

## **Bobbie Walthall**

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**To:** csuen3@sunflower.com  
**Subject:** RE: Reg Agenda #4

**From:** [csuen3@sunflower.com](mailto:csuen3@sunflower.com) [<mailto:csuen3@sunflower.com>]  
**Sent:** Tuesday, July 08, 2014 9:20 AM  
**To:** Bobbie Walthall  
**Subject:** Reg Agenda #4

Hi Bobbie,

Please include the following message in the commissioner's packets for tonight's meeting.  
Thank You! Cindy

Dear Mayor and City Commissioners,

Regarding Regular Agenda Item #4: We oppose the transformation of the 6 block segment of 9th street, from New Hampshire to Delaware, into "Free State Boulevard". It sounds too much like breweries and/or beers and this is not a 'boulevard' neighborhood. Please retain it as 9th Street.

Thank you,

Cindy Suenram  
Arch Naramore  
1204 New York St.  
Lawrence

No virus found in this message.  
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# Sustainability Action Network

Local Solutions for Transition to a Sustainable Economy

P.O. Box 1064, Lawrence KS 66044  
a Kansas 501(C)(3) not-for-profit

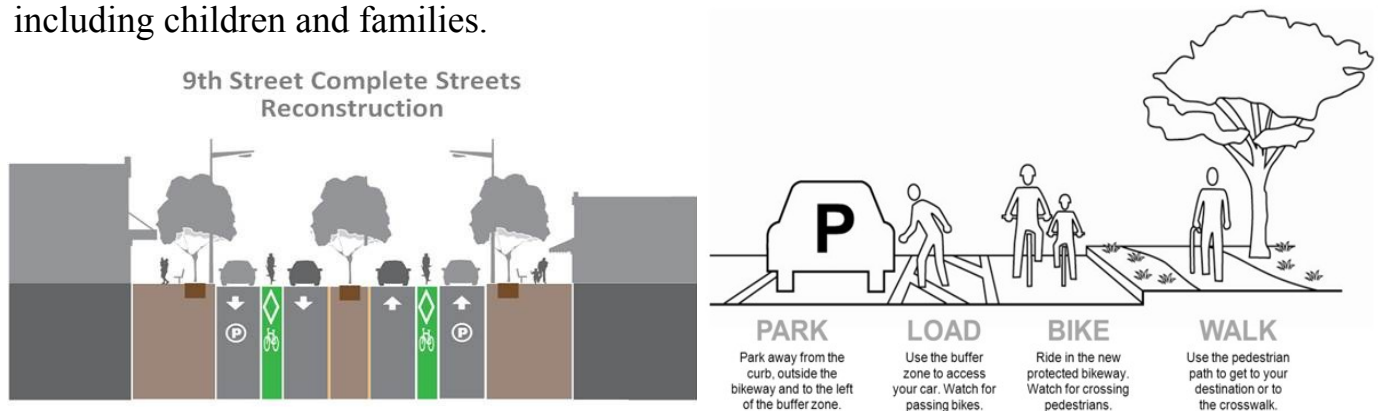
City Commission regular agenda item #4 – 8 July 2014  
re: 9th Street Reconstruction – Complete User Design Concept

Mayor Amyx and Commissioners:

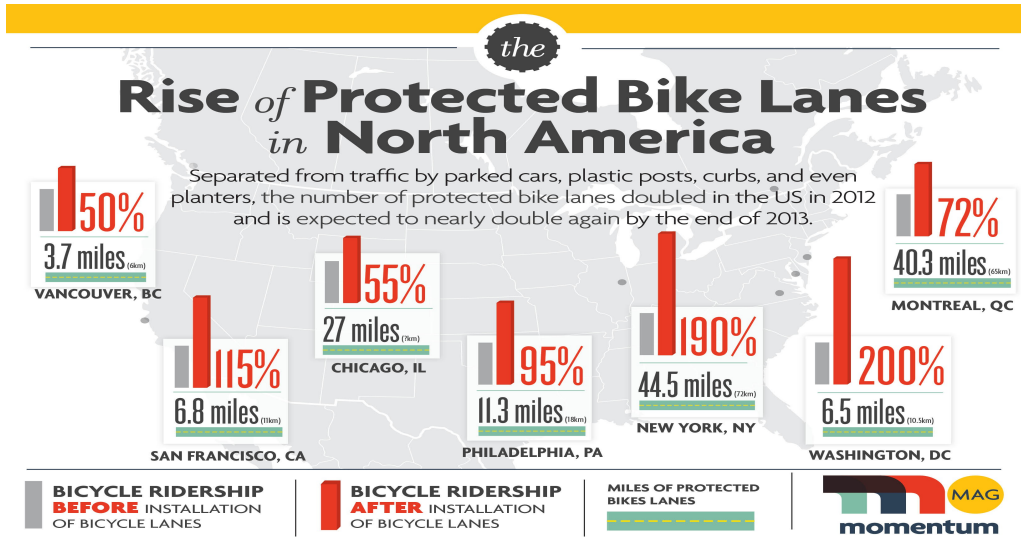
As the Commission anticipates funding the East 9th Street complete streets corridor, Sustainability Action wants to thank you for considering a diversion/delay of funds for capital improvements on Queens Rd. north of 6th St. and Bob Billings Parkway west of Wakarusa Rd. This is exactly the kind of shift in transportation priorities we have been requesting. Engineering studies have shown that a more balanced multi-modal transportation system with more vehicle trips by bicycle and fewer by auto will expand the roadway vehicular capacity while lowering the pavement maintenance costs.

We look forward to the 9th St. Community Involvement Plan to formulate design concepts. For seven years, Sustainability Action has been Lawrence's grassroots advocacy group for bicycle transportation improvements, and as such, we request participation in the Community Involvement Plan. While things are still in the early idea stage, we would like to suggest a simple, yet significant, design change – that of “protected bicycle lanes” rather than the “exposed-to-traffic conventional bicycle lanes” as shown in the preliminary concept plan.

The 9th Street preliminary concept includes auto parking, but places the bicycle lane between auto travel lanes and the auto parking. This cross section exposes cyclists both to motor traffic and the sudden-door-syndrome, and is a deterrent to approximately 60% of potential bicyclists, according to the Portland OR Office of Transportation (percentages reinforced by other studies). If a complete street is truly our objective, then it would be wise to use protected bicycle lanes that feel safe and comfortable to all users, including children and families.



Creating a protected bicycle lane is a simple matter of placing a physical barrier between the cyclists and motor traffic. This can be bollards, curbs, planters, sculpture, or parked cars, the logical choice for 9th Street. When cities choose protected bicycle lanes, they all see a dramatic increase in cyclist use. But they also enjoy other benefits, including an increase in business activity, in safety, and in lawfulness.



## WHY BUILD PROTECTED BIKE LANES?

### WHAT ARE THEY?



Protected bike lanes put a barrier between drivers and bike riders. The barrier can be parked cars, plastic posts, or planters. They are popular in cities with high amounts of bike riders for everyday use.



### GOOD FOR SAFETY

**89%**

fewer injuries among bike riders on streets with protected bike lanes.<sup>5</sup>

Bike- and pedestrian-friendly street design leads to less collisions, even when there are more people out!<sup>6</sup>

**DRIVERS** don't have to worry about unexpected bike maneuvers.  
**PEDESTRIANS** don't have to worry about bike riders on the sidewalks.



### GOOD FOR BUSINESS

**↑49%**

9th Ave in New York City saw a increase in business after protected bike lanes were installed.<sup>1</sup> Nearby streets only saw a 3% increase.

**↑55%**

More bike traffic on Kinzie St in Chicago after a protected bike lane was installed.<sup>2</sup>

A Portland study found bike riders will *go out of their way* to a street with good bike infrastructure. That's more business exposure.<sup>3</sup>



Pedestrians and bike riders in Toronto **SPENT THE MOST MONEY** and visited stores more often.

*Maybe because it costs less to walk or bike?*

### GOOD FOR LAWFULNESS



In Chicago, protected bike lanes have resulted in a 161% increase in the number of bike riders obeying the stoplight.<sup>7</sup>

### GOOD FOR EVERYONE



**71%** of Americans have expressed interest in riding a bike more often, but find it unsafe.<sup>8</sup> *Are you one of them?*

### LESS

Each bike on the road is one less car in traffic, causes less pollution, less wear on the road (and therefore less taxpayer-funded maintenance), and creates a healthier population.

**LIKE PROTECTED BIKE LANES?**  
**TELL YOUR LOCAL ELECTED OFFICIALS!**

**Transitized.com**

1. NYC DOT, Measuring the Street: New Metrics for 21st Century Streets  
2. CDOT, [http://www.cityofchicago.org/city/en/depts/cdot/provdrs/bike/news/2011/sep/initial\\_findings\\_kinzie\\_street\\_protected\\_bikelane.html](http://www.cityofchicago.org/city/en/depts/cdot/provdrs/bike/news/2011/sep/initial_findings_kinzie_street_protected_bikelane.html)  
3. Jennifer Dill, *Bicycling for Transportation and Health: The Role of Infrastructure*, <http://www.sagepub.com/journals/10.1177/0014013910385554.html>  
4. The Clean Air Partnership, 2009, *Bike Lanes, On-Street Parking and Business: A study of Bloor Street in Toronto's Annex Neighbourhood*

5. Kay Taschke, M. Anne Harris, et. al. *Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study*, <http://injury-prevention.bmj.com/content/9/3/205.abstract>  
6. Chicago Tribune, City says Dearborn bike signals keeping cyclists in line, June 10 2013.  
7. NHTSA, Volume II: Findings Report National Survey of Bicyclist and Pedestrian Attitudes and Behavior, 2009



## Conventional Cyclist Lane



Only white lines protect the cyclist from traffic and car doors.  
Only 8% of populace is comfortable bicycling there.

## Protected Cyclist Lane



Parked cars and planters separate cyclists from traffic.  
68% of populace is comfortable bicycling there.