



TRANSPORTATION COMMISSION STUDY SESSION
Monday, June 3, 2019 5:00 PM
City Commission Room, City Hall, 6 E. 6th Street

- Update on Safe Routes to School Plan
- School Area Traffic Control Policy
- Receive draft [Lawrence Bike Plan](#)

TRANSPORTATION COMMISSION REGULAR MEETING
Monday, June 3, 2019 6:00 PM
City Commission Room, City Hall, 6 E. 6th Street

1. Approve Regular Meeting minutes for May 6, 2019

2. General Public Comment

The public is allowed to speak to any items or issues that are not scheduled on the regular agenda. Public comment will not be received for Staff Items, Commission Items, or Calendar. Each person or organization will be limited to three (3) minutes. As a general practice, the Commission will not discuss/debate these items, nor will the Commission make decisions on items presented at this time. Individuals are asked to come to the microphone, sign in, and state their name and address. Speakers should address all comments to the Commission.

3. Bicycle Boulevards – 13th Street and 21st Street

Action: Provide input on the concept plans for the 13th Street and 21st Street bicycle boulevards.

4. 2019 Pedestrian/Bicycle/ADA Ramp Projects

Action: Recommend approval of the 2019 funding allocation of \$600,000 budgeted for Pedestrian/Bicycle (CIP# CI09) projects.

5. Staff Items

- 23rd Street Multi-modal Corridor Study – Public Meeting Added

6. Commission Items

- Update from Commissioner Kuzmyak on PTAC

7. Calendar

- **Next Meeting July 1, 2019**



- 5p Study Session:
 - Non-motorized Project Prioritization
- 6p Regular Meeting:
 - Recommend approval of Lawrence Bike Plan
 - Information on regulations for non-vehicular transportation devices

8. Adjournment

1.0 INTRODUCTION

- 1.1 Schools are sometimes located near congested streets, and school enrollment boundaries sometimes require students to cross busy roads.
- 1.2 The purpose of this policy is to describe school area traffic control devices and methods utilized by the City of Lawrence
- 1.3 Traffic control devices include school zones, reduced speed zones, school crosswalks, pedestrian hybrid beacons (PHB), crossing guards and school route plans.
- 1.4 This policy conforms to the traffic control for school areas guidance published in the latest edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) by the Federal Highway Administration.
- 1.5 Each traffic control device and method described in this policy fulfills a specific function as related to traffic conditions. The type of traffic control device used must be related to vehicular volume and speed, street width, and the number of children utilizing a crossing location.
- 1.6 This policy applies uniformly to all schools with the exception of the use of crossing guards and school route plans, which apply only to elementary and middle schools.
- 1.7 This policy does not preclude the use of other traffic safety measures that can help calm traffic, reduce speeds, and help pedestrians cross roadways more easily, such as curb extensions, raised medians with a pedestrian refuge, lighting and enforcement of traffic laws.

2.0 ZONES

- 2.1 School zone
 - 2.1.1 A school zone is a designated roadway segment approaching, adjacent to, and beyond school buildings or grounds, or along which school related activities occur.
 - 2.1.2 School zones are created, upon approval by the Transportation Engineer, by posting School Zone (S1-1) signs and End School Zone (S5-2) signs identifying the school site or crossing.
 - 2.1.3 A School Zone Sign (S1-1) may be provided on the approach of each street adjacent to a school and in advance of every marked school crosswalk that is not adjacent to a school.



Figure 1. School Zone Sign (S1-1)

- 2.1.4 An End School Zone Sign (S5-2) may be installed, upon approval by the Transportation Engineer, at the end of a school zone.

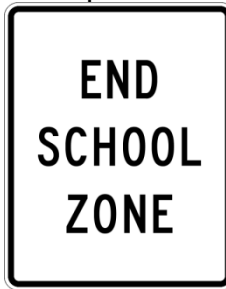


Figure 2. End School Zone Sign (S5-2)

- 2.1.5 A listing of school zone designations shall be maintained on the Schedule of School Zones, a copy of which shall be on file and available for public viewing in the office of the City Engineer.
- 2.1.6 A school zone does not automatically qualify for a reduced speed limit.
- 2.2 Reduced speed zone
- 2.2.1 A reduced speed zone is that portion of a street or highway located within a school zone that, at certain times of the day, is subject to a reduced speed limit of twenty (20) miles per hour or as otherwise specified in the Code of the City of Lawrence.
- 2.2.2 The reduced speed zone shall normally be in effect for 45 minutes prior to the beginning of school and for 30 minutes after the end of school or as otherwise specified in the Code of the City of Lawrence.
- 2.2.3 A reduced speed zone may be provided for each marked school crosswalk that is not controlled by a stop sign, traffic signal, or pedestrian hybrid beacon. A reduced speed zone may be established at other locations when justified by an engineering study.

2.2.4 Reduced speed zones shall typically begin and end approximately 200 feet in advance of the crosswalk.

2.2.5 A School Speed Limit Assembly (see Figure 3) or a School Speed Limit (S5-1) sign (see Figure 4) may be used to indicate the speed limit where a reduced speed zone has been established.



Figure 3. School Speed Limit Assembly



Figure 4. School Speed Limit (S5-1)

2.2.6 An End School Speed Limit (S5-3) sign (see Figure 5) may be used to indicate the end of the reduced speed zone.

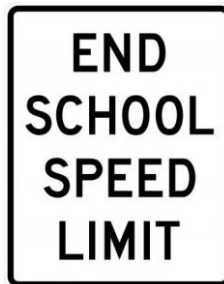


Figure 5. End School Speed Limit Sign (S5-3)

2.2.7 A listing of reduced speed zones and applicable time periods shall be maintained on the Schedule of Reduced Speed Zones, a copy of which shall be on file and available for public viewing in the office of the City Engineer.

3.0 SCHOOL CROSSINGS

- 3.1 Generally, school crossings are established based on school route plans and are sited to take advantage of existing traffic controls such as traffic signals.
- 3.2 A marked crosswalk may be provided at crossings adjacent to school properties, and at other locations where the following minimum requirements are met: vehicles enter the crosswalk (without being required to stop) at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period. Designated school crosswalks shall normally be limited to one per street per school

when practical. Uncontrolled crosswalks (absence of stop sign, traffic signal, pedestrian hybrid beacon, or adult crossing guard) may be marked if shown by a school route plan or, if a school route plan does not exist, it is not practical for children to use a marked crosswalk.

3.3 School crossings may be identified with the following pavement markings and signs:

3.3.1 Pavement markings

3.3.1.1 Crosswalk markings, if provided, are used to define the pedestrian path of travel across the roadway and alert drivers to the crosswalk location. Marked crosswalks should be designed in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD).

3.3.1.2 Stop and Yield Lines

3.3.1.2.1 If used, stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is required to be made, in compliance with a stop sign, traffic control signal, or a pedestrian hybrid beacon.

3.3.1.2.2 If used, yield lines shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is required to be made.

3.3.2 Signs

3.3.2.1 School sign (S1-1) may be placed approximately 200 feet in advance of the school crossing.

3.3.2.2 School crossing assembly (S1-1 with W16-7P) or other sign assemblies approved by MUTCD for use at school crossings may be placed at the school crossing.



Figure 6. School Crossing Assembly (School S1-1 with Diagonal Downward Arrow W16-7P)

- 3.4 In order to consider additional traffic control devices at a crossing, the number of children using a crossing during the crossing period must average at least 10 during either the morning or afternoon crossing period. The crossing periods to be studied shall be the 45 minutes prior to the beginning of school and the 30 minutes after school dismissal, in 5-minute increments. A minimum of 3 morning and 3 afternoon studies will be conducted to determine the average number of children.
- 3.5 Warning devices
 - 3.5.1 Flashing Beacon
 - 3.5.1.1 A flashing beacon may be provided for each marked school crosswalk in a reduced speed zone that is not protected by a stop sign or traffic signal, if the average number of students exceeds 40 and the available safe gaps in the traffic is greater than 1.5 per minute; or if the average number of students is 10 or greater and the available safe gaps in the traffic is 1.0-1.5 per minute.
 - 3.5.1.2 Any beacons installed under this provision should be removed upon installation of a stop sign or traffic signal under other provisions of this policy.
- 3.6 Regulatory devices
 - 3.6.1 A Stop Sign or Traffic Signal will only be provided in accordance with criteria established in the *Manual on Uniform Traffic Control Devices*, as published by the Federal Highway Administration, and adopted by the State of Kansas and the City of Lawrence.
 - 3.6.2 Pedestrian Hybrid Beacons
 - 3.6.2.1 A pedestrian hybrid beacon (PHB) (formerly known as a High intensity Activated crosswalk (or HAWK) signal) is a special type of hybrid beacon used to warn and control

traffic at an un-signalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

- 3.6.2.2 The beacon head consists of two red lenses above a single yellow lens. The signals remain off until a pedestrian activates the system by pressing a button. First, a FLASHING YELLOW light warns drivers that a pedestrian is present. The signal then changes to SOLID YELLOW, alerting drivers to prepare to stop. The signal then turns SOLID RED and shows the pedestrian a “WALK” symbol. The signal then begins ALTERNATING FLASHING RED and the “WALK” indication changes to a flashing orange hand to notify pedestrians that their clearance time is ending. Drivers are allowed to proceed during the flashing red after coming to a full stop and yielding to pedestrians. At the conclusion of the cycle, the beacon head once again goes “dark.”

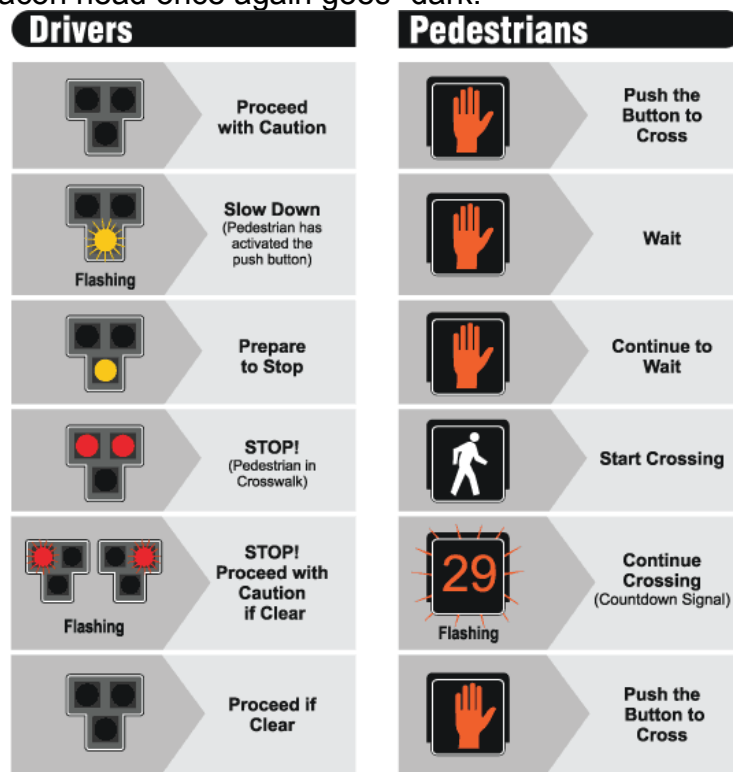


Figure 8. Pedestrian Hybrid Beacon instructions for drivers and pedestrians

- 3.6.2.3 A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal or multi-way stop warrants.

- 3.6.2.4 The need for a pedestrian hybrid beacon should be considered on the basis of an engineering study that considers traffic volumes, speeds, road widths, sight distances and gaps in traffic.

4.0 ADULT CROSSING GUARDS

- 4.1 Adult crossing guards are used to provide adequate gaps in traffic at school crossing locations serving elementary and middle school students, and to assist elementary and middle school students in crossing a street or highway.
- 4.2 Adult crossing guards are used in the following situations: when adequate gaps in traffic are infrequent for students to cross; at complicated intersections with frequent vehicle turning movements; at wide street or highway crossings; and where vehicular speeds are high.
- 4.3 An adult crossing guard may be provided if any of the following minimum conditions are met:
 - 4.3.1 At an uncontrolled crosswalk if:
 - 4.3.1.1 the average number of students exceeds 40 and the available safe gaps in the traffic is 1.0-1.5 per minute; or
 - 4.3.1.2 the average number of students is 10 or greater and
 - 4.3.1.2.1 the speed limit on the street is over 35mph, or
 - 4.3.1.2.2 the street is marked for more than 3 lanes of traffic, or
 - 4.3.1.2.3 the product of the crossing time (in seconds) and the speed limit for approaching traffic (in feet per second) is equal to or larger than the measured sight distance, or
 - 4.3.1.2.4 the available safe gaps in the traffic is less than 1.0 per minute.
 - 4.3.2 At a crosswalk controlled by a Stop Sign (not an all-way stop), Traffic Signal, or a pedestrian hybrid beacon if the average number of students is 30 or greater; and
 - 4.3.2.1 the street is marked for 4 lanes or more lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 150 vehicles per hour during

any 5-minute increment of the morning or afternoon crossing period; or

- 4.3.2.2 the street is marked for less than 4 lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 300 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period.

- 4.3.3 At a crosswalk at an All-Way Stop if the average number of students is 10 or greater and the all-way stop is warranted by vehicle volume during the crossing period.

5.0 SCHOOL ROUTE PLANS

- 5.1 A school route plan for each school serving elementary to middle school students should be prepared to develop uniformity in the use of school area traffic controls.
- 5.2 The school route plan, developed in a systematic manner by law enforcement and traffic officials with input from the affected public school district or private school, should consist of a map showing streets, the school, existing traffic controls, established school walk routes, designated school zones, posted speed limits, established school crossings and adult crossing guard locations.
- 5.3 Each school route plan must be reviewed by the USD 497 or appropriate school Board and forwarded to the City of Lawrence; each school route plan must then be reviewed by the City Transportation Commission, and approved by the City Commission.
- 5.4 A listing of school routes plans shall be maintained on the Schedule of School Route Plans, a copy of which shall be on file and available for public viewing in the office of the City Engineer.
- 5.5 Changes/ amendments, additions or deletions to school route plans will first be reviewed by the USD497 or appropriate school Board. The school district will forward recommended changes to the City for approval. Requested changes/ modifications including additions and/ or removals of segments to an approved plan and approved by the USD 497 will be considered by the Transportation Commission annually, to be determined by the Board.

6 REQUESTS

- 6.1 All requests for school area traffic control must be submitted to the Transportation Engineer and evaluated in consultation with the appropriate public school district or private school. After review and approval by school district the request will be forwarded to the Transportation Commission for consideration and recommendation to the City Commission.
- 6.2 The Transportation Commission is responsible for making recommendations to the City Commission regarding requests for school area traffic control.
- 6.3 Requests approved by the City Commission will be implemented by the City of Lawrence after funding is budgeted and available.

7 NOTIFICATION

- 7.1 The City of Lawrence will notify affected schools and school districts a minimum of 60 days in advance of any changes to school area traffic controls so that school communities can be informed and educated about the changes.
- 7.2 The City of Lawrence may notify affected residents and/or property owners a minimum of 60 days in advance of any changes to school area traffic controls.

City of Lawrence Transportation Commission May 6, 2019 Minutes

MEMBERS PRESENT: Charlie Bryan, Steve Evans, Kathryn Schartz, Ron May, Erin Paden, John Ziegelmeyer, Carol Bowen, Nick Kuzmyak, Donna Hultine

MEMBERS ABSENT: Nick Kuzmyak (Study Session only), Erin Paden (Study Session only)

STAFF PRESENT: David Cronin, MSO Department
Charles Soules, MSO Department

A complete video recording of the meeting is available on the City's website at <https://lawrenceks.org/boards/transportation-commission/>

STUDY SESSION

- [Review Pedestrian Bicycle Issues Task Force Report](#)

REGULAR MEETING

[The meeting was called to order by Commissioner Evans at 6:00 p.m. in the City Commission Room, City Hall, 6 E. 6th Street.](#)

ITEM NO. 1:

Approve Regular Meeting minutes for April 1, 2019

Motion to approve the April 1, 2019 minutes moved by Commissioner Ziegelmeyer, seconded by Commissioner Schartz to approve minutes. Motion passed 9-0.

ITEM NO. 2:

General Public Comment

Public Discussion: Michael Almon and Chris Tilden

ITEM NO. 3:

[Neighborhood Traffic Management Program](#)

Motion to approve Neighborhood Traffic Management Program moved by Commissioner Ziegelmeyer, seconded by Commissioner Bryan. Motion passed 9-0.

Public Comment: Michael Almon

ITEM NO. 4:

[Membership and Bylaws](#)

Motion was made to approve letter with revision to remain at 9 members by Commission Hultine, seconded by Commissioner Paden. Motion passed 9-0.

Public Comment: Gary Webber

ITEM NO. 5:

[23rd Street Multi-modal Corridor Study](#)

Commission appointed John Ziegelmeyer to serve on the 23rd St. Project Advisory Committee

Public Comment: Michael Almon

ITEM NO. 6:

[Staff Items](#)

- Update on Bike Boulevard Project
- Lawrence was ranked 6th of 510 of the 2019 places for Bikes City Rating Systems

ITEM NO. 7:

[Commission Items](#)

Commission Bower inquired about the following items:

- Clarification of roles and interactions between Transportation Commission and MPO
- Specifications of sidewalk construction
- Discussion of protocol for Commissioners to add items to the agenda
- Should there be additional time allowed for public comments or could there be a forum for the public

ITEM NO. 8:

[Calendar](#)

- Next meeting June 3, 2019

ITEM NO. 9:

Adjournment

Meeting was adjourned at 7:40 pm.

DRAFT

Transportation Commission Study Session May 6, 2019	
Name	Initials
Members	
Charlie Bryan Lawrence DGCO Health Dept. Representative	CWB
Donna Hultine University of Kansas	dh
Kathryn Schartz Multi Modal Transportation / Planning Eng Rep	KS
Nick Kuzmyak PTAC representative	
Carol Bowen Pedestrian Representative	CB
Steve Evans Planning/Engineering Field Representative	SE
Erin Paden Bicyclist Representative	
John Ziegelmeyer Local Business Representative	
Ron May USD-497	
City Staff	
David Cronin City Engineer	DC
Jessica Mortinger Senior Transportation Planner	
Ashley Myers Transportation Planner	
Charles Soules Assistant Director, MSO	CS

Public Sign In Sheet

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Transportation Commission Meeting May 6, 2019	
Name	Initials
Members	
Charlie Bryan Lawrence DGCO Health Dept. Representative	CWB
Donna Hultine University of Kansas	dh
Kathryn Scharz Multi-Modal Transportation / Planning Eng Rep	KSS
Nick Kuzmyak PIAC representative	NK
Carol Bowen Pedestrian Representative	CB
Steve Evans Planning/Engineering Field Representative	SE
Erin Paden Bicyclist Representative	EP
John Ziegelmeyer Local Business Representative	JZ
Ron May USD-497	RM
City Staff	
David Cronin City Engineer	
Jessica Mortinger Senior Transportation Planner	
Ashley Myers Transportation Planner	
Charles Soules Assistant Director, MSO	

Transportation Commission Meeting May 6, 2019 Public Sign In Sheet

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Memorandum

City of Lawrence

Municipal Services & Operations

TO: Transportation Commission
FROM: Amanda Sahin, Engineering Program Manager
DATE: May 28, 2019
RE: Agenda Item for Transportation Commission 6/3/19:
Bicycle Boulevard Concept Design

Background

The Transportation Commission and City Commission previously approved \$450,000 to complete bicycle boulevards on 21st St from Iowa to Massachusetts and on E 13th St from Massachusetts to Haskell. Alta Planning + Design was selected as the design consultant on the project is now in the conceptual design phase. The major items that have been completed to date are:

- A survey was conducted to collect initial information from residents about the project. The survey asked the frequency and purpose for utilizing the routes for walking and bicycling, asked respondents to rank the top features to be included in the project, asked them to identify areas along the routes that need improvements for safety and comfort, etc. The survey was active on Lawrence Listens from January 14th through February 1st and we received 239 responses.
- Open house style public engagement events were held on Feb 11th and Feb 13th and were well attended, over 70 people were present between the two meetings. The meetings focused on collecting input from residents on features that they prefer for bicycle boulevards and identifying the main areas of concern along the corridors.
- Two demonstration projects were in place from March 21st through April 4th. They were a chicane on 21st St east of Naismith and an intersection treatment at 13th and Connecticut. A survey was available online during the demonstration projects to collect feedback. The feedback and other data collected during the demo was used to inform the final conceptual design.
- An open house was held on March 28th at Lawrence High. The meeting focused on obtaining feedback and answering questions on the first concept design. Over 60 residents attended the meeting.
- Meetings between the design team and multiple stakeholders have occurred to include: USD497 and Lawrence High School administration, Lawrence-Douglas County Fire Medical, Lawrence Police Department, Lawrence Transit, Lawrence Municipal Services & Operations, Rumsey-Yost Funeral Home and Warren-McElwain Mortuary.
- An additional two open houses were held on May 15th at City Hall and May 16th East Lawrence Recreation Center. The meetings focused on sharing the final conceptual design and communicating all of the considerations that went into the design. The designs were also posted on project website and a survey was available to provide feedback. Approximately 100 people were present between the two public meetings and an additional 18 people provided comment through the online survey.

- A few minor revisions have been made since the final conceptual design was presented at the meetings. The changes were minor in nature and do not affect the overall design intent.

Design Details

The conceptual design process required the design team to weigh competing values and needs of all users of these streets. Some of the things that were considered and weighed are: feedback from residents, emergency vehicle access, transit operations, street sweeping and snow plowing operations, crash history, on street parking, access to Lawrence High School, traffic volumes and speeds, and safety for all users. The details of the design are described below:

21st Street

- The bicycle boulevard limits have been changed to go from the intersection of 19th St and Ousdahl south to 21st St and Ousdahl and then east on 21st St to Massachusetts. This is to take advantage of the signal at 19th and Ousdahl and the connection to the pedestrian-bicycle tunnel across Iowa St. A future phase of the project would add bicycle crossing improvements at the intersection of 19th and Ousdahl. In the future if a signal is added at 21st and Iowa the bicycle boulevard could be extended to the west along 21st St.
- A diverter is located at the intersection of 21st and Ousdahl to limit the cut-through traffic on 21st St. The current traffic volumes on 21st St are slightly high for a bicycle boulevard so volume reducing treatments are recommended.
- A diverter at 21st and Alabama is recommended due to the concerns of the neighbors about cut-through traffic between 19th St and 21st St. This diverter does not necessarily benefit the bicycle boulevard directly, however, the design team is concerned about additional cut-through traffic on Alabama due to the prohibited left turns at the 21st St and Louisiana intersection.
- Major intersection improvements at the intersection of 21st St and Louisiana are recommended to increase safety. This intersection has a high crash frequency and due to the proximity to the high school has a large amount of pedestrian and bicycle traffic. All left turns will be prohibited except northbound left turns onto 21st St which are necessary for access to Lawrence High School. Through traffic on 21st St will also be prohibited. A Rectangular Rapid Flashing Beacon (RRFB) will be installed to assist pedestrians and bicycles in crossing the intersection.
- The intersection of 19th and Louisiana has been reconfigured to improve the turning movements for busses and fire trucks. Currently transit service travels east on 21st St due to the tight turning radius at the intersection. The improvements will eliminate the northbound right turn lane and convert the northbound through lane into a combined through and right turn lane.
- A future phase of the project would add crossing improvements at 21st and Massachusetts. The improvements consist of a Pedestrian Hybrid Beacon to assist bicycles and pedestrians crossing Massachusetts. The improvements also prohibit left turns and through travel for vehicles on 21st St. This is to increase the safety of the intersection.
- Other improvements on 21st St include chicanes, speed humps, pavement markings, a lower speed limit and bike lanes near the Naismith intersection.

13th Street

- A future phase of the project would add a RRFB at the intersection of 13th and Massachusetts. Other additions to the intersection include additional pavement markings to define bicycle and pedestrian crossing locations and curb cuts for bicycle positioning.
- The intersection of 13th and Connecticut has been modified from the demonstration project but maintains some of the same elements. The narrowing of the intersection is accomplished through concrete bump outs on Connecticut and painted bump outs on 13th St. This is to slow cars on Connecticut as well as to reduce the crossing distance for pedestrians and bicycles. There are no turning restrictions at this intersection.
- Pavement markings are used to narrow the road near Oregon and Haskell to promote slower speeds. Pavement markings were chosen over curbs due to the delivery truck traffic to the nearby businesses and also due to the budget constraints of the project.
- Other improvements on 13th St include chicanes, a speed dip, pavement markings and a lower speed limit.

Budget

This project has approximately \$467,000 currently allocated to it, \$117,000 from 2018 Traffic Calming funds (PW17E8CIP) and \$250,000 from 2017/2018 Bicycle/Pedestrian/ADA Ramps funds (CI09). Originally the traffic calming funds were only contributing \$100,000 to the project, however, the other traffic calming projects underspent and left \$17,000 unutilized. The table below details costs to date as well as anticipated additional consultant fees:

<i>Available Funds</i>	<i>\$467,000</i>
Committed to Date	
Community Engagement and Design Services	\$119,595
Demonstration Projects	\$7,389
Meeting Mailers and Yard Signs	\$1,936
Additional Consultant Fees	
Additional Public Meeting	\$2,600
Support During Construction	\$6,000
<i>Available for Construction</i>	<i>\$329,480</i>

The conceptual design cost estimate for the project is detailed below:

<i>Concept Estimates</i>	
21st St	\$348,000
13th St	\$183,000
Contingency (10%)	\$50,000
<i>Total Estimate</i>	<i>\$581,000</i>
Does not include: 19th and Ousdahl, 21st and Massachusetts and 13th and Massachusetts	

The current estimate leaves an unfunded amount of approximately \$250,000. The overage is largely attributed to the intensive intersection treatment that is required for safety improvements at the 21st and Louisiana intersection and the extensive public engagement which in total accounts for 70% of the budget overage. The rest of the overage can be attributed to the fact that this is a new facility type in Lawrence and we do not have accurate historical costs.

Additional future phases of the project are recommended at the major intersections at the far limits of the corridors. These improvements are an important component of the bicycle boulevard but cannot be accommodated in the current budget. The estimated costs for these improvements is detailed below:

Cost Estimate for Future Phases (including design fees)	
19th and Ousdahl	\$75,000
13th and Massachusetts	\$155,000
21st and Massachusetts	\$230,000

Action

Provide feedback and guidance on the conceptual design for the Bicycle Boulevards on 13th St and 21st St.

Attachments

Final Conceptual Design Elements

Comment Cards from May 15th and May 16th Open Houses

Lawrence Listens Survey Results on Final Conceptual Design

Email Correspondence on the Final Conceptual Design

Overall Considerations

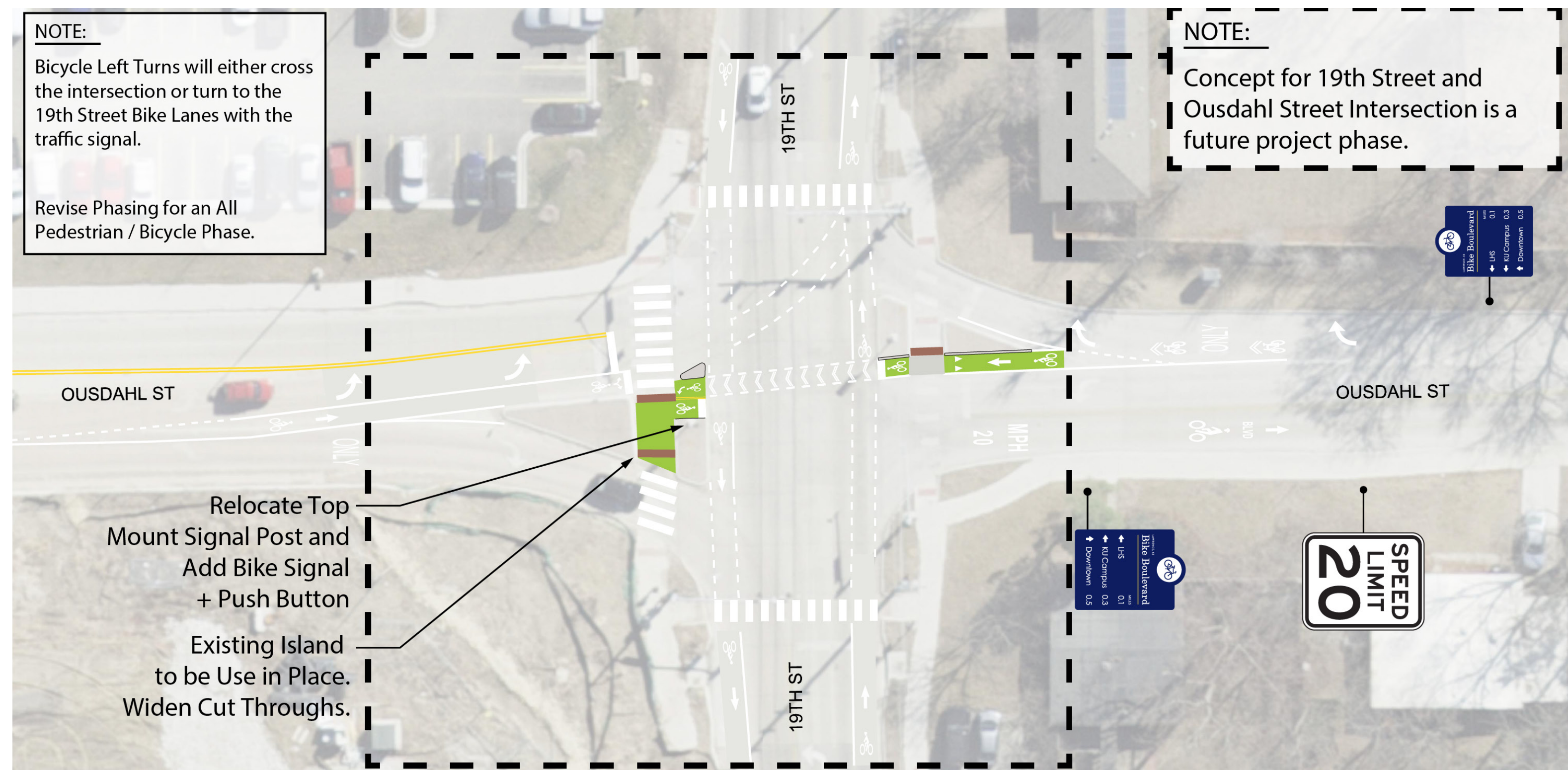
- Current **Speeds** for both 21st St. and 13th St. are higher than desired speeds for a bicycle boulevard (25 miles per hour or less, 20 miles per hour preferred). Establishing a Bicycle Boulevard requires reducing speed to operating speeds 25 miles per hour or less and daily vehicle volumes less than 1500 preferred and less than 3000 allowed.
- **Parking** throughout the corridors is maintained, except where limited due to chicane placement. Parking, when present naturally narrows the roadway and calms traffic.
- **Chicane** design: Following the demonstration project, an additional bump out was added to the Chicane design to achieve the desired speed reduction.
- **Speed limit signs and markings** are used throughout the corridors to notify and reinforce the 20 miles per hour speed limit for speed reductions.
- **Bike Boulevard pavement markings** are used throughout the corridor to indicate to motorists that a roadway is intended as a shared space for people driving and bicycling. They also support proper lane positioning for people bicycling, which can reduce improper passing and door zone conflicts.
- **Wayfinding** signs provide valuable wayfinding guidance and reinforce the intention of priority for bicyclists along a given route. Signs can take the shape of modified street signs that contribute to the identity of the roadway as a bicycle boulevard, and wayfinding signs that direct people bicycling (and walking) to nearby destinations along the route.
- **Spacing of elements** meets the desired 650 ft. between traffic calming elements along the corridor which is a best management practice.
- **Major Street Crossing Improvements** and **Speed Management** were the top features that survey respondents stated they would like to see as part of the Bicycle Boulevards.
- **Median Islands** and **Traffic Circles** were the least desirable design elements identified by attendees at the February open houses. Neither of those elements are proposed in this design.

Context Sensitive Design

This process required planners and engineers to weigh the competing values and needs of users for these streets. All of the things that were considered and weighed in on the proposed designs presented are:

- Public input from the neighbors, bicyclists and residents at large
- Travel needs of the neighborhood
- Street classifications
- Emergency vehicle access
- Transit operations
- Street sweeping and snow plowing
- On street parking
- Crash history
- Existing traffic counts and speeds
- Funeral routing
- Pavement condition
- Storm water
- Pedestrian access and crossings
- Intersecting streets
- Bikeway network
- Safety for all users
- High school student access
- Safe Routes to School routes

19th St. & Ousdahl St. Improvements



Treatment Type: Intersection Crossing Improvements

Details: Signal improvements to provide bicycle & pedestrian designated crossing phase, pavement markings to delineate bike only lanes & crossings, Bicycle Signal with push button

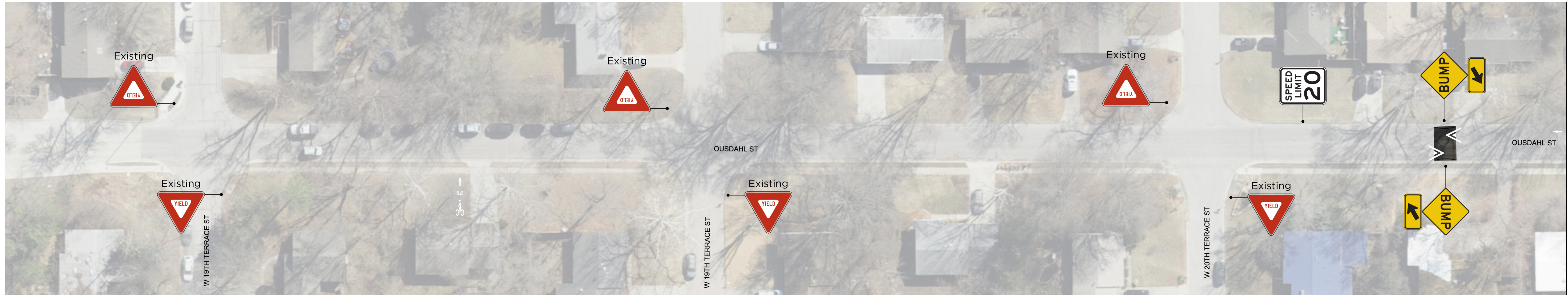
Desired Outcome:

- Connecting 19th St. Shared Use Path/bike lanes and 19th St. & Iowa St. bike ped tunnel to 21st Street Bicycle Boulevard.
- Improve safety of crossing for non-motorized users.

Issues & Considerations:

- Concept of 19th St. & Ousdahl St. is a future project phase to add a low stress end/beginning of the bicycle boulevard to the grade separated crossing on Iowa.
- Alternate alignment from original location to provide a safe crossing at Iowa, 21st St. & Iowa St. would require major intersection improvements to provide a low stress crossing for non-motorized users.

Ousdahl St. - between 19th St. & 21st St.



Treatment Type: Speed Cushion

Details: City standard speed cushion

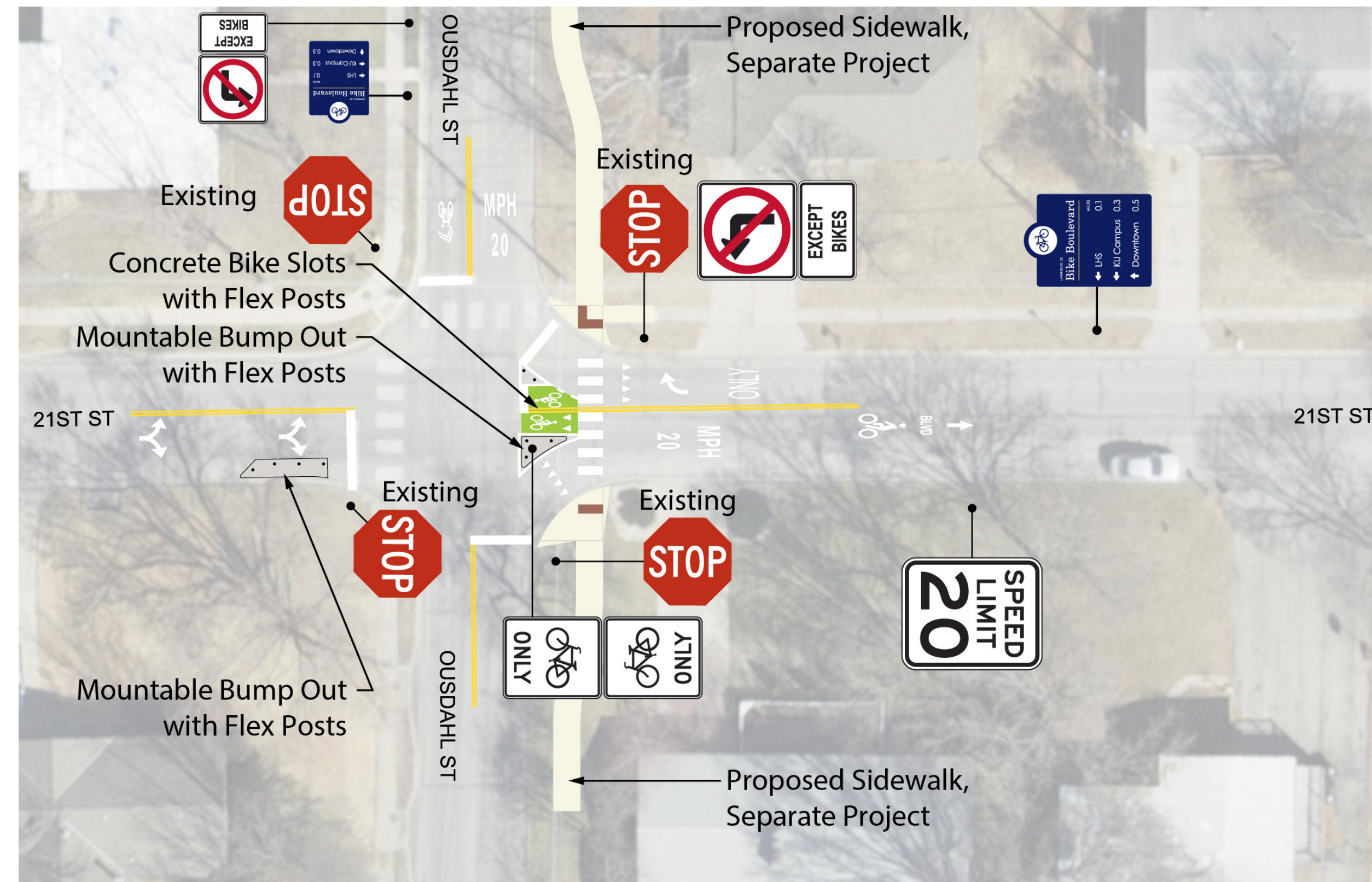
Desired Outcome:

- Speed reduction for motor vehicles to support drivers traveling the posted speed.
- Connects 21st St. Bicycle Boulevard to 19th St. Shared Use Path/Bike lanes

Issues & Considerations:

- Connection to 19th St/Iowa St Bicycle & Pedestrian tunnel for low stress Iowa crossing.
- Road already narrow due to on street parking on one side

21st St. & Ousdahl St. Improvements



Treatment Type: Diverter and Curb Bump out

Details: Intersection remains a 4 way stop, restricts vehicle movements on 21st St, provides mountable curb for emergency vehicle access

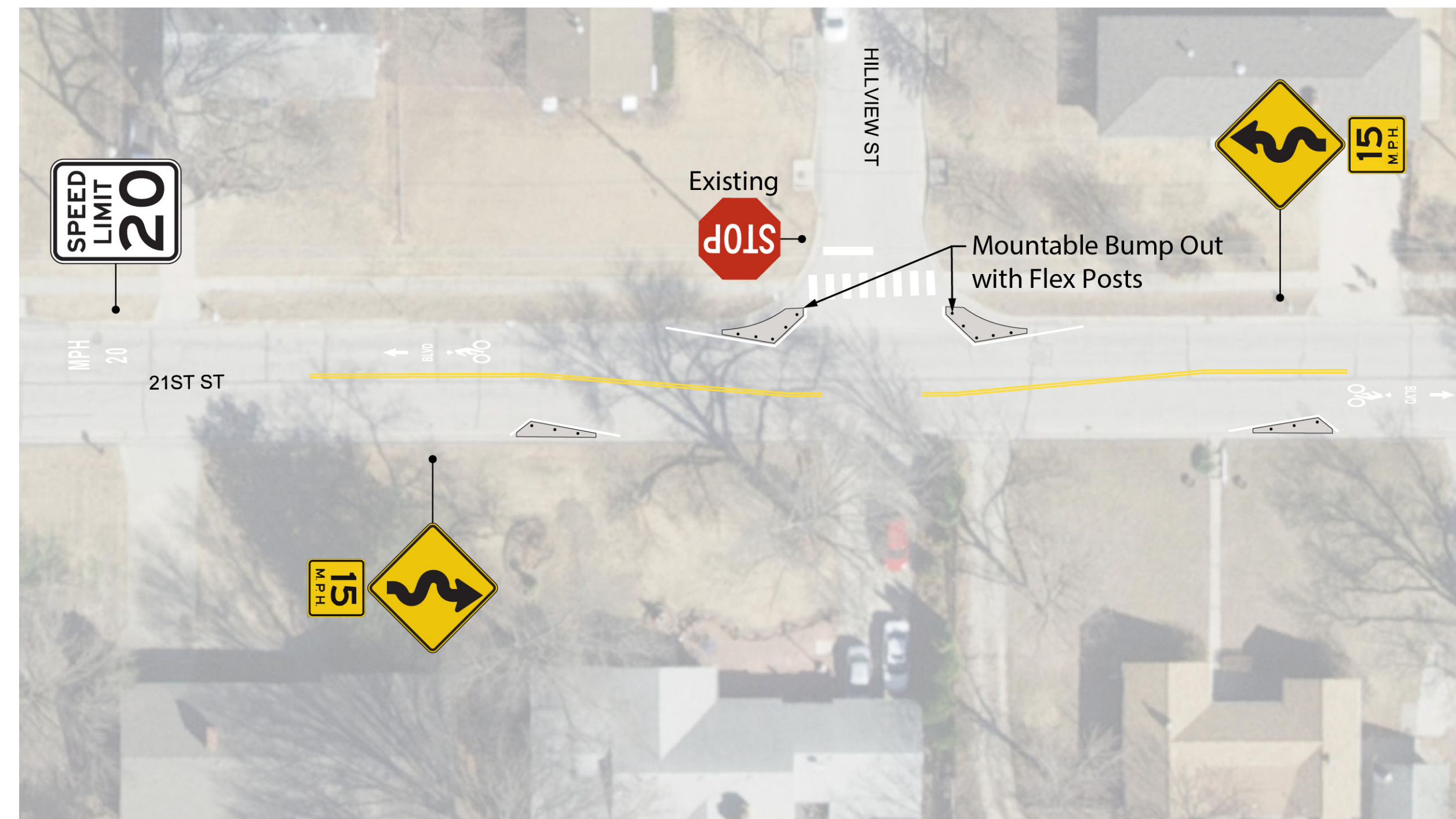
Desired Outcome:

- Reduction of cut thru traffic on 21st St
- Provide larger turning radius from 21st St. to Ousdahl St. for transit and fire/med vehicles

Issues & Considerations:

- Connecting the bikeway network north along Ousdahl St. to 19th St. to provide connectivity to new ped/bike tunnel under 19th St. & Iowa for access to the west.
- Future connection of the Bicycle Boulevard along 21st St. to Iowa St. requires intersection improvements at 21st St. & Iowa St.
- Maintaining emergency vehicle access
- Safe Route to School

21st St. & Hillview St.



Treatment Type: Chicane

Details: Mountable curb with flex posts for visibility, centerline pavement marking to define lanes

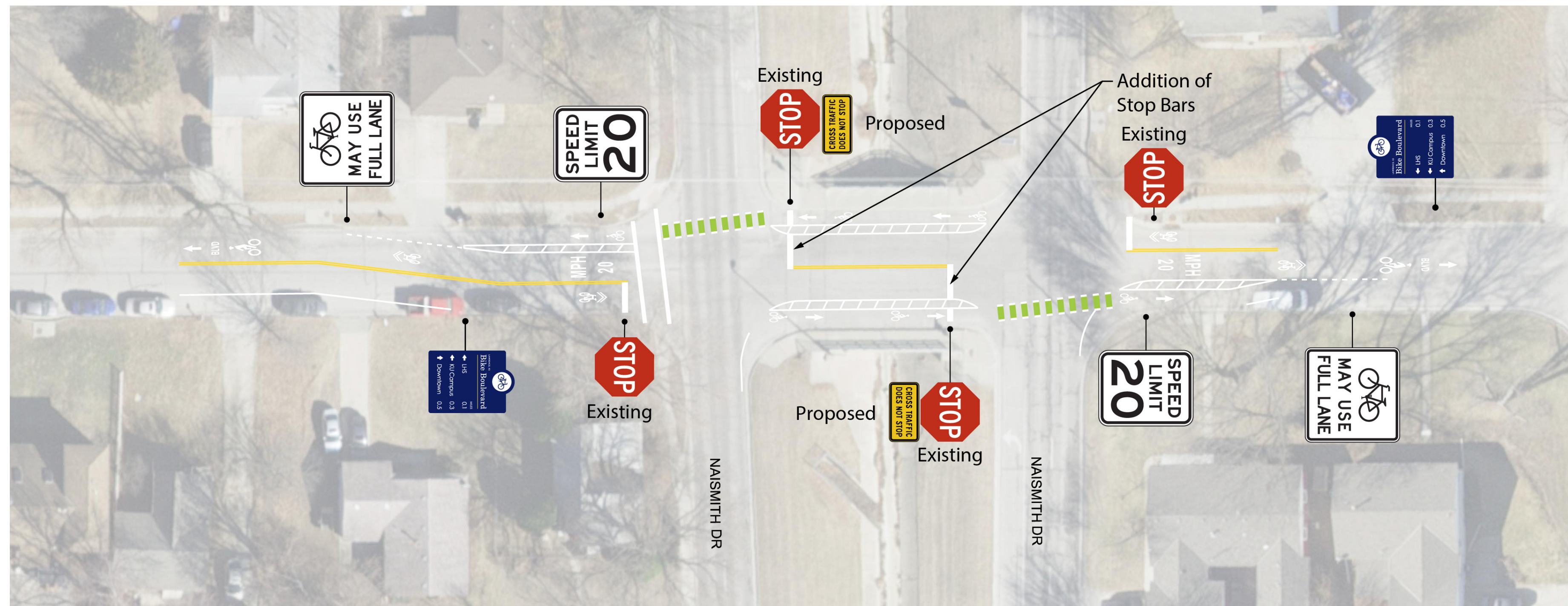
Desired Outcome:

- Speed reduction to 15 mph design speed

Issues & Considerations:

- Current Speeds are higher than desired speeds for a bicycle boulevard (25mph or less, 20mph preferred)

21st St. & Naismith St.



Treatment Type: Intersection Crossing Improvements

Details: Separated bike lanes, marked bicycle crossing spaces, signage/pavement markings to reinforce bicycle positioning in lane, speed limits signage and markings

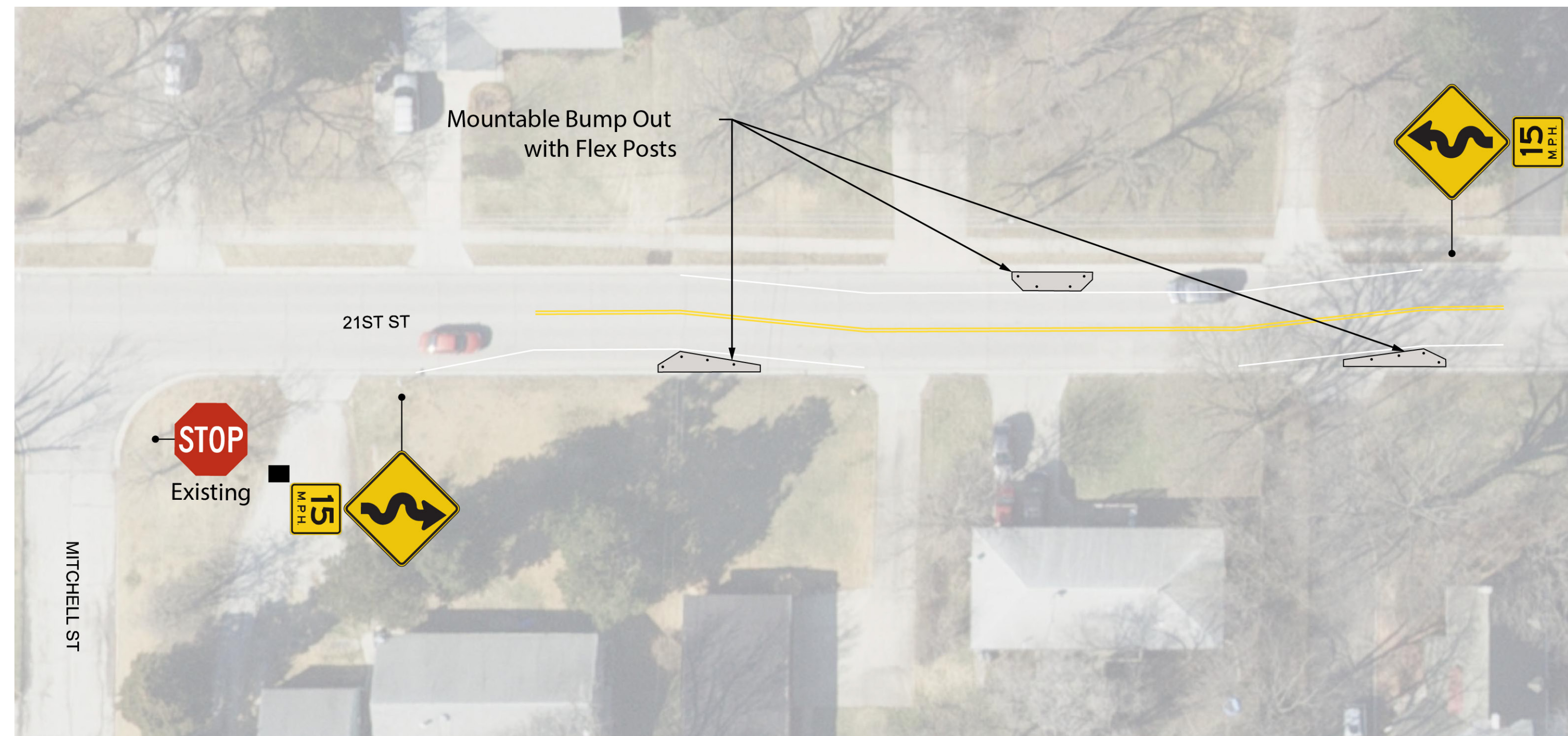
Desired Outcome:

- Improve crossings for bicyclists
- Interim design solution until Naismith Dr. is reconstructed
- Reinforced speed limits with pavement markings and signage

Issues & Considerations:

- Future reconstruction of Naismith with bikeway improvements will connect 21st St. Bicycle Boulevard to 19th St. and Naismith Valley Trail.
- Bicycle placement in roadway and visibility at crossing

21st St. & Mitchell St.



Treatment Type: Chicane

Details: Mountable curb with flex posts for visibility, centerline pavement marking to define lanes

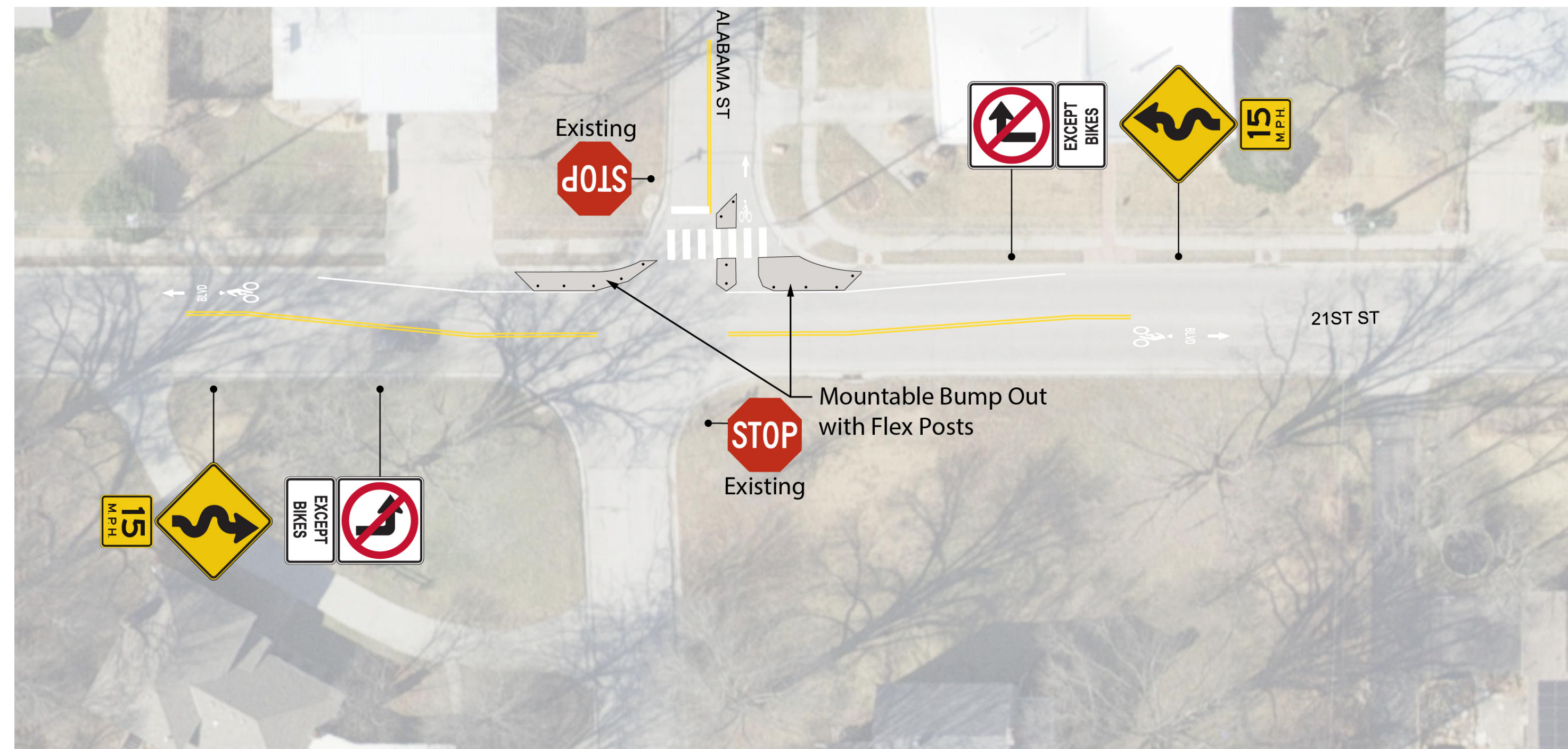
Desired Outcome:

- Speed reduction to 15 mph design speed

Issues & Considerations:

- Current Speeds are higher than desired speeds for a bicycle boulevard (25mph or less, 20mph preferred)

21st St. & Alabama St.



Treatment Type: Curb bump out and Diverter

Details: Restricts vehicle turning movements onto Alabama from 21st St, allows full bicycle turning movements, provides mountable curb for emergency access, narrows crossing distance for pedestrians and narrows travel lanes for vehicles, centerline pavement markings to define lanes

Desired Outcome:

- Address concerns of cut thru traffic on Alabama
- Reinforces speed reduction near intersections

Issues & Considerations:

- Due to left hand turn restrictions proposed for Louisiana, there were concerns about additional cut thru traffic on Alabama
- Current Speeds are higher than desired speeds for a bicycle boulevard (25mph or less, 20mph preferred)

21st St. between Carolina St. & Louisiana St.



Treatment Type: Chicane, travel lane narrowing and Speed Cushion

Details: Mountable curb with flex posts for visibility, centerline pavement marking to define lanes pavement striping to narrow travel lanes, speed cushion

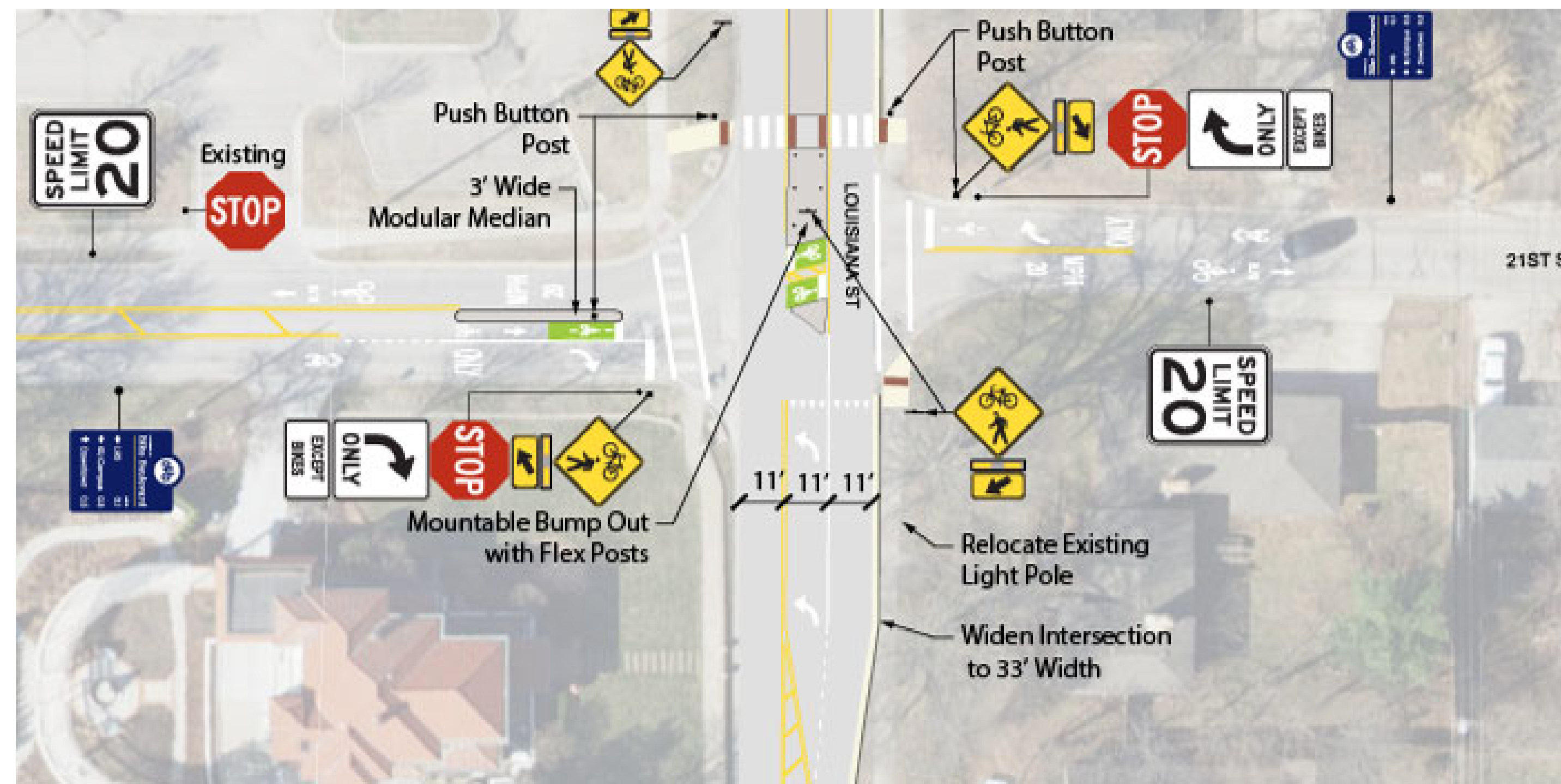
Desired Outcome:

- Speed reduction for motor vehicles to support drivers traveling the posted speed.

Issues & Considerations:

- Enhanced speed reductions of motor vehicles coming to the school eastbound or leaving the school westbound
- Pedestrian and vehicle traffic crossing Virginia to the sports fields
- Painted median that visually narrows the roadway to provide speed reductions due to no parking on both sides of 21st Street
- Current Speeds are higher than desired speeds for a bicycle boulevard (25mph or less, 20mph preferred)
- Vehicle restrictions were considered at Virginia St., but due to sports fields' access are not recommended

21st St. & Louisiana



Treatment Type: Intersection Crossing Improvements and Diverter

Details: Rectangular Rapid Flashing Beacon, pedestrian crossing moved south closer to intersection, street widening for addition of a northbound left turn lane onto 21st St, marked bicycle crossing spaces, signage/pavement markings to reinforce bicycle positioning in lane, vehicle left turns are restricted except northbound left turn onto 21st St.

Other improvements not shown on street diagram (changes made as a result of issues raised in the design process):

- Greever Terrance & Louisiana will have no left turns sign posted for limited during peak hours

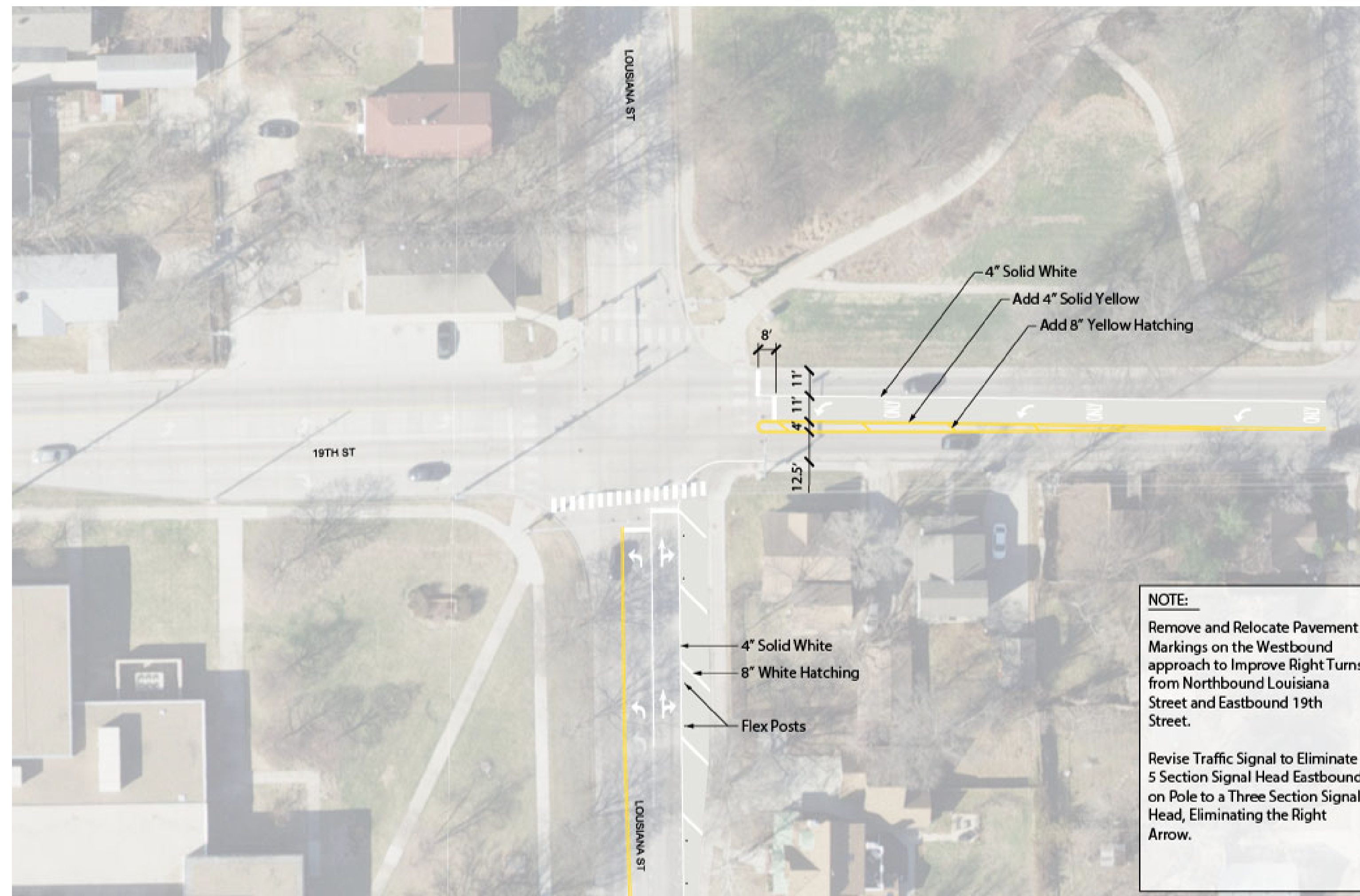
Desired Outcome:

- Rectangular Rapid Flashing Beacon to enhance safety of bicycle and pedestrian crossings
- Reduce frequency of motor vehicle crashes

Issues & Considerations:

- Access to Lawrence High School student parking lot
- 21st & Louisiana has a high crash frequency
- Maintaining emergency vehicle access
- Desire for a lower stress bicycle and pedestrian crossing

19th St. & Louisiana



Treatment Type: Lane Reconfiguration

Details:

Westbound lanes of 19th St. narrowed to allow painted median, northbound right turn lane eliminated and combined with through lane.

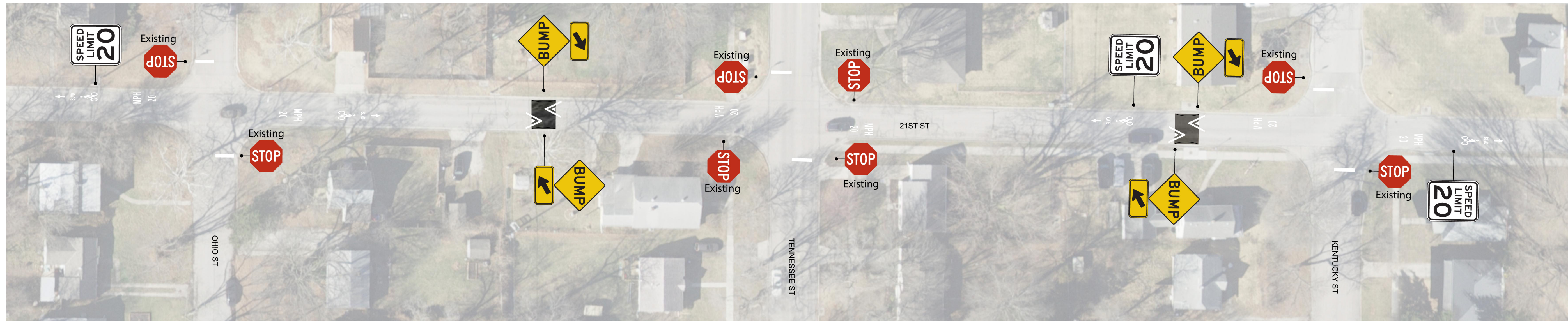
Desired Outcome:

Improved turning radius for transit and emergency vehicles

Issues & Considerations:

- Transit currently operates on 21st St. east of Louisiana because the radius at 19th & Louisiana is too tight, bus operations would be more ideal on 19th St.
- Fire trucks cannot make the turn without using the through lane to complete the turning movement
- Completed several test runs through the intersection with a bus to determine the improvements necessary

21st St. from Louisiana to Massachusetts St.



Treatment Type: Speed Cushion

Details: City standard speed cushion

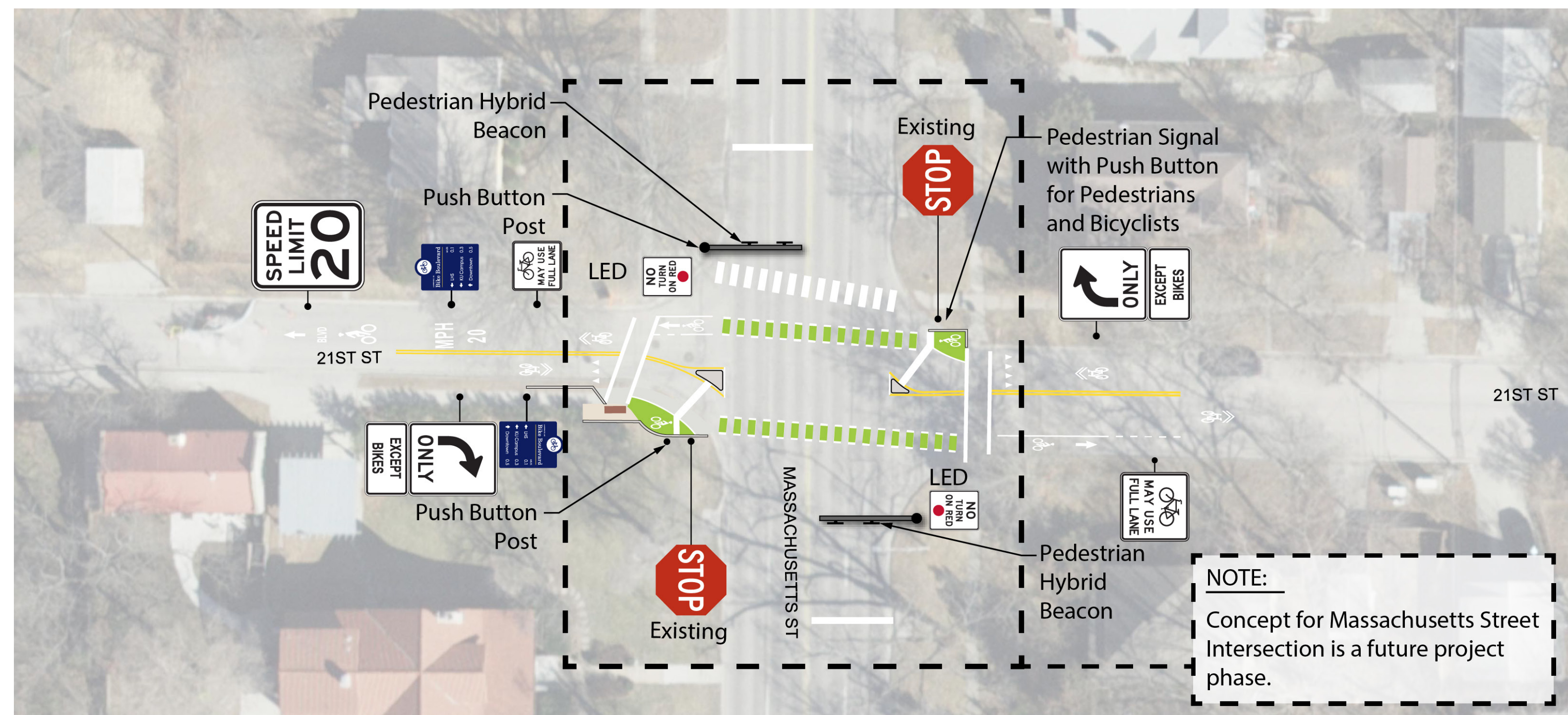
Desired Outcome:

- Speed reduction for motor vehicles to support drivers traveling the posted speed

Issues & Considerations:

- Current Speeds are higher than desired speeds for a bicycle boulevard (25mph or less, 20mph preferred)
- Roadway is narrower in this section of the corridor which limits the appropriateness of various speed reduction treatment options

21st St. & Massachusetts St.



Treatment Type: Intersection Crossing Improvements

Details: Pedestrian Hybrid Beacon and pavement markings, motor vehicle turning movements restricted from 21st St. to right turn only, marked bicycle crossing spaces, signage/pavement markings to reinforce bicycle positioning in lane

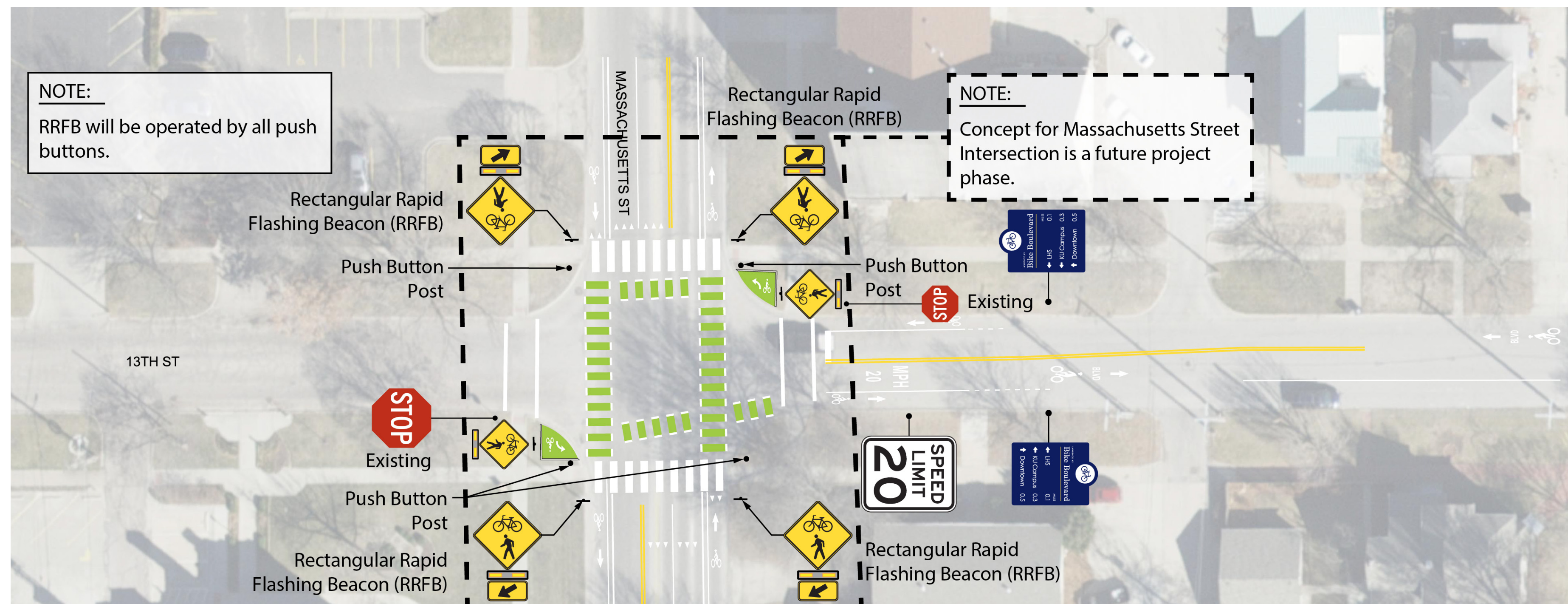
Desired Outcome:

- Improve safety of crossing for non-motorized users.
- Reduce motor vehicle conflicting movements for safety of offset intersection

Issues & Considerations:

- Concept of 21st & Mass is a future project phase to add a low stress crossing to bicycle boulevard and is planned for a future connecting bikeway along Mass
- Pedestrian Hybrid Beacon preferred over Rectangular Rapid Flashing Beacon due to 4 lanes of traffic, crossing distance, and visibility of beacon

13th St. & Massachusetts St.



Treatment Type: Intersection Crossing Improvements

Details: Rectangular Rapid Flashing Beacon, marked bicycle and pedestrian crossing spaces, signage/pavement markings to reinforce bicycle positioning in lane, speed limits signage and markings

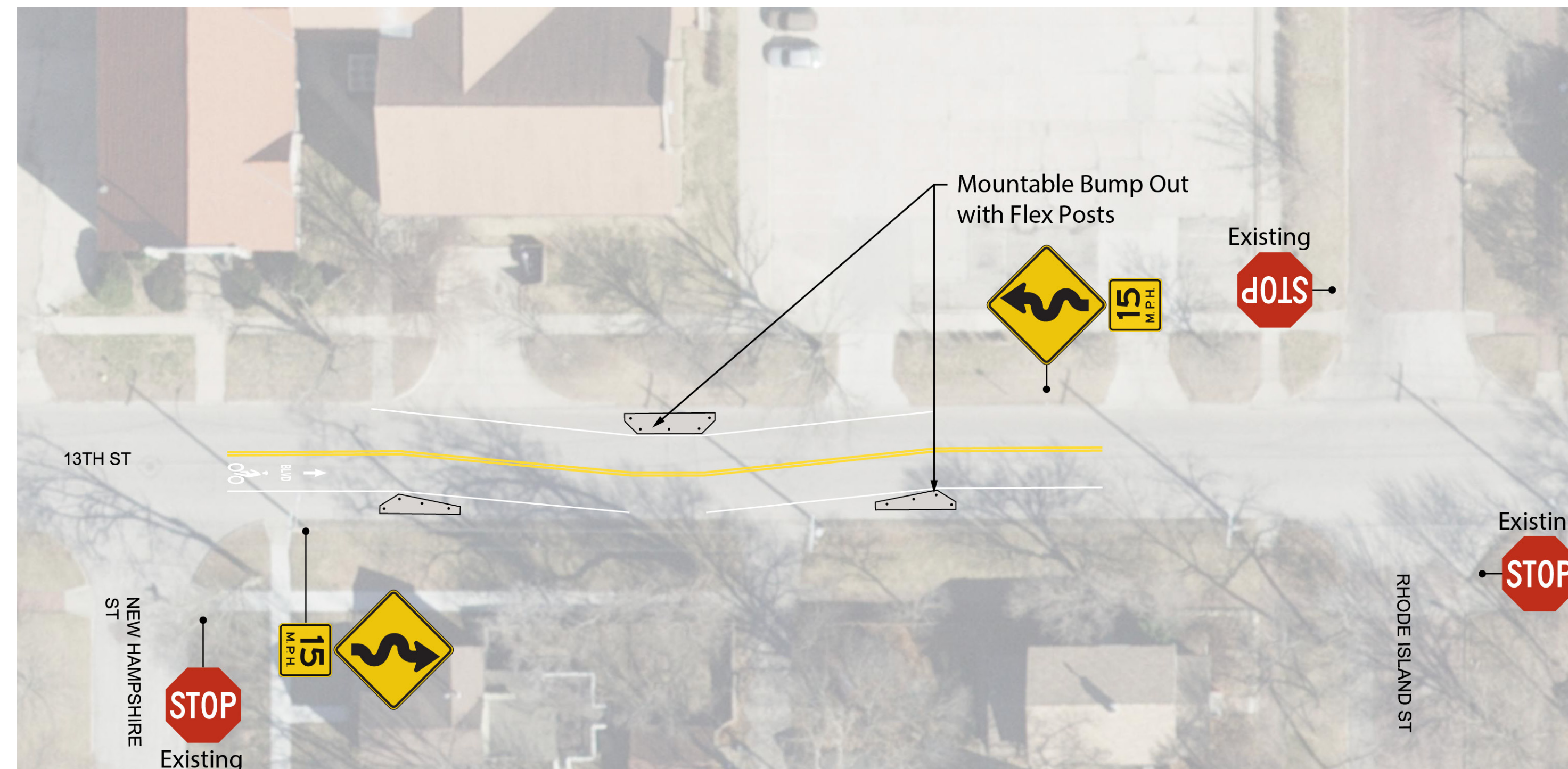
Desired Outcome:

- Improve safety of crossing for non-motorized users

Issues & Considerations:

- Connects to existing buffered bicycle lanes on Mass St
- Desire for a lower stress bicycle crossing

13th St. between New Hampshire St. and Rhode Island St.



Treatment Type: Chicane

Details: Mountable curb with flex posts for visibility, centerline pavement marking to define lanes

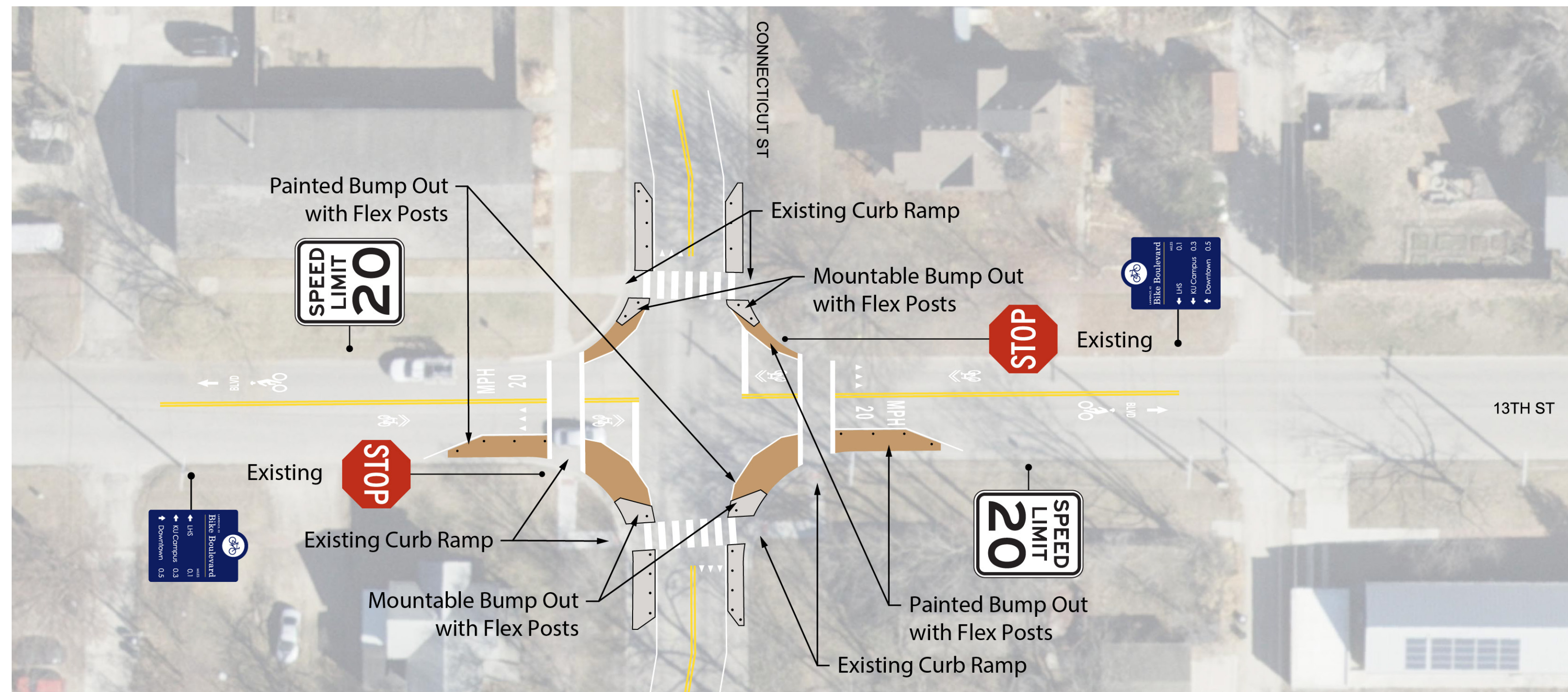
Desired Outcome:

- Speed reduction to 15 mph design speed

Issues & Considerations:

- Current Speeds are higher than desired speeds for a bicycle boulevard (25mph or less, 20mph preferred)

13th St. & Connecticut St.



Treatment Type: Intersection narrowing and Pedestrian Crossing Improvements

Route to School route crossing

- Slow speeds on Connecticut near the intersection

Details: Mountable bump outs on Connecticut and painted bump outs on 13th to narrow travel lanes and shorten crossing distances, high visibility crosswalk markings on Connecticut, signage/pavement markings to reinforce bicycle positioning in lane

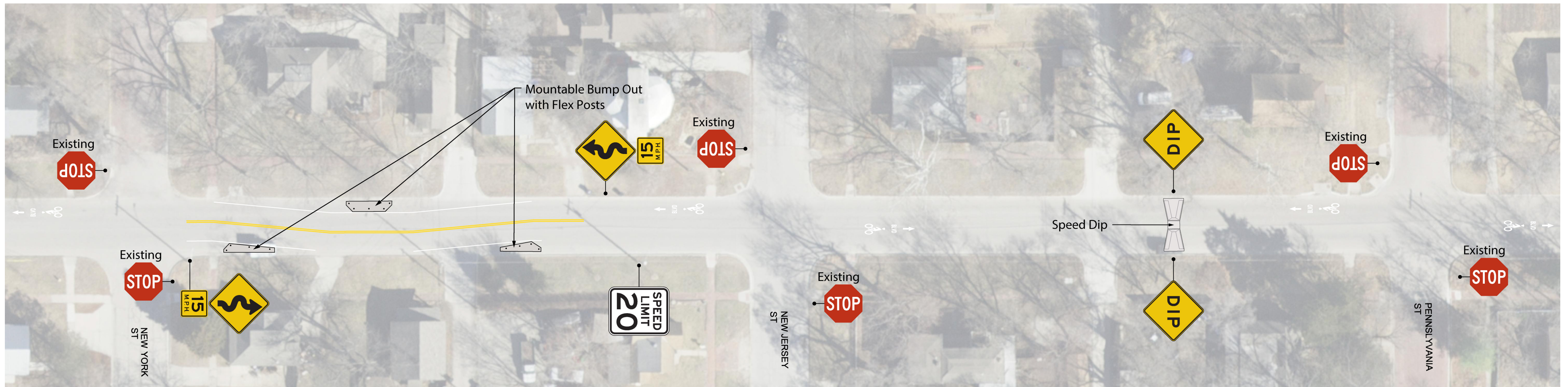
Issues & Considerations:

- Concerns about the safety of crossing this intersection were raised by many participants at open houses
- Feedback from demonstration project resulted in no restrictions of motor vehicle movements
- Current speeds are higher than desired speeds for a bicycle boulevard (25mph or less, 20mph preferred)
- Safe Routes to School

Desired Outcome:

- Improve crossings for bicyclists and pedestrians, especially for Safe

13th St. between New York St. and Pennsylvania St.



Treatment Type: Chicane and speed dip

Details: Mountable curb with flex posts for visibility, speed dip

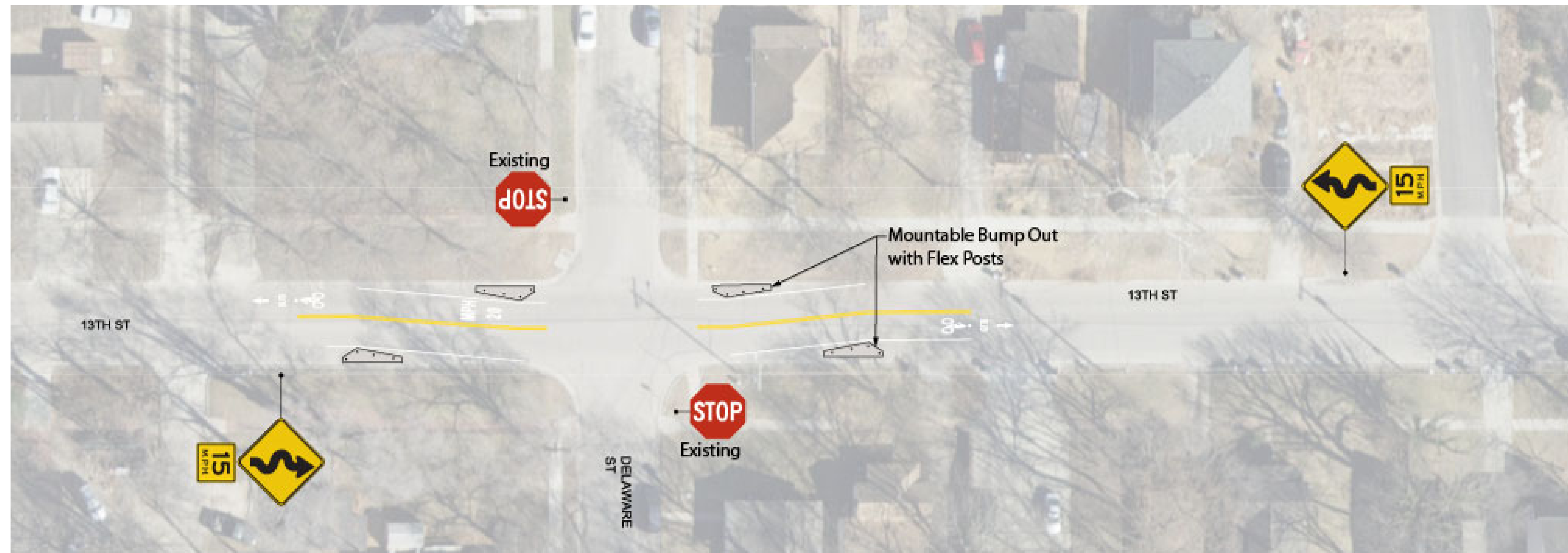
Desired Outcome:

- Speed reduction for motor vehicles to support drivers traveling the posted speed

Issues & Considerations:

- Speed Dip provides bicycle riders center path for riding to avoid the deflection
- Current Speeds are higher than desired speeds for a bicycle boulevard (25mph or less, 20mph preferred)

13th St. - East of Delaware St.



Treatment Type: Chicane

Details: Mountable curb with flex posts for visibility, centerline pavement marking to define lanes

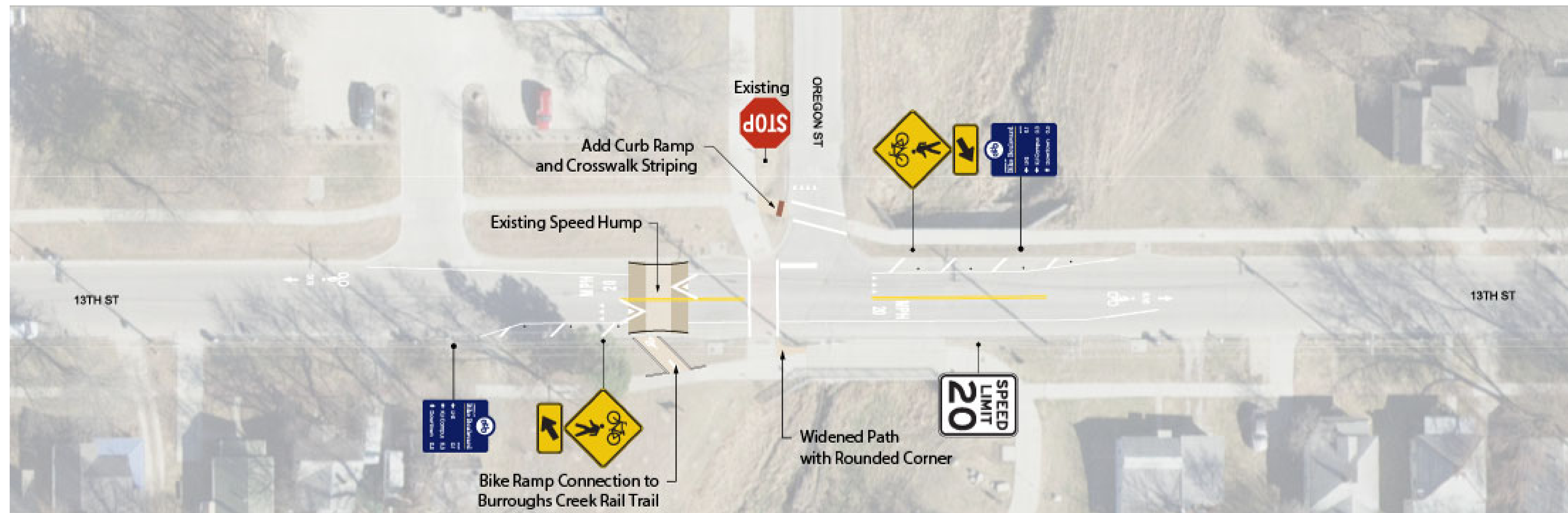
Desired Outcome:

- Speed reduction to 15 mph design speed

Issues & Considerations:

- Current speeds are higher than desired speeds for a bicycle boulevard (25mph or less, 20mph preferred)
- Chicane has been shifted slightly west since the last open house to maintain on street parking near residences that do not have a side street next to their property

13th St. Burroughs Creek Trail/Oregon St.



Treatment Type: Lane narrowing, bike and pedestrian trail connections

Details: Pavement markings for lane narrowing, curb ramp from Oregon to the trail, east bound bike ramp connection to the trail

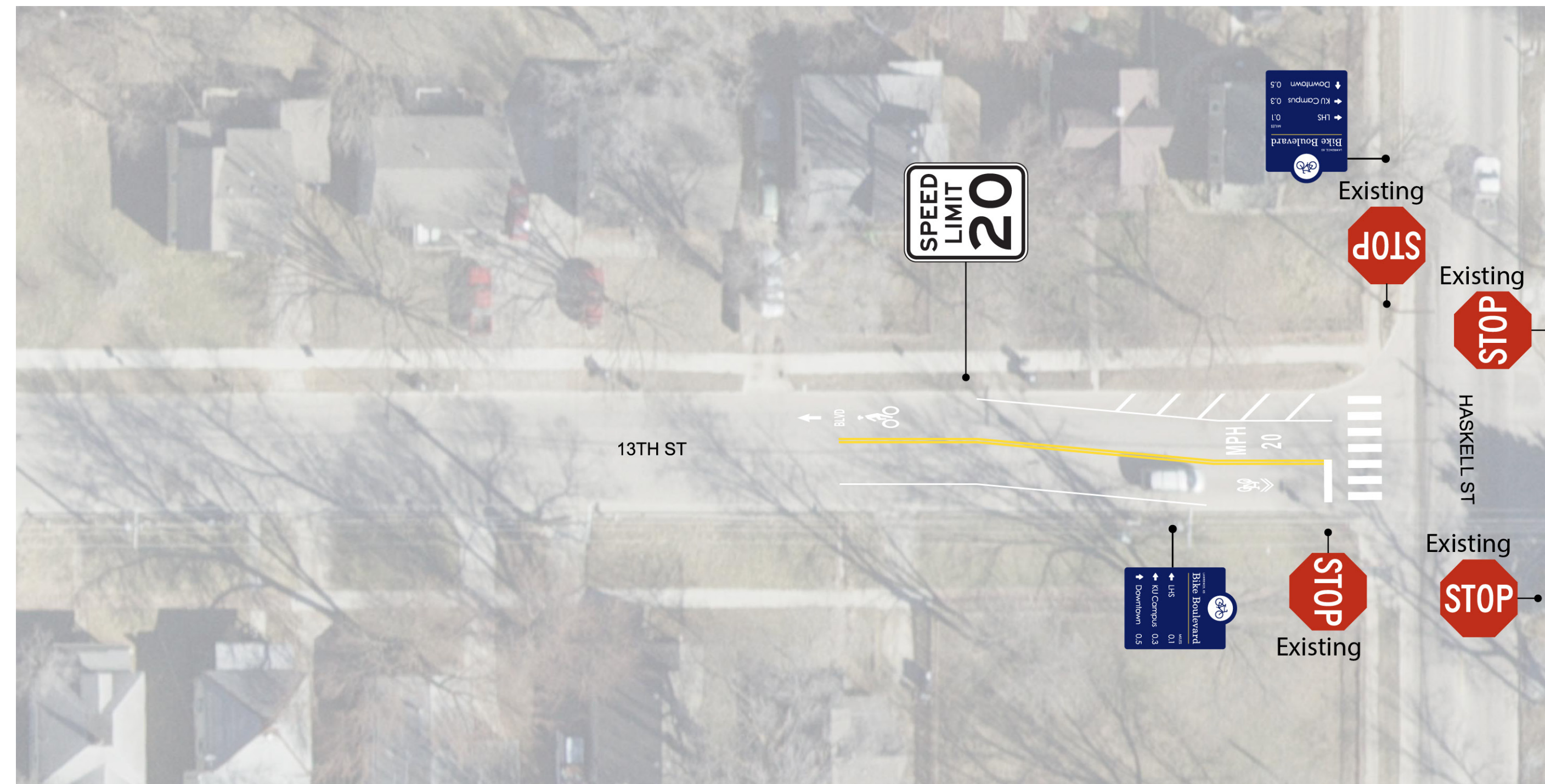
Desired Outcome:

- Improved connectivity to trail
- Design to support existing speed hump

Issues & Considerations:

- Lane narrowing supports additional speed reduction and reinforces speed hump
- Burroughs Creek Trail is a higher volume bicycle and pedestrian crossing location
- Commercial truck access to local businesses
- Current speeds are higher than desired speeds for a bicycle boulevard (25mph or less, 20mph preferred)

13th St. & Haskell Ave.



Treatment Type: Narrowing of intersection with paint

Details: Painted bump out to narrow the intersection, speed limits signage and markings

Desired Outcome:

- Shortens pedestrian crossing distance
- Draw attention to this as a bike boulevard when entering from Haskell

Issues & Considerations:

- Lane narrowing supports additional speed reduction and entry onto Bicycle Boulevard
- Paint was used for bump out to ensure commercial truck access to local businesses

Comment Cards from May 15th and May
16th Open Houses

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Sergio Leon	1511 Hanscom Rd	66044	sergioleoncuen@gmail.com

COMMENTS on Design Concepts - 21st Street:

All looks good

COMMENTS on Design Concepts - 13th Street:

All looks good

GENERAL COMMENTS:

I would love to see the loop around the city completed so that should be funded and made a priority

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Dave Blair	1412 Brook	66044	davecardogdskir@ hotmail.com

COMMENTS on Design Concepts - 21st Street:

COMMENTS on Design Concepts - 13th Street:

I like the Bright Paint

GENERAL COMMENTS:

I dont like the "Mountable Bump
dout like any bump outs
I like the curb ramps

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:

Robyn Vilcek

ADDRESS:

115 E 17th Terrace

ZIP:

66044

EMAIL:

slrobyn@hotmail

COMMENTS on Design Concepts - 21st Street:

I would like to see more "Take the Lane" signs & promotion. Retraining car drivers that cyclists can use the whole lane.

I Love riding on 21st so, any way it can be more bike friendly is wonderful. I think this is great.

COMMENTS on Design Concepts - 13th Street:

I like the connecticut st change from the previous attempt.

I'm not a fan of the "bike boxes"

GENERAL COMMENTS:



Thanks for hearing the feedback & creating a better space for biking

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Gary Webber	907 Morrow	66009	glwebber@gmail.com

COMMENTS on Design Concepts - 21st Street:

Good design. I question routing bikes, to 19th, seems counter intuitive to push bikes onto high-stress corridor. SUP on east side of Iowa?

COMMENTS on Design Concepts - 13th Street:

Well done. Education is critical for both boulevards. I like Connecticut but liked the limited turn options better.

GENERAL COMMENTS:

Stay Strong! We can
make this happen!

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Sarah Hamlin	2100 Wens Ln	60046	Sarahhamlinphotography@gmail.com

COMMENTS on Design Concepts - 21st Street:

While we will have to find ^{different} ways to do our errands, I'm really excited about what I've seen tonight. Hopefully this will make it easier & more enjoyable, safer to bike for our errands.

21st & mass project is very important. Hopefully we can find a way to make that happen sooner rather than later.

COMMENTS on Design Concepts - 13th Street:

GENERAL COMMENTS:

Thank you! We appreciate the work you're doing!
It was really nice to get a visual of the changes to come. Much appreciated.

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Lac Hamlin	2121 Owens Lane	66046	zhamlin@hotmail.com

COMMENTS on Design Concepts - 21st Street:

COMMENTS on Design Concepts - 13th Street:

GENERAL COMMENTS:

Look, some folks can find a way to complain about a free \$50 bill. It is clear a lot of thought and consideration went into these plans. Are they "perfect", probably not. But it is a damn good start. I am hopeful the future plans for 21st & Mass will be funded soon. Great work!

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME: ADDRESS: ZIP: EMAIL:

Kim Miller

COMMENTS on Design Concepts - 21st Street:

- LOVE THE 20 mph SPEED limit 21st ST AND OUSDALL
(21st ST FROM IOWA ALL THE WAY THROUGH)
- ^{MORE} SPEED Bumps ON OUSDALL AND 21st ST.
- IF THE ABOVE IS MONITORED, NO NEED FOR THE
DIVERSION AT THE INTERSECTION OF 21st AND OUSDALL

COMMENTS on Design Concepts - ~~17th Street~~:

- PLEASE CONCENTRATE ALSO ON
- * 21st AND NAISMITH HAS TOO MANY
ACCIDENTS - VERY CONCERNED

GENERAL COMMENTS:

- #1 ALL 21st ST. AND OUSDALL 20 mph (monitored)
- #2 MORE SPEED Bumps OUSDALL AND 21st ST.
- #3 WITH THE ABOVE IN PLACE, NO DIVERSION IS
NECESSARY AT 21st AND OUSDALL

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME: Sam ADDRESS: 1309 New York ZIP: 66044 EMAIL: sandabre@n@gmail.com

COMMENTS on Design Concepts - 21st Street:

COMMENTS on Design Concepts - 13th Street:

No Chicane
No Volume Control

GENERAL COMMENTS:

13th is ~~my~~ primary means of getting to work or downtown.
Volume controls, when they were in place, prevented
access for our entire neighborhood.

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:

ADDRESS:

ZIP:

EMAIL:

Adrian Melott 921 W. 20th Tr. 66046 melott@ku.edu

COMMENTS on Design Concepts - 21st Street:

Slowing traffic is OK. Blocking traffic is not. I live in the neighborhood, and the frames at Alameda and Ouslobt will add many miles to my driving distance, waste time and gasoline. A few things too slow down traffic would be enough. I cannot return to my house from 23rd + Ca except by going up to 19th and back down.

COMMENTS on Design Concepts - 13th Street:

GENERAL COMMENTS:

This project should be scrapped and reduced to some traffic slowing devices.

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
JUSTIN KOGEL	314 NEBR.	66046	

COMMENTS on Design Concepts - 21st Street:

Do NOT STOP E/W TRAFFIC ON 21st @ Louisiana!

Bump outs are a waste of \$

Green Bike boxes are confusing to drivers
and offer little safety for cyclists.

COMMENTS on Design Concepts - 13th Street:

Ignore 13th St. and concentrate on improving
15th & 19th e/w traffic.

13 st goes from nowhere to nowhere, it
is not a corridor.

GENERAL COMMENTS:

Bump outs force cyclists into traffic
they actually create more confusion and
less safety

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Emma Adams	1309 New York	66044	emma.adams9817@gmail.com

COMMENTS on Design Concepts - 21st Street:

COMMENTS on Design Concepts - 13th Street:

No volume control
No chicane

GENERAL COMMENTS:

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Nate Pohl	7141 Leonard	46	fulminate@gmail.com

COMMENTS on Design Concepts - 21st Street:

COMMENTS on Design Concepts - 13th Street:

13th & Conn. intersection still narrow, Conn. St. -
bad design - not much room for a bike
though there - ~~Police~~ Police will ~~be~~ need
to be posted here for a long while after this
is built to get folks to behave properly.

GENERAL COMMENTS:

Not a fan, in general, of the bump-out things.
I think speed bumps would probably work better
to slow folks down while preserving lane space.

Also, please put speed bumps and/or reduce the posted
speed on Leonard Ave.

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Tina Shambaugh	W. 21st TR	666046	shambootie@yahoo.com

COMMENTS on Design Concepts - 21st Street:

BumpOuts are dangerous and make bikes + cars compete for the same space. The same slowing can be accomplished w/ Speed bumps that have cut outs on edges for bikes. Confusion will be caused at intersections, where cars can't go straight but bikes do. Cars won't expect cross traffic + bikes will get hit. Goal is to make roads safer - not confuse -

COMMENTS on Design Concepts - 13th Street:

Very glad the 13th + Connecticut intersection was re-configured to allow for E-W traffic of CARS.

GENERAL COMMENTS:

Motorists and remove access. Bikes are subject to the same roadway rules as cars when on the street - therefore they shouldn't create new rules that only apply to part of the traffic on road. 21st and Ousdahl need more speed bumps - particularly Ousdahl south of 21st. * There will be problems for snow plows + trash trucks in the neighborhood.

* we feel like no consideration was given to the complaints of neighbors about 21st St. and Ousdahl intersection + limits on E-W traffic. Please use back for additional comments. Over →

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Jon	1939 Alabama	66046	jwalters@usd497.org

COMMENTS on Design Concepts - 21st Street:

Mountable Bump out with flex posts decreases the space for the rider. Cars will be forced to ride behind the bikes which tends to make a more aggressive driver - and scores me as a cyclist. IE: Non riders DO NOT respect the Take the lane Concept.

COMMENTS on Design Concepts - 13th Street:

GENERAL COMMENTS:

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
MBerendsen	913 Connecticut	10044	Captured by Michele@ yahoo.com

COMMENTS on Design Concepts - 21st Street:

21st + Mass especially love!
Like all of the rest.

COMMENTS on Design Concepts - 13th Street:

GENERAL COMMENTS:

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Blair Sutton	401 Missouri	66044	blair.sutton.com

COMMENTS on Design Concepts - 21st Street:

Awesome. Giving this st some bike priority is great. I am most excited about the intersections that change vehicles going through. I am most excited about this helping the ratio of bike/vehicle traffic

COMMENTS on Design Concepts - 13th Street:

This is equally important spoke to add.
I liked the strength of the first trial intersection more

GENERAL COMMENTS:

Thank you, Incredible work
Fabulous Progress

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Chris Flowers	2628 Ridge Ct	66046	wcporter@gmail.com

COMMENTS on Design Concepts - 21st Street:

I am strongly against restricting turns, especially on Alabama + 21st. This is just over kill. I am ok with some humps. Can't we do small steps & see if people will actually use these? I'm not going to ride a bike in traffic, period. The amount of people who are being screwed over is greater than the amount who are getting what they want.

COMMENTS on Design Concepts - 13th Street:

GENERAL COMMENTS:

For the love of God do as little as possible & see if there is actually people who are going to use them. The last thing we need is a bunch of road obstacles that most don't want & that don't actually get people biking & then we're stuck with it due to the cost of redoing everything. Also why are we spending more on cyclists than pedestrians? We are not putting in side walks, yet just as many if not more walk than bike!

Most I talk to think this is a waste of money. Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:

ADDRESS:

ZIP:

EMAIL:

Phyllis Farrar 907 Murrow Ct 66049 pfarrar21@gmail.com

COMMENTS on Design Concepts - 21st Street:

need signs for "Bike Crossing Ahead" for cars going N or S on Naismith at 21st

Will lobby hard for getting funding in next year or two for key intersections that are "future" Glad to see real limitations (no turns onto 21st at several intersections).

COMMENTS on Design Concepts - 13th Street:

Wonder if mountable bump-outs should be used throughout intersection at Connecticut. Some not raised, some raised may appear to send a mixed message.

→ Same

GENERAL COMMENTS:

So eager to see this is done. Keeping within budget must be huge challenge. But this is important step.

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME: ADDRESS: ZIP: EMAIL:

COMMENTS on Design Concepts - 21st Street:

COMMENTS on Design Concepts - 13th Street:

GENERAL COMMENTS:

I appreciate the thoughtfulness that went into these designs. It is critical as our population grows to encourage transportation by means other than single occupying cars. That means creating safe corridors that get people on foot or bike from point-to-point. These boulevards are cost-efficient strategies to try to address those critical needs. While some neighbors won't like designs, ultimately I

think they will appreciate slower, more controlled traffic.

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
BEN GULICK	1505 VERMONT ST	66044	ben.gulick@gmail.com

COMMENTS on Design Concepts - 21st Street:

Looking forward to being able to travel safely by bike on 21st. I'd love to see the mass. intersection done as well.

COMMENTS on Design Concepts - 13th Street:

Love how this connects so well to the loop trail. Important for multi-modal transportation opportunities.

GENERAL COMMENTS:

~~LAWRENCE~~ LAWRENCE RESIDENTS SHOULD HAVE THE FREEDOM TO TRAVEL HOW THEY SEE FIT/NEED. THESE PROJECTS TAKE SOME OF THE VEHICLE FOCUS AWAY AND ~~CONCENTRATE~~ GIVE A TINY SLIVER TO CYCLISTS ~~AND~~

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Wednesday, May 15

City Hall
City Commission Room

-- COMMENTS --

NAME: ADDRESS: ZIP: EMAIL:

COMMENTS on Design Concepts - 21st Street:

I am worried that LHS traffic will leave by Virginia Street and try to turn left at Greener Terrace causing a safety issue further south on Louisiana. I like the plan because it will make traveling east to west by bicycle so much easier.

COMMENTS on Design Concepts - 13th Street:

No issues, ~~except~~ except I would prefer more restrictions on vehicle ~~traffic~~ turning movements at 13th and Connecticut. However the new configuration does appear less confusing for everyone

GENERAL COMMENTS:

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16

East Lawrence
Recreation Center

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Bruce Van Roekel	1234 Conn.		louieroekel@gmail.com

COMMENTS on Design Concepts - 21st Street:

COMMENTS on Design Concepts - 13th Street:

Concerned about parking on east side of Conn. north of 13th Street. Plan reduces some of the parking?
Storm water ponding @ NW corner of 13th & Conn., no real positive drainage?

GENERAL COMMENTS:

I'm OK with the proposed Design but would have preferred a roundabout @ 13th & Conn.

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16

East Lawrence
Recreation Center

-- COMMENTS --

NAME: <i>Frank SACK</i>	ADDRESS: <i>1406 Oak Hill</i>	ZIP: <i>44</i>	EMAIL:
----------------------------	----------------------------------	-------------------	--------

COMMENTS on Design Concepts - 21st Street:

COMMENTS on Design Concepts - 13th Street:

THANKS!

GENERAL COMMENTS:

GOOD JOB!

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16

East Lawrence
Recreation Center

-- COMMENTS --

NAME:

RUTH Hile

ADDRESS:

1909 OHIO

ZIP:

046

EMAIL:

rothhb@aol.com

COMMENTS on Design Concepts - 21st Street:

It's ok but I worry about car traffic
being pushed onto ^{smaller} neighborhood streets
to "get around" the right turn only intersections.
But I'm all for slowing down cars.

COMMENTS on Design Concepts - 13th Street:

→ The big long map was great. It's
important to have a total visual
representation of the whole project.

GENERAL COMMENTS:

More traffic circles and/or 4 way stops
and speed bumps.

I'm looking forward to trying the
slalom around the chicanes.

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16
East Lawrence
Recreation Center

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
David Paden	1723 Barker	66044	dpaden@sunflower.com

COMMENTS on Design Concepts - 21st Street:

Why put bikes on main traffic ways?
22nd or 20th east of Louisiana better

COMMENTS on Design Concepts - 13th Street:

12th St through park is much
better cars need 13th and it will
still be dangerous for bikes

GENERAL COMMENTS:

I have ^{biked} ~~ridden~~ in Lawrence since
1959. Stay away from main
traffic ways!

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16

East Lawrence
Recreation Center

-- COMMENTS --

NAME: Pam Van Roekel ADDRESS: 1236 Connecticut ZIP: 66044 EMAIL: pam@otivla-collection.com

COMMENTS on Design Concepts - 21st Street:

COMMENTS on Design Concepts - 13th Street:

would prefer a roundabout
to improve traffic flow &
ability to turn/travel any direction

GENERAL COMMENTS:

do not like the ~~traffic~~ parking
in front of homes as new lane
striping takes away 2 spaces
from the front of the homes
(including NE corner home &
our home directly north)

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16

East Lawrence
Recreation Center

-- COMMENTS --

NAME:

ADDRESS:

ZIP:

EMAIL:

Bob Schumm 1720 St Andrews dr 66097

COMMENTS on Design Concepts - 21st Street:

I like it!

COMMENTS on Design Concepts - 13th Street:

I like it!

GENERAL COMMENTS:

I think you should improve 19th St to Iowa. I understand the tie in to 19th to Iowa but people coming from the south would want to turn on 21st to enter the bike blvd. Generally a very good plan.

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16

East Lawrence
Recreation Center

-- COMMENTS --

NAME: ADDRESS: ZIP: EMAIL:

Pfeifer

2039 Emerald Dr

61804

COMMENTS on Design Concepts - 21st Street:

- lose the calming devices (chicanes) - use speed bumps
- make 21st all the way thru to DOWA
- concerns of only making 21st + Ousdahl rd. & left turns off
- pushing more traffic onto 19th & 23RD -
- concerns of the 21st narrows once you cross Louisiana.

COMMENTS on Design Concepts - 13th Street:

thru - impacts the businesses east of Conn.

Had you had Ousdahl + 21st set up the way it is "going" to be like you had 13th + Conn. - you would have had more on-line responses. I believe 13th + Conn. had close to 500 / 21st only about 50. Just pushing more traffic to 19th & 23RD - they are already busy now

GENERAL COMMENTS:

The city can send out postcards to remind me not to park cars in my yard during basketball season. But prior to just within the last few months - When this ^{project} was being talked about the neighborhoods were not ~~told~~ mailed into about the future of 21st.

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16

East Lawrence
Recreation Center

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Browe	Collinson	66046	

COMMENTS on Design Concepts - 21st Street:

Good!

COMMENTS on Design Concepts - 13th Street:

N/A

GENERAL COMMENTS:

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16

East Lawrence
Recreation Center

-- COMMENTS --

NAME:

ADDRESS:

ZIP:

EMAIL:

Claire Vowels 518 E. 13th Street 66044 claire.vowels@gmail.com

COMMENTS on Design Concepts - 21st Street:

N/A

COMMENTS on Design Concepts - 13th Street:

Strongly Disapprove!! I've lived on this street for 6 yrs and I see this as a hindrance to the neighborhood. This is not safer for bikers and it makes traveling in my neighborhood more complicated.

GENERAL COMMENTS:

Terrible idea!

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16

East Lawrence
Recreation Center

-- COMMENTS --

NAME: ADDRESS: ZIP: EMAIL:

Susan Peterson 2100 Tennessee 66046

COMMENTS on Design Concepts - 21st Street:

This is absolutely ridiculous. You are pushing traffic on 23rd or 19th that already over crowded! Further more you have teens driving on 21st that don't know how to travel through all the speed bumps. Your bike lanes go nowhere. You need to think this through again!!

COMMENTS on Design Concepts - 13th Street:

GENERAL COMMENTS:

Please reconsider

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16

East Lawrence
Recreation Center

-- COMMENTS --

NAME: ADDRESS: ZIP: EMAIL:

Erika Kirkland 1908 Alabama St 66046

COMMENTS on Design Concepts - 21st Street: near

This is so exciting! We live ~~at~~ Alabama & 21st and are happy about the plans despite it meaning we will have to drive extra to get home. We will use the 21st St Boulevard often! I'm excited about how much safer it will be for my kids (ages 7 & 9) to ride on 21st.

COMMENTS on Design Concepts - 13th Street:

Nice Work! I approve!

GENERAL COMMENTS:

Thankyou Thankyou for making this a priority in Lawrence and for enduring all the public comment periods. It has been useful & will yield a better boulevard.

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16
East Lawrence
Recreation Center

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
MAT KIRKLAND	1908 ALABAMA	66046	matkirkland@gmail.com

COMMENTS on Design Concepts - 21st Street:

LOOKS GREAT! THIS WILL CHANGE THE WAY WE DRIVE TO/FROM OUR HOUSE, BUT I AM 110% ON BOARD FOR THESE CHANGES. I DON'T MIND CHANGING MY DRIVING ROUTE A BIT IF IT MAKES A SAFER, PLEASANT BIKE BLVD. WE ALSO BIKE TO WORK & SCHOOL AND THIS WILL MAKE IT SO MUCH NICER.

COMMENTS on Design Concepts - 13th Street:

 THUMBS UP!

GENERAL COMMENTS:

Please use back for additional comments.

LAWRENCE BIKE BOULEVARD

Thursday, May 16

East Lawrence
Recreation Center

-- COMMENTS --

NAME:	ADDRESS:	ZIP:	EMAIL:
Shannon Lynn 2715 Ponderosa 94046			

COMMENTS on Design Concepts - 21st Street:

No Comments

COMMENTS on Design Concepts - 13th Street:

I like the changes at 13th + Conn. from the demonstration til now.
I spoke with Paul about concerns I have about visibility at the intersection of 13th + Oregon - difficult to see to the east without pulling

GENERAL COMMENTS:

but farther than the proposed stop sign.

I like that I was greeted upon entering the building and given information about how the open house was organized at the time I arrived. This is an improvement over the last open house about the Bike Bluds.

Please use back for additional comments.

Lawrence Listens Survey Results on Final Conceptual Design

Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

Summary Of Responses

As of May 28, 2019, 3:37 PM, this forum had:

Attendees: 40
Responses: 18
Minutes of Public Comment: 54

Topic Start

May 13, 2019, 4:37 PM

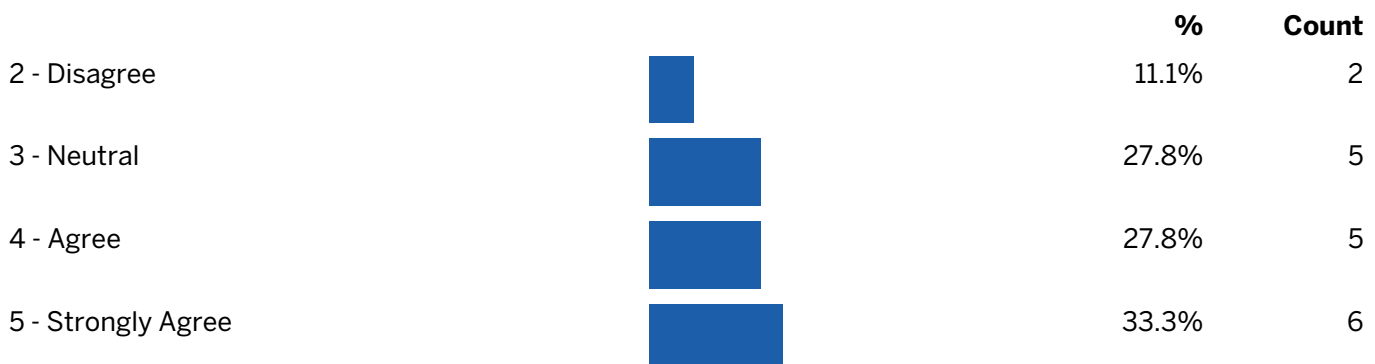
QUESTION 1

If implemented, the 13th St concept plan will achieve the desired goal of reducing speeds in this corridor.



QUESTION 2

If implemented, the 13th St concept plan improves the safety of intersection crossings for non-motorized users.

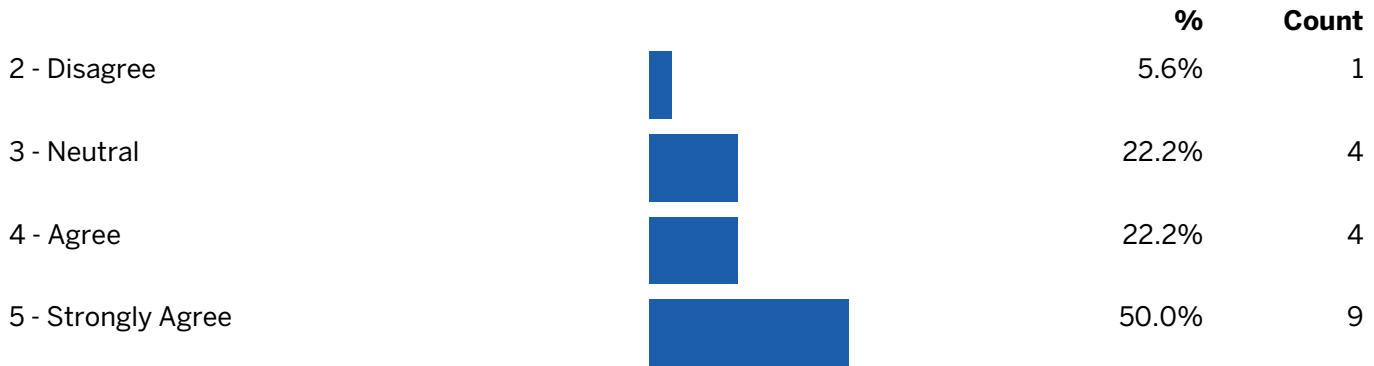


Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

QUESTION 3

If implemented, the 13th St concept plan will make the corridor more welcoming to non-motorized users.



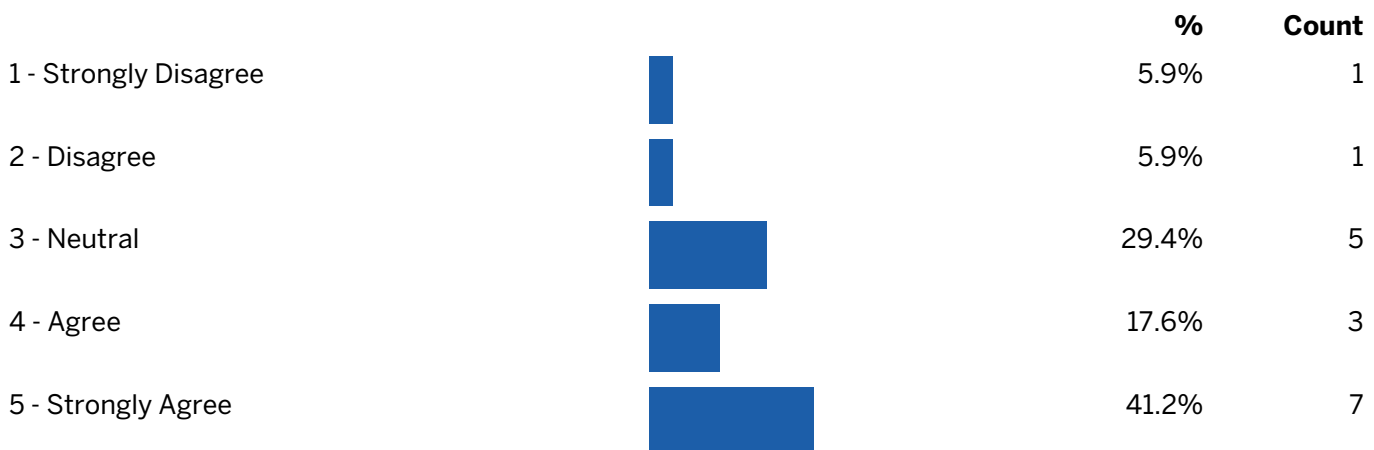
QUESTION 4

Are there any other comments you would like to share about the 13th St Bicycle Boulevard concept plan?

Answered	11
Skipped	7

QUESTION 5

If implemented, the 21st St concept plan will achieve the desired goal of reducing speeds in this corridor.



QUESTION 6

Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

If implemented, the 21st St concept plan improves the safety of intersection crossings for non-motorized users.



QUESTION 7

If implemented, the 21st St concept plan will make the corridor more welcoming to non-motorized users.



QUESTION 8

Are there any other comments you would like to share about the 21st St Bicycle Boulevard concept plan?

Answered	16
Skipped	2

Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

Survey Questions

QUESTION 1

If implemented, the 13th St concept plan will achieve the desired goal of reducing speeds in this corridor.

- 1 - Strongly Disagree
- 2 - Disagree
- 3 - Neutral
- 4 - Agree
- 5 - Strongly Agree

QUESTION 2

If implemented, the 13th St concept plan improves the safety of intersection crossings for non-motorized users.

- 1 - Strongly Disagree
- 2 - Disagree
- 3 - Neutral
- 4 - Agree
- 5 - Strongly Agree

QUESTION 3

If implemented, the 13th St concept plan will make the corridor more welcoming to non-motorized users.

- 1 - Strongly Disagree
- 2 - Disagree
- 3 - Neutral
- 4 - Agree
- 5 - Strongly Agree

QUESTION 4

Are there any other comments you would like to share about the 13th St Bicycle Boulevard concept plan?

QUESTION 5

If implemented, the 21st St concept plan will achieve the desired goal of reducing speeds in this corridor.

- 1 - Strongly Disagree
- 2 - Disagree

- 3 - Neutral
- 4 - Agree
- 5 - Strongly Agree

QUESTION 6

If implemented, the 21st St concept plan improves the safety of intersection crossings for non-motorized users.

- 1 - Strongly Disagree
- 2 - Disagree
- 3 - Neutral
- 4 - Agree
- 5 - Strongly Agree

QUESTION 7

If implemented, the 21st St concept plan will make the corridor more welcoming to non-motorized users.

- 1 - Strongly Disagree
- 2 - Disagree
- 3 - Neutral
- 4 - Agree
- 5 - Strongly Agree

QUESTION 8

Are there any other comments you would like to share about the 21st St Bicycle Boulevard concept plan?

Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

Individual Responses

Name not shown

inside City Limits

May 14, 2019, 11:15 AM

Question 1

- 4 - Agree

Question 2

- 4 - Agree

Question 3

- 5 - Strongly Agree

Question 4

I think it's a shame that so many people pushed back about the changes to 13th and Connecticut- the turn restrictions would have been good for volume reduction.

Question 5

- 4 - Agree

Question 6

- 5 - Strongly Agree

Question 7

- 5 - Strongly Agree

Question 8

Love the bike-level push buttons for crossing signals.

Name not available

May 14, 2019, 11:35 AM

Question 1

- 4 - Agree

Question 2

- 5 - Strongly Agree

Question 3

- 5 - Strongly Agree

Question 4

No response

Question 5

- 5 - Strongly Agree

Question 6

- 5 - Strongly Agree

Question 7

- 5 - Strongly Agree

Question 8

I'm very excited about this - I think the more we can restrict traffic on 21st street, the better it will be for cyclists. And I say this as someone who drives on 21st every day... and bikes occasionally.

Oh, and also I selected the anonymous version here but just because that's the only way to submit without having to create an account. I don't want to have to make an account with some weird service. That's dumb! :)

Name not shown

May 14, 2019, 12:30 PM

Question 1

- 4 - Agree

Question 2

- 4 - Agree

Question 3

- 4 - Agree

Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

Question 4

I truly appreciate the work put in to maintain efficiency and consideration for both motorized and nonmotorized traffic. I feel that you all have done a good job reacting to input from the community on these projects and I will be interested to see how they work. Thanks for all your hard work and vision to make our city better accessible to all.

Question 5

No response

Question 6

No response

Question 7

No response

Question 8

No response

Name not available

May 14, 2019, 12:48 PM

Question 1

- 3 - Neutral

Question 2

- 3 - Neutral

Question 3

- 3 - Neutral

Question 4

Yes. All this hooplas about bicycle path. Bike riders should be taxed like autos to help pay for this. We have the lousiest streets for auto and you make these bike rides special paths and right of ways. How come our streets do not have weight limits for trucks. Maybe are streets would be in better shape if we had limits.

Question 5

- 3 - Neutral

Question 6

- 3 - Neutral

Question 7

- 3 - Neutral

Question 8

Tax the bike riders like you do autos to pay for these paths and right of ways

Name not available

May 14, 2019, 2:16 PM

Question 1

- 2 - Disagree

Question 2

- 2 - Disagree

Question 3

- 2 - Disagree

Question 4

Unfortunately there is not enough non-motorized traffic through this area to warrant changes to this degree. All it's going to do is cause problems and confusion for the people who drive, which is the majority of traffic in this area. Our city cannot cater to the few when the majority would suffer. This idea is complete nonsense.

Question 5

- 2 - Disagree

Question 6

- 2 - Disagree

Question 7

- 2 - Disagree

Question 8

Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

This plan is confusing and unnecessary especially for a high traffic area such as 21st St. Quit trying to cater to the few non-motorized people that would use it and leave things alone. No matter how much you want people to ride bikes, it's never going to change. People are always going to drive cars. It's just going to push more drivers into the residential areas to avoid these roadways.

Name not available
May 14, 2019, 10:26 PM

Question 1

- 4 - Agree

Question 2

- 4 - Agree

Question 3

- 4 - Agree

Question 4

No response

Question 5

- 4 - Agree

Question 6

- 4 - Agree

Question 7

- 4 - Agree

Question 8

Great- excited to see more Bicycle Boulevards around town in the future, as well as dedicated bike trails.

Name not available
May 15, 2019, 8:15 AM

Question 1

- 4 - Agree

Question 2

- 2 - Disagree

Question 3

- 4 - Agree

Question 4

I am not in favor of the narrow roads at intersections and where the bump outs are. My concern is this will cause bikes to be forced off the road. I would much rather see speed bumps, or other devices that do not narrow the roadway, to slow traffic along the route. I am happy to see 13th and Connecticut has remained open to vehicular traffic and not just bikes for east and westbound.

Question 5

- 3 - Neutral

Question 6

- 1 - Strongly Disagree

Question 7

- 4 - Agree

Question 8

The narrow lanes at intersections and bump outs is a safety concern. My concern is that bikes will be forced off the road at these points. I would prefer to see speed bumps or other ways of slowing traffic that does not reduce lane width. I am also concerned with how the street department will be able to plow these roads in the winter. The intersection at 21st and Ousdahl restricts vehicles from using the roadway in certain directions, which adversely affects those living in the neighborhood. I think it will cause confusion for some drivers going north/south, as they might expect all traffic will be turning off 21st and not expect bikes, which are already smaller and harder to see, to go straight across. Since the "bike boulevard" technically ends at this point, why do bikes continue west and cars not? I think this intersection should be open to all traffic on the roadway. Additionally speed bumps further west on 21st would help reduce the speed of traffic approaching the intersection. This intersection will also affect plowing and trash routes in the area. The intent of the program was to slow traffic, not remove it from the road and i am very opposed to how this intersection does that.

Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

I would also like to see at least one more speed bump on Ousdahl, possibly in the 2100 block, to slow traffic as it approaches 21st from the south but also as cars approach the school from the north. This will benefit both the school children and the bicyclists and create a safer roadway.

Name not shown
inside City Limits
May 15, 2019, 9:04 AM

Question 1

- 5 - Strongly Agree

Question 2

- 5 - Strongly Agree

Question 3

- 5 - Strongly Agree

Question 4

This is great! I love that it connects so well with the Burroughs Creek Trail/Lawrence Loop. As a cyclist, I will use this over 15th street.

Question 5

- 5 - Strongly Agree

Question 6

- 5 - Strongly Agree

Question 7

- 5 - Strongly Agree

Question 8

As a cyclist, I can't wait! I travel on 21st street weekly and this will improve my travels immensely.

Name not shown
inside City Limits
May 15, 2019, 10:45 AM

Question 1

- 3 - Neutral

Question 2

- 3 - Neutral

Question 3

- 3 - Neutral

Question 4

No response

Question 5

- 3 - Neutral

Question 6

- 2 - Disagree

Question 7

- 2 - Disagree

Question 8

Bicycle riders are few and far between on 21st St. There are lots of walkers and sometimes bike riders ride on the sidewalks and expect us to step aside. I've see bike riders around town ignore stop signs and ride on the wrong side of the street. There seem to be no rules for them. I do not ride a bike but respect others right to do so. I don't mind that we slow traffic for bikers and agree that bike riding is good for the environment and physical health. But, closing the intersection at Alabama and 21st causes all of us to go out of our way and puts more pressure on an already crowded 19th St. and more traffic on Naismith and Louisiana. This will cause more waiting to turn, possibly more car crashes and certainly more pollution because of increased idling and extra miles one must travel to get around to 21st. I just don't see the point. We have so many projects that need attention and I don't feel this is a wise or equitable use of my tax dollars. Where are the riders coming from, what other bike boulevards will feed into 21st? Or will people just park their cars somewhere and ride up and down 21st? I have seen no traffic counters to look at the numbers of cars that travel 21st. It is easy for city workers who don't live in this neighborhood to just decide to put this on us. Not fair to us. Many houses in this neighborhood are rental and the students won't care about this situation. The homeowners I've talked to hate the idea but some won't speak up. I hope others will.

Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

Name not available

May 15, 2019, 12:03 PM

Question 1

- 3 - Neutral

Question 2

- 3 - Neutral

Question 3

- 3 - Neutral

Question 4

No questions were raised about the issue for motorized users, or for convenience to the neighborhood.
So, far, I don't see any interest in this.

Question 5

- 3 - Neutral

Question 6

- 3 - Neutral

Question 7

- 3 - Neutral

Question 8

No questions about utility to the neighborhood, safety, or viability for motorized users.
They are of course terrible.

Name not available

May 15, 2019, 7:29 PM

Question 1

- 4 - Agree

Question 2

- 4 - Agree

Question 3

- 5 - Strongly Agree

Question 4

No response

Question 5

- 4 - Agree

Question 6

- 5 - Strongly Agree

Question 7

- 5 - Strongly Agree

Question 8

No response

Name not shown

inside City Limits

May 16, 2019, 1:37 PM

Question 1

- 3 - Neutral

Question 2

- 3 - Neutral

Question 3

- 3 - Neutral

Question 4

No response

Question 5

- 1 - Strongly Disagree

Question 6

Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

- 1 - Strongly Disagree

Question 7

- 1 - Strongly Disagree

Question 8

If the City wants to make 21st safer for non-motorized users, it needs to start by doing a better job of keeping people from coming straight through Ousdahl from campus. People regularly disregard the curbing intended to make people turn rather than go straight and particularly since 19th has been closed, traffic has picked up on Ousdahl with people cutting through - often at high rates of speed - to get to or from campus. Introducing more bicycles to the area without adequately addressing the traffic coming straight through 19th and Ousdahl is going to create a dangerous situation.

Name not available

May 16, 2019, 1:46 PM

Question 1

- 5 - Strongly Agree

Question 2

- 5 - Strongly Agree

Question 3

- 5 - Strongly Agree

Question 4

No response

Question 5

- 5 - Strongly Agree

Question 6

- 5 - Strongly Agree

Question 7

- 5 - Strongly Agree

Question 8

I love this plan, please implement as much of it as you can. This would greatly increase my safety and comfort biking on 21st street, for me and my children!

Name not available

May 17, 2019, 11:13 AM

Question 1

- 4 - Agree

Question 2

- 5 - Strongly Agree

Question 3

- 5 - Strongly Agree

Question 4

No response

Question 5

- 5 - Strongly Agree

Question 6

- 5 - Strongly Agree

Question 7

- 5 - Strongly Agree

Question 8

This plan feels good. I'm happy to see it occur and I believe it's worth it to make these tradeoffs between vehicle and bike traffic. This will make Lawrence a better place for bicycles and help us combat climate change!

Name not available

May 21, 2019, 9:24 AM

Question 1

Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

No response

Question 2

- 4 - Agree

Question 3

- 5 - Strongly Agree

Question 4

two thumbs up

Question 5

- 5 - Strongly Agree

Question 6

- 5 - Strongly Agree

Question 7

- 5 - Strongly Agree

Question 8

I agree with these goals, and I think the plan will make the corridor safer and more welcoming for cars.

Name not available

May 23, 2019, 11:19 AM

Question 1

- 5 - Strongly Agree

Question 2

- 5 - Strongly Agree

Question 3

- 5 - Strongly Agree

Question 4

This is great - 13th st will be part of my commute when this happens, and will make biking it so much safer. Thank you!

Question 5

- 5 - Strongly Agree

Question 6

- 5 - Strongly Agree

Question 7

- 5 - Strongly Agree

Question 8

:-)

Name not shown

inside City Limits

May 25, 2019, 10:11 AM

Question 1

- 3 - Neutral

Question 2

- 3 - Neutral

Question 3

- 4 - Agree

Question 4

I don't know enough about bike boulevards to say that it will work to reduce traffic and auto speeds. Time will tell. I certainly hope that it does. That being said, that is the theory - that it will lower speeds and only have local traffic, bicycles and pedestrians on the street. I appreciate the soft touch to allow the local vehicle traffic to go where they need to go. It should be a win win for both groups. Thanks for listening.

Question 5

- 3 - Neutral

Question 6

- 3 - Neutral

Question 7

Bicycle Boulevards - Final Conceptual Design

After reviewing the final conceptual design for the 21st Street and 13th Street Bicycle Boulevards, what feedback do you have to share?

- 4 - Agree

Question 8

Once again I hope it meets the goals of reducing through-traffic and lower vehicle speeds, too. I hope the local traffic still gets to go where they need to go. It is a good street to ride on now, although 22nd street is my preferred once I can get to it but 21st is the access point.

Name not available

May 28, 2019, 2:32 PM

Question 1

- 4 - Agree

Question 2

- 5 - Strongly Agree

Question 3

- 5 - Strongly Agree

Question 4

We are really looking forward to this improvement to our neighborhood!

Question 5

- 5 - Strongly Agree

Question 6

- 5 - Strongly Agree

Question 7

- 5 - Strongly Agree

Question 8

We love these modest measures to make the road more welcoming to cyclists. We wish they could be even more aggressive!

Email Correspondence on the Final Conceptual Design

Amanda Sahin

From: pattie johnston <pattiejohnston@hotmail.com>
Sent: Wednesday, May 15, 2019 8:58 AM
To: Jessica Mortinger
Subject: Lawrence Bikes Comments

There have been numerous discussions concerning the proposed bike boulevards. Addressing the 21st street ideas, it is obvious that the ones proposing this are not aware of the actuality of the street and the traffic on it. It is an arterial from Iowa to Massachusetts streets with minimum "low traffic" times. It is an older street, in a residential neighborhood, narrow with driveways that require backing out from these driveways. Numerous past construction projects on 19th and 23rd streets have forced drivers to find other routes. They found 21st street and have continued to use it.

The answers that have been received expressing these concerns, when an answer has been received, have been in the nature that traffic will diminish after the project is completed. The design of no left turns and street narrowing devices may make it less desirable but also complicates those who live in this neighborhood, especially those of us who live directly on 21st street. Funneling more traffic onto 19th & 20th streets is the most likely result. Even that is not exactly a good practice idea.

Though the city has provided meetings and other opportunities to express concerns and issues on this proposal, it is highly unlikely that any of those directly impacted will have any effect on the decision. It can be said that input was asked for from the community but is it really input that is being considered or are these public information opportunities only to show what will be occurring regardless of residents' opinions? It would be nice to be proven wrong but past experience is a good teacher.

Sent from my LG Phoenix 2, an AT&T 4G LTE smartphone

Amanda Sahin

From: Marlene Merrill <merrillm92@gmail.com>
Sent: Monday, May 20, 2019 8:29 PM
To: Jessica Mortinger
Subject: Lawrence Bikes Comments

I am thinking that the proposed bike way on 13th and 21st is a waste of city tax resources. Neither bikeway connects with anything. It would be a better use of resources and a better plan to encourage the use of the bike trails that circle the city.

I would rather city use funds to take care of traffic and road maintenance in the city. I am not in favor of setting up so called traffic devices in one block of a city street.

Marlene Merrill

Sent from my iPhone

Amanda Sahin

From: Melott, Adrian L. <melott@ku.edu>
Sent: Thursday, May 16, 2019 7:25 AM
To: Amanda Sahin
Subject: Bicycle Boulevard Design

Although I have numerous problems with the design, the worst is the barrier and 21st and Alabama. This makes it impossible to return to my house from the south, except by going around involving Louisiana 19th and/or Naismith, and adding considerable driving distance. It should be removed.

Adrian L. Melott

Amanda Sahin

From: Melott, Adrian L. <melott@ku.edu>
Sent: Thursday, May 16, 2019 7:27 AM
To: Amanda Sahin
Subject: I forgot to mention

This barrier will not help the ostensible reason, parking on Alabama. Nearly all of that parking is KU students, not high school students. They will continue to drive down Alabama, turn in driveways, and park there.

Adrian L. Melott

From: "Melott, Adrian L." <melott@ku.edu>

Date: May 16, 2019 at 7:35:22 AM CDT

To: "llarsen@lawrenceks.org" <llarsen@lawrenceks.org>, "jananda@lawrenceks.org" <jananda@lawrenceks.org>, "lsoden@lawrenceks.org" <lsoden@lawrenceks.org>, "sboley@lawrenceks.org" <sboley@lawrenceks.org>, "matthewjherbert@gmail.com" <matthewjherbert@gmail.com>

Subject: Bicycle Boulevards

To: Lawrence City Commissioners

Re: Bike Boulevard

I am opposed to the planned barrier and 21st and Alabama, but have no way to express this as things are currently set up by city staff. But the problem is broader than this one obstacle.

I was amazed yesterday when I saw the Bike Boulevard poll on *Lawrence Listens*. It is touted as a place to give feedback on the plans, but it is clearly designed as a push poll. A push poll (often used in politics) is designed to produce a predetermined outcome. In this case, it is designed to reach the conclusion that the design constructed by city staff is a good one and has the support of the citizens. It does this by asking only selected questions, such as whether the design will slow traffic or make the street more welcoming for cyclists. It does not ask about access for neighborhood motorists, including their ability to go places, or other effects on their lives.

This project, at least for 21st street, was undertaken without consulting the Centennial Neighborhood. The first local announcements of it were last fall. From the beginning of this, the process has been designed to limit any critical feedback. Verbal feedback at the meetings relies upon accurate assessment and compilation by city staff, whom I never saw taking notes. Online surveys have been very limited. The first one was only about the design of certain trial traffic devices which were put in place. The most recent one I have described above. There has never been a poll which focuses on any possible negative impacts of the project. Let me make a few points:

- 21st street is not a low traffic volume street. It has at present a substantial number of cars and trucks, and very few bicycles. Do we believe that "If we build it, they will come"?
- Although staff documents refer to it as a "cut-through" street, which it may be for much of the town, it is a crucial access street for those who live in the neighborhood.
- Barriers and blockades will make getting places difficult. I live just north of 21st in the vicinity of Alabama. The device proposed for that site will make getting home from my local shopping area (near 23rd and Louisiana) only possible with a long diversion to get around this thing. I expect to burn a lot more gasoline due to this.
- The 21st street plan goes from nowhere to nowhere. There is no big destination at either end. A bike project up Naismith to KU might make some sense, but I don't see that in the plans.

I believe this project should be scrapped, or possibly reduced to the installation of speed bumps along 21st with added bike lanes.

Yours, Adrian Melott

Amanda Sahin

From: Brandon McGuire
Sent: Friday, May 17, 2019 12:26 PM
To: arlyallen@reagan.com
Cc: City Commissioners Email; Executive Staff; Amanda Sahin; David Cronin; Jessica Mortinger; Melinda Harger
Subject: FW: Bicycle Boulevards Project Open Houses on May 15 & 16
Attachments: Re: Why are you doing this ?

Arly – I received your note to the city commissioners regarding the upcoming bicycle boulevard project along 21st street. Respectfully, I disagree with your characterization that city staff has not adequately responded to your questions in repeated communications. One such communication is attached to this email for a point of reference. City staff have also enjoyed communicating with at least one other member of your family. We appreciate your input and understand your position.

I have participated in the public engagement process for this and the 13th street project on behalf of the city as well as other city staff you have communicated with directly. Many of residents in your neighborhood have engaged me in conversation about the project – diverse residents including long time home owners, young families, retirees and renters. The project is designed to provide a safer experience for cyclists, pedestrians and motorists on 21st street. While some residents oppose the project on principle others eagerly anticipate the project. In some cases concerns about unintended consequences were brought to the design team's attention through the public engagement process and the final design proposal includes changes compared to the preliminary proposal that address those concerns. The city strives to balance diverse needs, interests and goals of neighborhoods and the entire community in the management of the public infrastructure. The public engagement process for these projects has been extensive and reflects the high level of interest by numerous residents with diverse interests. We recognize and respect that everyone is entitled to and has their own opinion, but the projects reflect compromise, not individual goals.

Specific to your inquiry below...

You ask why the plan is being developed. This project is an extension of the city's multi-modal transportation goals which have been discussed for years, and more formally articulated in guiding documents including our transportation plans and the previous Pedestrian Bicycle Issues Task Force report. Resources related to those efforts are available here: <https://lawrenceks.org/mpo/>. The project addresses many goals related to traffic safety and pedestrian and bicycle safety for the city's transportation system. The following webpage provides information about those goals and how treatments typically incorporated in bicycle boulevards projects address those goals: <https://lawrenceks.org/bike-blvds/>

You asked who will benefit. The community will benefit, including the residents of the immediate neighborhoods along 13th and 21st streets and people who drive, bike, walk/run or use mobility devices along those corridors. Benefits include reduced traffic volume and speed on the subject streets, which reduces the frequency and severity of accidents. The safer built environment and the slower traffic speeds will give pedestrians and bicyclists confidence to use the street as an equal to motorists. The improvements will enable users of all modes of transportation to more safely and comfortably share the street.

You asked why this is necessary. These bike boulevard projects, and all other multi-modal transportation projects are necessary for the city to be a thriving and relevant community that is responsive to the diverse needs, wants and expectations of our residents. Most people who choose to travel by foot or bike also travel by vehicle. Likewise, many people who drive vehicles also enjoy riding bikes or traveling on foot. A city's transportation system should accommodate all modes of transportation. Safely and efficiently moving vehicular traffic through the city's transportation system is and likely always will be a primary goal for the city, and the

city invests substantial resources to advance progress towards that goal. Bike boulevards do not eliminate vehicular traffic, but they do slow vehicular speeds which provides for a safer street for all users, including motorists.

You asked what can be done to stop this misguided attempt at eliminating cars in Lawrence. With all due respect, the premise that the city is attempting to eliminate cars on Lawrence streets is wholly inaccurate. I encourage you to review the report on the city manager's recommended 5-year capital improvement program which was presented this past Tuesday to the City Commission, available here: https://assets.lawrenceks.org/assets/agendas/cc/2019/05-14-19/FI_proposed_2020-2024_CIP_memo.html. Over the 5-year plan, roughly \$50.8 million is planned for projects that are primarily street and traffic system improvements that benefit of motorists. In comparison, \$9.2 million is planned for projects and programs that would be considered primarily pedestrian/bicycle oriented. That is an 85/15 ratio which will enable significant investments in the traffic system while also enabling advancement towards the community's multi-modal transportation goals. This compromise shows dedication to all modes of transportation. These figures do not represent the resources dedicated to operations, maintenance and equipment utilized in the management of the city's traffic system. The O&M and equipment resources quantify a substantial addition to the \$50.8 million capital plan and are critical to the traffic system serving motorists in our town. For perspective, the Commission appropriated \$350,000 to the two bike boulevard projects in 2019. Although full build out of the projects will require additional funding decisions, the projects provide a cost effective option for addressing speed and peak volume concerns as well multi-modal transportation goals along these corridors.

I hope you find this information useful and that you agree that the city staff has been, and continues to be responsive to your inquiries.



City of Lawrence

Brandon McGuire, Assistant to the City Manager – BMcGuire@LawrenceKS.org
City Manager's Office | www.LawrenceKS.org
P.O. Box 708, Lawrence, KS 66044
office (785) 832-3466 | cell (785) 760-4190 | fax (785) 832-3405

From: Tom Markus <tmarkus@lawrenceks.org>
Sent: Thursday, May 16, 2019 10:50 AM
To: Brandon McGuire <bmcguire@lawrenceks.org>
Cc: City Commissioners Email <commissioners@lawrenceks.org>; Executive Staff <ExecutiveStaff@lawrenceks.org>
Subject: FW: Bicycle Boulevards Project Open Houses on May 15 & 16

Please determine which staffer and what response is appropriate.

From: Stuart Boley <sboley@lawrenceks.org>
Sent: Thursday, May 16, 2019 10:45 AM
To: Tom Markus <tmarkus@lawrenceks.org>
Subject: Fwd: Bicycle Boulevards Project Open Houses on May 15 & 16

FYI

Sent from my iPad

Begin forwarded message:

From: arlyallen@reagan.com

Date: May 16, 2019 at 10:31:26 AM CDT

To: llarsen@lawrenceks.org, jananda@lawrenceks.org, lsoden@lawrenceks.org,
sboley@lawrenceks.org, matthewwijherbert@gmail.com

Subject: FW: RE: FW: Bicycle Boulevards Project Open Houses on May 15 & 16

Dear Commissioners:

I have protested repeatedly to the planning department about the destructive proposal for converting 21st street into a "Bike Boulevard." I have gotten no response from them. I have asked who wants this project and why, and have gotten no response. The data that has been published suggests that only 71 people out of nearly 100,000 people in Lawrence support this plan.

This is a bad plan, that will have major negative consequences for Lawrence.

Why is this plan being developed ?

Who will benefit ?

Why is this necessary ?

What can we do to stop this misguided attempt at eliminating cars in Lawrence ?

Arly Allen
1101 West 21st
Lawrence, KS

Memorandum

City of Lawrence

Municipal Services & Operations

TO: Transportation Commission
FROM: Jake Baldwin, Senior Project Engineer
DATE: May 28, 2019
RE: Agenda Item for Transportation Commission 6/3/19:
2019 Sidewalk/Bike/Ped Improvements/ADA Ramps (CI09) Budget Allocation

Background

There is \$600,000 in the 2019 CIP for Sidewalk/Bike/Ped Improvements/ADA Ramps (CIP# CI09) funded through Capital Improvement Reserve Fund.

Details

Staff recommends the funding over 2019 CIP for Sidewalk/Bike/Ped Improvements/ADA Ramps (CIP# CI09) will be allocated as shown below:

Elements	FY 2019
2018 Sidewalk Gaps & ADA Ramps (PW1817) & 2017 CDBG Ramps and Haskell Pedestrian Crossing (PW1819)	\$200,000
2019 Bicycle Boulevards (21 st Street & 13th Street)	\$250,000
Safe Routes to School Phase II (PW1720)	\$150,000
Total	\$600,000

2018 Sidewalk Gaps & ADA Ramps (PW1817) & 2017 CDBG Ramps and Haskell Pedestrian Crossing (PW1819):

- In April 2018, the Transportation Commission approved the project list for the 2017/2018 Pedestrian/Bike/Ramps Projects and 2017/2018 CDBG Projects.
https://assets.lawrenceks.org/assets/boards/transportation-commission/2018/minutes/TC_minutes2018-Apr2.pdf
- In February 2019, the Transportation & City Commission approved allocating \$200,000 in 2019 bike/ped funds from CI09 to PW1817 & PW1819 & awarded the construction contracts to Phoenix Concrete and Underground, LLC. Both projects are currently under construction.

https://assets.lawrenceks.org/assets/agendas/cc/2019/02-19-19/mso_ci09_2018_Sidewalk_and_Ramps_2017_CDBG_bid_award_memo.html

2019 Bicycle Boulevards (21st Street & 13th Street):

In February 2018 \$350,000 was approved for Bikeways from CI09. An additional \$117,000 was approved for Bikeways from GO Bond PW17E8CIP for a total funding amount of \$467,000.

<https://assets.lawrenceks.org/assets/boards/transportation-commission/2018/agendas/2018apr2/agenda-2018-04-02.pdf>

Budget committed to date is \$129,000 with anticipated additional costs of \$8,600 for an approximate total of \$138,000. The difference between funding and current commitments leaves approximately \$330,000 available for construction. Conceptual construction cost is estimated at \$581,000. The additional budget needed to complete construction is approximately \$250,000.

Staff recommends allocating \$250,000 for the construction of the 21st Street and 13th Street Bicycle Boulevards.

Safe Routes to School Phase II (PW1720):

Funding for construction is provided by matching KDOT funds at an 80/20 split (KDOT/City) with KDOT providing \$393,000 and the City budgeting \$100,000 for a total of \$493,000 in available funding. The engineer's estimate for the project is approximately (\$149,000) over available funding because of rising construction costs. In addition, associated project costs include engineering design fees of approximately \$66,000. The total project funding shortfall is \$215,000.

City staff separated out two add alternates from the base bid of the project to facilitate awarding as much of the project as possible with the available funding. City Staff recommends allocating \$150,000 in 2019 bike/ped funds to the project. This allocation will allow the City to award the base bid, as well as the possibility of awarding an add alternate.

The project will be let in July 2019. The base bid consists of Princeton Blvd., 15th St., Michigan St. and Yale Rd.-South. Add alternate A is Yale Rd.-North. Add alternate B is Harvard Rd. Following the opening of the bid, City Staff will make recommendation to the City Commission for the award of the base bid and any alternates as approved by the Transportation Commission.

Any 2019 bike/ped funds from the \$150,000 allocation not used for the construction of the base bid and any alternates will be rolled-over into 2020 Sidewalk/Bike/Ped Improvements/ADA Ramps projects.

Action

Recommend approval of the 2019 funding allocation of \$600,000 budgeted for Pedestrian/Bicycle (CIP# CI09) projects.

Attachments

Project Location Map – Safe Routes to School

DATE	BY	SURVEY
7/2018	A. Meyer (Affinis Corp)	CADD TECHNICIAN
7/2018	T. LaVelle (Affinis Corp)	DESIGNERS
7/2018	L. Rottinghaus (Affinis Corp)	SQUAD

Drawn By vramirez
File :8234801_Title_01.dgn
Plotted 3/7/2019

INDEX OF SHEETS

1	TITLE SHEET
2	GENERAL NOTES
3 - 4	TYPICAL SECTIONS
5 - 17	PLAN SHEETS
18 - 21	CURB RAMP DETAILS
22	INTEGRAL RETAINING WALL PROFILE
23	MODULAR BLOCK RETAINING WALL PROFILE
24 - 30	DRIVE PROFILES
31 - 33	SUMMARY OF QUANTITIES SHEETS
35 - 41	TRAFFIC CONTROL SHEETS
42 - 48	STANDARD DETAILS

SAFE ROUTES TO SCHOOL PHASE 2

CITY OF LAWRENCE, KANSAS
DOUGLAS COUNTY
FEDERAL AID PROJECT

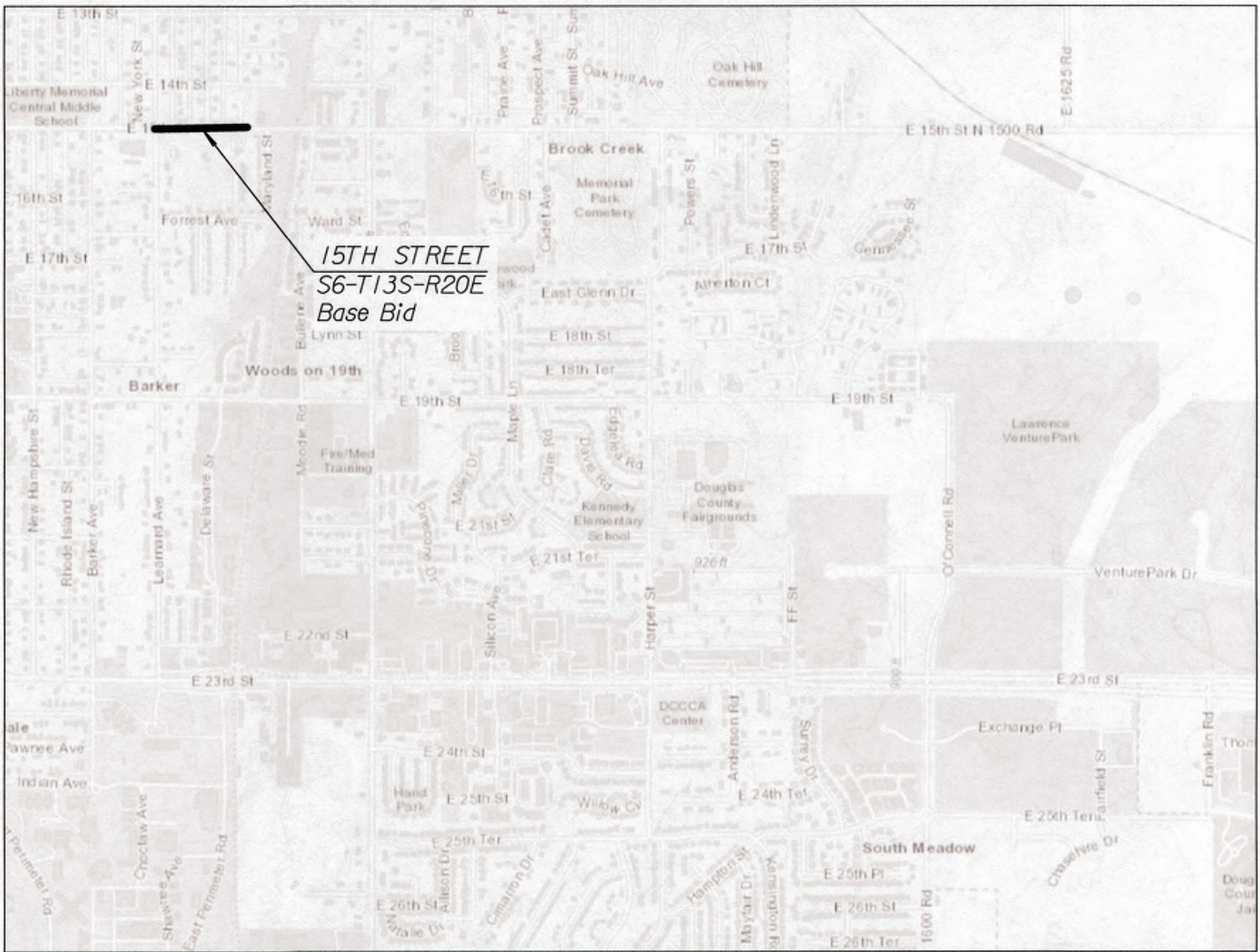
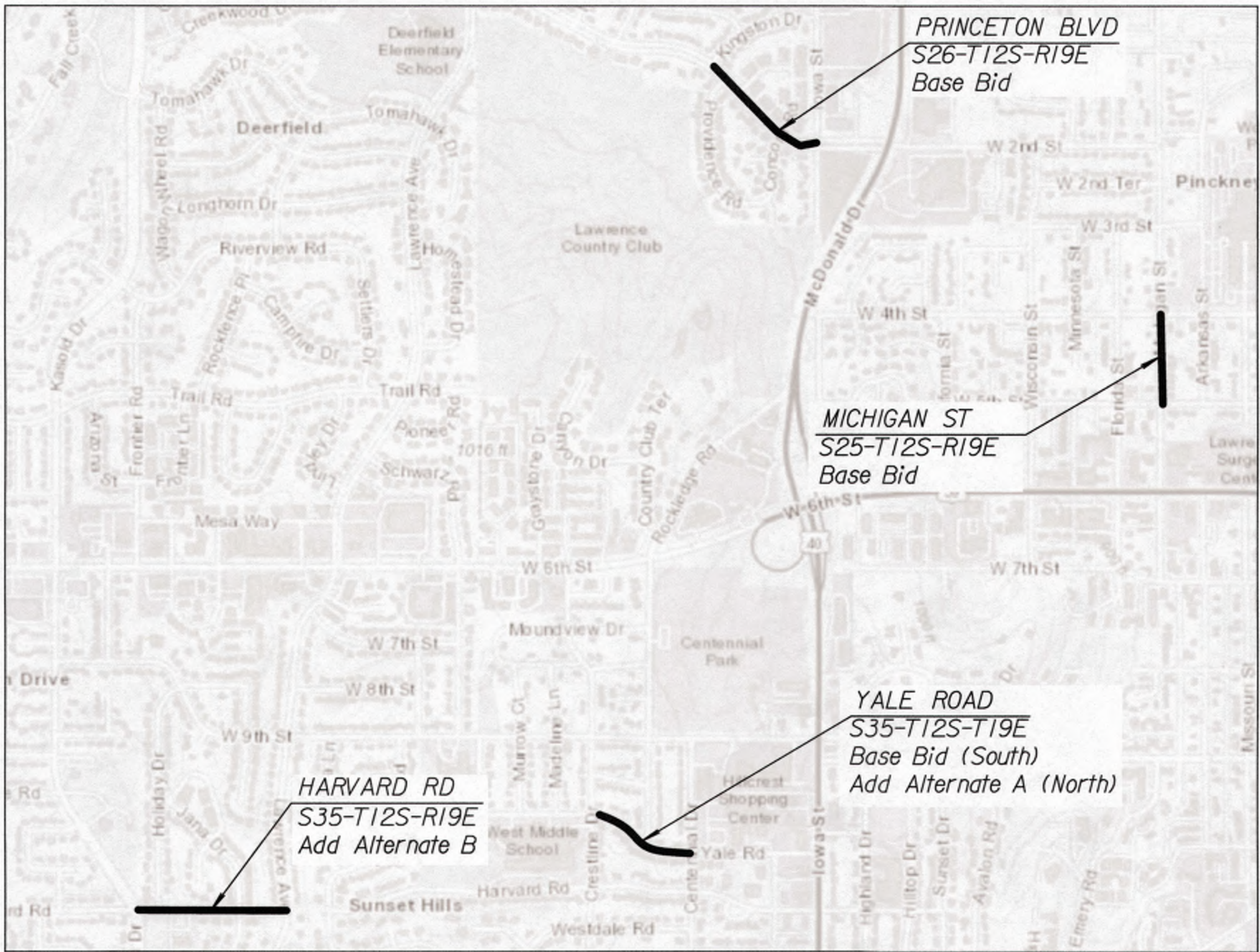


STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	23 U-2334-01	2019	1	48

F.A. No. TA-U233(40)

PROJ. NO. City PW1720

GRADING AND SURFACING (CONCRETE)
SEEDING
SIGNING AND PAVEMENT MARKING
SIDEWALK IMPROVEMENTS



SCALE: NTS

NOTE: See Sheet 2 for Utility Owners

Note: Traffic to be carried through staged construction.

GROSS LENGTH OF PROJECT:	FT. (Includes Equations)
MICHIGAN ST.	690.81 FT.
PRINCETON BLVD.	1,476.83 FT.
HARVARD RD.	1,107.79 FT.
15TH STREET	1,107.31 FT.
YALE ROAD (NORTH)	837.11 FT.
YALE ROAD (SOUTH)	837.16 FT.

NET LENGTH OF PROJECT	6,057.01 FT.	1.147 MILES
NET LENGTH OF BRIDGES	0 FT.	0 MILES
NET LENGTH OF ROAD	6,057.01 FT.	1.147 MILES

APPROVED _____
DATE _____

David Cronin, PE
CITY OF LAWRENCE, KANSAS

The City of Lawrence plan review is only for general conformance with City of Lawrence Design Criteria and City Code. The City of Lawrence is not responsible for the accuracy or adequacy of the design. The City of Lawrence through the approval of this document assumes no responsibility other than stated above for the completeness and/or accuracy of this document.

PLANS PREPARED BY:



ENGINEERS • PLANNERS • CONSULTANTS
KANSAS CERTIFICATE OF AUTHORITY - ENGINEERING # E-791 & LAND SURVEYING # LS-133



Michael P. McKenna, PE
Engineer
KS PE-14407
913-239-2281

Memorandum

City of Lawrence

Planning & Development Services

TO: Thomas M. Markus, City Manager
CC: Scott McCullough, Planning & Development Services
FROM: Jessica Mortinger, Transportation Planning Manager
DATE: May 28, 2019
RE: 23rd Street Multi-modal Corridor Study – Public Meeting Added

Planning Process- Public Opportunity Added

The schedule for the 23rd Street Corridor Study meetings has shifted in order to add another public comment opportunity. The meetings will be held during the week of June 24 at the Douglas County Fairgrounds Flory Meeting Hall (2120 Harper Street). The revised schedule is below:

Project Advisory Committee/Steering Committee Meetings

Tuesday, June 25th

12:00 pm – 1:00 pm: Meeting -Visioning Session Download

Wednesday, June 26th

8:00 am – 9:00 am: Meeting - Review of Initial Concepts

4:00 pm – 5:00 pm: Meeting - Review of Narrowed Concepts

Thursday, June 27th

10:30 am – 12:00 pm: Meeting - Open House Download / Final Concept Review

****Project Advisory Committee/Steering Committee meetings are open to the public, but there will be no public comment opportunity.**

Public Comment Opportunities- Visioning Session & Open House

Tuesday, June 25th

8:00 am – 12:00 pm: **Visioning Session**– *Public is invited to participate in conversations of the following topics: Existing Conditions, Access Management (traffic, driveways, turn lanes, medians), Bicycle/Pedestrian, Transit Amenities, Aesthetics (gateways, landscaping, lighting), and Economic Development (redevelopment, land use).*

Wednesday, June 26th

5:00 – 7:00 pm: **Open House** – *Public is invited to view the progress from the charrette and share their thoughts on the outcome.*

2019 CITY OF LAWRENCE TRANSPORTATION COMMISSION CALENDAR

Study Sessions begin at 5:00PM Regular Meetings begin at 6:00PM		
January – No meeting	February 4	March 4
April 1	May 6	June 3
<u>Study Session:</u> - Strategic Plan; CIP/budget process - Receive update on Transit Hub <u>Regular Meeting:</u> - Discussion on composition of Transportation Commission	<u>Study Session:</u> - Review Pedestrian Bicycle Issues Task Force Report <u>Regular Meeting:</u> - Discussion on composition of Transportation Commission - Recommendation on 2019 Neighborhood Traffic Management Program	<u>Study Session:</u> - Update on Safe Routes to School Plan - School Area Traffic Control Policy - Receive draft Lawrence Bike Plan <u>Regular Meeting:</u> - Recommendation on 13th Street & 21st Street Bike Boulevard Concept Plan - Recommendation on 2019 Bike/Ped Projects
July 1	August 5	September 9
<u>Study Session:</u> - Non-motorized Project Prioritization <u>Regular Meeting:</u> - Recommend approval of Lawrence Bike Plan - Information on regulations for non-vehicular transportation devices	<u>Study Session:</u>	<u>Study Session:</u>
	<u>Regular Meeting:</u> Recommend approval of Non-motorized Project Prioritization	<u>Regular Meeting:</u> East 23rd Street Planning Study
October 7	November 4	December 2
<u>Study Session:</u>	<u>Study Session:</u>	<u>Study Session:</u>
<u>Regular Meeting:</u>	<u>Regular Meeting:</u>	<u>Regular Meeting:</u>
Future Study Session Topics:		
- Downtown Master Plan parking/multi-modal transportation components - ADA Transition Plan update - Transportation/Land-use relationship - City Comprehensive Plan and Transportation Plan - Lawrence Loop – 8th Street to 11th Street and 29th Street Project - STAR transition to LEED (Sustainability Coordinator) - Update on sidewalk maintenance program - Distracted Driving - Grant Opportunities		
Future Regular Meeting Items:		
E. 19th Street – Haskell to O’Connell design options - Kasold – 22nd Street to Clinton Parkway - Crossing - 11th St & New Hampshire		

Revised: 5/28/2019