

BICYCLE ADVISORY COMMITTEE - Agenda

1. Call Meeting to Order, Welcome and Introductions

2. Public Comment

The public is allowed to speak to any items or issues that are not scheduled on the agenda after first being recognized by the Chair. Each person will be limited to 5 minutes for public comment.

3. Action Item: Approval of minutes from the July 12, 2018 meeting and receive the meeting summary from the July 28th Work Session and the minutes from the November 28th joint Transportation Commission Study Session (attached)

4. Action Item: Election of Chair and Vice Chair for 2019

5. Discussion Item: Survey 2 Results (Phase 1 and Phase 2 engagement are combined in one pdf) <https://assets.lawrenceks.org/assets/mpo/bicycle/Lawrence-Phase2.pdf>

6. Action Item: Draft Bike Plan Goals (attached)

Members will provide input on the draft plan goals based on the two phases of public engagement.

7. Action Item: Draft Performance Measures (attached)

Members will provide input on the draft performance measures based on the survey 2 results.

8. Action Item: Prioritizing E's within the Toolbox

<https://assets.lawrenceks.org/assets/mpo/bicycle/toolbox-draft.pdf>

Members will discuss the results of the MPO BAC member prioritization survey completed prior to the meeting and decide long and short term tools to include in the Action Plan.

9. Action Item: Priority and Secondary Funding Network Alignments (attached)

Members will discuss the changes to the networks based on survey 2 input and staff review.

10. Discussion Item: Bike Level of Comfort

Staff will discuss the need for more traffic counts to fully complete this analysis

11. Discussion Item: Bike Plan Update Timeline (attached)

Members will discuss the current timeline to determine if it needs to be adjusted.

12. Discussion Item: City of Lawrence Ethics Policy & Kansas Open Meetings Act (attached)

<https://assets.lawrenceks.org/documents/Resolutions/Resolutions-7200s/Res7269.pdf>

Special Accommodations: Please notify the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) at (785) 832-3150 at least 72 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests.

The L-DC MPO programs do not discriminate against anyone on the basis of race, color, national origin, sex, age, or handicap/disability, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see www.lawrenceks.org/mpo/title6 or call (785) 832-3150.

13. Quick Updates

a. Safe Cycling: How Do Risk Perceptions Compare With Observed Risk?

<https://pdfs.semanticscholar.org/7c70/5aafe3a52f6f4f7127f9fa7f8785d105ba53.pdf>

14. Other Business

a. Bike Video Premiere Party, January 30, 6 – 7 pm, Lawrence Library Auditorium

15. Next Meeting: ?

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Attendance:

VOTING MEMBERS PRESENT

<input checked="" type="checkbox"/>	Bill Anderson	City of Lecompton/At Large
<input checked="" type="checkbox"/>	Jacki Becker	Douglas County (Vice-Chair)
<input type="checkbox"/>	Justin Eddings	City of Eudora
<input checked="" type="checkbox"/>	David Hamby	City of Lawrence (Chair)
<input checked="" type="checkbox"/>	Steve Hitchcock	City of Baldwin City
<input type="checkbox"/>	Cameron Jacques	Douglas County
<input checked="" type="checkbox"/>	Marianne Melling	City of Lawrence

NON-VOTING MEMBERS PRESENT

<input type="checkbox"/>	Matt Messina	KDOT
<input type="checkbox"/>	Kathryn Schartz	Transportation Commission
<input type="checkbox"/>	Vacant	KU BAC

STAFF PRESENT

<input checked="" type="checkbox"/>	Jessica Mortinger, AICP	L-DC MPO
<input checked="" type="checkbox"/>	Ashley Myers, AICP	L-DC MPO
<input checked="" type="checkbox"/>	Ryan Pearson	L-DC MPO

GUESTS PRESENT

<input checked="" type="checkbox"/>	Helen Schnoes	LDC Sustainability
<input checked="" type="checkbox"/>	Michael Almon	Sustainability Action Network

1. Call Meeting to Order, Welcome and Introductions

David Hamby called the meeting to order at 5:33 PM. A quorum was present.

2. Public Comments

No public comment was made.

3. Action Item: Approval of Minutes from April 16, 2018

Bill Anderson motioned to approve the minutes from April 16th, Steve Hitchcock seconded. The motion was approved unanimously.

4. Discussion Item: July 28th Working Meeting

Jessica Mortinger said the working meeting is designed to guide a discussion about goals, visions, and what needs to be done moving forward, noting that it will be beneficial to have discussions that generate ideas and lead to involvement. Bill Anderson asked how many people are expected to attend the meeting. Ms. Mortinger said it will likely be the members of the MPO BAC and a few members of the public. David Hamby asked what the structure of the workshop will look like. Ms. Mortinger said preliminary material including existing conditions and best practices will be made available to get people thinking about different aspects of a bicycle friendly community. The discussion will be broken down into sections about the different E's (education, equity, etc.) in order to hone in on the details of each essential element of a bicycle plan, which should help develop criteria to prioritize projects. She mentioned national guidance will determine much of the engineering decisions, so the discussion will start with the other E's.

5. Discussion Item: Preliminary Survey Results and Existing Conditions

Jessica Mortinger presented the preliminary survey results and asked the committee whether there are any demographics in the community that do not appear to be involved. Bill Anderson asked about scheduling a meeting with a local parent teacher organization. Ms. Mortinger said that PTO's are often extremely busy at the beginning of the school year and may already be booked during this round of engagement, but agreed it would be helpful to see what can be done to reach them. Jacki Becker asked whether there would be a tabling event at the upcoming Douglas County Fair in the beginning of August. Ms. Mortinger said that in the past the fair has not provided much participation. Ms. Becker also asked if there is any way to reach

more people from Haskell University. Ms. Mortinger said that the MPO has historically had a difficult time getting participation from Haskell, but that staff will continue to explore options to engage them and follow up. Mr. Anderson said that the online survey process could be made easier if you didn't have to verify that you are not a robot, as it was the trickiest part of the process. Ashley Myers said that it is a technical issue that is being worked on.

Ms. Mortinger asked whether there are any observations about the preliminary results or whether the data could be analyzed in more insightful ways. Marianne Melling said it would be interesting to see if there are any trends in combining the results of various questions and the conclusions that this leads to. (Ex: is there a correlation between the comfort levels and whether someone is a recreational rider or commuter).

Steve Hitchcock asked whether there is any data that indicates how many KU students bring their bikes to college. Mr. Anderson said that in his experience the amount of bikes that go unclaimed outside of the dorms at the end of the year is enormous, saying that it appears that many students' expectations about riding in college go unfulfilled. Mr. Anderson mentioned that the KU campus policy of not allowing bikes in any building is a major hurdle to ridership as it limits ownership and confidence. Mr. Hitchcock agreed that college students can be a very difficult demographic to understand, though essential nonetheless.

Mr. Anderson asked how the role of this committee differs from the Pedestrian Bicycle Issues Task Force. Ms. Mortinger said that the MPO BAC is supposed to think more about specific implementation strategies and broaden the geographic scope of the plan. Ms. Mortinger continued to say that we know what resources are available and there needs to be a serious discussion about priorities and who should be responsible for implementation and maintenance. We need to address gaps in the community which prevent bicycle riding and develop the best and most realistic strategies to fill them. Mr. Hitchcock noted it seems this is the right step towards bringing calculated rationale to the decision making process so that projects don't just sit on a list.

Ms. Becker asked if there is anything from existing plans that is relevant to this planning process. Ms. Mortinger said this process hopes to draw relevant material from each of the existing plans in a way that leads to their implementation and creates the most effective bicycle plan possible.

Ms. Mortinger mentioned that an important goal is to make sure everyone involved is on the same page and aware what we need moving forward. Mr. Anderson agreed this is very important. He continued to note people just don't spend as much time outside anymore and brought up how important it is to make room for leadership throughout the community that helps build a bike culture. He mentioned as a cyclist he watched figures like Lance Armstrong generate a ton of enthusiasm around cycling, and said that it is essential to support local leaders who want to establish and guide different aspects of a bicycle culture.

Mr. Hitchcock agreed, saying all the engineering and infrastructure improvements will be useless without a significant bike culture. Mr. Hamby said there's always an excuse not to ride, so it will be essential to figure out what those excuses are and how to specifically target them.

6. Quick Updates

There were no updates.

7. Other Business

8. Next Meeting: July 28, 2018 – East Lawrence Rec Center from 12 pm – 4 pm –
Meeting adjourned at 5:22 PM.

Attendance:

VOTING MEMBERS PRESENT

<input checked="" type="checkbox"/>	Bill Anderson	City of Lecompton/At Large
<input checked="" type="checkbox"/>	Jacki Becker	Douglas County (Vice-Chair)
<input checked="" type="checkbox"/>	Justin Eddings	City of Eudora
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<input type="checkbox"/>	Marianne Melling	City of Lawrence

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<input type="checkbox"/>	Matt Messina	KDOT
<input checked="" type="checkbox"/>	Kathryn Schartz	Transportation Commission
<input type="checkbox"/>	Vacant	KU BAC

STAFF PRESENT

<input checked="" type="checkbox"/>	Jessica Mortinger, AICP	L-DC MPO
<input checked="" type="checkbox"/>	Ashley Myers, AICP	L-DC MPO
<input checked="" type="checkbox"/>	Ryan Pearson	L-DC MPO
<input checked="" type="checkbox"/>	David Cronin	Lawrence MSO

GUESTS PRESENT

<input checked="" type="checkbox"/>	Michael Almon	Sustainability Action Network
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1) Potluck Lunch

The meeting began with a potluck lunch at Noon.

2) Discussion of the Es of bicycle planning

a) Evaluation

Discussed potential evaluation methods and data which could be used in evaluations along with the Bicycle Friendly Communities rating, the Places for Bikes City Rating, and the STAR Community Rating.

b) Education

Discussed the Bike Friendly Driver course, driver's education, how bike education could reduce insurance expenses, the Bicycle Lessons and Safety Training (BLAST) and Safe Routes to School (SRTS), and how encouragement, education, and enforcement are tied together.

c) Enforcement

Discussed ways people could report unsafe driving behaviors (near bicycle riders), fear which can be classified as safety vs. the perception of safety, and speed.

d) Encouragement

Discussed how other communities have citywide clean up days and how perhaps the Big Event at KU could be used to help clean the trails/streets. Other ideas such as having a car free day was discussed.

e) Equity

Discussed having outreach to stakeholders who do typically have access to our process. Also discussed having a joint session with the Lawrence Transportation Commission.

f) Engineering

The group completed a mapping exercise to discuss if the draft priority network is sufficient. It was decided there should be a secondary network and people should have access to the priority or secondary network with a 1/3 - 3/4 of a mile. The main goal is to complete the priority network. It was decided a bike route with a sign is not enough of a bikeway.

3) Next steps

a) Phase 2 engagement

A second survey was discussed which will prioritize the education, enforcement, engineering elements.

b) Do we need further work sessions?

It was decided at least another meeting will need to be held before the plan is finished.

c) Plan Details

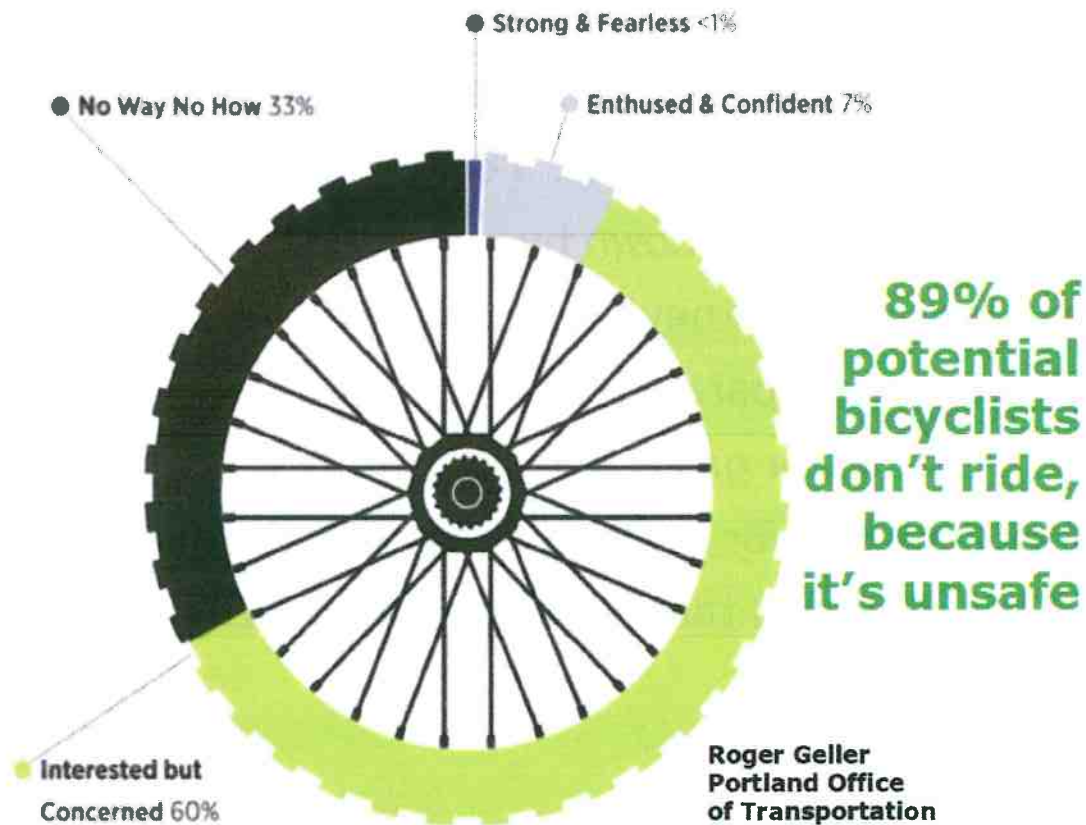
It was discussed it would make sense to split the bike plan into two plans: Lawrence specific and a Eudora/Baldwin City/Lecompton/Douglas County plan. This is because the different entities are in such different places as far as implementation. Lawrence now has the dedicated bike/pedestrian funding. Additionally, the MPO is going to start Safe Routes to School (SRTS) planning in Eudora and Baldwin City in 2019. It makes sense to coordinate the bicycle plan with planning for safe routes because we will achieve the most momentum if we frame the conversation around kids getting to school safely.

Michael Almon provided the attached handout and talked about visibility as an issue and protected bike lanes are necessary.

The meeting ended near 4 pm.

Four Types of Transportation Cyclists

Roger Geller, Bicycle Coordinator, Portland OR Office of Transportation



"Survey after survey and poll after poll has found again and again that the number one reason people do not ride bicycles is because they are afraid to be in the roadway on a bicycle. They are generally not afraid of other cyclists, or pedestrians, or of injuring themselves in a bicycle-only crash. When they say they are "afraid" it is a fear of people driving automobiles. This has been documented and reported in transportation literature from studies, surveys and conversations across the US, Canada, and Europe."

<https://www.portlandoregon.gov/transportation/article/158497>

<https://usa.streetsblog.org/2014/06/05/protected-bike-lanes-make-the-interested-but-concerned-feel-safer-biking/>

<https://www.strongtowns.org/journal/2017/11/2/bike-breakthrough-connecting-neighborhoods-with-low-stress-routes>

Bicycles Separated from Motor Vehicles and Pedestrians
Stuart Boley - 1 May 2018

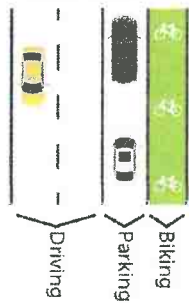
City Commission meeting - time stamp 4:48:25

<https://www.youtube.com/watch?v=Zkn0GnHAIH0>

“Let me express my interest in separating bicycles from motor vehicles and pedestrians. I don’t want pedestrians to be worried they’ll be run down by bicycles any more than I want bicyclists worried they’ll be run down by motor vehicles. If we never do this separation because we only do a half mile at a time, we’re never going to get separation. I’m really interested in options for separating bicycles from motor vehicles. I want to say that flat out, unapologetically.”

WHY BUILD PROTECTED BIKE LANES?

WHAT ARE THEY?



Protected bike lanes put a barrier between drivers and bike riders. The barrier can be parked cars, plastic posts, or planters. They are popular in cities with high amounts of bike riders for everyday use.

GOOD FOR BUSINESS

9th Ave in New York City saw a **49%** increase in business after protected bike lanes were installed.¹ Nearby streets only saw a 3% increase.

55% More bike traffic on Kinzie St in Chicago after a protected bike lane was installed.²

A Portland study found bike riders will *go out of their way* to a street with good bike infrastructure. That's more business exposure.³



Pedestrians and bike riders in Toronto **SPENT THE MOST MONEY** and visited stores more often.

Maybe because it costs less to walk or bike?



GOOD FOR SAFETY

89%

fewer injuries among bike riders on streets with protected bike lanes.⁵



Bike- and pedestrian-friendly street design leads to less collisions, even when there are more people out!⁶



DRIVERS don't have to worry about unexpected bike maneuvers.



PEDESTRIANS don't have to worry about bike riders on the sidewalks.

GOOD FOR LAWFULNESS



In Chicago, protected bike lanes have resulted in a 161% increase in the number of bike riders obeying the stoplight.⁷

GOOD FOR EVERYONE

71% of Americans have expressed interest in riding a bike more often, but find it unsafe.⁸ *Are you one of them?*

LESS

Each bike on the road is one less car in traffic, causes less pollution, less wear on the road (and therefore less taxpayer-funded maintenance), and creates a healthier population.

**LIKE PROTECTED BIKE LANES?
TELL YOUR LOCAL ELECTED OFFICIALS!**

Transitized.com

1. NYC DOT, Measuring the Street: New Metrics for 21st Century Streets
2. CDOT, http://www.cityofchicago.org/city/en/depts/cdot/providr/bike/news/2011/sep/initial_findingskinziestreetprotectedbikelane.html
3. Jennifer Dill, "Bicycling for Transportation and Health: The Role of Infrastructure," <http://www.palgrave-journals.com/journal/30/nsl/full/jhp2008563.html>
4. The Clean Air Partnership, 2009, Bike Lanes, On-Street Parking and Business: A Study of Bloor Street in Toronto's Annex Neighbourhood

5. Kay Teschke, M. Anne Harris, et al. Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study
6. <http://injuryprevention.bmj.com/content/9/3/205.abstract>
7. Chicago Tribune, City says Dearborn bike signals keeping cyclists in line, June 10, 2015
8. NHTSA, Volume II: Findings Report National Survey of Bicyclist and Pedestrian Attitudes and Behavior, 2008

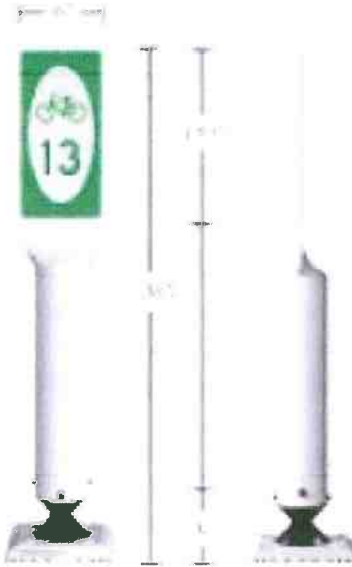
a policy brief from

**Sustainability
Action
Network**



Local Solutions
for Transition to
a Sustainable
Economy

Protected bicycle lane delineators 28" tall, spring mounted, reflective



a policy brief from

**Sustainability
Action
Network**



Local Solutions
for Transition to
a Sustainable
Economy

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
Jonathan Marburger	(ph) 785 832-3192 (e-mail) jmarburger@lawrenceks.org
Stephens Mason	(ph) 832-7980 (e-mail) smason@Lawrenceks.org
Strait Boley	(ph) 979-6699 (e-mail) sboley@lawrenceks.org
Helen Schroes	(ph) 785-551-9436 (e-mail) hschroes@douglascountyks.org
Michael Almon	(ph) (e-mail) paradigm@ixks.com
Gary Webster	(ph) (e-mail) gkwebster@gmail.com
	(ph) (e-mail)
	(ph) (e-mail)
	(ph) (e-mail)
	(ph) (e-mail)
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	(ph) (e-mail)
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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
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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
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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.

Vision and Goals

Lawrence Bicycling Vision: A bikeway network that supports safe and comfortable riding for all.

The vision is supported by 5 goals:

SMART GOALS

S – Specific

M – Measurable

A – Achievable

R – Relevant

T – Time-Bound

1. Improve Safety

- a. City of Lawrence continue zero bicycle riders fatalities & serious injuries thru 2025.
 - i. Current bicycle riders fatalities & serious injuries are:

Lawrence Bicycle Riders			
	Fatalities	Serious Injuries	Total
2011	0	1	1
2012	0	2	2
2013	0	1	1
2014	0	2	2
2015	0	1	1
2016	0	0	0
2017	0	0	0

Source: KDOT (2018)

2. Increase Ridership

- a. City of Lawrence increase bicycle mode choice to 3% by 2025.
 - i. Current mode choice is:

Lawrence Bicycle Rider Mode Choice	
2013	1.6%
2014	1.3%
2015	1.0%
2016	0.9%
2017	1.0%

Source: ACS 5-year estimates (S0801)

- b. Lawrence Public Schools increase Walk/Bike to School percentage to 25% by 2025.
 - i. Current Walk/Bike to School numbers are:

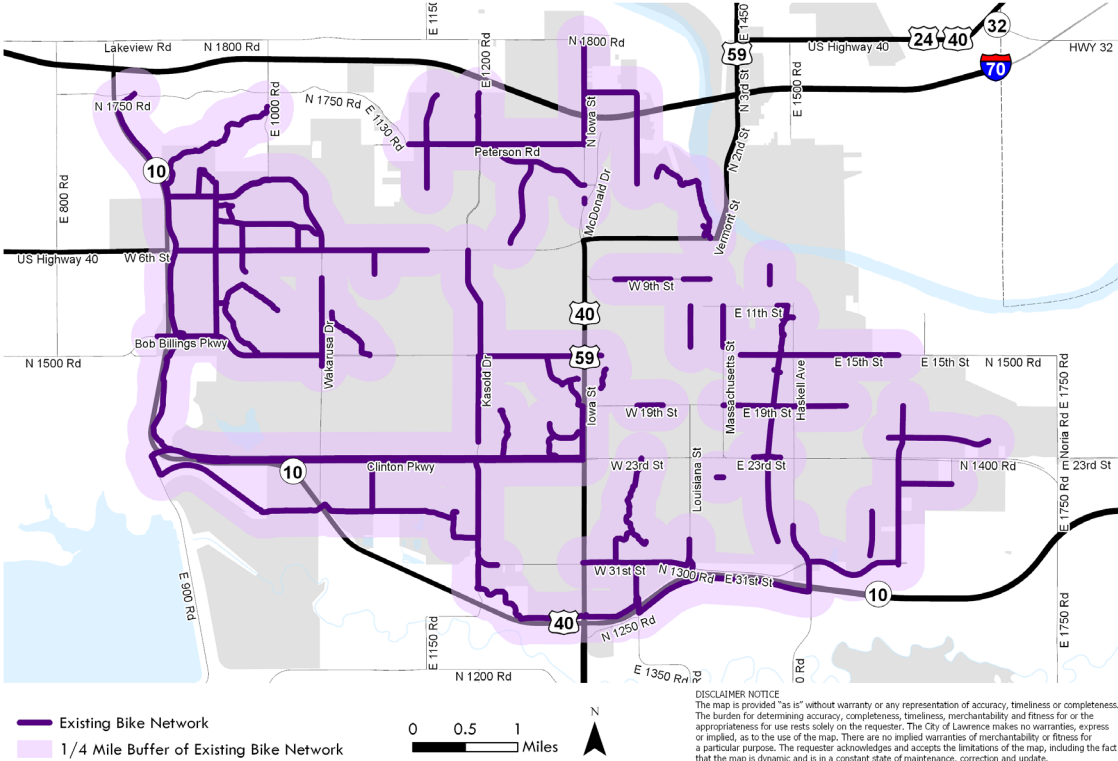
	Walk/Bike Trips	Walk/Bike Trips % of Total
Fall 2014	2,980	18%
Fall 2015	3,618	22%
Fall 2016	4,199	25%
Fall 2017	4,628	21%
Fall 2018	4,133	17%

Source: Lawrence Public Schools

(We are looking into the possibility of isolating bike trips)

3. Increase Access

- a. City of Lawrence increase percentage of population within 1/4 mile of the bikeway network (major, minor, shared) to 75% by 2025.
 - i. Current access is:
 - 1. 2019 – 70% (1/4 mile buffer shown in purple below)



Existing Bike Network with 1/4 Mile Buffer

Date: 1/15/2019

4. Create a Network of Low-Stress Bikeways

- a. City of Lawrence increase the mileage of low-stress bikeways to XX by 2025.
 - i. Mileage of low-stress (level of comfort of 3 or less)

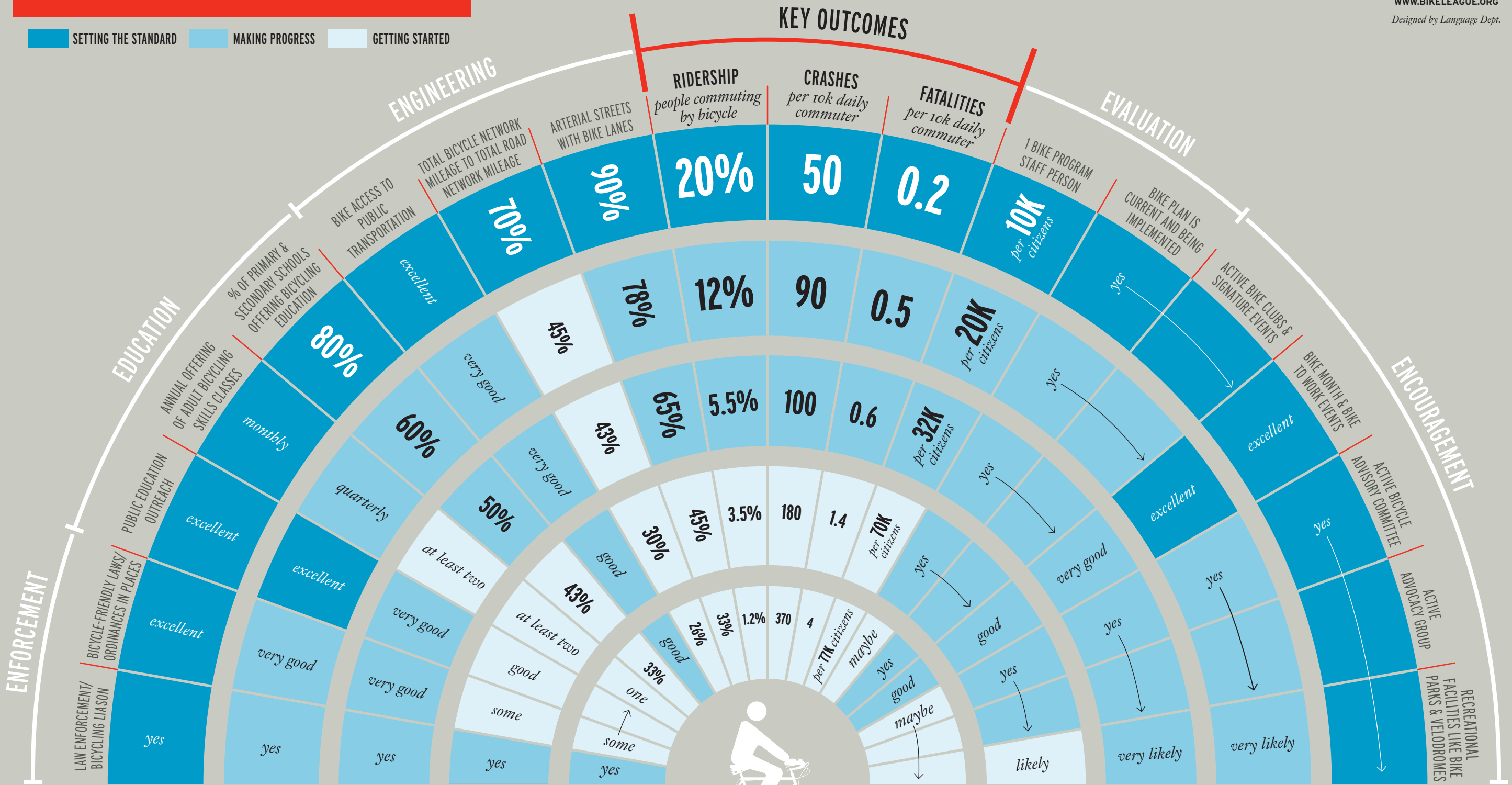
Priority/Secondary Network	Entire network
(Can't currently conduct this analysis because we need traffic counts to complete the level of comfort analysis)	

5. Achieve League of American Bicyclists Silver level Bicycle Friendly Community or higher by 2025.

- a. Bronze Bicycle Friendly Community (BFC) recognition since 2004

THE BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

produced by
THE LEAGUE
 OF AMERICAN BICYCLISTS
 WWW.BIKELEAGUE.ORG
 Designed by Language Dept.



There's no single route to becoming a Bicycle Friendly Community. In fact, the beauty of the BFC program is the recognition that no two communities are the same and each can capitalize on its own unique strengths to make biking better. But, over the past decade, we've pored through nearly 600 applications and identified the key benchmarks that define the BFC award levels. Here's a glimpse at the average performance of the BFCs in important categories, like ridership, safety and education.

Performance Measures

Existing T2040 Measures

- Percentage of people who have access within a ¼ mile to the bikeway network (per facility type)
- Percentage of public streets with bikeway network (per facility type)
- Number of non-fatalities & serious injuries (*bike only for the bike plan)
- Percentage of mode choice (*bike only for the bike plan)

Potential Additional Measures from Bike Friendly Community or Places for bikes

- Percentage of high speed (> 35 mph) roads with bike facilities (per facility type – centerline miles)
- Percentage of transportation budget spent on bicycling**
- Miles per facility type per year (have 2017 and 2018 data)**
- Number of public bike parking spaces per year (have 2017 and 2018 data)**

Other Measures to Consider from Survey 2

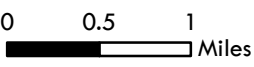
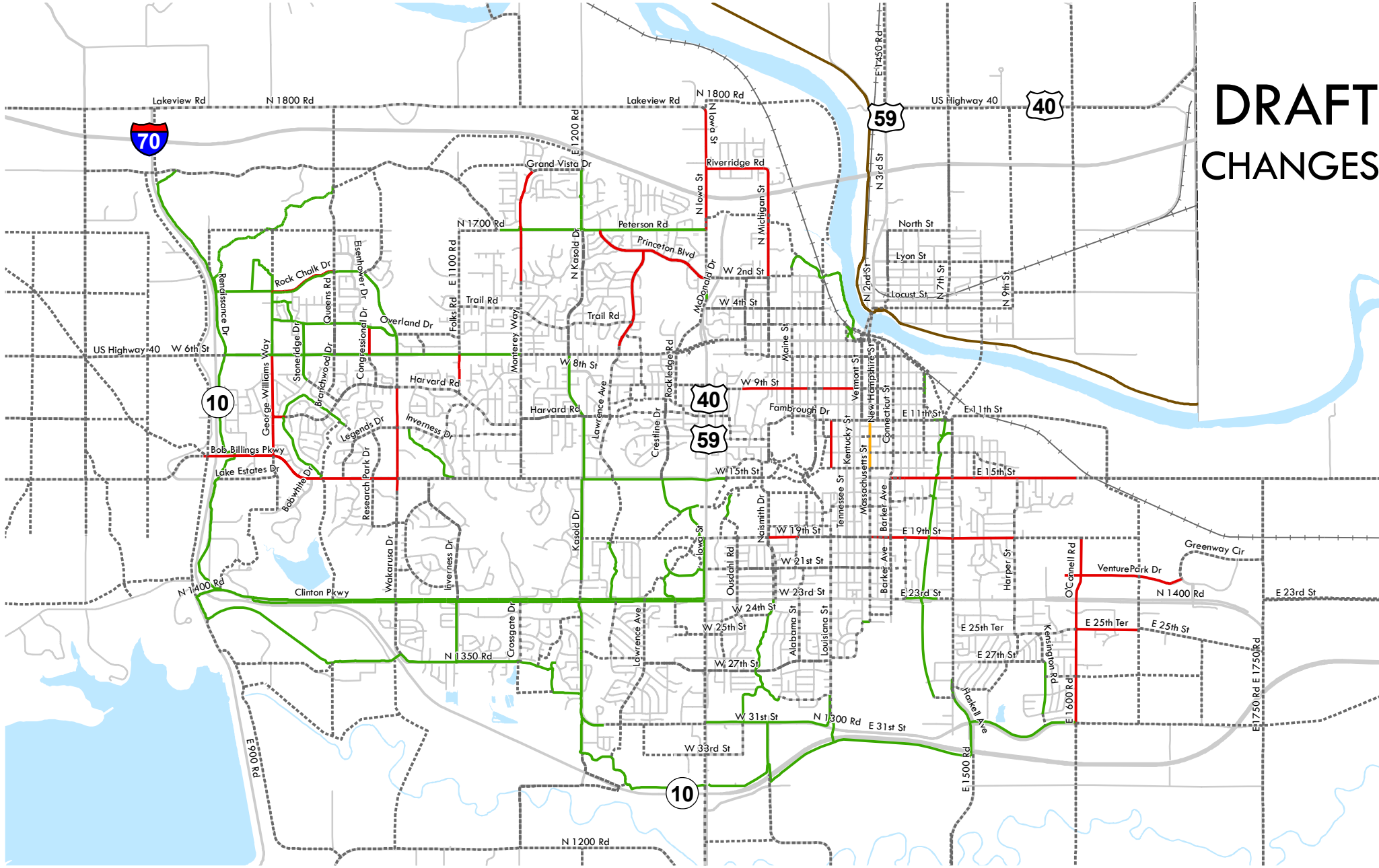
- Bike share usage
- Mileage of low-stress bikeway
- Bicycle and pedestrian counts at specific locations (count yearly)
- Bike to school numbers
- Percentage completed of priority bike network

** Also suggested by survey respondents

Changes to the bikeway map based on survey comments as of 1-8-19

Segment	End Points		Was	Changed to
Lake Estates Dr	George William Way	SLT SUP	Nothing	Bikeway
George Williams Way	Bob Billings Pkwy	Clinton Pky	Nothing	Bikeway
Crossgate Dr extension	W 27 th St	SLT Path	Nothing	Bikeway
Lawrence Ave extension	W 31 St	Path crossing K10	Nothing	Bikeway
Connection between Michigan St and Maine St (behind the hospital)	Maine and 2 nd St	Michigan St and 2 nd St	Nothing	Bikeway
Massachusetts St	11 th St	14 th St	Bike Route	Buffered Bike Lane
Kasold Dr – east side	Bob Billings Pkwy	6 th St	Future	SUP
Oushdal Rd	21 st St	19 th St	Bikeway	Priority Network
19 th St	Oushdal Rd	Ellis St	Bikeway	Priority Network
Lawrence Ave	27 th St	31 st St	Bikeway	Secondary Network
31 st St	Lawrence Ave	Kasold SUP	Nothing	Secondary Network (bikeway btwn Lawrence Ave & Atchison Ave)
31 st St SUP	Haskell Ave	E 1600 Rd/O'Connell Rd	Secondary Network	Bikeway
E 1600 Rd/O'Connell Rd	31 st St	19th St	Secondary Network	Bikeway
19 th St	O'Connell Rd	Burroughs Creek Trail	Secondary Network	Bikeway

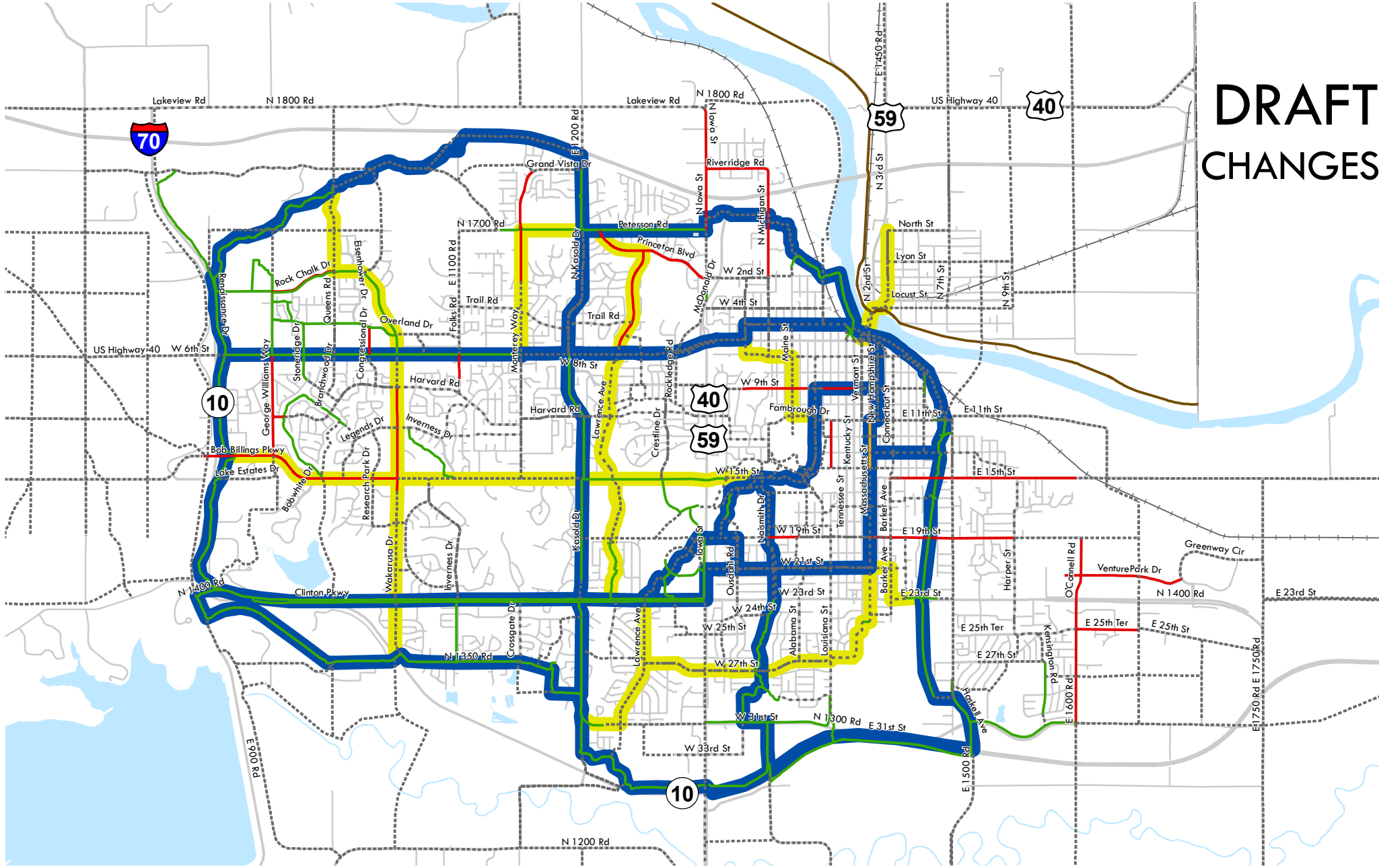
DRAFT CHANGES



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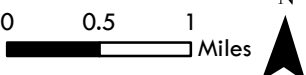
Existing & Planned Bikeway Network

DRAFT CHANGES



— Bike Lane
 — Buffered Bike Lane
 — Shared Use Path
 — Unpaved Trail
 City Limits
 + Water Bodies
 + Parks
 + University

— Proposed Priority Bike Network
 Proposed Secondary Bike Network



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Existing & Planned Bikeway Network

Bikeway Plan Update Timeline

	2018				2019	
	Spring	Summer	Fall	Winter	Spring	Summer
Task 1: Public Engagement						
MPO BAC	X	X	X	X	X	X
Stakeholder Meetings with Baldwin City & Eudora Staff						
Open House/Survey 1						
Investigational Bicycle Rides						
Open House/Survey 2						
Final Plan Tour						
Task 2: Draft Existing Conditions Memo						
Reviewed by MPO BAC						
Task 3: Draft Recommendations Memo						
Reviewed by MPO BAC						
Task 4: Final Approved Report						
Draft Final Report						
MPO BAC Recommend Approval						
TAC Recommend Approval						
MPO Policy Board Approval						
Presentation to Lawrence Transportation Commission, City of Eudora, City of Baldwin City, City of Lecompton						
Open House & Bicycle Rides to Celebrate the New Plan						

*Staff workgroups (TAC and Lawrence Multimodal team) will meet as needed.

As of 4.9.18

Kansas Open Meetings Act

K.S.A. 75-4317 *et seq.*



City of Lawrence

Open Meetings Principle

- The open meetings principle is based on the belief that the people have a right to know the public business; and
- Information is essential to the effective functioning of our democratic process.

Purpose of KOMA

“In recognition of the fact that a representative government is dependent upon an informed electorate, it is declared to be the policy of this state that meetings for the conduct of governmental affairs and the transaction of governmental business be open to the public.”

K.S.A. 2014 Supp. 75-4317(a)

KOMA Applies When

- The body involved is a covered entity;
and
- There is a “meeting.”



Bodies Subject to the Act

- Applies to all legislative and administrative bodies, state agencies and political and taxing subdivisions;
(including city advisory boards)
- Which receive or expend and are supported in whole or in part by public funds.

Meeting

3 conditions must be met for a “meeting” to occur. All 3 must be present:

1. A gathering of a majority of the members of the body;
2. Interactive communication – in person, by telephone or any other medium; and
3. Discussion of the business or affairs of the body.

1. Majority of Membership

- For the 7-member Lawrence-Douglas County MPO Bicycle Advisory Committee, a majority of the membership of the body is 4.



2. Interactive Communication

Act applies when there is
“*interactive communication...*”

- clearly applies when members are in physical presence of one another;
- telephone calls, including conference calls;
- work sessions, staff briefings, video conferencing, online communications (when there is the opportunity for contemporaneous interaction)

3. Discussing the Business of the Body



- **Discussion** of public business is what triggers the application of KOMA (a vote or binding action is not necessary for KOMA to apply).
 - **Social gatherings** are not subject to KOMA if, there is no discussion of the business of the body;
 - **Conferences** may be attended by Board members where items of general interest are discussed as long as specific business of the body is not discussed by a majority of the Lawrence-Douglas County MPO Bicycle Advisory Committee.

Electronic Communications

- The Attorney General has indicated that the mere fact that a communication is electronic does not raise a KOMA issue.
- If a majority of the body uses an electronic communication to engage in “interactive discussions” such contact may raise a KOMA issue.
- A single email sent to other members would likely not be considered a violation, but participation in an online chat room or instant messaging may be considered a violation of KOMA because of its interactive nature.

E-mails

- Avoid initiating an on-line discussion with fellow advisory board members through email.
- You may receive emails about a city matter in which other advisory board members are also sent or copied on the email.
- Avoid the “REPLY ALL” function.



Serial Meetings



A series of interactive communications of less than a majority is not permitted under KOMA.

A violation of KOMA may occur if the communications:

- 1) Collectively involve a majority of the membership of the body;
- 2) Share a common topic of discussion concerning business or affairs of the body; and
- 3) Are intended by any or all of the participants to reach agreement on a matter that would require binding action to be taken by the body or agency.

Review: KOMA Applies When...

- The body involved is a covered entity **and**
- There is a “meeting”
 - ✓ Majority of the membership of the body; and
 - ✓ Interactive communication; and
 - ✓ Members discuss the business of the body.

KOMA Requirements

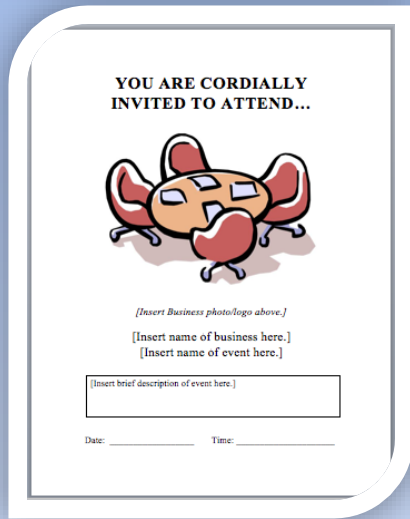
- All meetings of entities covered by KOMA must be open to the public and proper notice must be given.



Meetings Open to the Public

- Meetings must be held in places accessible to the general public.
- Meetings must be conducted so the public may observe or listen to the proceedings.

Notice



Notice of the date, time and place of any regular or special meeting must be given to any person requesting such notice.

- KOMA does not require notice to be given within any particular time frame.
- Notice must first be requested before a body is required to provide it.

Agendas

- KOMA does not require an agenda be created.
 - If a body creates one, it should include the topics planned for discussion.
 - Agendas can be amended.
 - If agendas exist, copies must be available to those who request them.



Executive Sessions

- Meetings closed to the public (executive sessions) are permitted in limited circumstances.
- City advisory boards should not have an executive session without the prior approval of the City Attorney's Office.
- Certain procedures must be followed, and only certain topics may be discussed.

Possible ramifications for violation of KOMA requirements

- The Attorney General or the District Attorney investigates potential KOMA violations.
- The Attorney General has stated that his office seeks compliance with the Act and his office wants to assure future violations do not occur. They may require the body to receive additional KOMA training.
- 2015 changes to the act provide the Attorney General with new enforcement authority and creates an Open Government Fund. The AG can determine by a “preponderance of the evidence” KOMA violations. If violations are found, the AG can enter into a consent order with public agencies and may apply to district court to enforce a consent order.

The consent order may:

- Impose civil penalties up to \$250 / violation
- Require training
- District court action may impose court costs, investigative and attorney fees if the AG must enforce compliance through district court
- The AG may also enter into a consent judgment with a violator which may contain any remedy available to the court
- Invalidation of actions
- Removal from office (ouster or recall)





Questions?

- Contact your staff liaison.
- You may also contact the City Attorney's Office at 832-3475.

Thank you for your attention to this important law!