

Bobbie Walthall

From: Phil Collison <phil@pcollison.com>
Sent: Tuesday, October 16, 2018 9:44 AM
To: Bobbie Walthall
Subject: Comments for Agenda item 3 Bike Boulevard

Hi Bobby, please include these comments in tonight's CC packet.

Thanks,

Phil

Dear Commissioners,

Michael Almon and the Sustainability Action Network has come out in support of the Neighborhood Greenway Bicycle Boulevard Project and that is enough for me as a private individual to support this project.

The consultants being chosen are recognized to be one of the best in their field, and I look forward to their interactions with stakeholders. This project should produce streets focused on reducing and slowing traffic to make cycling safer for all levels of riders. And this project could also help create cycling standards that will shape future bicycle projects within the City and truly make cycling throughout Lawrence safer.

Thanks for your consideration,

Phil Collison
Lawrence Resident

Lawrence City Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

16 October 2018

re: Neighborhood Greenways (AKA bicycle boulevards)

Mayor Boley & Commission:

As a grassroots bikeway advocacy organization, we give our support to the proposed neighborhood greenways (AKA bicycle boulevards) on 21st St. and 13th St. Please hire Alta Planning + Design, one of the best in the field, to design both.

We have nothing but praise for the Commission's historic commitment to these projects, and for the Engineering staff's admirable handling of their scope and scale. These two projects may be the best vetted Public Works projects ever - with overwhelming public support, in an extended time period, and through several advisory board and Commission meetings.

Historic opportunities for public comment:

21st Street

21 November 2014: bicycle boulevard design in conjunction with Stewart Ave. transit hub - Olsson Associates. Neighborhood support in design charrettes.

26 February 2016: bicycle boulevard priority projects - Pedestrian-Bicycle Issues Task Force (BPITF) - (see attached chart)

2016-2017-2018 CIP budget: BPITF items for bike-ped-ADA ramp projects - City Commission budget and CIP hearings.

2 April 2018: bicycle boulevard project funding, Iowa to Massachusetts St. - Transportation Commission meeting.

5 June 2018: "Main Trafficway" funding designation - City Commission meeting.

12 June 2018: funding approval - City Commission meeting.

13th Street

6 February 2006: traffic calming project approval - Traffic Safety Commission. Concur by representatives of Brook Creek Neighborhood (Pres. Aaron Brown, Dickie Heckler), and representatives of East Lawrence Neighborhood (Pres. Janet Good, Jennifer Distlehorst).

7 March 2006: traffic calming project approval - City Commission. Concur by representative of Brook Creek Neighborhood (Michael Almon), and representative of East Lawrence Neighborhood (Janet Good).

7 June 2016: traffic calming 2016 priority project approval - City Commission.

5 March 2018: traffic calming via bicycle boulevard design, approval - Transportation Commission - [Transp Comm_bicycle boulevard 13th St_5Mar18](#). Recommendation to hire a professional design consultant.

10 July 2018: “Main Trafficway” funding designation – City Commission meeting.

17 July 2018: funding approval – City Commission meeting.

Transportation 2040 Update

15 March 2018: MPO public engagement process – public comments in favor of more and safer bikeways in general, and bicycle boulevards specifically – (see attached record of public comments).

Throughout all these meetings, it was apparent to most of the public how both 21st St. and 13th St. will be appropriate neighborhood greenways. They will achieve greater safety for family bicyclists and pedestrians, while converting a motorway into a shared community space. Neighborhood greenways essentially are enhanced traffic calming, so residents also gain a more livable street.

City Engineering staff have done a great job taking the advice of the Transportation Commission, recognizing how both 21st St. and 13th St. fulfill the criteria for a neighborhood greenway, seeing how both are the best candidates for Lawrence’s first neighborhood greenways, yet deferring to the design skill of an outside consultant. We commend staff for their whole system approach to these important projects.

The public process and vetting has been comprehensive and complete, and it’s time to move into the implementation phase. We agree with all the points stressed in the staff memo for this agenda item - [Alta Planning_21st & 13th bicycle boulevards_16Oct18](#). We would add that Alta Planning + Design was also the firm that developed the many design guides for the National Association of City Transportation Officials (NACTO). They are on the cutting edge of multi-modal transportation planning and design. Hiring them would be a wise choice.

thank you,

Michael Almon

Transportation 2040 - 15 March 2018

Public comments about safe bikeways for transportation

promote and incorporate legitimate bikeways that encourage bike riding as a form of transportation.

Bikeways that make room for cyclists on the streets that are geared for transportation. This supposedly progressive city is woefully behind in this regard.

Build bike boulevards to create safer places for family bicycling.

Creating legitimate and real bikeways on streets that promote and encourage bicycle use as a form of transportation.

We need bicycle boulevards, protected bike lanes, and a way to punish bullies in cars who yell and intimidate bicyclists.

Bicycle highways

Bike lanes are inadequate. I do not feel safe biking on the roads, especially with my children.

Maybe a "cross-town" bike trail from Iowa St to Mass. St.

Bicycle specific highways. Amsterdam is a great example.

Safe bike/ped everywhere to get more people moving.

Providing streets and sidewalks that are comfortable and safe for bicyclers and walkers.

Safe biking in the areas so people can ride/walk to school, shop, work, entertainment.

To move people - I'd rather ride a bike than hop in a car and sit and not exercise.

Expanding routes for walkers and bikers is important. Lawrence is small enough that people walk and bike anyways especially those who don't own cars.

Safety, safety, safety. Motorists need to understand that bikes service part of the road and to be aware of them as much as they are aware of cars.

Dedicated bikeways suitable for less experienced users.

Bike lanes are stupid, all roads should accommodate all traffic. There should be no speed limit over 30 mph in the city limits.

Make cycling/walking safe and people will do it. Stop treating it as an afterthought or a luxury only to be done after cars are taken care of.

I am a cyclist. Lawrence is not bicycle friendly. Also, the “bike” paths are actually dog paths and no fun.

I want complete streets!

Bike/ped. infrastructure is treated as an afterthought, to be implemented if convenient, and not as a priority over auto infrastructure.

Lawrence has the worst accommodations for bicycles I’ve seen in any of the many comparable towns I’ve been in in the last few years. We need bike paths that work for daily travel.

Not enough on street bicycle infrastructure; sidewalks don’t work for all bicyclists

Drivers are unaware/not used to bicyclists/sharing the road with bicyclists

19th street is bicycle suicide. Most ride on sidewalks instead of in bike lanes.

Make it safe, quick but low traffic routes, and easy to use and more people will use it!

Improve safety and provide streets/sidewalks that are comfortable for bicycles and pedestrians

Provide streets/sidewalks that are comfortable and SAFE! for bicycles and pedestrians

Provide a system that is safe and comprehensive for pedestrians and bicyclists and not just vehicles.

Painting bikes on a narrow street to make it a “bike route” doesn’t appear to make it any friendlier for bikes. Most streets in Lawrence designated “bike routes” don’t seem to have any advantage over other streets.

If you want people to drive slowly on neighborhood streets, design them so drivers naturally slow down.

Create connector streets for bikes using traffic management devices.

Use traffic management to slow down cars and increase bike speed on street – use chicanes and speed cushions.

Complete streets – Mass St (11th-23rd St), Naismith Dr (23rd to KU), 21st St (Iowa to Conn) (3)

Bicycle Boulevards (3) - 21st St - make sure 19th St is vehicle friendly to keep 21st st clear.

“real” bike boulevards and better crossings at intersections for bike/ped especially kids (2)

I want to see slower traffic, sidewalks where they are missing, wider protected bike lanes, more roundabouts, more public awareness campaigns about driving to protect cyclists and pedestrians, more bike boulevards.

Let's Get Moving



Capital Improvement Plan

5-year implementation priorities

Bicycle Boulevard Siting: Project Selection Priorities

Identified Projects	2017	2018	2019	2020	2021
1.33 mile 21st St bike boulevard between Iowa and Massachusetts	\$120,000				
0.82 mile 5th St bike boulevard between Wisconsin and Constant Park Trail		\$104,000			
0.5 mile 13th St bike boulevard between Haskell and Massachusetts					\$136,000
0.57 mile Forrest Ave/17th St bike boulevard between Burroughs Creek Trail and Massachusetts					\$72,000
1.45 mile South Massachusetts protected bikeway				\$343,500	