ABOUT THE PROJECT

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

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

PROJECT SCHEDULE:
- Open House #1 - October 2023
- Concept Development - Oct 2023 to Jan 2024
- Open House #2 - Jan 2024
- Concept Refinement - Jan 2024 to Mar 2024
- Open House #3 - Mar 2024
- Concept Approval - Spring 2024
- Potential Funding & Design - Spring 2024 to Winter 2024
- Construction - TBD

LAWRENCE BIKES PLAN NETWORK

STUDY AREA
- Missing Priority Link in Bikeway between 14th Street and 21st Street
- Missing Secondary Link in Bikeway between 21st Street and 23rd Street
- 21st Street: Recently Constructed Bike Boulevard
- 11th Street to 14th Street: Existing Buffered Bike Lanes

Legend
- Bikeways (Existing and Future)
- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Gravel
- - Marked Shared Lane
- - Shared Use Path
- - Painted Shoulder
- - Unpaved Trail
- - Future Bikeway: Within Plan 2040 Growth Tier
- - Future Bikeway: Major Separation
- - Future Bikeway: Minor Separation
- - Future Bikeway: Shared Street
- - Future Bikeway: Shared Street, Existing Gravel
- - Future Bikeway: Riparian (Sudor)
Potential Multimodal Improvement Ideas:
Reducing impacts to street trees or adding street trees, shared use paths, sidewalk connectivity, improving pedestrian ramps, installing medians, installing mid-block crossing with adequate signage and visibility such as a rectangular rapid flashing beacon, road sharing, bike lanes, buffered bike lanes, separated bike lanes, benches, bus shelters, floating bus stops, access management control with the use of medians, roadway reconfiguration, on-street parking, or intersection bump-outs.

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