

1311 Prairie Ave.
Lawrence, KS 66044

29 May 2009

Mayor Rob Chestnut
City of Lawrence
6th East 6th Street
Lawrence, KS 66044

re: bicycle lanes on 9th St., Mississippi to Tennessee St.

Hello Mayor Chestnut:

Thank you for considering a creative way to accommodate bicycle lanes on 9th Street in conjunction with the mill and overlay project this Summer.

Ever since the original Bicycle Compatibility Index Study of 1999 recommended bicycle lanes on 9th Street, along with ten other streets, I have been trying to get the City off the dime on this critical bicycle link. But in spite of my repeated attempts to address the various concerns, this keeps getting overlooked.

Unfortunately, there was an early roadblock that put the project in a negative light, and it has been inappropriately stymied ever since. The original eleven BCI-recommended streets were all sent to the Traffic Safety Commission before preceding. Although the BCI showed two options for parking removal on 9th St – north & south sides, or south side only – City staff chose to present ONLY option #1 to the TSC. Because option #1 has way too many problems, the TSC rejected the entire project.

Staff dropped the ball at that point, so I have taken it upon myself to demonstrate that option #2 is easily workable, and well supported by neighbors and merchants alike. Please see the attachments from 2000-2008 in which I make a convincing case. They include: BCI data, lane configuration, descriptive justification, poll of the merchants, neighborhood support, several CIP line items and requests, and photographs of 9th St showing no one parking on the south side at all.

The public record on this bicycle lane project is continuous and high profile. So there should be no reason that Public Works had not flagged it for the 27 January 2009 mill and overlay project, much less followed it over the years of CIP listings.

I appreciate your willingness to add bicycle lane striping to the mill and overlay project. The question of parking removal on the south side will need to go to the Traffic Safety Commission. Please initiate that process at the TSC, and please see to it that all my documentation is presented to them this time around. I will be happy to attend as well if they have questions.

Sincerely,

Michael Almon
cc: Chuck Soules

Lawrence City Commission

Meeting, 25 April 2000

The Board of Commissioners of the City of Lawrence met in regular session at 6:35 p.m., in the City Commission Chambers in City Hall with Mayor Henry presiding and members Dunfield, Hodges, Kennedy and Rundle present.

REGULAR AGENDA ITEM #3:

Receive Bicycle Compatibility Index Report and Bicycle Work Program

Aaron Bartlett, Planner, presented the Bicycle Compatibility Index recommendations and Bicycle Work Program. In August, 1999, the Bicycle Compatibility Index and Work Program was referred to the Traffic Safety Commission for the review and recommendations. The Traffic Safety Commission held three (3) public hearings to consider the removal of parking on studied streets. This report included the findings of the Bicycle Compatibility Report, Traffic Safety Commission recommendations and recommended final actions. In September, 1999, the City Commission directed staff to submit Transportation Enhancement applications to KDOT on several of these projects including Naismith Drive, 15th Street, 19th Street, Connecticut Street and Vermont Street. In addition, the Bicycle Work Program recommended revising the City Code to increase the present collector rural rate standard for thirty-one feet (31') to thirty-six feet (36') curb to curb paved roadway width and require the inclusion of bike lanes on newly constructed collectors. Bartlett said it was also recommended to prohibit parking on both sides of newly constructed collectors. The recommendation for 9th Street was that bicycle lanes were not practical at this time. The Traffic Safety Commission recommended if sections of roadway were completely redesigned, bike lanes should be considered. The report also recommended the Traffic Safety Commission consider the removal of parking on Louisiana Street from 19th Street south to 31st Street. This was part of the Traffic Calming Study for Louisiana Street.

Dunfield asked if the plans for Vermont Street would be the same as the configuration for New Hampshire Street and could bike lanes be placed on Vermont Street.

Bartlett said the recommendation was not to remove parking on Vermont until the parking could be replaced.

George Williams, Public Works Director, said he did not know whether the three (3) lane configuration, bike lanes and parking was compatible for Vermont.

Tom Henderson encouraged the City Commission to include 9th Street with bike lanes. The Traffic Safety Commission only looked at one (1) option which was removing parking on both sides of the street. Parking could be removed on the south side of the street with minimal impact on businesses.

Michael Almon encouraged the City Commission to include 9th Street with bicycle lanes. When 9th Street was reviewed by the Traffic Safety Commission, City staff only reviewed Option No. 1 which removed parking on both sides of the street. That proposal for total parking removal alienated merchants who now take a more supportive position if parking was only eliminated on the south. By removing parking on the south, the City could maintain four (4) eleven foot (11') auto lanes, parking on the north side and four feet (4') bicycle lane on the south side and a four foot (4') bicycle lane to the left of parking on the north side. Almon presented a poll of south side merchants who supported the concept. In addition, north side merchants who needed parking, said it was okay to remove parking on the south side. Both the Oread Neighborhood Association and Old West Lawrence Association were supportive of the concept. He

presented a petition of supporters for including bike lanes on 9th Street.

Almon said the system needed to have connectivity. Also, route signs should be descriptive and provide destinations. He recommended the bike lanes be regularly swept and unfriendly sewer grates be eliminated. There were several locations in town that needed bicycle overpass, including 21st and Iowa and possibly 6th Street at Iowa.

A person representing K.U. Environs presented a petition of over four-hundred (400) people supporting the bike lanes recommended and on 9th Street.

Moved by Henry, seconded by Dunfield, to accept the Bicycle Compatibility Index recommendation and Bicycle Work Program Report and direct staff to prepare an Ordinance revising the City Code to increase the standard for collector roadways to thirty-six feet (36') curb to curb with the inclusion of bike lanes on newly constructed collectors and prohibiting parking on both sides of newly constructed collector streets, and refer 9th Street bike lane without parking on the south side of the street and bike lanes for Louisiana Street back to the Traffic Safety Commission for a recommendation. Motion carried unanimously.

Bicycle Lane Implementation

City Commission, 25 April 2000

Ninth Street Bicycle Lanes: Mississippi to Vermont St.

Of the eleven streets studied in the Bicycle Compatibility Index Study, Ninth Street is probably the most important to receive bicycle lanes.

- 1) The greatest concentration of Lawrence bicyclists are at KU.
- 2) Mississippi St. and Indiana St. are the most gradual and most heavily used bicycle routes to and from KU.
- 3) 9th Street itself is a major destination, as is Downtown via 9th St.
- 4) 9th Street is one of the most heavily traveled bicycle streets.
- 5) 9th Street has the highest incidence of bicycle-auto accidents in Lawrence.
- 6) 8th St. and 10th St. are unacceptable because of bricks, frequent stop signs, no traffic signals at major streets.

Mark Kenneally of Trans Systems stated in his BCI Report that:

- 1) The 9th Street BCI of "E" would improve to "D" with bicycle lanes.
- 2) A bicycle friendly option for 9th Street does exist that would improve the BCI.
- 3) Two options are available: Option 1 - removing parking on both sides, and Option 2 -removing parking on the south side only.
- 4) Bicycle lanes would not denigrate auto roadway capacity.
- 5) Removing ONE parking lane would satisfy bicycle and auto needs.
- 6) BUT he feared (with no research) that parking removal would hurt the merchants.

When parking removal on 9th Street was reviewed by the Traffic Safety Commission, City Staff placed on their agenda ONLY Option 1, removing parking on both sides of the street.

- 1) It is everyone's consensus that parking removal on the north side would be detrimental to north side merchants.
- 2) Virtually no parking occurs on the south side, except between Kentucky and Vermont St.
- 3) The Bicycle Planner brought up Option 2, but the TSC felt they needed to decide on the agenda item at hand, nothing more.
- 4) The proposal for total parking removal alienated several of the merchants who now take a supportive position.
- 5) The positions of Oread and Old West Lawrence neighborhoods were misrepresented opposing bicycle lanes on 9th Street, but they now support them.

Option Two geometrics.

- 1) Retains the four 11ft auto lanes and the parking on the north side, and removes parking from the south side of 9th Street.
- 2) Creates a 4ft bicycle lane on the south side, and a 4ft bicycle lane to the left of the parking on the north side.
- 3) Bicycle lane/parking is commonplace in all bicycle friendly cities, and follows Federal guidelines.
- 4) Retains the critical turn lanes at Kentucky and Tennessee Streets.

Merchant Poll Supporting 9th Street Parking Removal - South Side

March-April 2000

South Side Merchants

Community Mercantile Grocery, 901 Mississippi St. - manager Jeanie Wells supportive, **signed petition**.

Laundromat, 900 Mississippi St. - unavailable

Cutter's Edge Hair Salon, 900 Mississippi St. - not approached

Kathy's Alterations, 701 W. 9th St. - owner Hu Min supportive, **signed petition**.

Pyramid Pizza, 701 W. 9th St. - owner Kathryn Dodson supportive, **signed petition**.

Jayhawk Food Mart, 701 W. 9th St. - owner Randy Shields supportive, **signed petition**.

Fingernail Salon 615 W. 9th St. - vacant

Private home 613 W. 9th St. - unavailable

Hummingbird Song, 611 W. 9th St. - owner Terry Cullen supportive, **signed petition**.

Central National Bank, 603 W. 9th St. - manager Lori Gillespie supportive, **signed petition**.

Images Hair Salon, 511 W. owner Rocky Browning supportive, **signed petition**.

Total Gas Station, 509 W. 9th St. - manager Mike Babcock supportive, **signed petition**.

Bank of America, 900 Ohio St. - manager Luke Congdor supportive, **signed petition**.

Christian Services Office, 901 Tennessee St. - unavailable

Western Resources Office, 333 W. 9th St. - unavailable

901 Office Building, 901 Kentucky St. - owner Pat Sullivan supportive with conditions
Owners want to reconfigure rear parking lot to increase capacity and eliminate need for the three on-street spaces. Once that is done and Art Center parking pressure gone in 2002, they want bicycle lanes. Price Banks had represented the owners at the TSC meeting opposing parking removal, but now they support it. Only one tenant has voiced opposition. The following tenants have **signed petition**: Harland Catlin, Edward Jones broker; John Solbach, attorney; Ron Koehn, chiropractor; Brad Mehew, META; Doris Cordero, Medallion School Partnerships.

Auto Glass Center, 900 Kentucky St. - supportive AFTER Art Center moves and their parking pressure is gone in 2002. He leases his parking lot spaces.

Intrust Bank, 901 Vermont St. - not contacted, have underused parking lot.

North Side Merchants

Owens Flower Shop, 846 Indiana St. - owner Carol Randal, 4 Nov. 1999: She needs her parking in front. Okeh to remove parking on south side, because not much there anyway.

Jensen's Liquors, 620 W. 9th St. - owner Jeff Jensen, 4 Nov. 1999: He needs his parking in front of his store. Okeh to remove parking from the south side. Also **signed petition**.

Joe's Bakery, 616 W. 9th St. - owner Ralph Smith: 4 Nov. 1999: Must have parking in front of his store. He's fine with removing parking from the south side.

Water's Edge, 847 Indiana St. - owner Susan Davis: supportive, **signed petition**.

Presto Phillips Gas Station, 602 W. 9th St. - not contacted, need no parking

North Side Merchants (cntd.)

Law Offices, 842 Louisiana St. - not contacted

Ninth Street Baptist Church, 847 Ohio St. - unable to contact, but make use of north side parking every Sunday.

FirstStar Bank Drive Through, 847 Tennessee St. - not contacted, need no parking

Douglas County Bank, 9th & Kentucky St. - VP Pat Slabaugh said they have been and remain neutral as long as they do not lose their indented parking.

Building & Constr. Trades, 210 W. 9th St. - not contacted

Lawrence Arts Center, 200 W. 9th St. - moving in 1 ½ years; currently needs parking in front for children's classes drop off; opposed removal of parking on BOTH sides of street.

Neighborhood Organizations

Oread Neighborhood Association, coordinator Janet Gerstner supportive. **Letter enclosed.**

Old West Lawrence Association, co-presidents Allen and Angie Blair supportive, **signed petition.**

Capital Improvement Plan 2002

Suggested by Michael S Almon

9th Street Bicycle Lanes: Vermont St. to Mississippi St.

Problem Statement:

9th Street from Vermont St. to Mississippi St. is one of the most important bike lane corridors, being a major collector between K.U. via Mississippi St. and Downtown. It is both a destination of itself with many student oriented businesses, and a critical link for bicyclists connecting between downtown and popular destinations such as K.U. and thousands of rental units. Only 9th Street provides the east-west connection in mid-town, 8th St. and 10th St. being unacceptable because of bricks, frequent stop signs, and no traffic signals at major streets. 9th Street also has critical safety problems, having the highest bicycle accident rate in Lawrence (11 from 1992-97) including the death of John Hermes.

Bicycle Compatibility Index of 1999 identified 9th Street as one of the most important possible bicycle lane projects, but did not formally recommend it because of a mistaken perception that on-street parking removal would hurt the merchants. After extensive surveying of the vast majority of merchants and bankers along 9th Street and the adjoining neighborhood associations, it became apparent that there is no fear of loss of on-street parking, and most are willing to explore ways to accommodate bicycle lanes (see attached). But the City Bicycle Planner still rejected the project because he thought the physical cross section of the street was one foot too narrow.

Bicycle Lane Solution:

The 9th Street lane configuration that appealed to both the merchants and bicyclists is one that retains parking on the north side of the street and removes parking on the south side. There will be four 11-foot auto lanes, a 4ft bicycle lane on the south side adjacent the curb, and a 4ft bicycle lane to the left of the parking on the north side. All turn lanes are retained at Tennessee, Kentucky, and Vermont Streets.

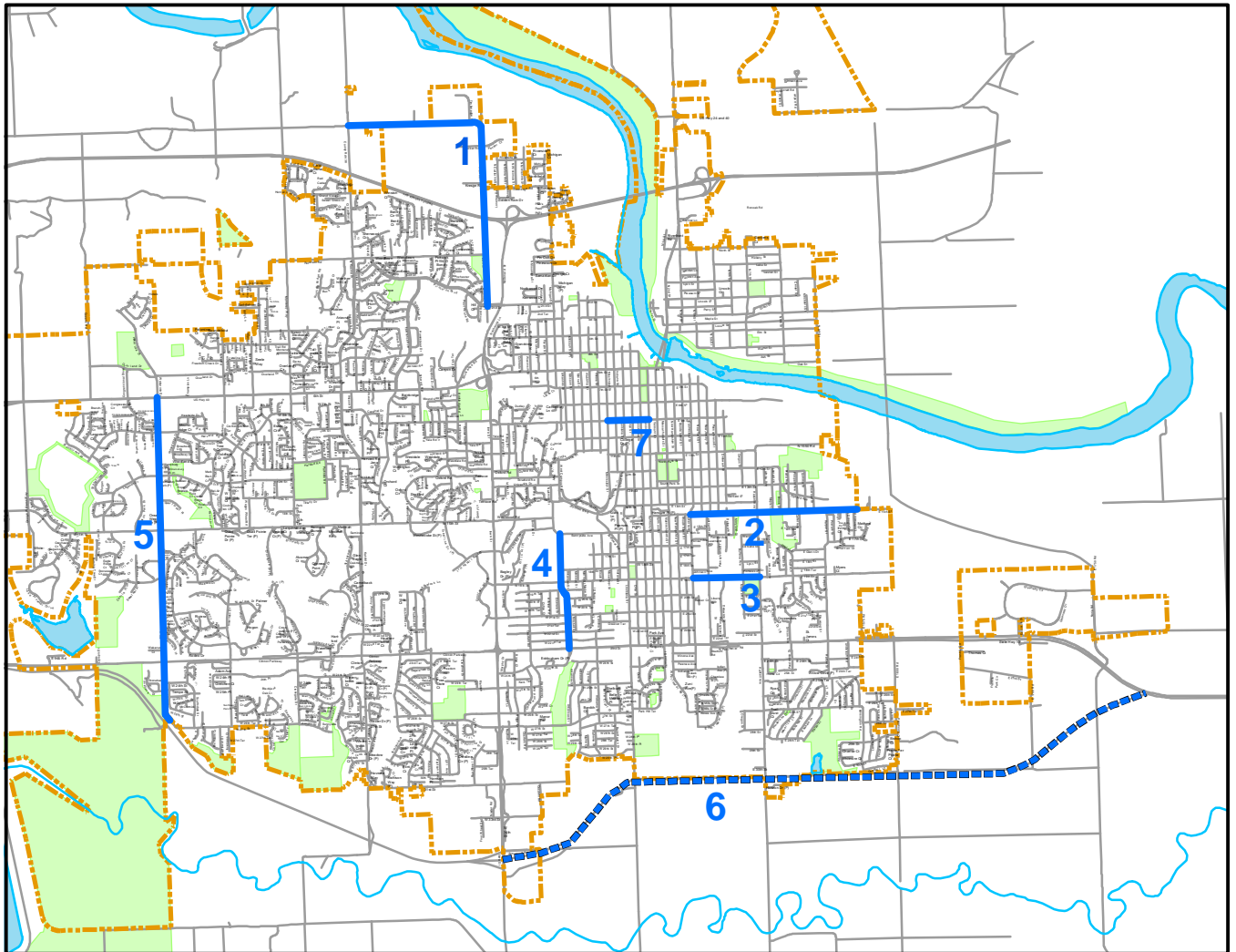
The request for Bicycle Lanes is:

- 1) If indeed, the lack of one foot of pavement is blocking this important project, then a simple reconfiguring of one or both of the curb lines should be funded. The reconfiguration should create adequate curb and apron plus a minimum of 4 foot bicycle lanes. Curb removal and replacement is a process that is undertaken regularly by the City in many parts of town, primarily for the sake of auto use. It's time that equal consideration be given to bicycle use, especially in such a critical location.
- 2) Likewise, other bicycle facility elements should be funded for this corridor such as signage, lane striping, traffic signal detection loops, etc.

See obverse side for Project Proposal

Public Works Department Capital Improvement Projects

Bike Lanes 2003 - 2008



Project Information:

- | | |
|---|--|
| 1. North Iowa Street & Lakeview Road
Recreational Path
Project Year: 2003
Cost Estimate: \$146,000 | 5. Wakarusa Drive Recreational Path,
West 6th Street to SLT
Project Year: 2005
Cost Estimate: \$1,153,000 |
| 2. East 15th Street Bike Lanes, Connecticut
Street to East City Limits
Project Year: 2003
Cost Estimate: \$148,000 | 6. Eastern Leg of South Lawrence Trafficway
Recreational Trails
Project Year: Beyond 2008
Cost Estimate: \$1,165,000 |
| 3. East 19th Street Bike Lanes, Barker
Avenue to Haskell Avenue
Project Year: 2003
Cost Estimate: \$90,000 | 7. West 9th Street Bike Lanes, Kentucky Street
to Mississippi Street
Project Year: Beyond 2008
Cost Estimate: \$275,000 |
| 4. Naismith Drive Bike Lanes, Sunnyside
Drive to West 23rd Street
Project Year: 2003
Cost Estimate: \$53,000 | |

PROJECT TITLE: **bike lanes/curb, West 9th, Vermont-Mississippi**

DEPARTMENTAL RESPONSIBILITY: **Public Works**

DESCRIPTION: Construct new curbs along the south side of 9th, if necessary, to accommodate a 60' cross section. Mill and overlay, and stripe for four 11' auto lanes, a 4' bicycle lane on south side, and a 12' parking-bicycle lane on north side, with bicycle pavement marking to the left of parking. Enhance south turn lane at Kentucky and north turn lane at Tennessee.

[insert map here]

JUSTIFICATION: 9th Street is an important bicycle corridor between KU and downtown via Mississippi St, and is a bicycle destination itself for students. This segment has the highest bicycle/auto accident rate for the City, including one death. In 2000, most businesses polled said parking is needed on the north side, but not needed on the south side. The Oread Neighborhood and Old West Lawrence Neighborhood support removal of parking on the south side.

COMPLIANT WITH COMPREHENSIVE PLAN AND/OR OTHER MASTER PLAN?

☐ YES

☐ NO

EXPENDITURE SCHEDULE (\$000s)

PROJECT ELEMENT	TOTAL	THRU 2008	2009	2010	2011	2012	2013	2014	BEYOND 2014
PLANNING									
DESIGN			25						
LAND									
CONSTRUCTION			250						
EQUIPMENT									
2% FOR ARTS									
OTHER									
TOTAL	\$-	0	275	0	0	0	0	0	0

OPERATIONAL IMPACT (\$000s)

PROJECT ELEMENT	TOTAL	THRU 2008	2009	2010	2011	2012	2013	2014	BEYOND 2014
MAINTENANCE COSTS									
PERSONNEL COSTS									
TOTAL	\$-	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

SOURCE	TOTAL	THRU 2008	2009	2010	2011	2012	2013	2014	BEYOND 2014
G. O. BONDS			275						
SPECIAL ASSMT.									
REVENUE BONDS									
CURRENT REV.									
FEDERAL AID									
STATE AID									
EX. BONDS									
OTHER									
TOTAL	\$-	0	275	0	0	0	0	0	0

COMMENTS:

PROJECT SCORE (to be completed by Administrative Review Committee):