

Commenter	Issue	Staff Action	Notes
Tell Us Portal & Other Public Comments	All forms of transit and economic development go hand in hand. What I have seen over the last nineteen years that I have live here is retail and residential development. There has been little in the way of commercial development. Hopefully that will change with the battery plant at DeSoto.	No Change	Comment received
	As to the widening off-K-10 from the turnpike interchange to South Iowa. If I understood you the Kansas Highway department is in the planning stage for an interchange at West 27th Street. A realignment of the bridge over Clinton Parkway to lessen the curve and with that traffic would flow unimpeded for the next thirty years. I say that based on the growth I have seen in the population of Lawrence.	No Change	Modeling done by both KDOT and in this plan (ch 6) indicate need for widening of K-10 from 2 to 4 lanes.
	Sidewalks are an important part of any neighbor. Some neighbors have uncompleted sidewalks or no sidewalks. In old west Lawrence there are many brick sidewalks which add to the character of the neighbor but are difficult to maintain. There are three ways to deal with that. One would be to rebuild the sidewalks using concrete and sell the bricks to help finance the project. The second would be to build a concrete base to hold the brick in place. The last is of course to just relay the bricks. If the second method were to be used the sidewalks would last longer and require less maintenance and easier to remove snow. A concerted effort needs to be made to replace damaged sidewalks and to complete and or build new ones where they don't exist.	No Change	The plan recommends City of Lawrence should Establish Brick Sidewalk and Street Standards (ch 6).
	There is a tendency for motorists to think the road is theirs and cyclists have the same idea. In every community I have lived in automobiles have the right of way and cyclists have to yield to them. In many case I have seen cyclist pull out in front of autos with a disregard for on coming traffic or traffic wanting to turn. The city must determine who has the right of way and make all resident aware of road courtesies though notices in the local newspaper and online.	No Change	Educational efforts are included in the City of Lawrence's Neighborhood Traffic Management Program: <a href="https://lawrenceks.org/mso/safer-speeds/">https://lawrenceks.org/mso/safer-speeds/</a> .
	Lawrence has the best bus service in the state. But as always there is room for improvement. In Appendix B there were several mentions of bus service to Eudora, Topeka, Kansas City and into the county. It is my understanding that to be able to provide such services it would require the charter under which the transit systems operate to be changed. This needs to be done. As Lawrence grows there will be more residential and commercial developments. The city must require that when the plans for such development is requested that it include a transit plan. In some European countries that is required before a development can be approved. Thus a developer must sit down with the transit system manager and staff to develop a plan that will satisfactory to both parties.	No Change	Expansion of intercity and commuter service is a strategy recommended in Ch 6
	Streets are always a major topic when it comes to transportation planning. I am personally not a fan of four way stops and roundabouts. Both present challenges for motorist. For emergency equipment roundabouts slow their response time. In the public input section potholes were mentioned often. And justly so. There is a pothole number to report potholes (785-832-3456). Instead of complaining about potholes residents need to do their part by calling so they can be repaired. Damaged or poorly maintained streets due to snow, ice, salt and heavy use takes a toll on the transit system. Buses may not be able to operate on certain routes, cause damage to the buses and gave a poor ride. It will cause motorist to change their route which would then put more traffic on other streets.	No Change	Comment received
	I would like to mention Mass Street. It has been suggested that Mass Street be turned into a mall. That idea has worked in other cities. They is some support from some local business owners for such an idea. It was suggested by one that a trolley operate on Mass Street. A parking garage would need to be built in the parking lot #3 which is on Vermont. The trolley would make stops at the parking garages then travel Mass Street and drop off and pick up passengers along the way.	No Change	Comment received
	Amtrak has indicted it would like to extend the Missouri River Runner to Topeka. That service would require an on going financial comment of Kansas to fund it. It does not fill the need for commuter or interurban rial service from Topeka to Kansas City. Residents that I have spoken with are interested in such service and would use it. Such service would help the economic and population growth of Eudora. The T has a route that has been routed by the Amtrak station for commuter service. The BNSF line from Topeka to Kansas City would need to be upgraded. I would suggest that Kansas pay for material and BNSF pay for the installation of rail, concrete ties and ballast.	No Change	Comment received
	There is much more but I realize your time is limited. The things I did bring up as you of all people would know requires a great sum of money. It also requires residents to understand the needs for such projects that I have mentioned. There are residents that feel that the money being spent on transit, bike paths and the like is wasted. Lawrence and Douglas county are headed in the right direction. Residents need to understand that what you are doing will make Lawrence a better community safety wise as well as environmentally better. There are residents that believe climate change is not real. I would suggest they ask residents of Miami or San Francisco or Charleston, South Carolina how they feel. Their cities floor every time there is a king tide. My point is that as you work on future plans you will be battling ignorance and stupidity. I have seen that in the public comments section. Continue what you have started.	No Change	Comment received
	Please prioritize clean energy infrastructure to prepare for the pivot to renewable energy use in transportation. Maintaining wildlife areas rather than building new roads should also be a priority. A prime example is the Wakarusa extension being considered by Douglas County. This road should never be built.	No Change	The sustainability section of Chapter 6 includes recommendations on increasing low carbon transportation options and planning for electric vehicles (charging, fleets, etc.). Sensitive lands (which includes wildlife areas) are mapped in the plan. Chapter 7 includes a section on environmental mitigation and maps on projects in relation to environmental features. It is up to local governments to evaluate impacts on a project by project basis.
	Public transit in (as opposed to Ride-KC) Lawrence plainly has two major components that are quite different: KU on Wheels and Lawrence Transit. I've observed (while driving) that full-size buses for some years. Mainly, they transport AIR from one location to another. There plainly is a need within the community for general public transportation, BUT that need would be far better met with 15-passenger vans serving more neighborhood routes. Full size buses can't navigate that type of route. You could buy 5 such vans for the price of one bus. YES, driver jobs would have to increase. But the purchase/maintenance saving from full size buses ought to handle the increase.	No Change	Because bus size cannot change dynamically in the middle of a route, bus size needs are based on the size of bus needed during its busiest time of day or busiest portion of a route. As an example, some routes may carry 5 or fewer people for one portion of a route, then more than 30 people through a busier portion of a route. Different times of day also demonstrate different ridership trends. Using buses that are too small to accommodate the max number of riders mean that people are unable to reach their destinations
	In the table on Draft p-57, Lawrence Transit data needs to be uncoupled from KU on Wheels to get an accurate picture of hours and passengers. The table on p-57 indicates conclusively that the population really can't be served with a fixed-route "giant bus" service. Travel times/destinations/reasons are simply too diverse. Public transportation HERE is a niche benefit-- IMPORTANT to those who need it, but still a niche and best served with 15-passenger vans.		
	The availability of federal funds doesn't justify WASTING those funds by transporting air around town. Smaller modules (vans); more diverse routes integrated into neighborhoods; increased ability for passengers to schedule pickup/return on set routes via phone app. Those things are, for openers, way more important to success than the present model using full-size buses.	No Change	Street trees are recommended in the plan but cities set regulations regarding placement, type, etc. MPO staff recommended the commenter submit these comments to the Lawrence land development code update steering committee
	I live in Lawrence and am very interested in planting street trees in front of my house as a way to cool the adjacent sidewalk and street, and for aesthetic reasons. I believe this is an issue that fits into the city's overall plans for building streets and sidewalks. Several months ago, I called City Hall and was referred to someone whose name I don't recall but I believe he was from the city urban forestry department. The man came to my house and was very polite but said he wouldn't be willing to approve planting trees in the right-of-way between the sidewalk and curb. The utility lines at the front of my house don't run through the right-of-way; they run through the utility easement between the sidewalk and the front of the house. I told him I'm more than willing to plant trees that wouldn't be likely to be a nuisance to people using the sidewalk or street, and that have the kind of root system that goes down rather than along the surface.		
	The man said the city wouldn't approve putting trees in the right-of-way because then the city would be responsible for them, which is silly. I seed, fertilize and mow the grass between the sidewalk and curb. I pay someone to edge and trim that area. When it snows, I shovel the walk. As the regulation is now, if the sidewalk has to be replaced I am responsible for paying for it. I pay for homeowners liability insurance in the event someone is injured anywhere in my front yard, including the sidewalk and right-of-way. In the meantime, I haven't been able to get the city to replace spalled concrete at the end of my driveway since I moved in, in September 2018. I was told that it wouldn't be repaired until 2025. The city of Lawrence does nothing to maintain the right-of-way. True street trees, planted along the street in the right-of-way, would do a lot to address heat islands caused by concrete driveways, sidewalks, and paved streets. I have trees in my front yard, between the sidewalk and the front of my house, that are in the utility easement and that seem to be called "street trees" when in fact they are not. I grew up in a city that planted trees between sidewalks and curbs--true street trees--after Dutch Elm disease wiped out trees in entire neighborhoods. I'm not asking the city to pay to plant trees in the right-of-way, just to allow me to do so. Please amend any relevant ordinance, if there is any, that would allow me to plant trees in the right-of-way.	No Change	Changed bike to bicycle in most instances
	Please refrain from using the term "bike" in favor of "bicycle" in all instances.	Change	Additional references to vehicle were updated to motor vehicle
	Thank you for using the term "motor vehicle" rather than just "vehicle".	Change	Updated to include three categories of bikeways with examples of each: major separation, minor separation and shared streets. Also updated types of bikeways. Specific recommendations on type of separation are included in Lawrence Bikes Plan and Countywide Bike Plan
	Types of Bikeways (digital p. 48): the draft has redundant listings for "shared lane marking", "shared use path", and "signed bike route". Missing from the list are "bicycle track", and "bicycle climbing lane". Types of Bikeways: the category of "bike lane" implies the unsafe and therefore underutilized "white stripe bicycle lane". Please call it "white stripe bicycle lane", and make the recommendation that it should be phased out in favor of physically separated bicycle lanes. It's a waste of labor and pavement for a facility that is used by only about 3% of potential bicyclists. Types of Bikeways: Please include as a distinct category "Buffered Bicycle Lanes" and "Protected Bicycle Lanes" (not just as a footnote for your "Bike Lanes".	Change	Typical cross section is derived from the City of Lawrence Street Design Standards
	Typical Street Cross Section (digital p. 49): Please change that illustration to be a 38 foot wide collector street with 2) 5 foot bicycle lanes, 2) 3 foot buffers, and 2) 11 foot motor vehicle lanes (eliminate the option for white stripe bicycle lanes).	No Change	Recommendations on type of separation are included in Lawrence Bikes Plan and Countywide Bike Plan
	Default bikeway design: In keeping with bikeway design best practices, we propose that bikeways be physically separated from walkways, as well as be separated from motor vehicles, as the default design.	No Change	Updated paragraph to reference level of separation.
	Safety (digital p. 49): Emphasize that motorist routinely meander into white stripe bicycle lanes because 6 inches of paint is no protection. (otherwise, this is a well written paragraph)	Change	End-of-trip amenities and bicycle parking is included as a strategy in Chapter 6 and also further addressed in the Lawrence Bikes Plan and Countywide Bike Plan
	Bicycle Parking (digital p. 138 & 162): Somewhere add an entire section on enclosed and secured bicycle parking lockers. After the number one reason that people decline to bicycle, that being lack of safety, the number two reason is lack of parking that is secured from theft. Bicycle lockers should be required at transit stops (beyond the Transit Hub), at all major civic centers (government and recreation), and at all major destinations where people would spend a lengthy period of time.	No Change	Specific transit route decisions are beyond the scope of this plan. T2050 recommends implementing service per the Transit Route Redesign planning process.
	Transit (Transportation Options, digital p. 140): Implement a 15 minute circulating jitney service along 6th St. (Mass. St. to Wakarusa Dr.), 23rd St. (Harper to Kasold), and Massachusetts St. (Locust & 2nd St. to Indian Ave.)	No Change	Recommendations on use of green paint are included in Lawrence Bikes Plan and Countywide Bike Plan. "FHWA's interim approval for green color is, however, limited explicitly to exclusive on-street bikeways, bicycle lanes, extensions of bicycle lanes through intersections, and other bicycle traffic conflict areas. The interim approval does not address shared-use paths or shared-use path crossings of roadways, though it stands to reason that the limitations preclude this use." Alta Planning & Design 11/12/21 memo
	Green pavement markings for bikeways (digital p. 138): Whenever buffered bicycle lanes, protected bicycle lanes, bicycle tracks, or shared use paths are to be constructed or handled as a maintenance update, it shall be standard practice that at any juncture where these bikeways cross an intersection or major commercial driveway, green pavement markings shall be installed across the intersections or commercial driveways.	No Change	Comment received
	Bikeway Benefit District Ordinance: Just as sidewalks are funded by land developers any time they build a subdivision by means of a Special Assessment Benefit District, require developers to build physically protected bikeways on all new Arterials and Collectors to be funded by a Special Assessment Benefit District on all properties in the subdivision. Legally, this would be part of the Subdivision Regulations. Build bikeways at the outset so expensive retrofits aren't needed after the fact.	No Change	Comment received
	Local (residential) Street Speed Limit: Reduce the speed limit on all local streets to 20 MPH, effectively, if not physically, making them Bicycle Boulevards. Do this at the same time as removing those meaningless and worthless little green "Bike Route" signs.	No Change	Comment received
	Brick Sidewalks (digital p. 160 etc.): Thank you! for this information.	No Change	Comment received
	Wakarusa Extension (digital p. 179): Delete from Table 6.4, item #106, Wakarusa Drive Extension	No Change	Comment received
	Pg. 39 – Households Without Vehicles: It'd be nice to know the percentage of overall households in the MPA with one to no access to a vehicle.	Change	Updated text to state that 6% of Douglas County households have no vehicles
	Chapter 2 Discussion of Transit – Perhaps it may be referenced in later chapters, but this section would be good to discuss 23 CFR 450.324(f)(8).	No Change	Strategies around intercity transit are included in Ch. 6
	Pg. 79 Bridge Condition, Sentence 1 – There should be a comma after "2022". Also, "bridge" should be plural.	Change	Updated
	Pg. 79 Bridge Condition, Paragraph 2, Sentence 2 and 3 – There should be a comma after "2022" and comma after "law"	Change	Updated

TZ050 Steering Committee Members Commenter	Issue	Staff Action	Notes
TZ050 Steering Committee Members Commenter	Pg. 92 Last Paragraph – What exact environmental and economic impacts are you mentioning? Also, are these areas commercial and/or part of connecting Downtown corridors that are contributing to the issue? It'd just be helpful to expand slightly to avoid questions.	Change	Edited section for overall clarity and deleted reference to economic and environmental impacts of congestion
	Pg. 97 First Paragraph – Where did the city of Lawrence energy goal come from? Is there a plan available to link its strategies?	Change	Added link to Ordinance 9744 which set goal (and updated year to 2035, not 2030)
	Pg. 97 First Paragraph, Sentence 4 – Replace "as" with "provides an"	Change	Updated
	Pg. 101 – It'd also be good to see a map that has the EJ areas overlayed with the rail tracks.	Change	Added
	Pg. 109 – It'd also be good to see a map of the EJ areas overlayed with the crashes.	No Change	Not feasibly cartographically but upcoming Vision Zero Plan will likely include more detailed map with ability to show EJ zones.
	Pg. 122 Paragraph 1, Sentence 1 – Is this sentence incomplete? It is confusing.	Change	Sentence was correct but paragraphs were out of order so the context made it confusing. Updated.
	Pg. 153 – How does Baldwin City have a planned amount if no financial information was provided for projections?	Change	Updated table 5.8 to show Baldwin City 5 year average expenditures
	In light of some of the financial shortfalls for certain jurisdictions within the MPA, has there been exploration of strategies for potential new funding sources (23 CFR 450.324 (f)(11)(iii))??	Change	Sentence added about potential new funding sources that cities could explore
	Pg. 172 Paragraph 4, Sentence 4 – Should "an" be "and"?	Change	Updated
	Pg. 179 – Lecompton has O&M shortfall even during the first 4 year timeband. Do you know how they plan to address this?	Change	Lecompton indicated expenditures will be cut to match revenue, so tables were adjusted to reflect the expenditure reduction in the first band.
	Pg. 184 – The table looks great, but it may be advantageous to note an overall percentage of all programmed project funds that will be going to projects within the EJ areas.	Change	Added text about percent of funds spent in EJ.
	Pg. 187 – Are Figures 7.1 & 7.2 copies of each other?	Change	Yes; deleted duplicate.
	<b>Other Changes</b>	Change	
	Remove project 135 from Figure 6.10; Table 7.1; Table 7.3; Figure 7.7; Figure 7.8; Figure 7.9 Project was inadvertently included and has already been completed	Change	
	Transportation Demand Model Maps were updated to match existing map style but content unchanged	Change	
	Table of Contents updated	Change	
	In Chapter 5 updated the range of years in financial projections from 2023-2025 and 2026-2030 to 2023-2026 and 2027-2030	Change	