

City of Lawrence

Transportation Commission Study Session

November 28, 2018 Minutes

MEMBERS PRESENT: Charlie Bryan, Mark Hurt, Donna Hultine, Steve Evans, Erin Paden, Kathryn Schartz

MEMBERS ABSENT: Michele Dillon, John Ziegelmeier, Ron May,

STAFF PRESENT: David Cronin, MSO Department,
Jon Marburger, MSO Department
Jessica Mortinger, Planning Department

PUBLIC PRESENT: N/A

A complete video recording of the meeting is available on the City's website at <https://lawrenceks.org/boards/transportation-commission/>

1. Bikeway Plan Update

- A. [What we heard?](#)
- B. [Education, Encouragement, Enforcement Policies and Programs Toolbox Draft](#)
- C. [Progress to Date](#)
- D. [Evaluation](#)
- E. [Next Steps and Timeline](#)
- F. [Comments](#)
- G. [Adjourn](#)

Transportation Commission SS Meeting November 28, 2018

Name	Initials
Members	
Charlie Bryan Lawrence DGCO Health Dept. Representative	CWB
Donna Hultine University of Kansas	DH
Kathryn Schartz Multi-Modal Transportation / Planning Eng Rep	KSS
Mark Hurt PTAC representative	MH
Michele Dillon Pedestrian Representative	
Steve Evans Planning/Engineering Field Representative	SE
Erin Paden Bicyclist Representative	EP
John Ziegelmeier Local Business Representative	
Ron May USD-497	
City Staff	
David Cronin City Engineer	DC
Jessica Mortinger Senior Transportation Planner	JM
Ashley Myers Transportation Planner	
Amanda Sahin Transportation Engineer	
Zach Baker Project Engineer	
Jon Marburger Project Engineer	JPM

**Transportation Commission SS Meeting
November 28 2018
Public Sign In Sheet**

Name	Contact Info
Marilyn Hull	(ph) 218 - 3457 (e-mail) mHULL1011@gmail.com
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**Lawrence- Douglas County Metropolitan Planning Organization
Bicycle Advisory Committee (MPO BAC)
Sign In Sheet - Date:11/28/18**

Name	Representing	Contact Info	Initial
Voting Committee Members			
David Hamby	City of Lawrence	785-749-4474 davidh@bgcons.com	DJH
Marianne Melling	City of Lawrence	913-558-1339 mgmelling@gmail.com	MM
Justin Eddings	City of Eudora	785.218.8452 eddingsj@gmail.com	
Steve Hitchcock	City of Baldwin City	hitchcock59@gmail.com	SA
Bill Anderson	City of Leocompton/At Large	bill@andersonrentals.com	BA
Cameron Jacques	Douglas County	cameron.jacques@gmail.com	
Jacki Becker	Douglas County	jackioh@uptoeleven.com	
Non-Voting Members			
Matt Messina	Kansas Department of Transportation	785.296.7448 Matthew.Messina@ks.gov	
	KU BAC		
	Lawrence-Douglas County Health Department		
Transportation Commission Ex Officio Liason for the Bike Plan Update			
Kathryn Schartz	Lawrence Transportation Commission	785-760-4114 cottagecat@aol.com	KSS
MPO Staff			
Jessica Mortinger, AICP	MPO	(w) 785.832.3165 jmortinger@lawrenceks.org	JM
Ashley Myers, AICP	MPO	(w) 782.832.3155 amyers@lawrenceks.org	AM
Ryan Pearson	MPO	(w) 782.832.3169 rpearson@lawrenceks.org	
Others Present			
Name	Representing	Contact Info	Initial

Lawrence Bikeway Plan Update - 2018

Please include the following in the descriptive planning language of the Lawrence Bikeway Plan Update (acknowledge reality, and don't ignore or gloss over the Pedalplan):

Planning Context

Planning for bikeways in Lawrence and Douglas County is not a new concept. The first Lawrence bicycle plan was the Pedalplan for Lawrence, completed in 1976. The first countywide bicycle plan was developed in 2004.

Please incorporate the following as recommendations in the Lawrence Bikeway Plan Update.

Code provisions:

It is recommended to use these two principal design features that make bikeways safe:

- 1) Visibility of the bicyclists, using devices such as green pavement marking, lane delineaters, and protected intersection design.
- 2) Separation of bicycle lanes from motor vehicle lanes by a 3-foot buffer in mid-block, and immediately adjacent at intersection approaches.

Within the Lawrence Development Code, Chapter 20 Article 8, Subdivision Regulations,

- 1) By Ordinance, adopt protected bikeways (protected lanes, cycle tracks) as the default design along Arterial and Collector Streets.
- 2) Create sub-sections in the Code 20-8, that require, in all new subdivisions, separated and protected bikeways along Collector streets and Arterial streets, and mid-speed connector bikeways tying into the separated bikeways.
- 3) Include a sub-section that establishes the responsibility for paving said bikeways as being with the developer, and constructed concurrent with the paving of the most adjacent roadway.

An effective bicycle transportation network consists of three-tiers:

- 1) High-speed (20-25mph) through-corridors of protected lanes, bicycle tracks, and/or bicycle boulevards
- 2) Low-speed (5-10mph) nodes/sectors such as neighborhoods or activity centers (shopping, recreation, government offices, schools, transit)
- 3) Mid-speed (10-20mph) connector bikeways that link the nodes with the through corridors

Actionable Ordinance items:

By Home Rule Ordinance, adopt 15 mph as the default residential street speed limit (KSA 8-1560 allows localities to lower it to 20 mph; KSA 8-1560a allows Wabaunsee County to lower it even more; Lawrence could request the same).

By Ordinance, designate bicycle boulevards as “traffic management devices”, with speed limits set at 15mph. (this would override the 70% approval requirement for traffic calming)

By Ordinance, adopt complete street design as the default.

By Ordinance, amend Lawrence City Code Sec. 20-810(h)(4)(ii) to require a walkway and bikeway easement at the terminus of each Cul-de-sac.

By Ordinance, adopt the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide - <https://nacto.org/publication/urban-bikeway-design-guide/>

By Ordinance, adopt the National Association of City Transportation Officials (NACTO) Urban Street Design Guide - <https://nacto.org/publication/urban-street-design-guide/>

Operational provisions:

Hire a Bicycle-Pedestrian Coordinator/Engineer.

In the Public Works Street Detail Design Sheets, indicate the minimum cross section, back-of-curb to back-of-curb to be for:

Local Street: 20 feet, no parking; 27 feet with parking one side.

Collector Street: 40 feet (two 11-foot motor vehicle lanes; two 5-foot bicycle lanes; two 3-foot buffers; two curbs)

Minor Arterial Street: 52 feet (two 11-foot motor vehicle lanes; one 12-foot center turn lane; two 5-foot bicycle lanes; two 3-foot buffers; two curbs)

Major Arterial Street: 71 feet (four 11-foot motor vehicle lanes; one 12-foot center turn lane; one 10-foot 2-way cycle track; one 3-foot buffer; two curbs).

Purchase a street sweeper with a 6 foot sweeper path (such as the Sentinel), and dedicate it to clearing bicycle lanes, particularly protected lanes and tracks, of debris and obstacles.

Strictly enforce the requirement that bicyclists display a front white light and a rear red light between dusk and dawn, that are visible for a minimum of 500 feet away.

Conduct an origin-destination study (O.D.S.), to identify Lawrence's main originators of bicycle transportation users, the multiple destinations traveled to, the existing number of cyclists traveling, and the level of cyclists latent demand if a safe and convenient bicycle lane-track-path were to be installed in any given corridor.