

1311 Prairie Ave.
Lawrence KS 66044

10 March 2017

re: City Commission work session, E. 9th St., 14 March 2017

Mayor and Commissioners:

It is quite surprising, not to mention disappointing, that the most recent design by Public Works for East 9th St. “does not include a bicycle facility”. Surprising, because at the outset, Public Works presented the Commission with the [9th Street Complete Streets Reconstruction 8July14](#), and every step of the way, this project has had some sort of bicycle component. Disappointing, because for four years, the Commission has made strides toward multi-modal equity, has budgeted for it, and has adopted a core value of “non-motorized transportation”. And now, Public Works simply throws their hands in the air.

There are two design options by which the Commission can meet the financial constraints, and fulfill a commitment to bicycle transportation.

Option one: a 10-foot wide shared use path on south side

The sidewalk on the south side of E. 9th St. needs replacement, and replacing it with a 10-foot wide shared use path is fully feasible. This should not appreciably alter the project cost.

From Delaware St. to Connecticut St., the distance from curb to property lines is 15 feet, so the path can fit there. Of the 11 utility poles from Delaware St. to Connecticut St., only two (by N.Y. School) are either on the curb, or else close to the property line. The shared use path can thread between them. Trees on the north side of the street are large and mature, but on the south side they are small and easily replaced specimens – red bud, crab apple, Bradford pear, and three diseased spruce (the project budget lists 50 replacement trees).

In the half block next to St. Luke's AME church, there are 10 feet from curb to the sidewalk. Because the sidewalk is on a rise, it and the shared use path would be grade separated, with a retaining wall and hand rail between them.

From Connecticut St. to New Hampshire St., the street cross section is being narrowed, so the 10-foot shared use path can be designed into the configuration.

Option two: brick herringbone pattern street (preferred option)

Repaving E. 9th St. 30 feet wide with bricks, from Pennsylvania St. to New Hampshire St., would be inherently traffic calming, would conform to other historical East Lawrence brick streets, and would cost essentially the same as the current Public Works proposal. The Commission saw this design when I presented it at the work session on 12 July 2016. It is duplicated below.

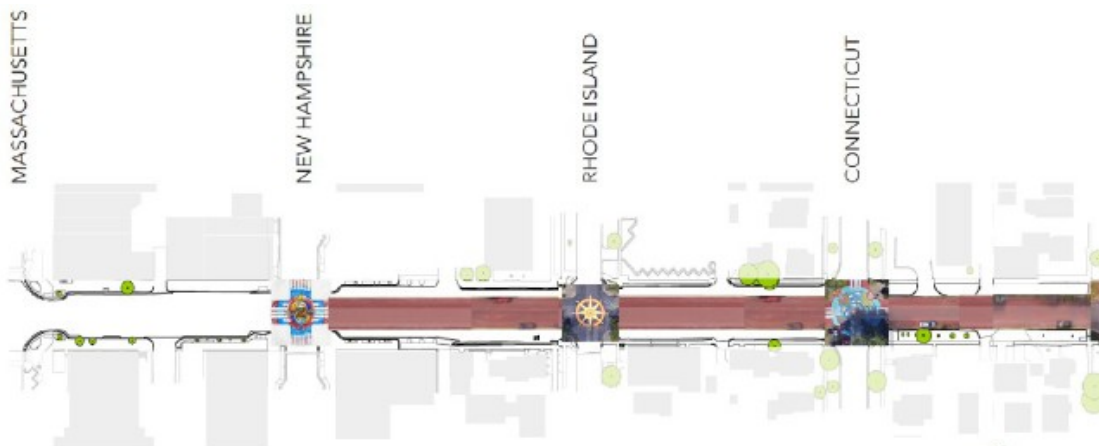
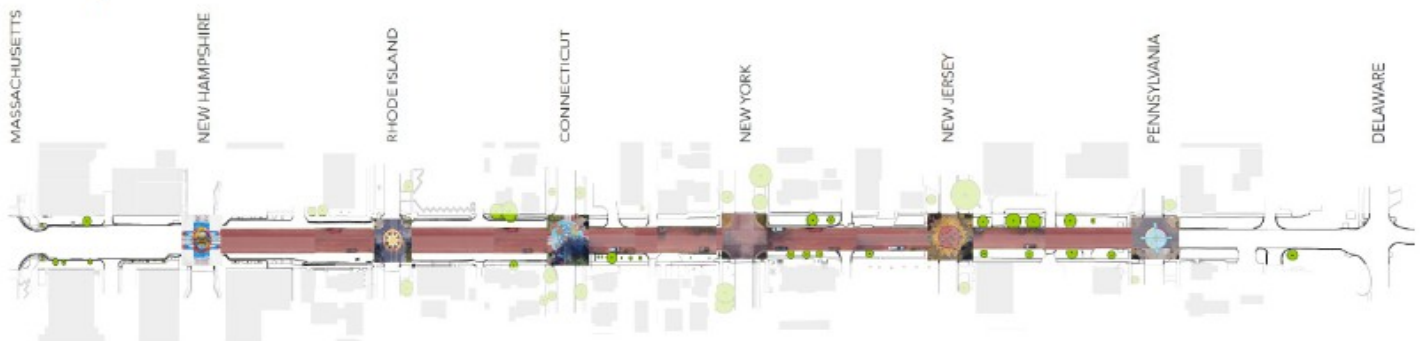
An essential element to make this design bicycle friendly is that the bricks be laid on a herringbone pattern, for smooth rolling. The intersections would be concrete, and painted (or concrete colored) as “intersection art”. Local artists would design and be paid for this art. Estimated project costs would be \$1,941,500. However, if engineering and contingencies are calculated at 10% in keeping with the current Public Works proposal, the brick option cost comes in at \$1,664,000. Please see design schematics below.

thank you,
Michael Almon

E. 9th St. – Brick Concept Plan

Estimated Budget

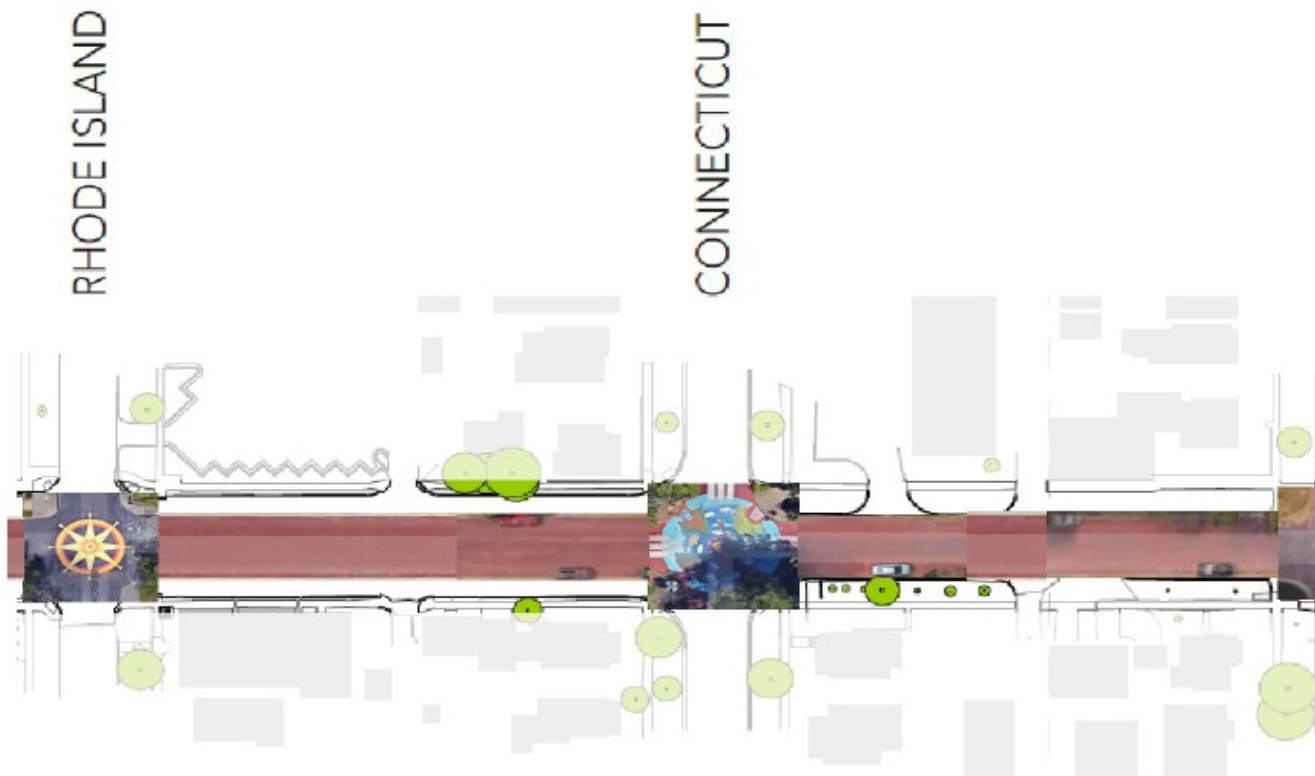
5 blocks herringbone brick (re: Penn, 8 th -9 th) 1250 lin.ft. X 30 ft.	\$1,170,000
demolition, base course, curb/gutter, 6 ft. sidewalks, brick, misc.	
4 intersections repair, concrete pavement, @ \$60,000	\$ 240,000
15% contingency	\$ 211,500
Engineering	\$ 300,000
2 blocks concrete pavement (not in project)	\$ 0
5 intersections repair art: 5 East Lawrence artists, @ \$4000	\$ 20,000
Project Total	\$1,941,500



Massachusetts – Rhode Island



Rhode Island – New York



New York - Pennsylvania



Pennsylvania - Delaware

