

# Lawrence Pedestrian Plan Scope of Work

---

## Introduction

This scope of work defines the planning context, planning process, and spectrum of public engagement for the Lawrence-Douglas County Metropolitan Planning Organization (MPO) update to the Lawrence Pedestrian Plan.

## Background

The City Commission created [Pedestrian-Bicycle Issues Task Force](#) completed their report in early 2016 with a vision to make Lawrence a city that welcomes, encourages, and supports all means of the travel. The vision includes zero pedestrian or bicycle rider fatalities or serious injuries and achieving pedestrian facilities on at least one side of every street. Many of the recommendations and priorities have been completed or are ongoing.

The [Regional Pedestrian Plan](#) adopted in October 2016, further developed the vision and strategies for the pedestrian environment. The Plan's vision is for Lawrence to invite people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient, and attractive pedestrian environment. The vision includes seven focus areas: safety, equity, health, economy, connectivity, multimodal connections, and land use and design. Several of the recommendations have been completed.

Since the Pedestrian-Bicycle Issues Task Force report and the Regional Pedestrian Plan, the City of Lawrence has made progress in improving the pedestrian environment. A Pedestrian Plan update is needed and additional planning work discussed in planning context will be included in the planning process.



## Planning Context

The existing Regional Pedestrian Plan is a countywide plan; however, there has been so much momentum recently regarding improving walkability in Lawrence this planning process will split the Lawrence Pedestrian Plan from the Countywide Plan. The Countywide Plan, which includes Eudora, Baldwin City, and Lecompton will be updated this year as well, but it will be on a different timeline than the Lawrence Plan.

In Lawrence, many things have changed since the 2016 Plan including:

- Installation of several years' worth of Kansas Department of Transportation (KDOT) funded Transportation Alternatives (TA) sidewalk and bike projects including the tunnel under Iowa/19<sup>th</sup> Streets and over 9.75 miles of new sidewalk,
- Dedicated city pedestrian/bicycle funding,
- Enforcement of the [Sidewalk Improvement Program](#),
- Establishment and implementation of the [Neighborhood Traffic Management Program](#),
- Development and implementation of the [Lawrence Safe Routes to School Plan](#),
- Improvement of the [right-of-way management program](#),
- Signal coordination and pedestrian clearance time updates.

From ongoing conversations with the Multi-Modal Transportation Commission, the strategic plan, and the staff advisor group for this plan, and the Lawrence Pedestrian Plan Steering Committee, the following topics have been discussed as needing additional planning work:

- Develop a long-term vision for walkability in Lawrence including a specific vision for the citywide sidewalk network. What is the goal for sidewalk in new development compared to sidewalk in existing neighborhoods (one side v two sides of the street)?
- Identify sidewalk network gaps for inclusion in the Non-Motorized Prioritization project list that improve access to bus stops, healthy food destinations, and parks.
- Analyze the distribution of the existing sidewalk network within census defined minority block groups and among transportation disadvantaged populations (households with a person who has a disability, people who have less than a high school education, minorities, single parent households, zero vehicle households, population under 18 and over 65, and low-moderate income households) to evaluate inequities of pedestrian access.<sup>1</sup>
- Identify and prioritize pedestrian crossing locations and improvements for inclusion in the Non-Motorized Prioritization process.<sup>2</sup> Ensure the street design criteria has pedestrian-oriented design elements and pedestrian safety crossing improvement options.
- Research controlled crossing improvements/signalized intersections (lanes, crossing times, vehicle delay, etc). Evaluate the balance appropriate to meet walkability goals.

---

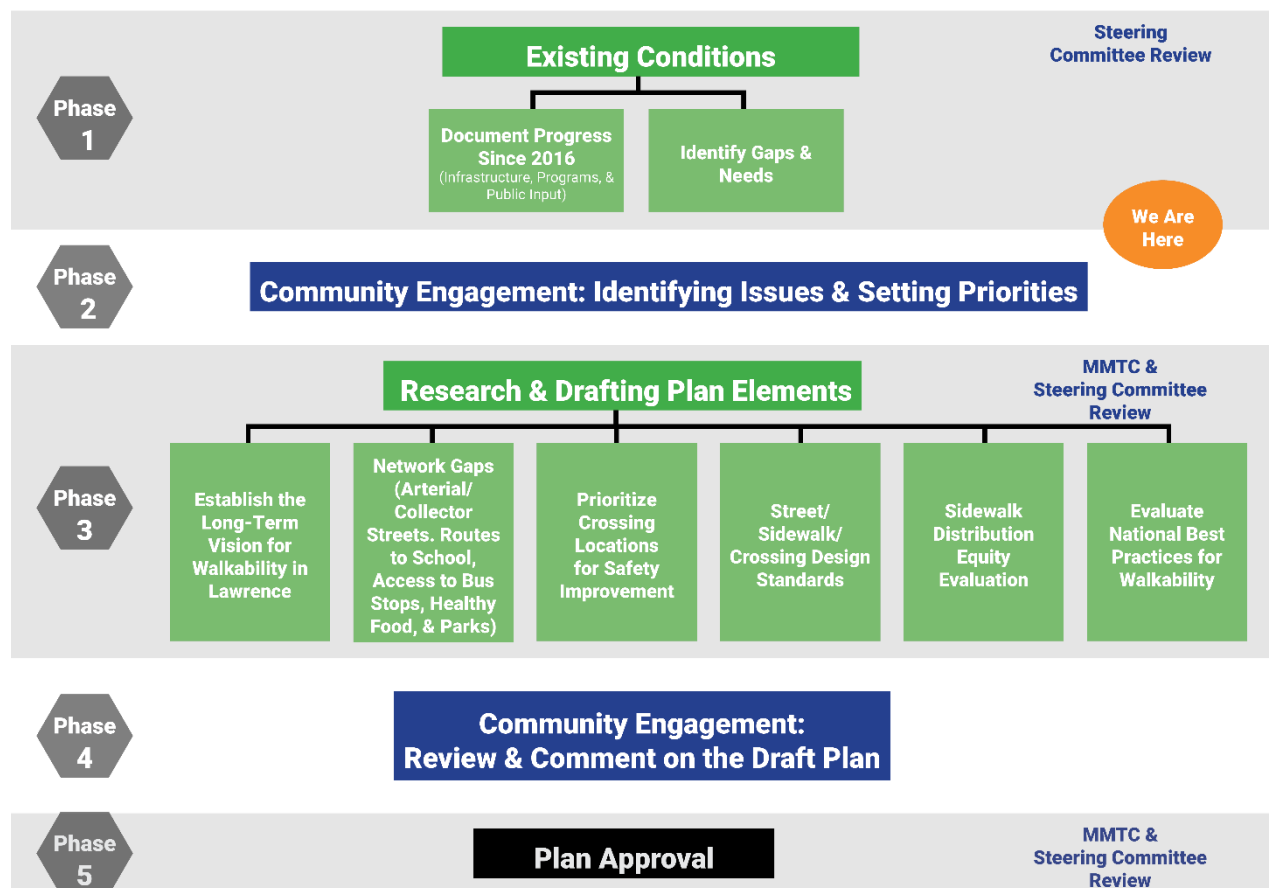
<sup>1</sup> <https://lawrenceks.org/mpo/transportation-disadvantaged>

<sup>2</sup> <https://cdn.lawrenceks.org/wp-content/uploads/2019/10/NonMotorizedPolicy.pdf>

- Coordinate with the separate, ongoing discussion about brick streets and sidewalks as it relates to the Sidewalk Improvement Program. Coordinate with the ongoing ADA transition implementation and plans for a 2023 ADA planning for the public right-of-way.
- Evaluate national best practices for walkability. (We are currently a silver level Walk Friendly Community. What does it take to get a gold or platinum level?) Safety, placemaking, design comfort (tree coverage, lighting, flooding, extreme heat, bus stop improvements, winter weather, etc), multimodal connections: bus stop accessibility/amenities (bench, shelter, bike rack, etc.), and relationship to the land development code (planned for update beginning 2022).

## Planning Process

The community will be involved in determining priorities for walkability. The Steering Committee, with the support of the staff advisor group, will guide this work. Plan development will be split into five phases. The final phase will include review and approval by the MPO's Technical Advisory Committee, MPO Policy Board, the Multi-Modal Transportation Commission, and the Lawrence City Commission.



## Spectrum of Public Engagement

### Inform

*Goal:* To provide the public with balanced and objective information in a timely manner.

*Promise:* We will keep public informed.

### Consult

*Goal:* To obtain public feedback on analysis, alternatives, and/or decisions.

*Promise:* We will keep public informed, listen to and acknowledge concerns, and provide feedback on how public input influenced the decision.

### Involve

*Goal:* To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

*Promise:* We will work with the public to ensure that concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.

### Collaborate

*Goal:* To partner with the public in each aspect of the decision, including the development of alternatives and the identification of the preferred solution.

*Promise:* We will look to public for advice and innovation in formulating solutions and incorporate advice and recommendations into the decisions to the maximum extent possible.

Community Engagement Goal per Project Phase		
Project Phase	Engagement Level	Engagement/Communication Strategies
1) Existing Conditions	Inform	Web posting, social media, on steering committee agenda/discussed at the meeting, include in open house in phase 2
2) Community Engagement: Identifying Issues & Setting Priorities	Involve/ Collaborate	Open house, tabling, survey, attend community meetings, partner with other community engagement opportunities, MMTC and PTAC representative discuss at their meeting
3) Research & Drafting Plan Elements	Collaborate	Post draft plan elements as completed and ready for committee review on the project webpage
4) Community Engagement: Review & Comment on the Draft Plan	Consult	Web posting, social media about comment opportunity, open house to answer questions, survey, email correspondence with community meetings we attended, Multimodal Transportation Commission and Public Transit Advisory Committee representative discuss at their meeting
5) Plan Approval	Consult	Web posting, agendas for approval process – steering committee, MPO Technical Advisory Committee, Multimodal Transportation Commission, MPO Policy Board, and City Commission