING COMPANY				150.00		
		260000	ZEP SALES & SERVICE						
9002536067 01	12/05/16	41849	CUSTODIAL SUPPLIES INV# 9002536067	11.24.3680	N		223.90	55657	12/05/2016
			ZEP SALES & SERVICE				223.90		
		260101	ZIMMERSCHIED ARCHITECTURE						
ZA1602-#3 01	11/21/16		BC HALL LOBBY SECURITY I	01.01.4999	N		341.20	55603	11/21/2016
ZA1602-#3 02	11/21/16		BC HALL LOBBY SECURITY I	11.26.4999			341.20	55603	11/21/2016
ZA1602-#3 03	11/21/16		BC HALL LOBBY SECURITY I	12.11.4999			341.20	55603	11/21/2016
ZA1602-#3 04	11/21/16		BC HALL LOBBY SECURITY I	18.21.4999			341.20	55603	11/21/2016
ZA1615-#1 01	11/21/16		ARCHITECTURAL SVCS-PUBUT	71.01.2440	N		19831.82	55603	11/21/2016

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			ZIMMERSCHIED ARCHITECTUR			21196.62		
			***** REPORT TOTAL *****			647844.88		