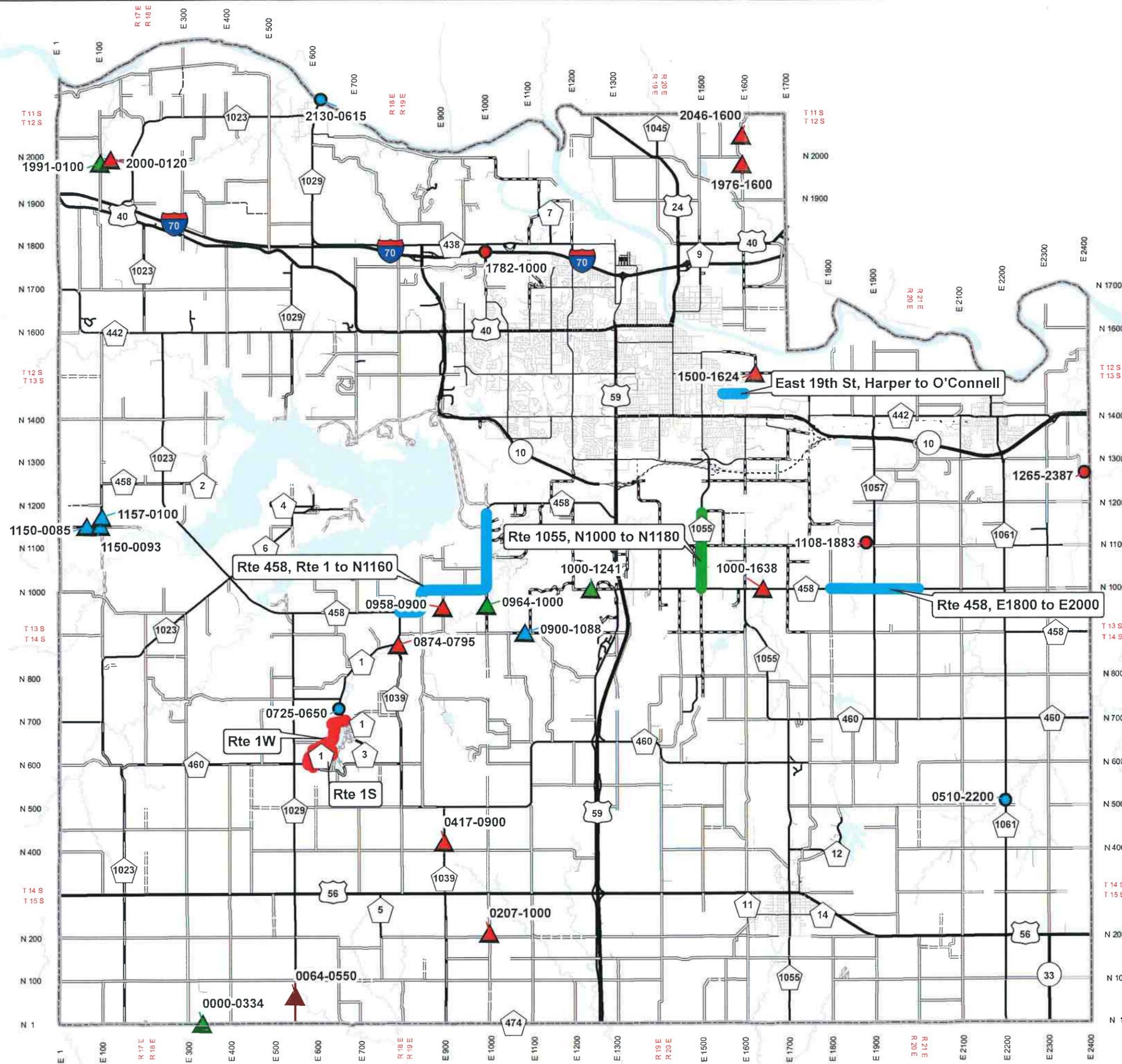




Future Road and Bridge CIP Projects

DOUGLAS COUNTY, KS
PUBLIC WORKS

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Bridge and Culvert Projects

2016

- Rehab/Repair/Preserve
- ▲ Replacement

2017

- Rehab/Repair/Preserve
- ▲ Replacement

2018

- Rehab/Repair/Preserve
- ▲ Replacement

Road Projects

- 2016
- 2017
- 2018



Date: October 19, 2015
Produced By: Douglas Co Public Works GIS

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Jessica Mortinger

From: Jerry Harper <jharper900@gmail.com>
Sent: Sunday, October 18, 2015 12:34 PM
To: Rod Hernandez workingman; Daniel Ashley; davidh@bgcons.com; Jacki Becker; jmacmurray@kdfa.org; Lisa Hallberg; Erin Paden; Justin Eddings; bill@andersonrentals.com; Jessica Mortinger; kevin.loos@icl-pplp.com; Sue Hack; dexches@yahoo.com; Ernie Shaw; revarf@sunflower.com; Tracy Russell; Chris Storm; Ryan Devlin; skoprince@petefishlaw.com; Stuart; John Ziegelmeyer, Jr.; Jason.hoskinson@bgcons.com; Travis Harrod; David Woosley
Subject: Abandonment of Bicycle/Pedestrian pathways on Bob Billings Parkway
Attachments: Bicyclists-Pedestrians.docx

I am sending you this e-mail because of your interest and involvement in matters pertaining to pedestrians, bicyclists and/or drivers. It concerns tentative plans of the Public Works Department to largely ignore the Complete Streets Policy of the City in its proposed work program for 2016 on 15th Street (re-named Bob Billings Parkway in honor of the late Bob Billings although it was never designed to be a parkway with more than 50 intersecting streets and curb cuts).

This is information that first came to my attention during a presentation by Public Works at the last meeting of the Billings Safety Group (an informal consortium of 16 neighborhoods bordering Bob Billings Parkway concerned about speed, access and safety for pedestrians, bicyclists and driver on BBP).

As you know, the City is in the midst of a multi-million-dollar project to “improve” BBP. It plans to spend at least \$2.25 million more in 2016. To date those expenditures have addressed the needs of pedestrians, bicyclists and drivers. That makes it all the more surprising to learn that, having spent millions to provide pathways for pedestrians, bicyclists and motorists, the Public Works Department now proposes to abandon this comprehensive approach and ignore the legitimate needs of pedestrians and bicyclists on this important roadway.

I (and I suspect most of you) would expect such a major project to be the poster child for the Complete Streets concept for the entire length of the corridor from Iowa to K-10.

Although it is clearly feasible to do this, both physically and fiscally, and now would be the logical time to do it (as traffic is about to double on BBP), the present plan is to leave a gaping hole in the middle of the project.

It is a difficult decision to understand or accept.

The tentative plan (subject to City Commission approval), as it was presented, offers these surprises:

- If you are a bicyclist, you will find the 1 ½ mile stretch from Kasold to Wakarusa has no bicycle lanes in the roadway and no widened, multi-use sidewalk. Instead you will confront road lanes narrowed from 12 to 10 ½ feet on a roadway with an 85th percentile speed of 53 mph.

- If you are a pedestrian, you will confront a ½ mile stretch of this roadway with no sidewalk at all on one side of the street (for the incredulous reason that a neighborhood spokesman in that area said the residences didn't want to shovel snow) and existing sidewalks in several areas on both sides of the roadway in such a state of disrepair that they are unusable unless replaced. In addition, you will continue to confront the daunting task of trying to cross the "Billings' 500" (as one wag called it).

This contrasts sharply with what (in conformity with city policy) has been done to date:

- When the roadway from Iowa to Kasold was re-constructed, the City elected not to narrow or eliminate the median so it could put bicycle lanes in the roadway, but it did construct a wider, multi-use sidewalk for pedestrians and bicyclists. And it adhered to city policy by making certain there were sidewalks on both sides of the roadway.

- When the roadway from Wakarusa to Foxfire was re-constructed this year, the City elected to eliminate or narrow the median so it could put bicycle lanes in the roadway and it replaced those portions of the sidewalks on both sides of the roadway that were in disrepair. (The roadway on West from Foxfire to the K-10 interchange already has bicycle lanes in the roadway and sidewalks on both sides of BBP and connects to the K-10 bicycle paths.)

My understanding is that this proposal will be presented to the Commission within the next few weeks by the Public Works Director, Chuck Soules.

Jerry L. Harper
jharper900@gmail.com

"Be well, do good work, and keep in touch."

- Garrison Keillor

Jessica Mortinger

From: Erin <earthpaden@hotmail.com>
Sent: Monday, October 19, 2015 5:44 PM
To: Jessica Mortinger
Subject: Fwd: Re: Rail-trails in Lawrence & Kansas

----- Forwarded message -----

From: Clark Coan
Date: Oct 19, 2015 4:14 PM
Subject: Re: Rail-trails in Lawrence & Kansas
To: Erin
Cc:

Thanks!

On Monday, October 19, 2015 10:59 AM, Erin wrote:

Yes. That meeting is tonight.
On Oct 19, 2015 12:29 PM, Clark Coan wrote:
Erin,

Sunflower Rail-Trails Conservancy (SRTC) is based in Lawrence but needs a donated office space. Both SRTC and Kanza Rail-Trails Conservancy (KRTC) are developing an interconnected trails system in the Sunflower State. SRTC was instrumental in creating the Haskell Rail-Trail in Lawrence. The organizations recognize that through collaboration and by sharing office space and volunteer staff, they will be able to operate more effectively.

A trails office will centralize operations and will ensure that key out-of-service rail lines are railbanked or conserved, funds are raised for trail development, technical advice is provided to trail developers, and general information is provided to the public and media through an information clearinghouse.

The two organizations have very limited budgets for administrative functions because over 90% of donations and grants received are designated only for trail development. Therefore, SRTC and KRTC are actively seeking 150+ square feet of donated office space (including utilities) to house the trails office.

Could you mention this at the next Bicycle Advisory Committee meeting?

Best,

Clark Coan

Public Information Specialist

SRTC & KRTC

785-842-3458