



Final Report to City Commission 5/3/16

City of Lawrence Pedestrian Bicycle Issues Task Force

Let's Get Moving



Presenters

Marilyn Hull

Task Force Chair

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Charlie Bryan

Task Force Member

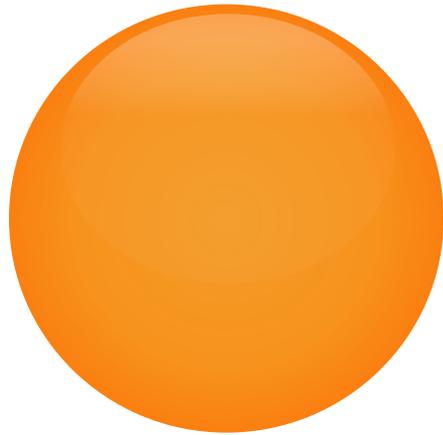
pedbike@charliebryan.com



Today's presentation

- Task force origin, composition and charge
- Community input
- Key findings
- Vision
- Recommendations
- Implementation priorities
- Action steps





TASK FORCE ORIGIN, COMPOSITION AND CHARGE

Why a task force? Who was appointed? What did the city commission ask for?

Why? We've got costly issues.

- Chronic disease resulting from inactivity
 - Diabetes, heart disease, hypertension, some cancers
 - Mental health conditions: depression, anxiety
- Social isolation
- Environmental impacts
- Employment barriers
- Access barriers



Task force members: diverse ages and interests

- Dee Boeck
- Carol Bowen
- Charlie Bryan
- Marilyn Hull
- Clint Idol
- Mike Kelly
- Marianne Melling
- Erin Paden
- Bonnie Uffman
- Pat Weaver
- Adam Weigel*

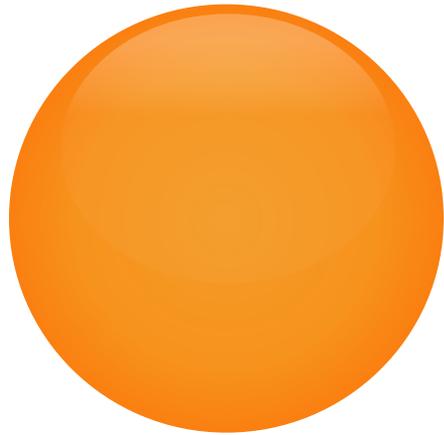
*Resigned to take city staff job

And thanks to city staff Dave Cronin, Jessica Mortinger, Chuck Soules, Brandon McGuire, Nick Voss and more.

Resolution 7106: To-do list

- Pedestrian and bicycle
 - History, policies, laws and funding
 - Best practices from other communities
 - Advisory structure
 - Sidewalk construction, maintenance, funding
 - Safety for school aged children
 - Bicycle facility construction
 - Promotion of bicycling
 - Sustainable funding





UNDERSTANDING CITIZEN DEMAND AND CONCERNS

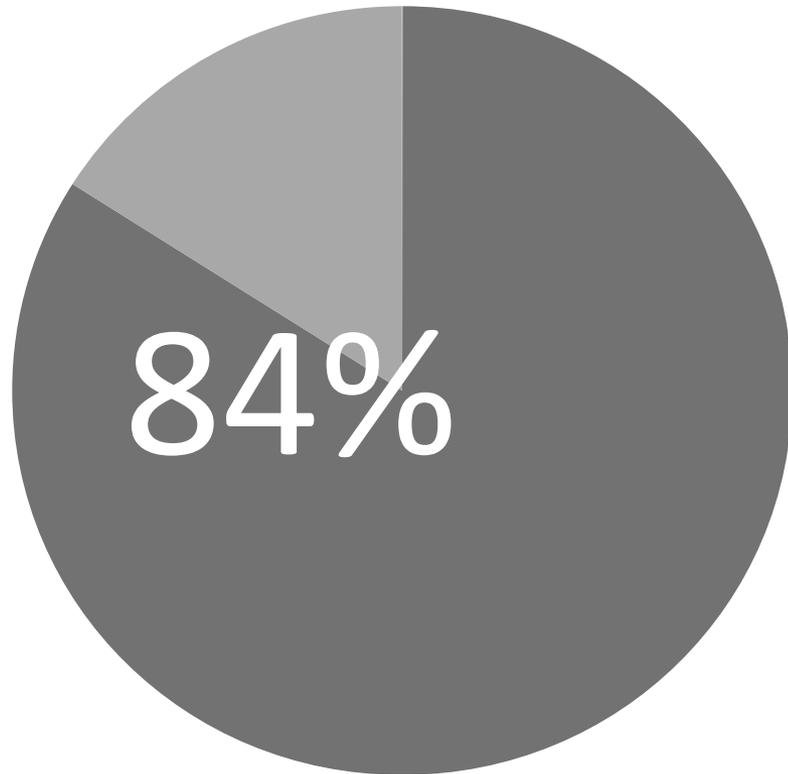
What do citizens say they want? How do they rate current ped-bike conditions?



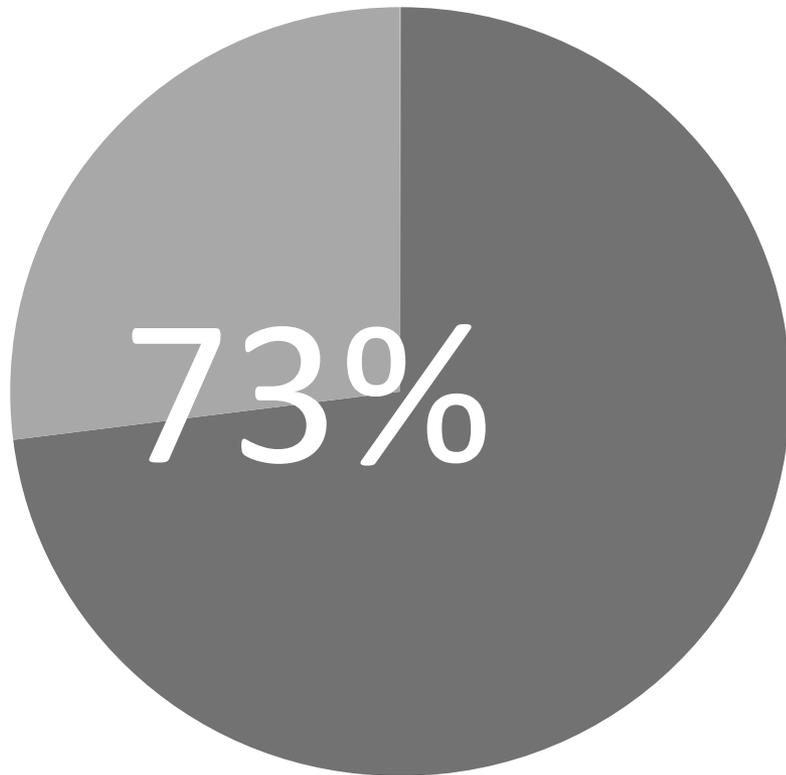
Understanding demand: tools and methods

- Recent survey data
- Lawrence Listens - online
- Task force meetings
- September 26 Public Meeting
- February 3 Public Meeting





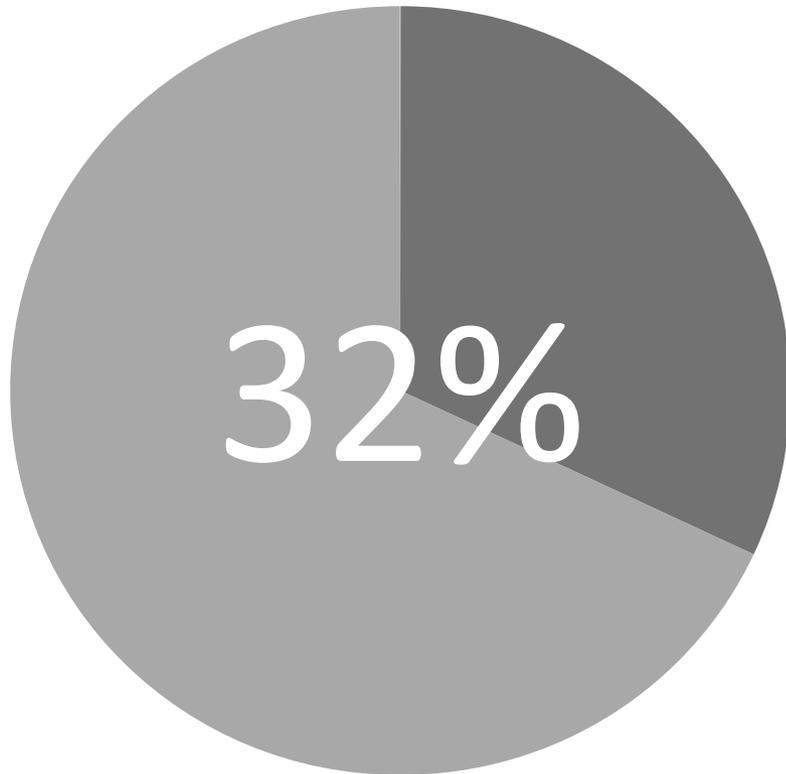
- Walking and Biking Trails
 - 84% of residents rated providing walking and biking trails as important.



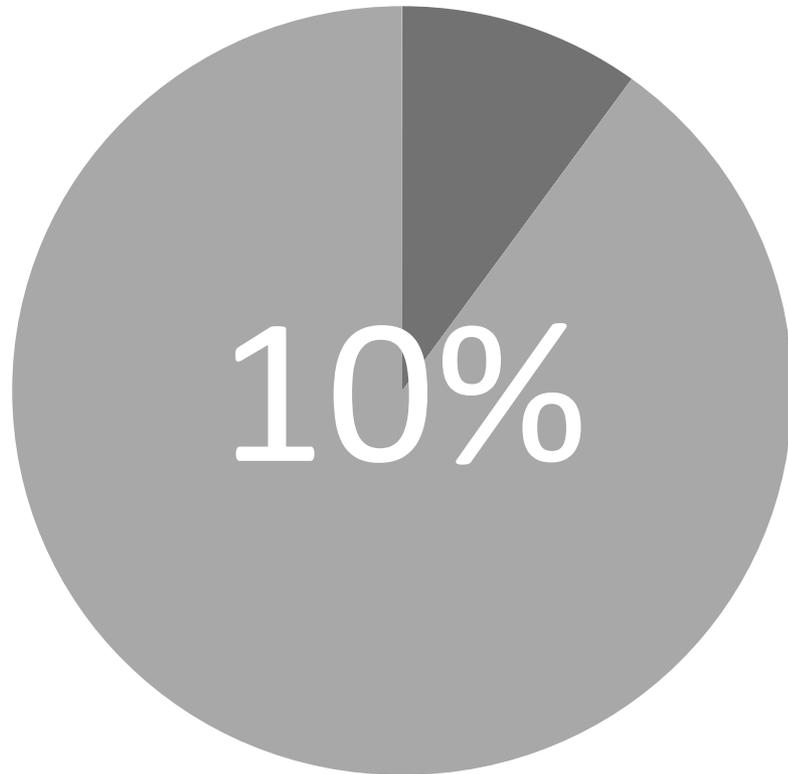
- Alternatives to Car
 - 73% of county residents rated providing transportation alternatives to the car as important.



- Concern: Sidewalks
 - Less than half of Lawrence residents are satisfied with the condition of sidewalks in their neighborhood.



- Concern: safe routes to school
 - Only 32% of Lawrence residents are satisfied with the availability of safe routes for children to walk or bike to school.



- Concern: bike safety
 - Only 10% of Lawrence residents feel very safe riding a bicycle in Lawrence.

Public meetings and Lawrence Listens

Citizens want:

- Unbroken pedestrian and bikeway networks that connect neighborhoods to
 - Schools
 - Employment
 - Retail
 - Recreational and cultural amenities



Public meetings and Lawrence Listens

Citizens want:

- Proactive city-managed sidewalk maintenance program
 - Split on question of property owner vs taxpayer expense
 - Helps those not able to pay

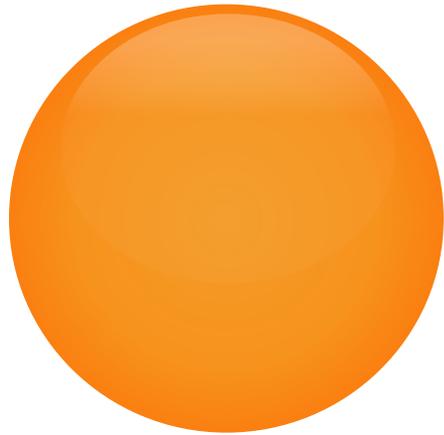


Public meetings and Lawrence Listens

Citizens want:

- Connected, welcoming bikeways
 - More safety than unprotected bike lanes provide
 - Network of crosstown transportation routes
 - Motorist education





KEY FINDINGS

What challenges do our current infrastructure, policies and practices present?



Findings: sidewalk gaps

- 72 linear miles of streets with no sidewalk
- Deficiencies:
 - \$200K in gaps on designated safe routes to school
 - \$1M in gaps on collector streets – one side
 - \$2.9M in gaps on arterials streets – both sides
 - \$10.5M in gaps on residential streets – one side

Findings: sidewalk maintenance and ADA curb ramps

- Current policy ineffective
- Sidewalks deteriorated
 - Older, lower-income neighborhoods the worst
- \$9.5M in deficiencies:
 - \$6.2M in sidewalks not up to city standard*
 - \$3.3M absent or non-compliant curb ramps*

*2014 sidewalk inventory



Findings: bike facilities

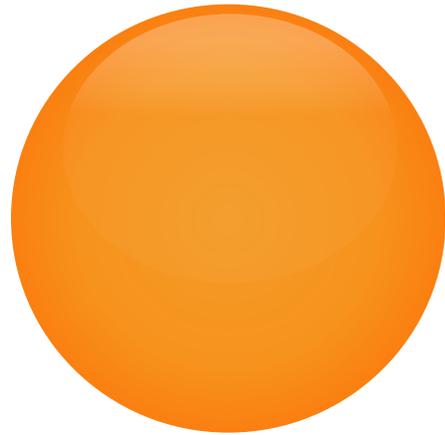
- Bike lanes (unprotected)
 - New road construction
 - Existing road reconstruction
 - Absent elsewhere
- Shared use paths
 - For transportation – a few
 - For recreation – bright spot; need connections



Findings: management issues

- Funding inadequate to meet citizen demand
- Staff capacity strong in some areas, weak in others
- Advisory structure is fragmented





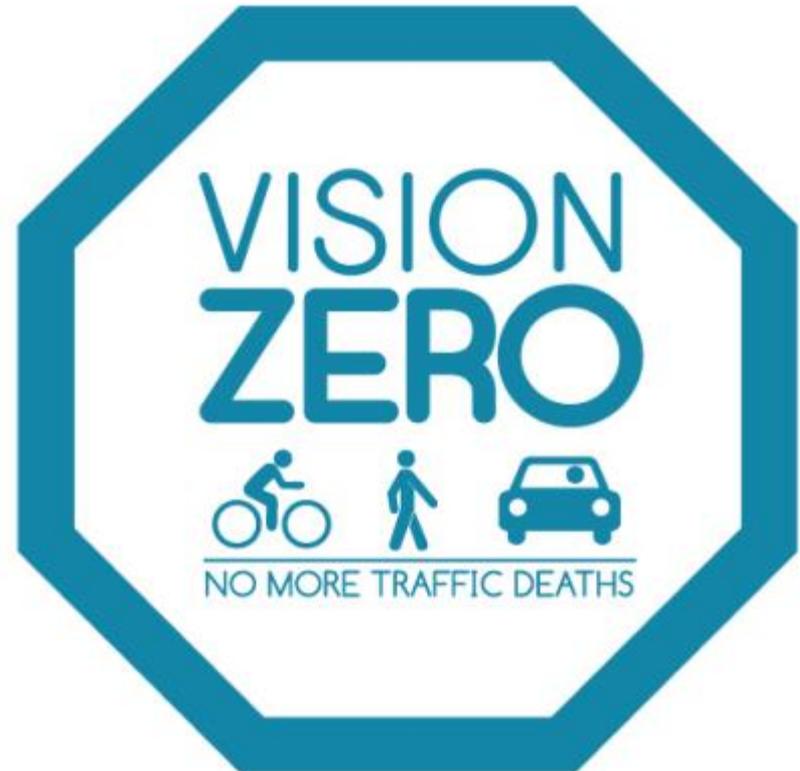
VISION FOR A MORE WALK, BIKE AND WHEEL FRIENDLY LAWRENCE

What could Lawrence look like in 2030?



Vision: overall

- By 2030 there will be:
 - Zero fatalities or serious injuries in road traffic
 - Design features that minimize pedestrian and bike-rider conflicts with motor vehicles



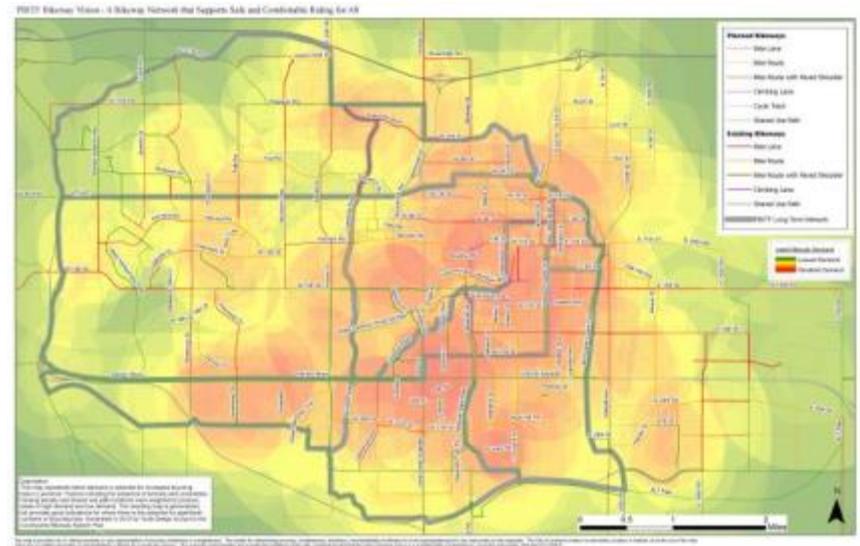
Vision: pedestrian environment

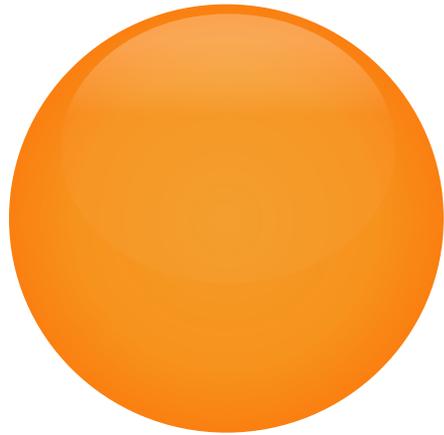
- By 2030 there will be:
 - Pedestrian networks that connect people to schools, workplaces, parks, neighborhood destinations, transit
 - ADA compliant/safe crossings
 - Gap-free sidewalks on school routes, collectors and arterials
 - Sidewalks equitably funded and maintained



Vision: bicycling environment

- By 2030 there will be:
 - Bikeway networks that connect people to schools, workplaces, parks, community destinations
 - Safe and welcoming
 - All ages
 - All abilities
 - Concentrated in high demand areas





RECOMMENDATIONS 1-4: MANAGEMENT TASKS

Charlie Bryan

Low cost/low capital outlay ways to make improvements



Transportation Commission

All means of travel

To advise to the city commission and staff on all transportation matters

Management: Transportation Commission

- Users of our transportation system have diverse needs and interests
- Transportation decision-making requires a holistic, strategic and coordinated approach
- A consolidated transportation commission provides a better framework for managing the complexity of transportation choices

Management: Transportation Commission

- The transition to a transportation commission should involve consideration of the following existing citizen advisory committees:
 - Traffic Safety Commission
 - Lawrence-Douglas County Bicycle Advisory Committee
 - Public Transit Advisory Committee

Management: Transportation Commission

- Transportation commissioners should represent and understand the diverse needs, interests and potential conflicts between different users, including those who
 - Walk
 - Use wheelchairs
 - Bike
 - Drive and
 - Take the bus





Establish equitable sidewalk repair program by 2017

To bring all sidewalks up to code and sidewalk ramps up to ADA standards. 



Management: sidewalk maintenance program

- Sidewalk maintenance models
 - Englewood, CO – Opt-in concrete utility fund
 - Ann Arbor, MI – Five year mill levy
 - Ithaca, NY – Annual sidewalk maintenance fee
 - Madison, WI – 50-50% cost share, installments
 - Others – Benefit districts; Tom Markus

Management: sidewalk repair planning

- Staff/Transportation Commission
- Sustainable funding model
- Equitable
 - Rentals
 - Low-income property owners





Assign and develop staff

Coordinated approach

Pedestrian-bicycle planning, engineering, education, encouragement, enforcement, evaluation. 



Management: staffing and staff development

- Single point of contact for public
- Interdepartmental city staff team
- Provide tools
- Professional development





Walk-friendly community

Bike-friendly community

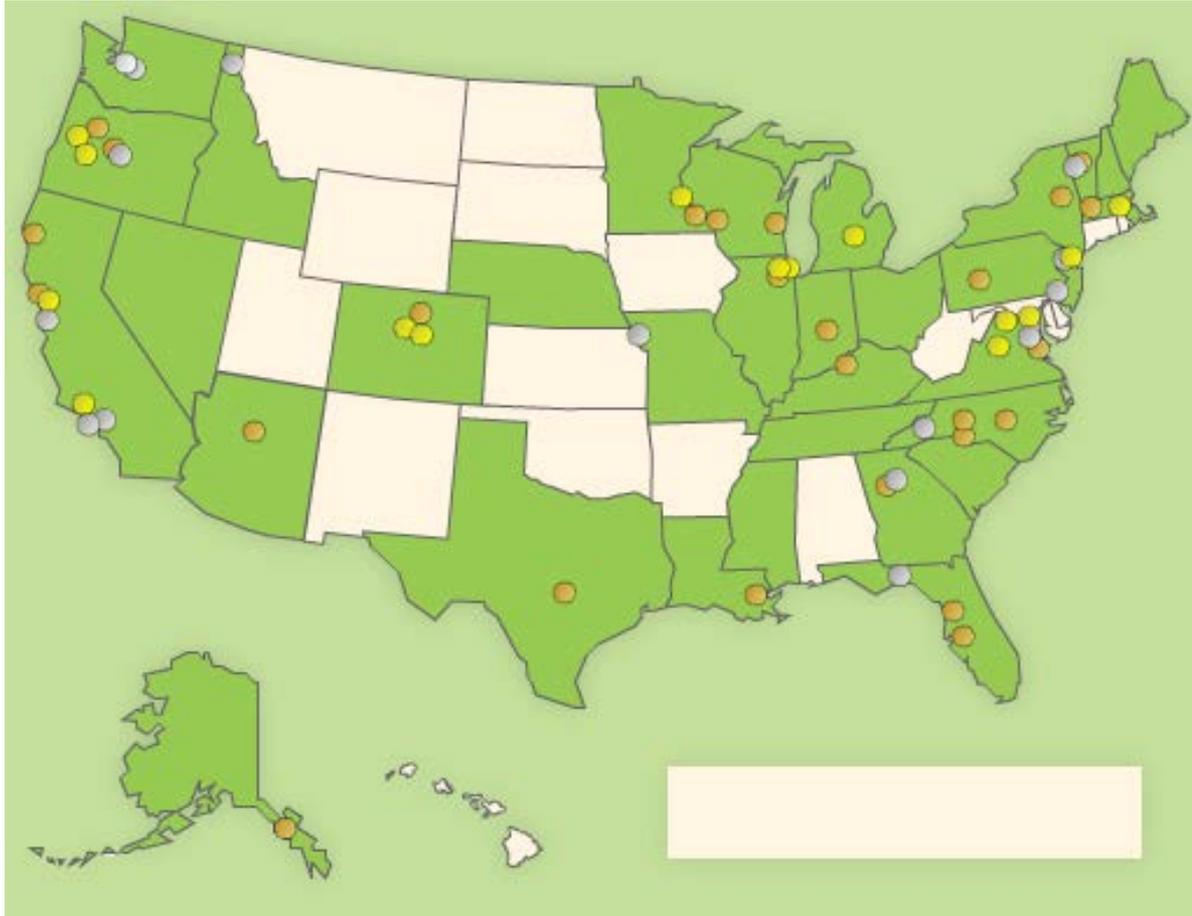
Roadmaps to progress and points of pride. 



Management: Walk- and Bike-friendly program advantages

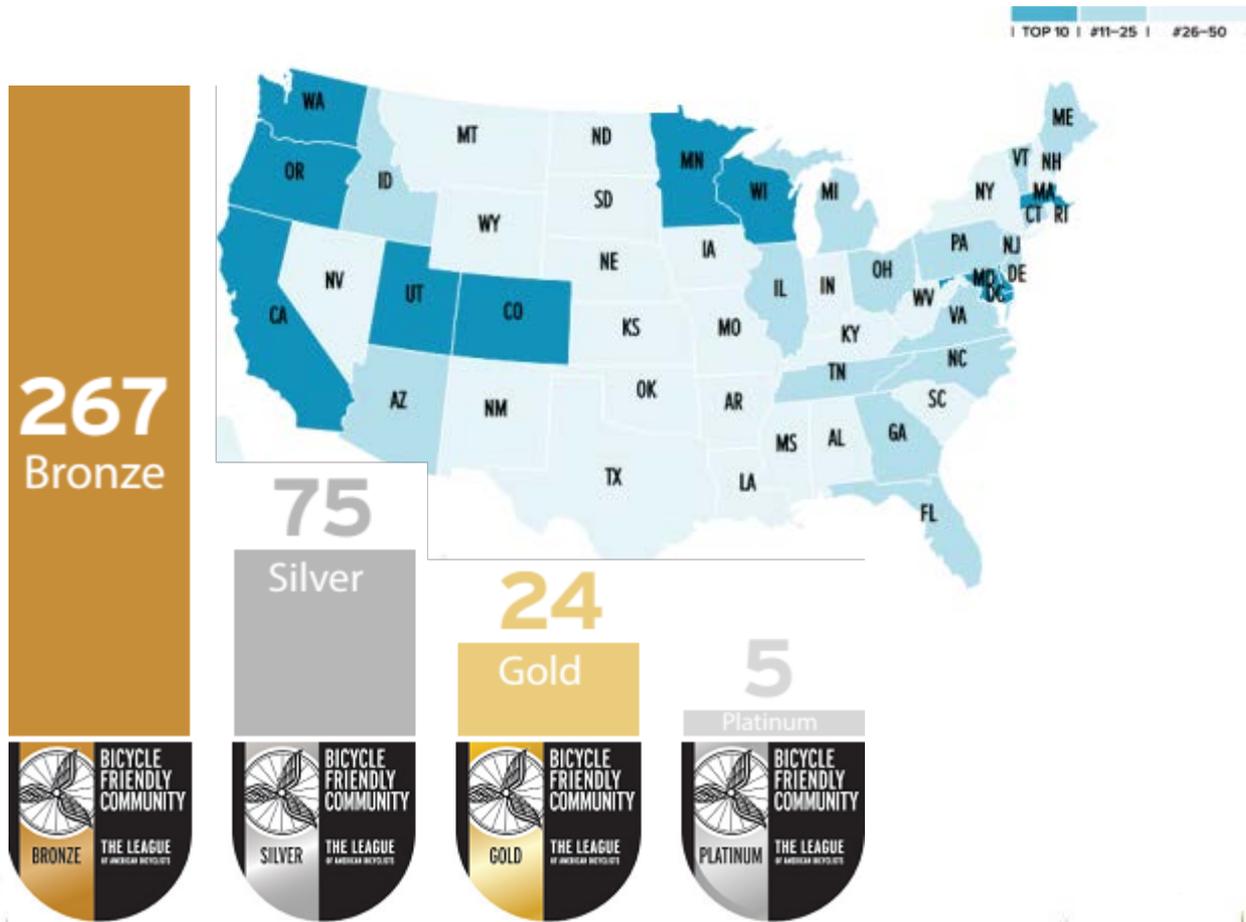
- National recognition programs
 - WFC sponsored by FedEx and the U.S. Department of Transportation Federal Highway Administration
 - BFC sponsored by League of American Bicyclists
- Multiple recognition levels – Platinum, Gold, Silver, Bronze – allow communities to benchmark their progress and encourage competition
- Provide roadmaps for improving biking and walking environments, programs and policies

Management: Walk- and Bike-friendly program advantages

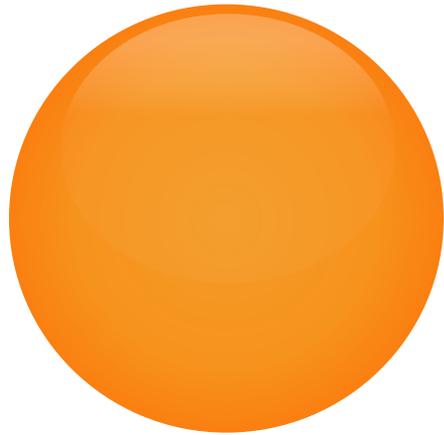


- WFC program launched in 2010
- 57 Walk Friendly Communities nationwide

Management: Walk- and Bike-friendly program advantages



- BFC program launched in 2003
- 371 BFC communities nationwide
- Lawrence among 3 Kansas communities recognized as Bronze (Lawrence, Manhattan, Shawnee)



RECOMMENDATIONS 5-6: FUNDING

Incremental steps will gradually make a big difference.



Funding--Current



Continue investing in complete streets-
new and reconstructed

Improve safety during street
maintenance

Sidewalks on both sides of all streets. Bikeways safe for conditions and users.



Funding 2017-2019

\$1M per year

\$200K already budgeted plus
\$800K steady mix of sources

Community health revenue stream

\$500K per year for pedestrian facilities. \$500K per year for bicycling facilities.



Funding 2020 and beyond

Earmark 0.05%

Prospective 2019 renewal of
infrastructure sales tax

Current tax is 0.3% for streets and other infrastructure.



Capital Improvement Plan

5-year implementation priorities

Where do we start?

Priorities: pedestrian environment

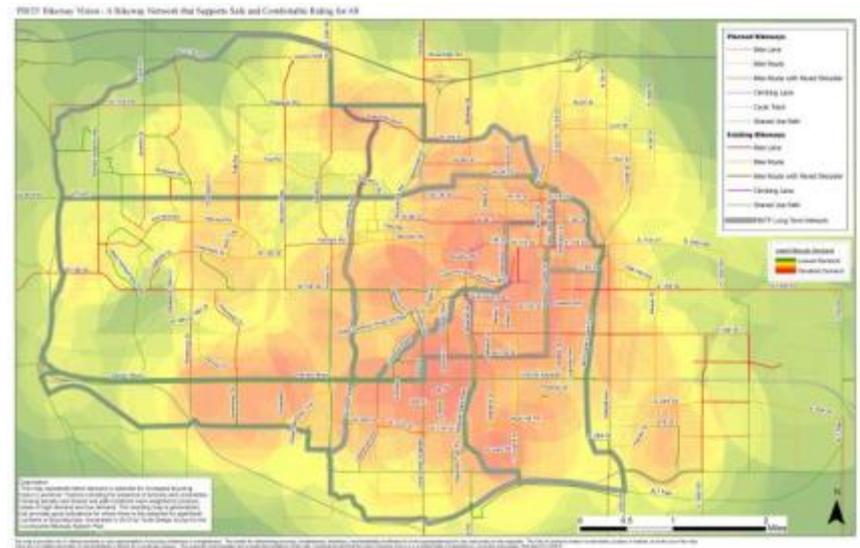
1. Safe routes to school
(neighborhood places and transit)
 - Sidewalk gap fill
 - Critical maintenance
2. Arterial and collector street sidewalk gap fill
 - Arterials – 2 sides
 - Collectors—1 side
3. ADA compliant curb ramps



Priorities: bicycling environment

1. Complete the Lawrence Loop

- Recreation
 - Transportation
 - Cultural asset
 - Tourism draw
- \$2.9M to complete

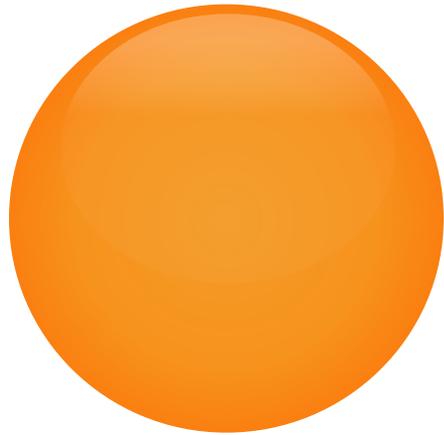


Priorities: bicycling environment

2. Improve safety on roads with highest bicycling crash rates.
3. Develop a highly visible network of bicycle boulevards.



Bike boulevard conversion of existing street.
Slows cars and optimizes safety for bike riders.



ACTION STEPS FOR COMMISSION

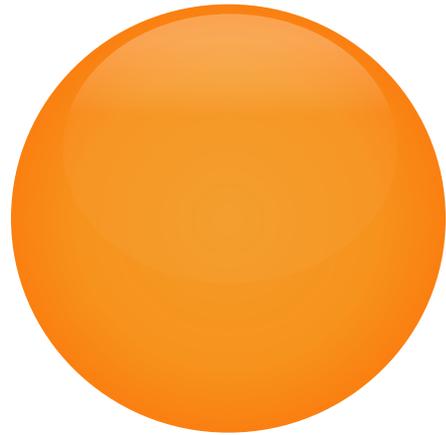
How can you get the ball rolling, starting today?



Action steps

- Direct staff to prepare implementation plan
- Increase ped-bike funding through the Capital Improvement Plan





QUESTIONS?

Thank you for your attention and interest!

