



City of Lawrence  
Douglas County  
PLANNING & DEVELOPMENT SERVICES

## Lawrence Bicycle Advisory Committee

June 16, 2009 at 5:30 PM  
Public Works Conference Room  
Ground Floor, City Hall  
6 E 6<sup>th</sup> Street, Lawrence, KS

### Meeting Minutes

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**Members Present:** Eric Struckhoff-Chair, Michael Hajdu, Becky McClure  
**Members Absent:** Jay Bialek, Mark Desetti, Neil Taylor, Gary Calton  
**Staff Present:** Todd Girdler, Bart Rudolph, Shoeb Uddin, David Woosley  
**Public Present:** Michael Almon

**1. Call Meeting to Order and Assurance of Quorum**

The meeting was called to order by the Chair at 5:40 pm and a quorum was not present.

**2. Approval of the April 21 and May 19, 2009 Meeting Minutes**

Approval of the meeting minutes from April 21 and May 19, 2009 were deferred due to lack of quorum.

**3. Discussion / Action Item: 9<sup>th</sup> Street Bike Lanes:**

Mr. Struckhoff mentioned the City Commission has asked for the BAC and Traffic Safety Commission (TSC) to hold a joint meeting to discuss the feasibility of removing parking on the south side of 9<sup>th</sup> Street between Vermont and Mississippi Streets. The Commission had also specifically asked the BAC to develop a proposal with options for installing bike lanes to discuss at that meeting.

He stated that he is in favor of installing bike lanes and urged the committee to discuss the possibilities of adding bike lanes to this section of 9<sup>th</sup> Street. Mr. Struckhoff asked Mr. Uddin about the possibility of reducing the width of the travel lanes to 10' or 10.5'. Mr. Uddin explained that the traffic volume is high on this street, 18,000 vehicles per day, and it would not be recommended. Mr. Uddin also explained that given the current width of the roadway, including the gutter pans, there is not enough room, according to the AASHTO standards, to safely add bicycle lanes. He explained that 5' would be needed for a bike lane on the south side of the street and four 11' lanes would be needed for motorists. The remaining 11' would be the area available for a shared bicycle and parking lane. He explained that AASHTO required a minimum of 12' when there is a curb, like the situation in this area. Eleven feet is only suggested in areas without a curb face. Mr. Woosley added that the 11' and 12' lanes are recommended in areas without commercial activity. Commercial areas with high vehicle turnover would require at least 13' for a shared bicycle and parking lane. Mr. Uddin explained that there would be no room from Indiana Street to Mississippi Street for bike lanes due to the required left turn lane at that intersection and there would be no room from Tennessee Street to Ohio Street due to the right turn lane on the south side of the street. He also mentioned that the removal of parking and addition of bike lanes may cause transit and delivery vehicles (The T, UPS, Fedex etc.) to block the bike lane or part

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of the travel lane. In addition, Mr. Uddin raised the question about connectivity and how cyclists would transition from the bike lanes to the main travel lanes in these areas.

Mr. Almon mentioned a variety of widths among existing bike lanes in the city and added that there is not much parking on the north side of 9<sup>th</sup> Street to warrant the 13' required for a shared bicycle and parking lane. He suggested that 11' or 12' would be sufficient. He also noted that he liked the idea of having 10.5' lanes so that more space could be made available for the shared bicycle and parking lane. He added that bike lanes along two blocks of 9<sup>th</sup> Street and the transition before and after would be a safer option than what's already there.

There was general consensus from the committee that having only two viable blocks for bicycle lanes was not an issue and that the city should not miss the opportunity to remove parking on the south side for the purpose of expanding bicycle facilities.

Mr. Girdler added that if bicycle facilities were added to 9<sup>th</sup> Street he would recommend them be built to AASHTO standards to reduce the City's liability should an accident occur. He cited the roadway width and connectivity as problems that would need to be addressed.

After more discussion, the Committee suggested removing parking from Tennessee Street to Ohio Street on the north side of 9<sup>th</sup> Street and Indiana Street to Ohio Street on the south side of 9<sup>th</sup> Street for the purpose of installing bike lanes. The Committee then suggested three options for adding bicycle facilities on 9<sup>th</sup> Street. The following options are listed in order of preference.

1.	5'	11'	10.5'	10.5'	11'	12'
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This option includes a 5' bike lane on the south side of the street, a 11' and 10.5' travel lane in each direction, and a 12' shared parking and bicycle lane on the north side of the street. (This configuration meets AASHTO Bikeway Design Standards)

2.	5'	11'	11'	11'	11'	11'
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This option includes a 5' bike lane on the south side of the street, four 11' travel lanes (2 in each direction), and a 11' shared parking and bicycle lane on the north side of the street.

3.	15'	11'	11'	15'	8'
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This option includes a 15' travel lane in each direction with "sharrow" pavements markings, two 11' travel lanes (1 in each direction), and a 8' parking only lane on the north side of the street.

Due to the lack of quorum, the Committee agreed to officially vote on this recommendation via e-mail. Mr. Rudolph indicated that he would prepare the minutes and send this

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recommendation to the Committee via e-mail for an electronic vote. He also stated that the City Commission strongly urged the members of the BAC to attend the Traffic Safety Commission meeting on July 6, at 7 pm to discuss this issue. The TSC will have the authority to recommend or not recommend removal of parking on 9<sup>th</sup> Street to the City Commission. The opinion and recommendations from the BAC will help the TSC make their recommendation. Mr., Struckhoff suggested that the BAC meet thirty minutes prior to the TSC meeting to discuss the results of the electronic vote. The committee agreed to meet on July 6, 2009 at 6:30 pm in the City Commission room. Mr. Rudolph indicated that he would send notice to the absent members.

### **4. Discussion/Action Item: BAC Expansion:**

Mr. Rudolph distributed draft copies of the revised BAC bylaws that included specific language about the breakdown of membership between the four cities and county. He stated that the new bylaws allow for the Mayor of Lawrence to appoint four Committee members, the Mayors of Eudora, Baldwin City and Lecompton to each appoint one Committee member and the Chair of the Douglas County Commission to appoint two members to represent the County. This would be a reduction in members from Lawrence, but increase the size of the Committee from seven to nine members.

Mr. Hajdu asked about the willingness of the smaller cities to participate and inquired about the possibility of a city choosing not to designate a representative to serve on the Committee. Mr. Rudolph stated that a section could be added in the bylaws that accounts for that situation. He suggested adding language that states if a jurisdiction decides not to participate or appoint a representative then another jurisdiction could appoint an additional member. Mr. Girdler added that the BAC should have the authority to choose a member by a majority vote, rather than by individual jurisdictions if a member jurisdiction fails to appoint a member in a timely fashion. The committee agreed and Mr. Rudolph stated that he would revise the bylaws and bring them back to the Committee at the next meeting.

### **5. Discussion Item/Action Item: MPO TAC Membership:**

Mr. Rudolph reported that the Lawrence-Douglas County Metropolitan Planning Organization's Policy Board approved new bylaws for their Technical Advisory Committee (TAC). The new bylaws call for the BAC Chair or designee to serve as an ex-officio non-voting member. Mr. Rudolph explained that the TAC is the main advisory committee for the L-DC MPO Policy Board and is made up of expert personnel from the Board members' constituent agencies. These committee members advocate for their own community's interests, provide expert advice to board members, oversee studies, and assist MPO staff.

Mr. Rudolph stated that he included in the meeting notice information about this position and asked for a member of the BAC to volunteer to serve on the TAC if their availability allowed. He reported that there were no responses. By default, Mr. Struckhoff will be the ex-officio member designated to represent the BAC, however he does have the authority to designate another member in his place. Mr. Struckhoff said that he would do his best to attend.

### **6. Item: Bicycle and Pedestrian Documentation Project:**

Mr. Rudolph announced that MPO staff has been coordinating with the Mid-America Regional Council and the St. Joseph MPO to develop a 1-day training program that educates communities on how to collect data on bicycling and walking using a consistent methodology to assist with estimating demand and usage. He explained that consistent counts of bicyclists and pedestrians could be used to track the region's progress on

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increasing non-motorized mode share, leverage additional federal funding for bicycle and pedestrian projects, project evaluation, and modeling. Mr. Rudolph said that the goals would be to learn the methodology, acquire the tools needed to complete a count, learn from best practices around the county and then to conduct a count later this year. The entire KC region will be conducting their counts simultaneously with the Douglas County area. He mentioned that the training class is scheduled to take place on the first or second Friday in August and the regional count would take place in September. Mr. Girdler added that by partnering with MARC and St. Joseph, the L-DC MPO was able to provide this training to our region for a fraction of the actual cost. Mr. Rudolph also stated that the L-DC MPO would be allowed to bring up to 7 participants to the training and he asked for a couple of BAC members to volunteer and attend.

Mr. Struckhoff indicated interest and asked Mr. Rudolph to send out more information when available. Mr. Rudolph noted that they are in early talks with the consultant providing the training and more information should be available very shortly.

### **7. Other Business**

Mr. Hajdu mentioned that on County Road 458, he has encountered several unsafe situations with cars trying to pass other cars, putting him in danger as a cyclist traveling in the opposite direction. With the lack of shoulders on the road, cyclists have nowhere to go when cars pass each other. He suggested talking to the county about prohibiting passing on that road or reducing the speed limit to 35 mph as a short term measure to increase bicycle safety until shoulders can be added. Mr. Struckhoff mentioned that restricting passing would not help and therefore make it illegal for motorists to pass cyclists traveling in the same direction because cyclists are considered vehicles on roadways. Mr. Struckhoff said he would speak to the Douglas County Public Works Director about the issue at the next L-DC MPO TAC meeting.

### **8. Adjournment of Meeting**

The meeting adjourned at 7:15 pm.