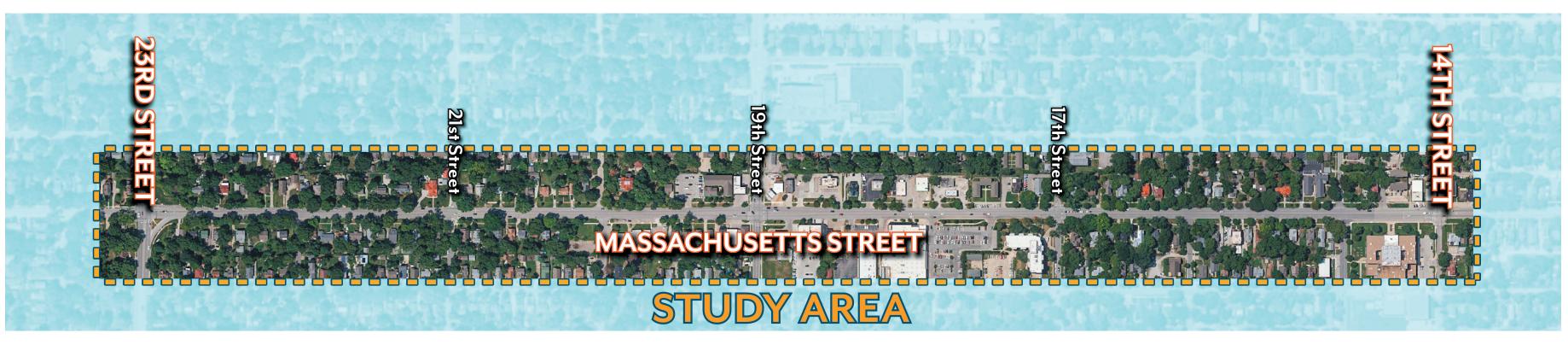
## MASS. STREET MULTIMODAL MPROVEMENTS STUDY 014th to 23rd Street

# **ABOUT THE PROJECT**



## **PROJECT PURPOSE:**

The City of Lawrence is performing a Multimodal Improvements Study to provide recommendations for construction of multimodal facilities on Massachusetts Street from 14th Street to 23rd Street.

### **PROJECT BACKGROUND:**

- Massachusetts Street from 14th Street to 21st Street is a link in the future primary network in the Lawrence Bikes Plan.
- Massachusetts from 14th to 19th is on the Safe Routes to School network.
- Massachusetts Street is a minor arterial street and the Pedestrian Plan calls for connected sidewalks on both sides of the street.
- This project will provide recommended improvements to connect to the recently constructed bicycle boulevard on 21st Street between Iowa and Mass.

## **PROJECT SCHEDULE:**

**Open House #1 - October 2023** 

Concept Development - Oct 2023 to Jan 2024

Open House #2 - Jan 2024

Concept Refinement - Jan 2024 to Mar 2024

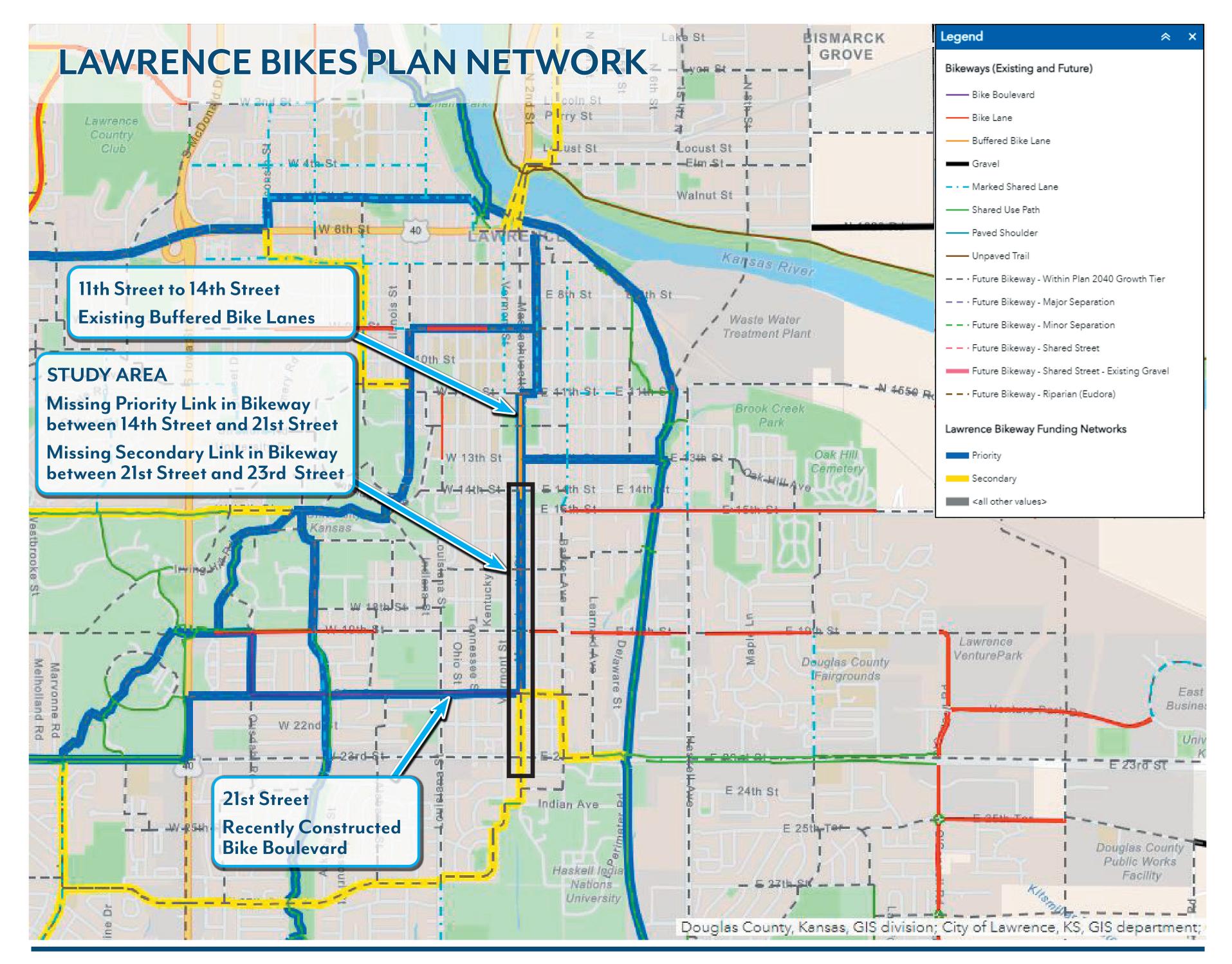
Open House #3 - Mar 2024

Concept Approval - Spring 2024

Potential Funding & Design - Spring 2024 to Winter 2024

**Construction - TBD** 

## • This project will complete the gap in the bike network and improve safe multimodal access to downtown Lawrence.

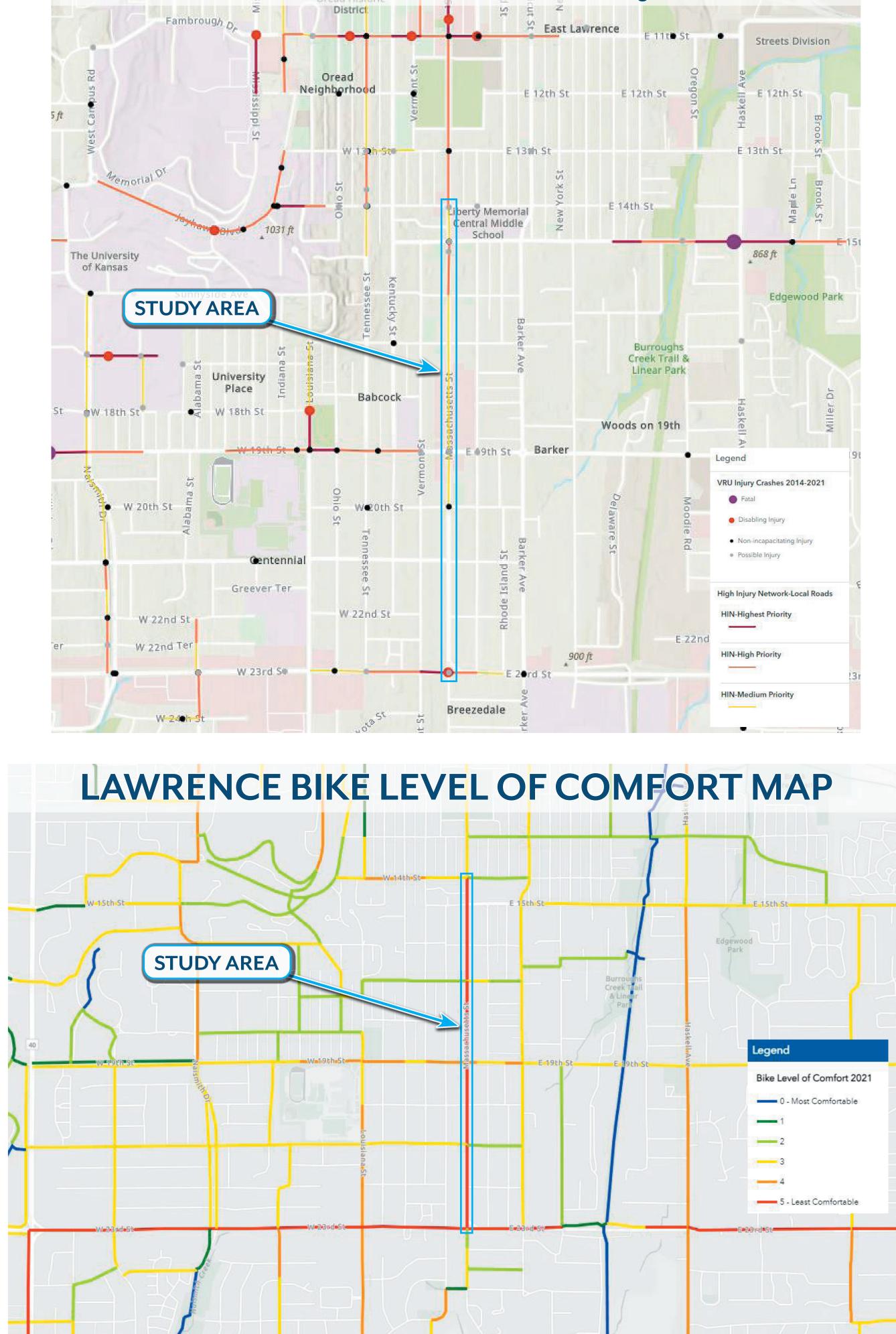






## **ABOUT THE PROJECT**

## KDOT VULNERABLE ROAD USER - HIGH INJURY NETWORK MAP



### Table C.3: Parameters for Each Level of Comfort

	Existing Facility Type	0 (most comfortable)	1	2	3	4	5 (least comfortable)
	shared use path	not side path	side path, <=13,000 vehicles, <=45 mph	side path, <=20,000 vehicles, <=45 mph	side path, > 20,000 vehicles OR > 45 mph		
	protected bike lane/cycle track		<=13,000 vehicles, <=45 mph	<=20,000 vehicles, <=45 mph	>20,000 vehicles OR >45 mph		
inor paration	the second s		<=4,000 vehicles, <=30 mph	<=6,000 vehicles, <=30 mph	<=13,000 vehicles, <=30 mph	<= 20,000 vehicles, <=45 mph	>20,000 vehicles OR >45 mph
	conventional bike lanes		<=4,000 vehicles, <=25 mph	<=8,000 vehicles, <=25 mph	<=13,000 vehicles, <=35 mph	<= 20,000 vehicles, <=40 mph	>20,000 vehicles OR > 40 mph
shared street	bicycle boulevards		<=1,500 vehicles, <=25 mph	<=3,000 vehicles, <=25 mph		in the second states and the second second	
	marked shared lanes		<=1,500 vehicles, <=25 mph	<=5,000 vehicles, <=25 mph	<=8,000 vehicles, <=30 mph	<= 13,000 vehicles, <=35 mph	
	no facility type			<=3,000 vehicles, <=25 mph	<=6,000 vehicles, <=30 mph	<=13,000 vehicles, <=40 mph	>13,000 vehicles OR > 45 mph

SOURCE: DETERMINED BY THE CITY OF LAWRENCE BASED ON NATIONAL GUIDELINES





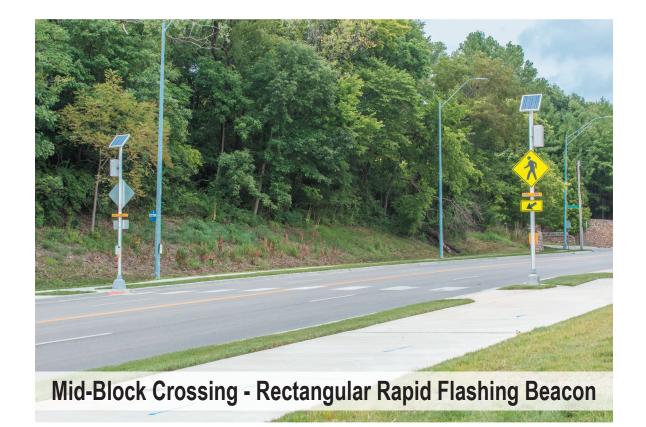
# POTENTIAL MULTIMODAL IMPROVEMENTS

### Potential Multimodal Improvement Ideas:

Reducing impacts to street trees or adding street trees, shared use paths, sidewalk connectivity, improving pedestrian ramps, installing mid-block crossing with adequate signage and visibility such as a rectangular rapid flashing beacon, road sharing, bike lanes, buffered bike lanes, separated bike lanes, benches, bus shelters, floating bus stops, access management control with the use of medians, roadway reconfiguration, on-street parking, or intersection bump-outs.

Place a green dot below items that are a priority for you.











Improve Sidewalk Condition

**On-Street Bike Lane** 

On-Street Buffered Bike Lane







# POTENTIAL MULTIMODAL IMPROVEMENTS

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Place a green dot below items that are a priority for you.













Bus Stop Pad & Bench



**Bus Stop Pad with Shelter & Bench** 



