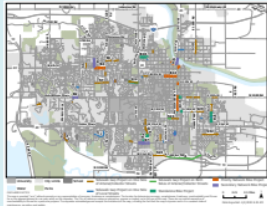
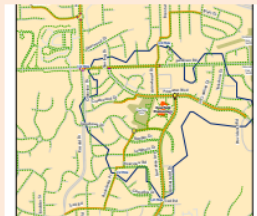



2023 – 2024 Safe Routes to School – Development of new Infrastructure Planning Maps

The [Safe Routes to School Plan](#) provides a provision to review and revise the plan based on changes to district boundaries. Following the decision by the USD 497 School Board on Monday March 27th to close Broken Arrow and Pinckney, the Safe Routes to School Working group met to discuss the timeline for the decision around boundaries. Based on the School Board decisions on April 24th and May 8th to set the new elementary boundaries for the 2023-2024 school year, the SRTS Working group developed the following proposed routes, identified pedestrian & bikeway projects and recommend adult crossing guard locations and pilots based on the final adopted boundaries. The timeline to develop these recommendations was compressed due to the timing of the decisions of the USD 497 School Board. For Adult Crossing Guard recommendations, the timeline prevented staff from following the School Area Traffic Control Policy; more detail to these exceptions can be found in the Adult Crossing Guard section.

Public comments on the proposed planned infrastructure route changes, identified projects, and proposed adult crossing guard locations can be provided thru the online survey at <https://lawrenceks.org/mpo/tellus/> from May 10th thru 23rd or at the Open House. At the open house, staff will share the proposals, answer questions and hear your thoughts on May 16th from 4:30-6:30pm in the Lawrence Public Library auditorium. All comments collected will be shared with the Multimodal Transportation Commission for final recommendation on the SRTS plan amendment and recommended placement of adult crossing guards before the SRTS Plan Amendment and Crossing Guard decision will go to the City Commission.

Safe Routes to School – Infrastructure Planning Maps: The SRTS Plan recognizes three separate maps to serve distinct functions of SRTS. This amendment proposes Infrastructure maps, after Routes are established, the work to update other maps can begin.

SRTS MAPS				
	Elements	Use	Developer	Updates
Infrastructure  Located: lawrenceks.org/safe-routes	<ul style="list-style-type: none"> Establishes routes Existing crossing guards Streets Existing sidewalks Designated school zones Posted speed limits Existing bike facilities Project listings - separate from the map 	City infrastructure planning – determine sidewalk/bike gap projects	SRTS Working Group with USD 497 input	Routes planning & evaluation every 5 years except as necessary due to school boundary change or request from USD 497. The map may be updated to reflect the actual environment (built projects, crossing improvements, etc.) in the intervening years.
Encouragement*  Located: beactivesaferoutes.com	<ul style="list-style-type: none"> Simple walking/biking route map for students and parents Shows existing infrastructure (sidewalk, crossings, etc) Includes safety user information, student bus pass info, nearest bus stop on middle school maps 	Schools and parents walking and biking to/from school	SRTS Working Group	As necessary, based on known changes to the built environment or items shown on the map.
Traffic Circulation  Located: beactivesaferoutes.com & USD 497 student handbooks and/or websites	<ul style="list-style-type: none"> Entrances to school Drop off/pick up No parking zones ADA entrances Bus pick up/drop off Crosswalks Bike racks Written traffic procedure if applicable 	Schools and parents for drop off/ pick up procedures	USD 497 with City's technical guidance upon request	As necessary, based on known changes to the built environment or items shown on the map.

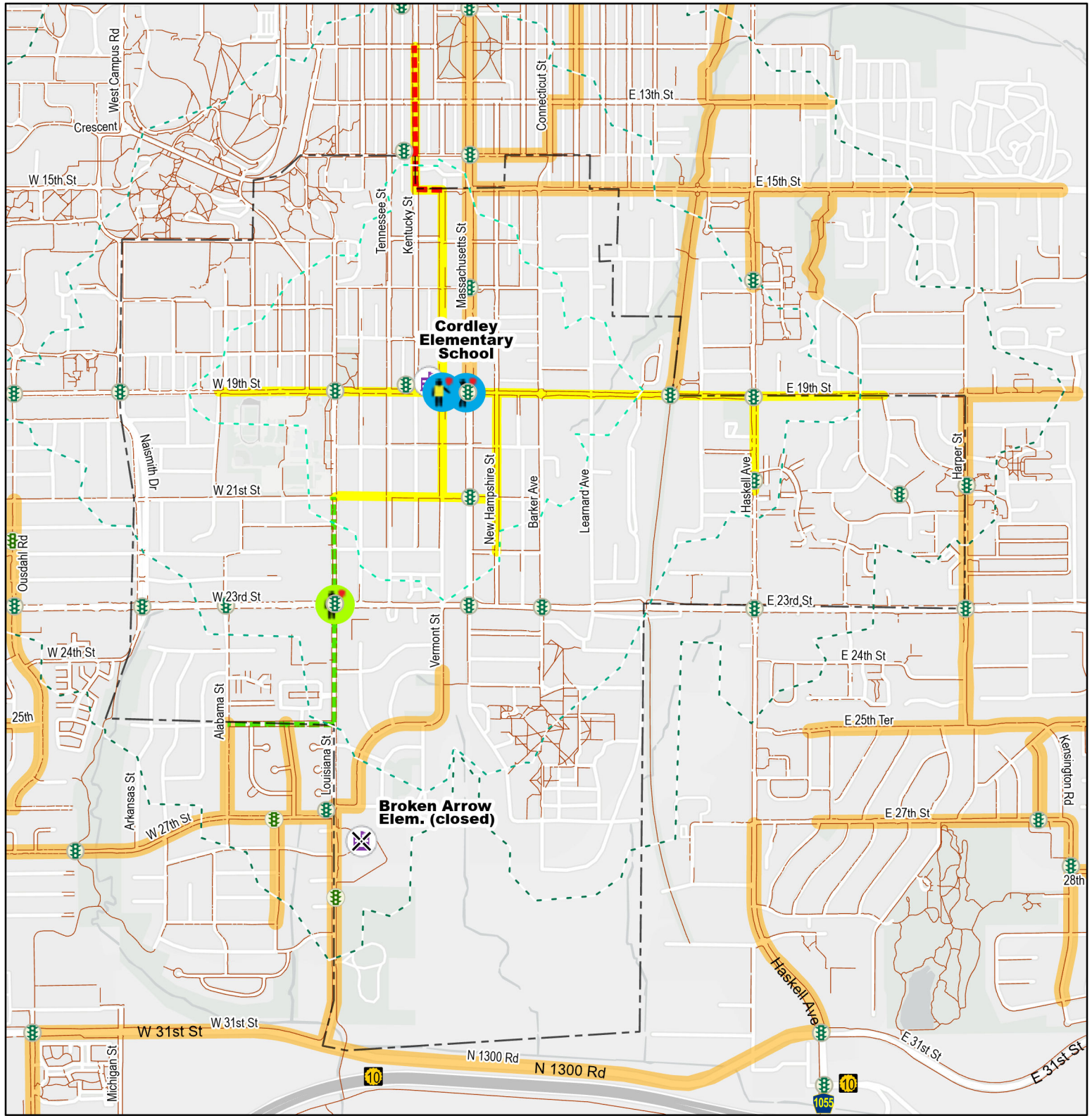
*Eventually the SRTS Encouragement map will have the same routes as the infrastructure map once sidewalk/bike gap projects are constructed.

Infrastructure Maps- The Safe Routes to School process to update routes:





1. Proposed boundaries available as of 4/24/23 School Board agenda
2. Anonymous student addresses mapped geographically to understand where student density within each boundary is
3. Walksheds (½ mile, 1 mile and 1.5 mile) along the sidewalk network from the school to understand how far the walk would be
4. Other data/information considered: Existing routes, posted speed limits, traffic control, existing sidewalk/street network, street classification, existing bicycle facilities, existing crossing guards, and crash data







In considering and weighing the results of the data above, a proposed set of route revisions is made for impacted schools by the Safe Routes to School working group. The following Elementary Schools have revisions (additions/removals) to their routes: Cordley, Deerfield, Hillcrest, Langston Hughes, Quail Run, Schwegler, Sunflower, Sunset Hills, Woodlawn. Each school has an attached pdf with the recommended changes pages 3-13.





In some cases, the planned SRTS infrastructure route may not have existing sidewalk and will require improvements to be included on the school specific walking encouragement maps. These projects will be identified in project listings separate from the map and projects will be included in the City's Non-motorized Prioritization Program for scoring and implementation prioritization in the 5 Year Bike/Ped Capital Improvement Plan. Projects on SRTS Infrastructure Routes are prioritized in implementation; however, the timeline for implementing projects is unknown and based on funding allocated to bicycle & pedestrian projects. Some projects listed are already on the list and/or in the current 5 Year plan. Based on these proposed routes, pedestrian and bikeway projects are identified on pages 14-17.

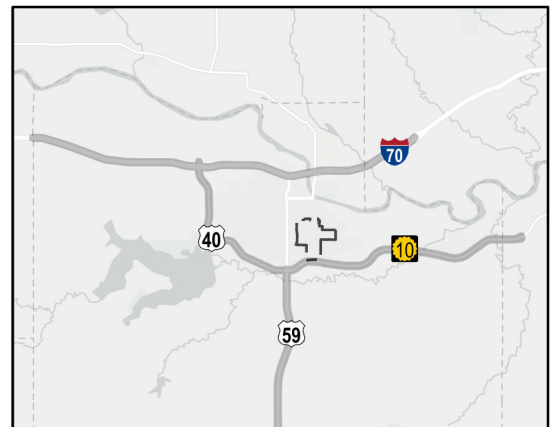


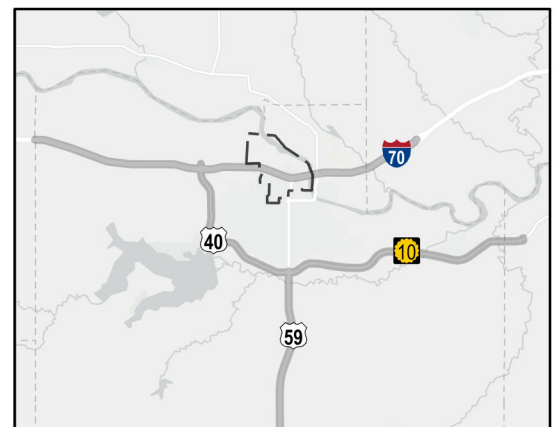
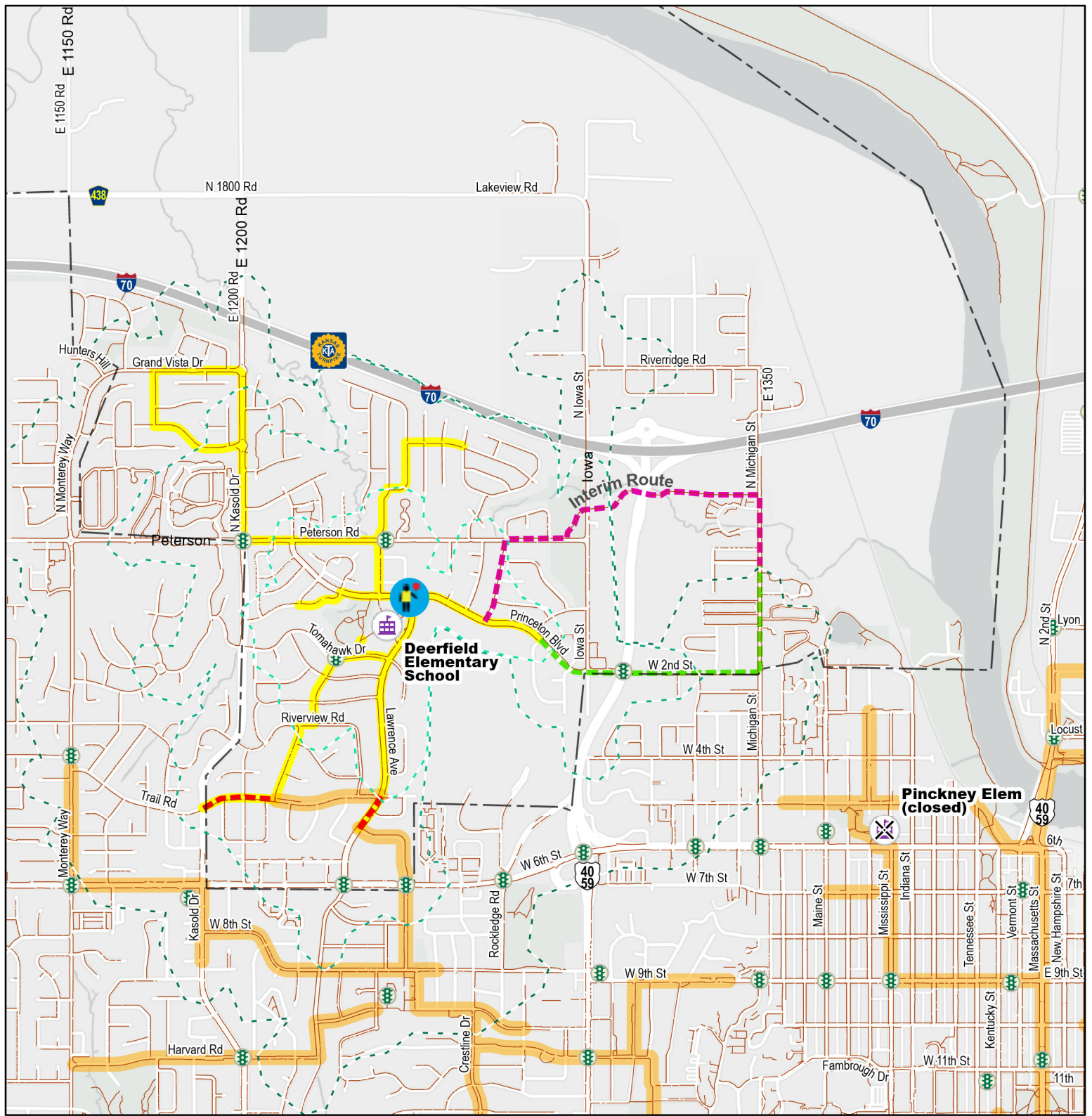
USD 497: Cordley Elementary

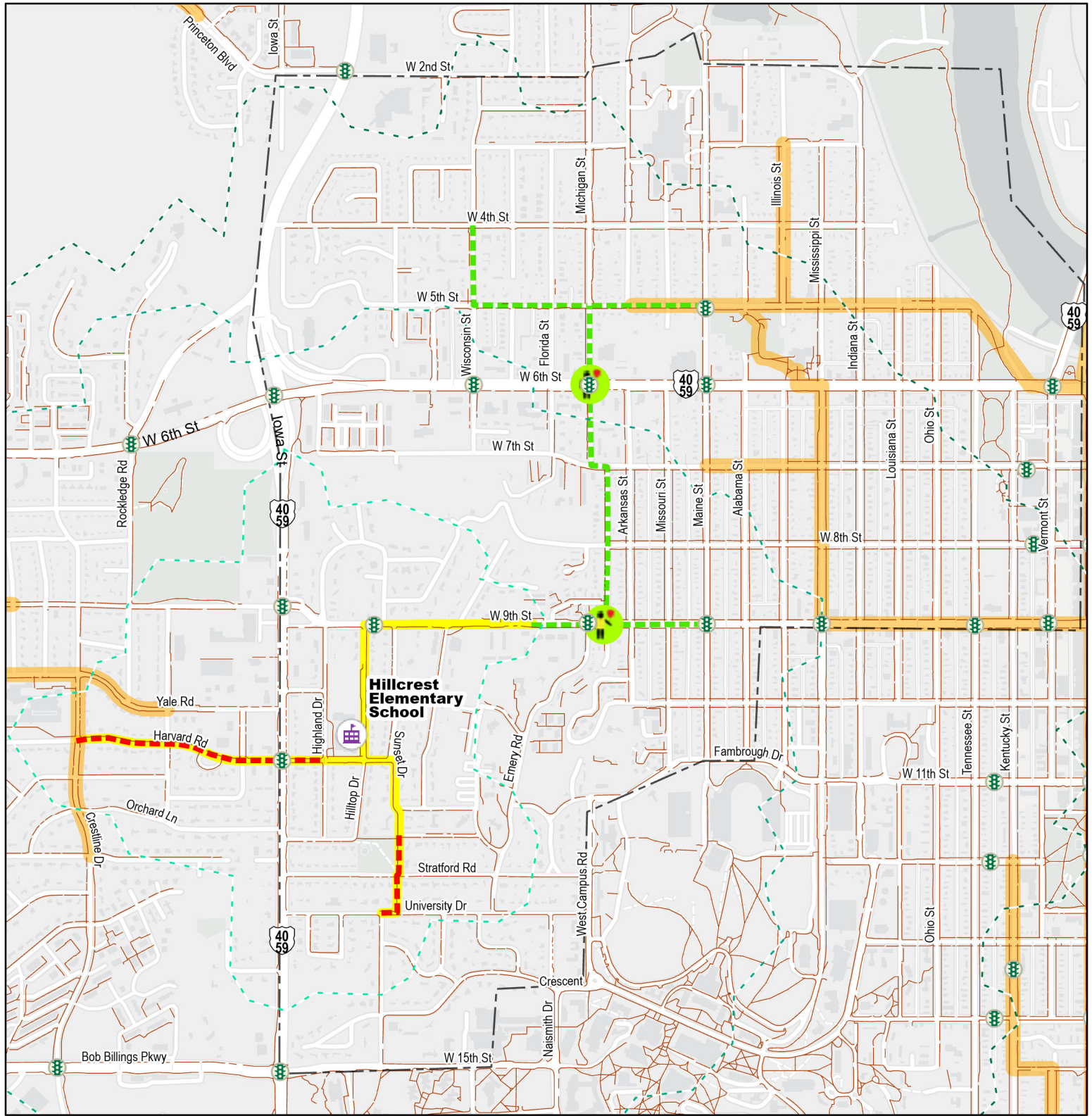
-  Existing/Continuing
-  Proposed Pilot
-  Open Schools
-  Recently Closed

-  Sidewalk
-  Addition
-  Interim
-  Removal
-  2022-2023 SRTS Route
-  Adjacent SRTS





- ### Walksheds
-  1/2 mile
 -  1 mile
 -  1 1/2 mile
 -  2023-2024 School Attendance Boundary-Elementary

















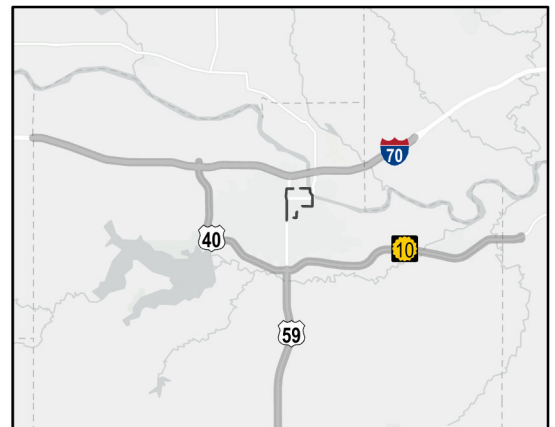
USD 497: Hillcrest Elementary

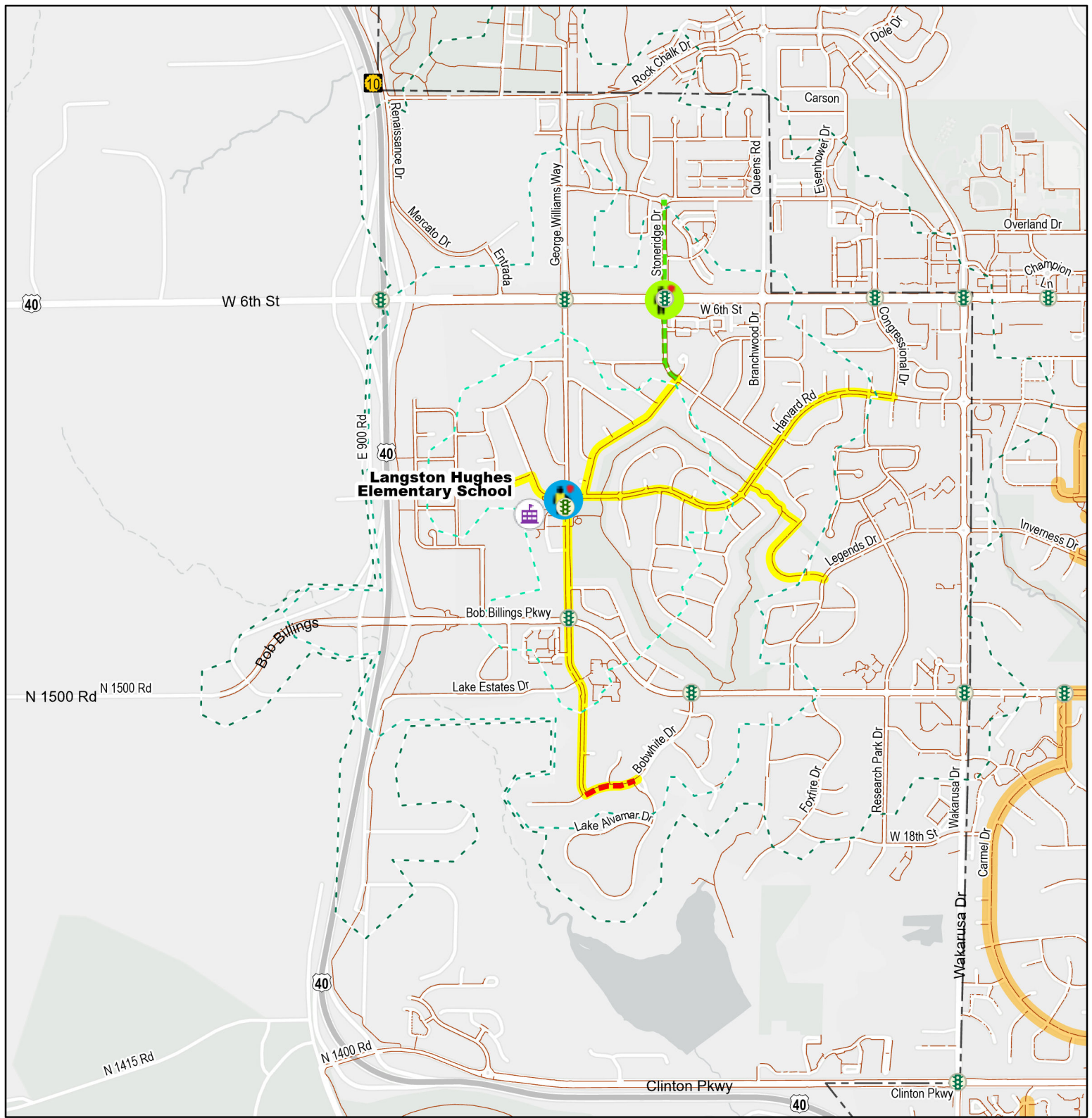
-  Existing/Continuing
-  Proposed Pilot
-  Open Schools
-  Recently Closed

-  Sidewalk
-  Addition
-  Interim
-  Removal
-  2022-2023 SRTS Route
-  Adjacent SRTS





Walksheds







-  1/2 mile
-  1 mile
-  1 1/2 mile
-  2023-2024 School Attendance Boundary-Elementary







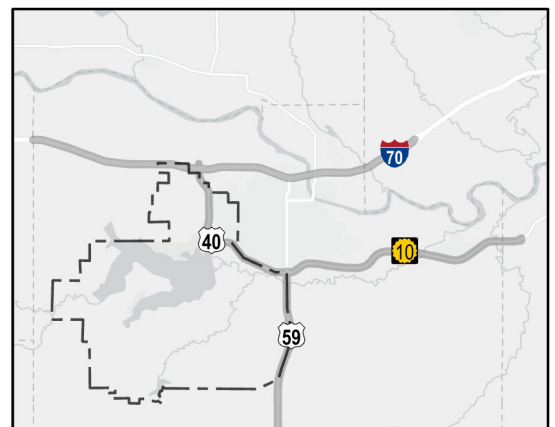


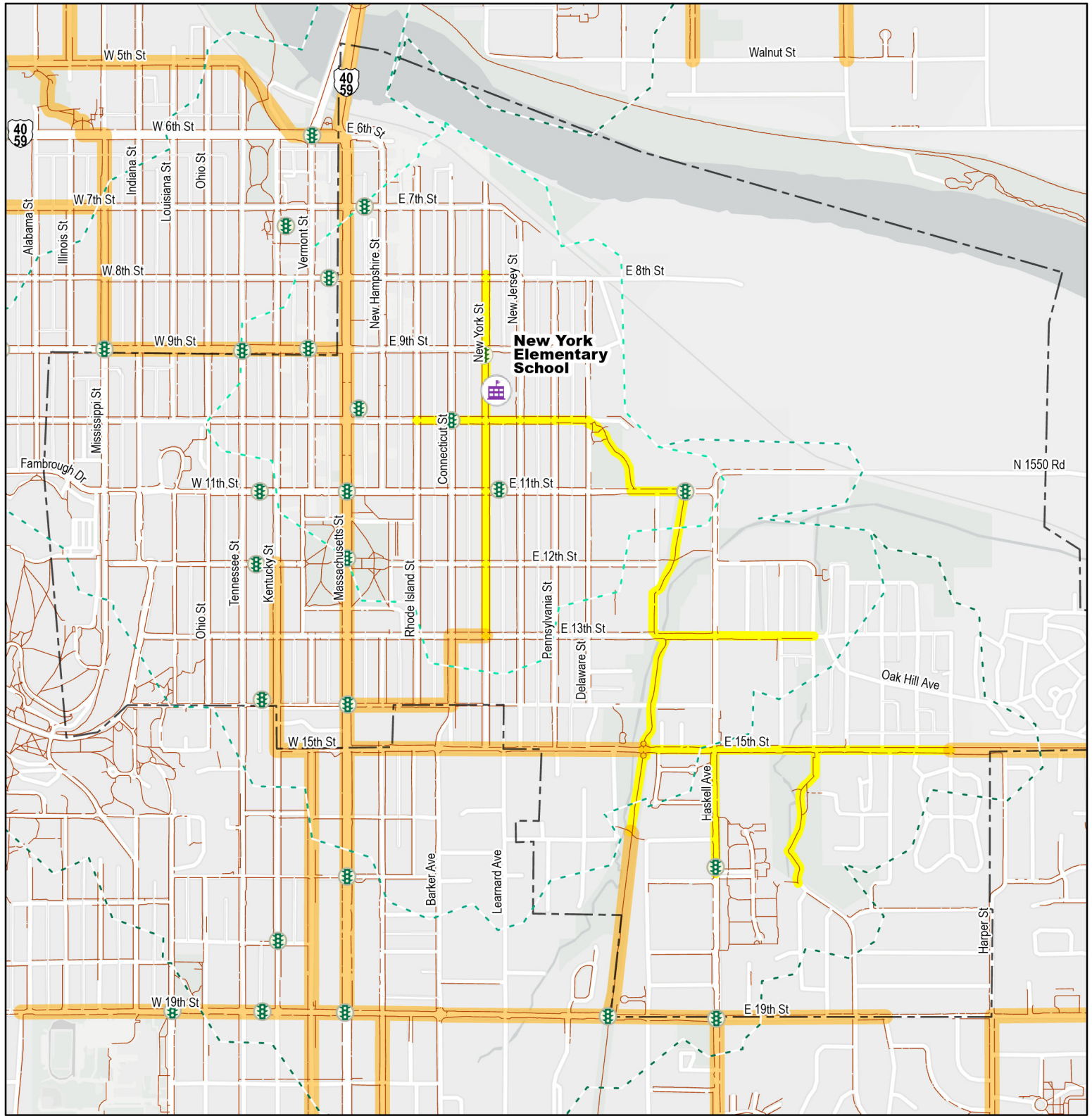
USD 497: Langston Hughes Elementary

-  Existing/Continuing
-  Proposed Pilot
-  Open Schools
-  Recently Closed





-  Sidewalk
-  Addition
-  Interim
-  Removal
-  2022-2023 SRTS Route
-  Adjacent SRTS







- Walksheds**
-  1/2 mile
 -  1 mile
 -  1 1/2 mile
 -  2023-2024 School Attendance Boundary-Elementary









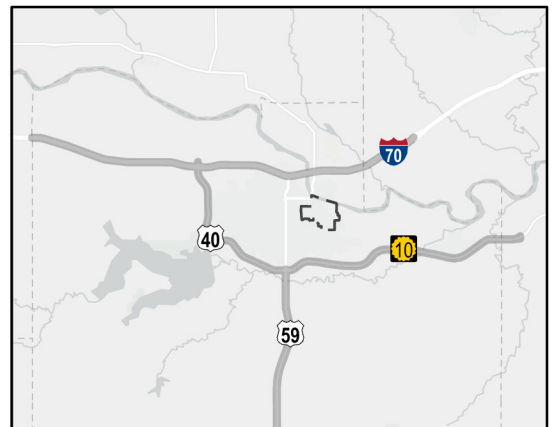
USD 497: New York Elementary

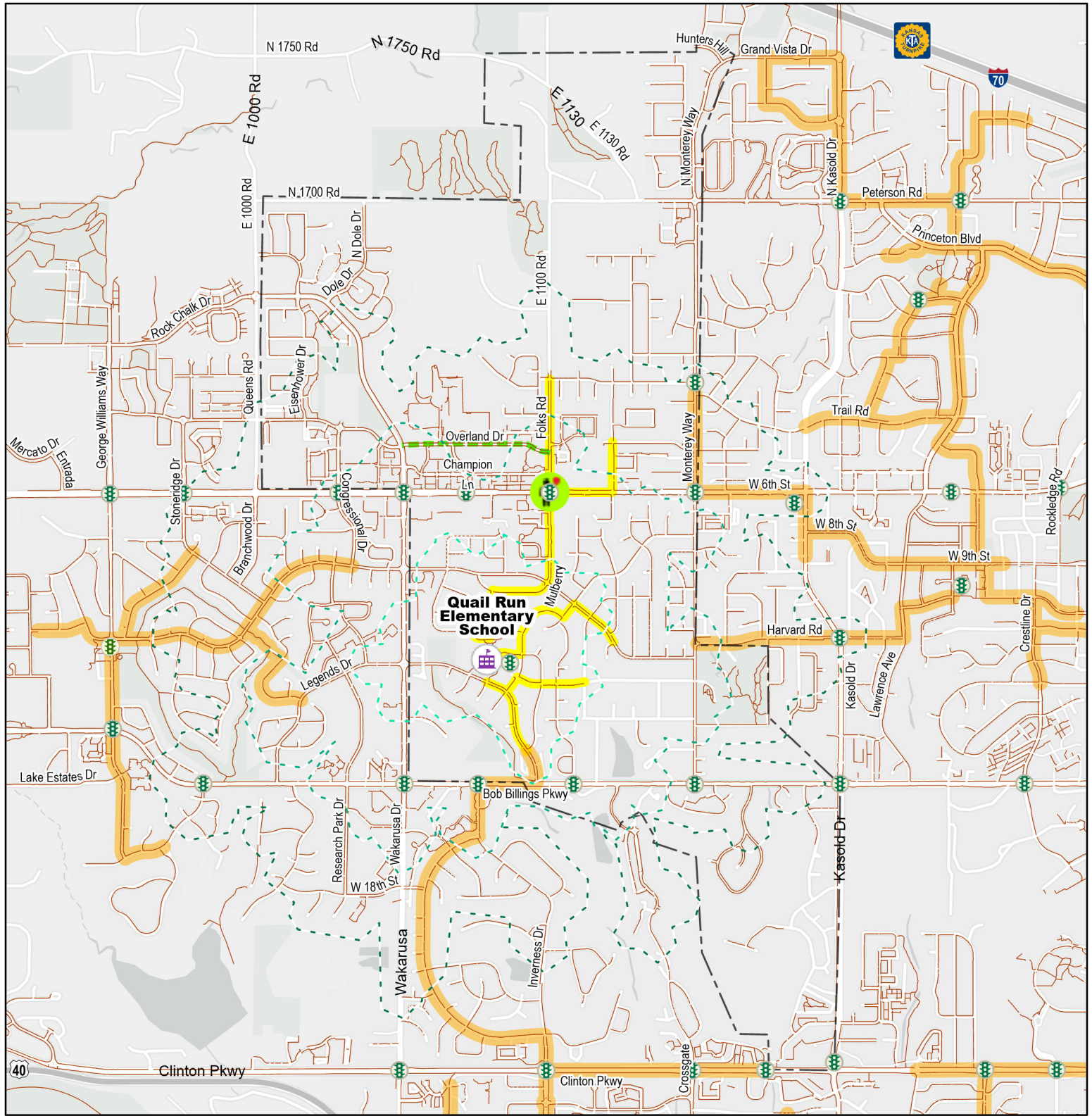
-  Existing/Continuing
-  Proposed Pilot
-  Open Schools
-  Recently Closed

-  Sidewalk
-  Addition
-  Interim
-  Removal
-  2022-2023 SRTS Route
-  Adjacent SRTS





Walksheds







-  1/2 mile
-  1 mile
-  1 1/2 mile
-  2023-2024 School Attendance Boundary-Elementary









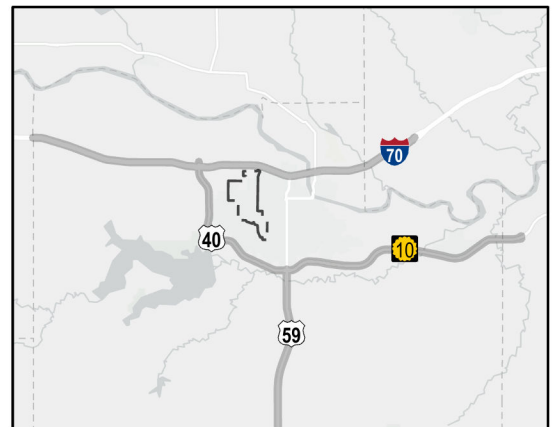
USD 497: Quail Run Elementary

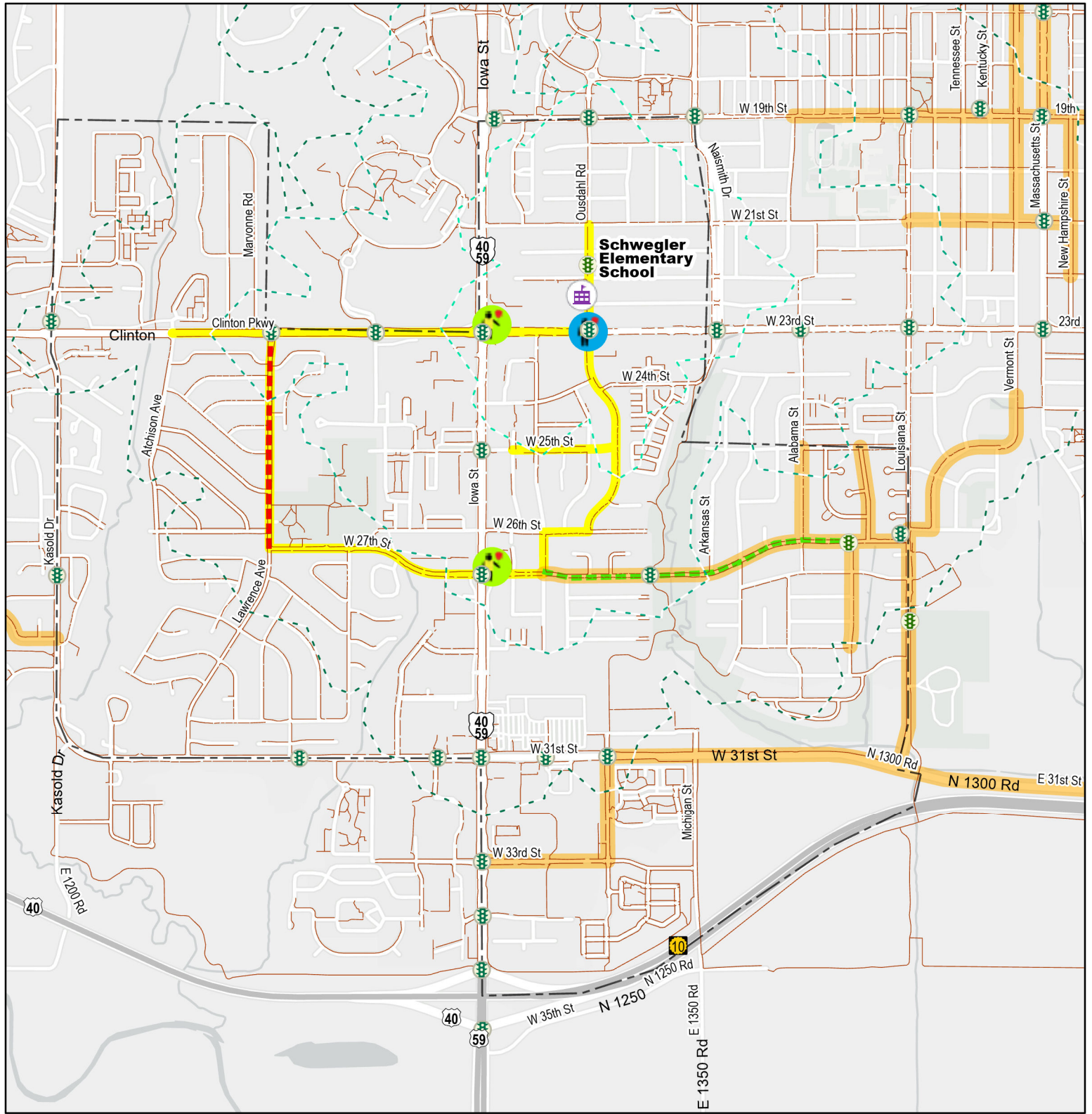
-  Existing/Continuing
-  Proposed Pilot
-  Open Schools
-  Recently Closed

-  Sidewalk
-  Addition
-  Interim
-  Removal
-  2022-2023 SRTS Route
-  Adjacent SRTS





Walksheds







-  1/2 mile
-  1 mile
-  1 1/2 mile
-  2023-2024 School Attendance Boundary-Elementary









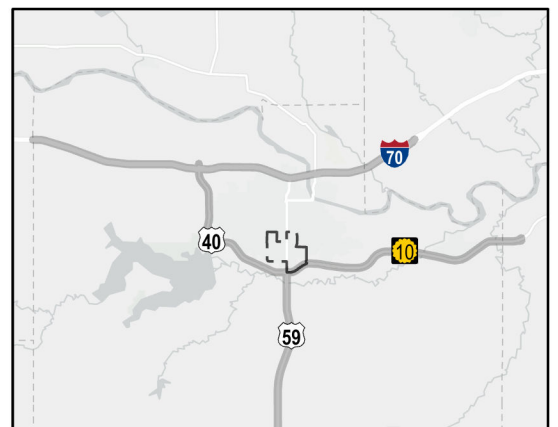
USD 497: Schwegler Elementary

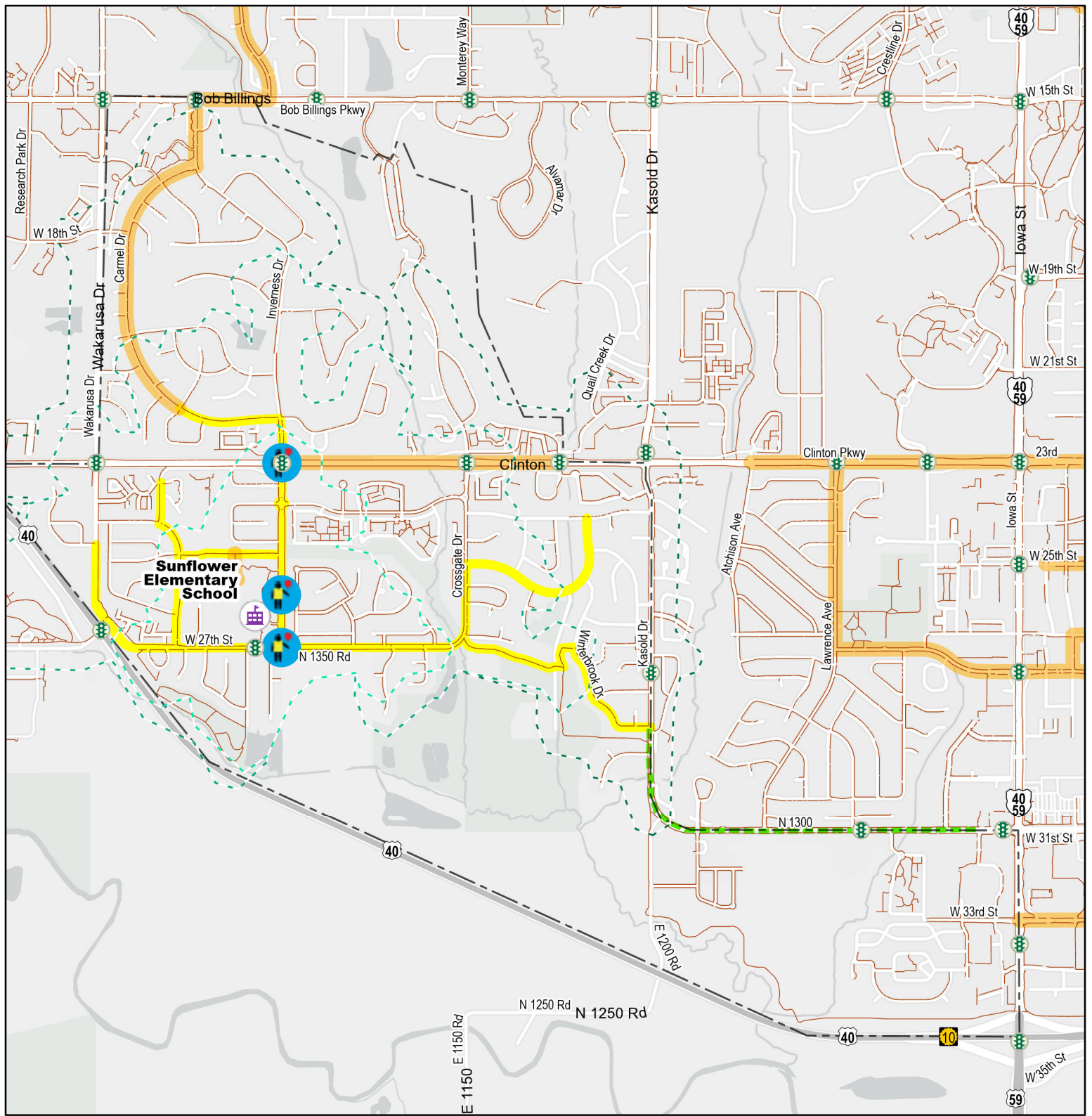
-  Existing/Continuing
-  Proposed Pilot
-  Open Schools
-  Recently Closed

-  Sidewalk
-  Addition
-  Interim
-  Removal
-  2022-2023 SRTS Route
-  Adjacent SRTS





Walksheds







-  1/2 mile
-  1 mile
-  1 1/2 mile
-  2023-2024 School Attendance Boundary-Elementary







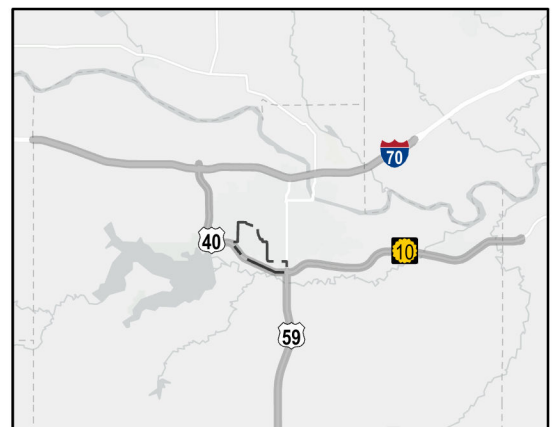


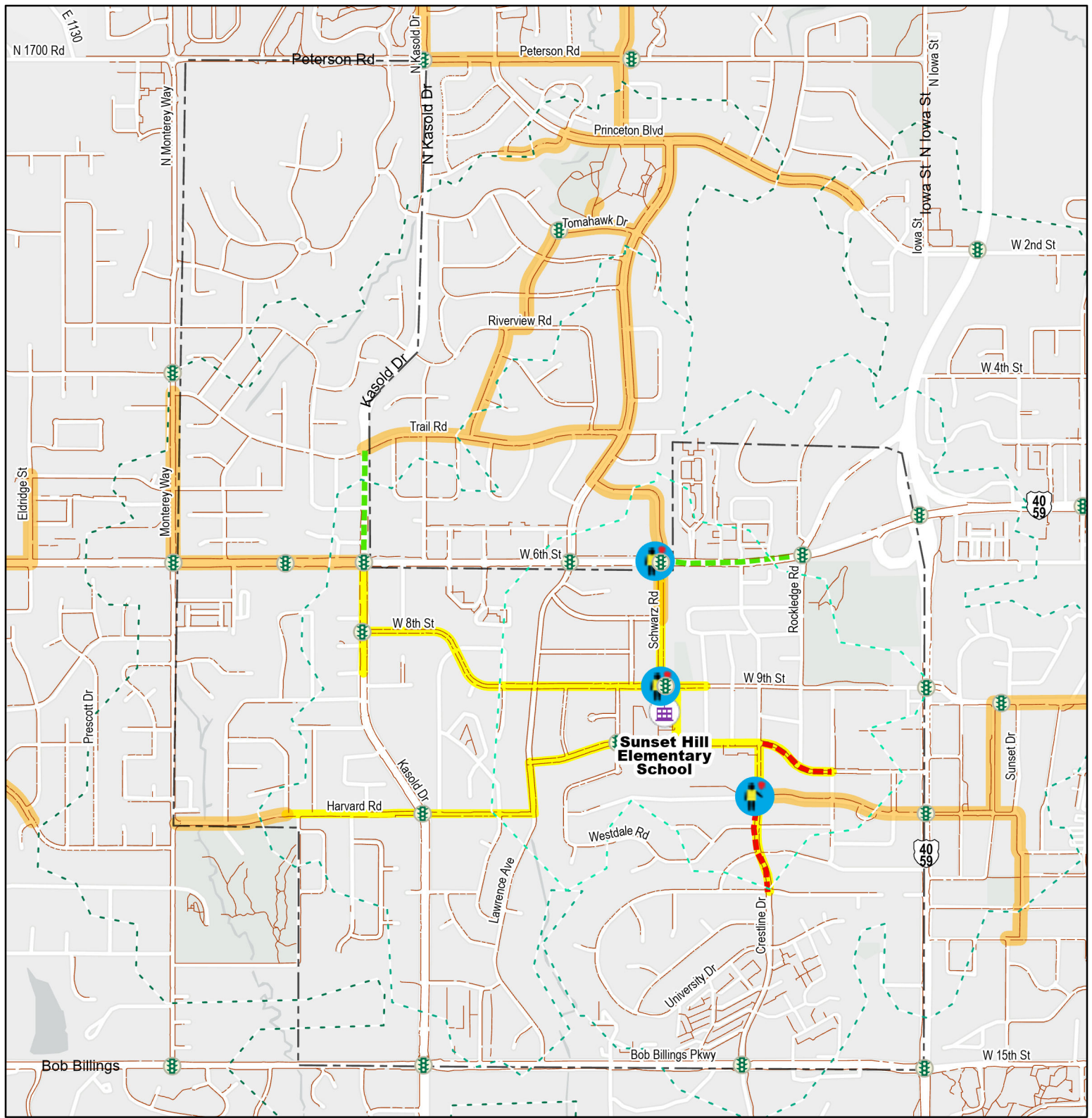
USD 497: Sunflower Elementary

-  Existing/Continuing
-  Proposed Pilot
-  Open Schools
-  Recently Closed





-  Sidewalk
-  Addition
-  Interim
-  Removal
-  2022-2023 SRTS Route
-  Adjacent SRTS







- Walksheds**
-  1/2 mile
 -  1 mile
 -  1 1/2 mile
 -  2023-2024 School Attendance Boundary-Elementary







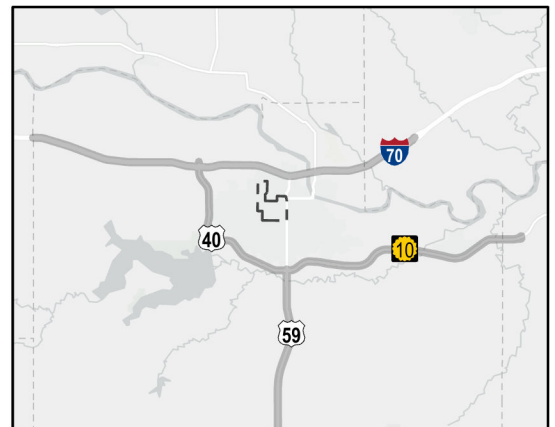


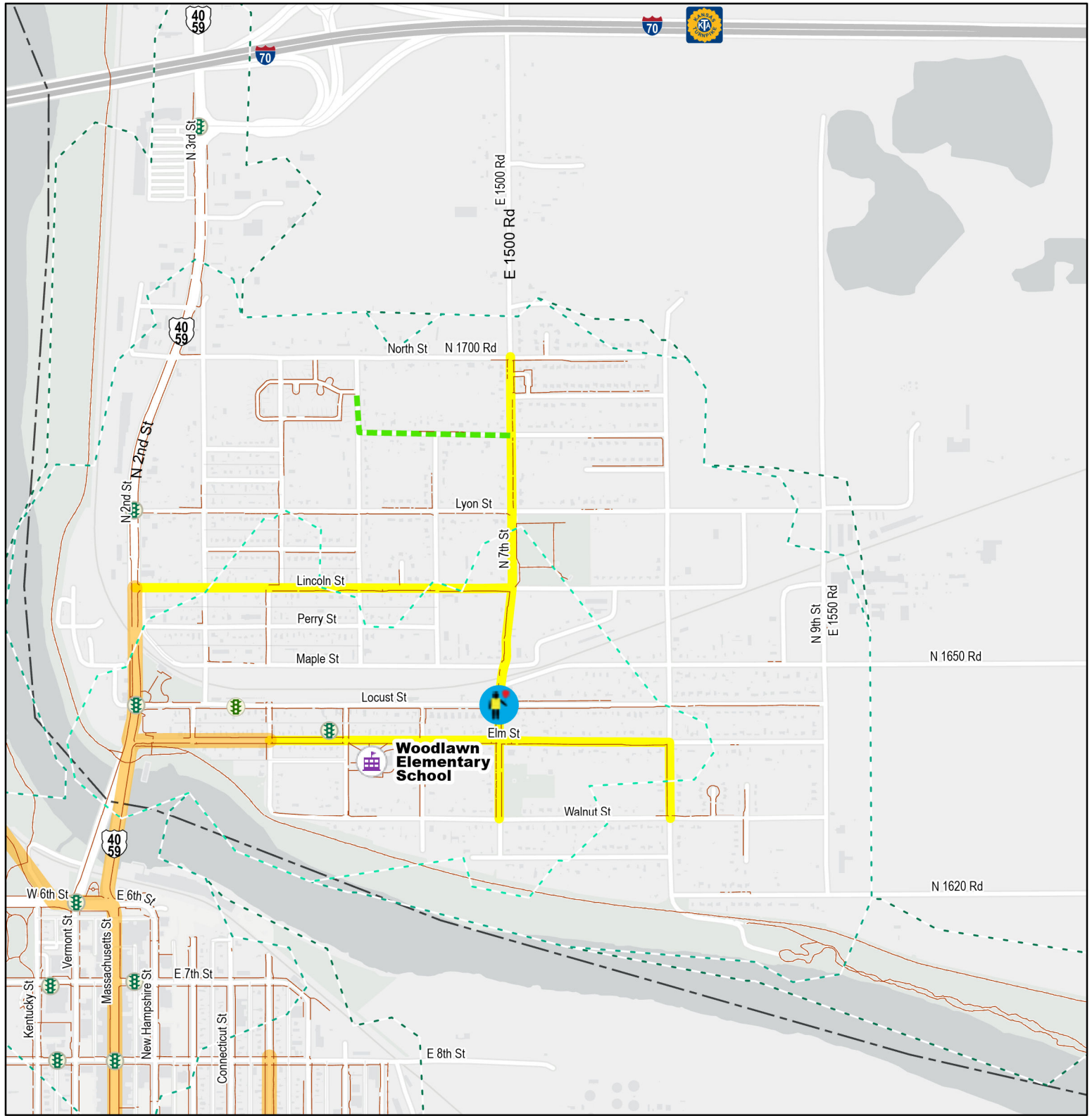
USD 497: Sunset Hill Elementary

-  Existing/Continuing
-  Proposed Pilot
-  Open Schools
-  Recently Closed





-  Sidewalk
-  Addition
-  Interim
-  Removal
-  2022-2023 SRTS Route
-  Adjacent SRTS







- Walksheds**
-  1/2 mile
 -  1 mile
 -  1 1/2 mile
 -  2023-2024 School Attendance Boundary-Elementary









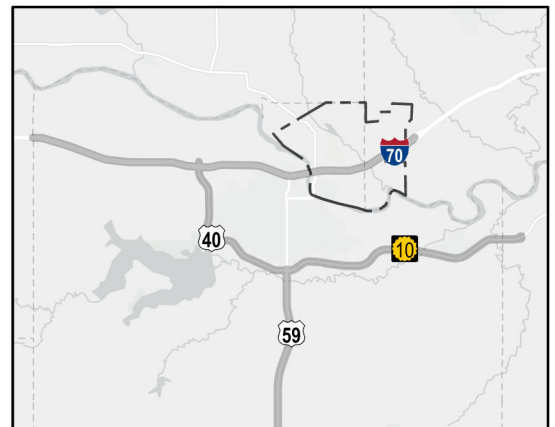
USD 497: Woodlawn Elementary

-  Existing/Continuing
-  Proposed Pilot
-  Open Schools
-  Recently Closed

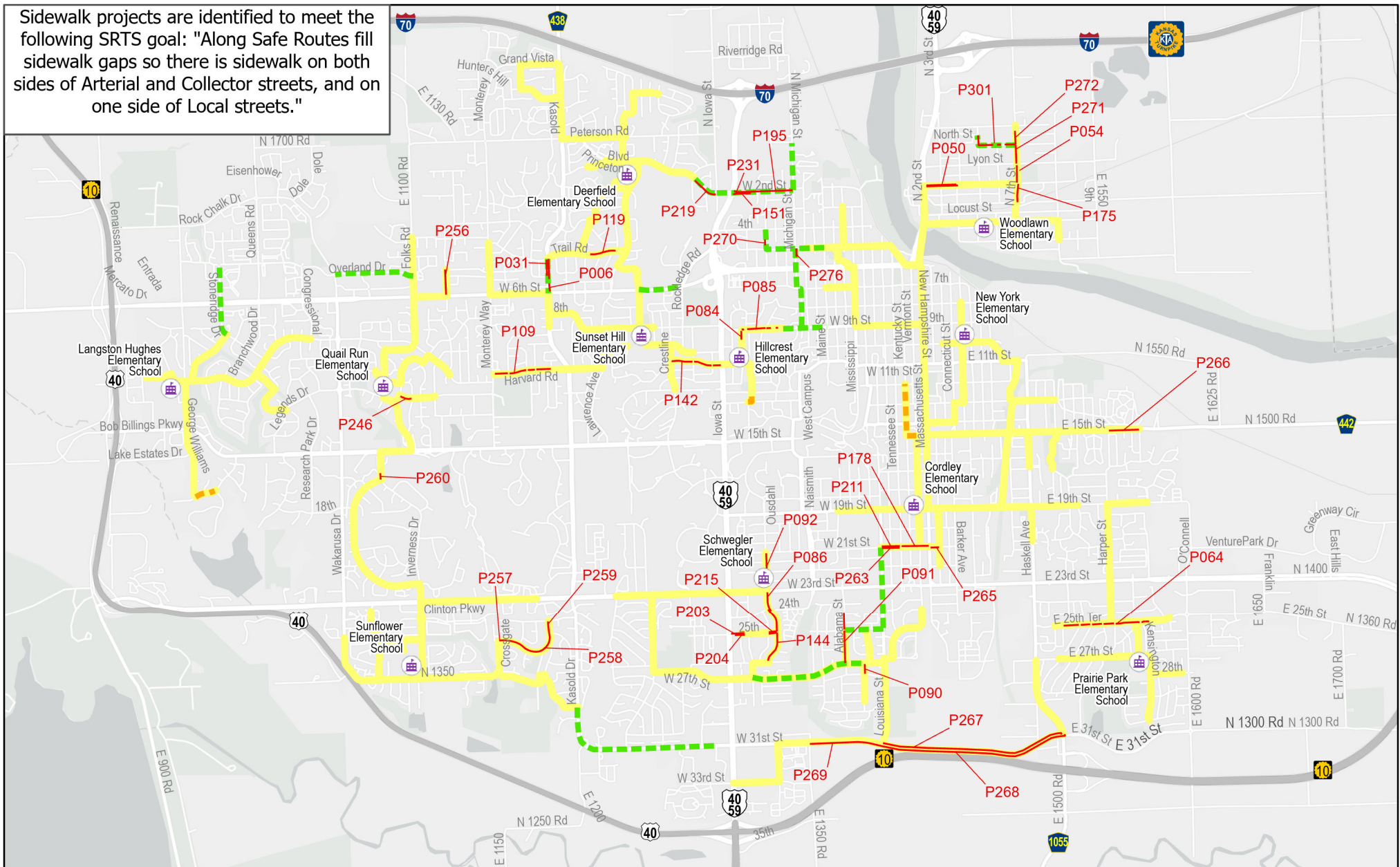
-  Sidewalk
-  Addition
-  Interim
-  Removal
-  2022-2023 SRTS Route
-  Adjacent SRTS

Walksheds

-  1/2 mile
-  1 mile
-  1 1/2 mile
-  2023-2024 School Attendance Boundary-Elementary

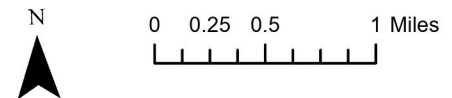


Sidewalk projects are identified to meet the following SRTS goal: "Along Safe Routes fill sidewalk gaps so there is sidewalk on both sides of Arterial and Collector streets, and on one side of Local streets."



SRTS Gap Projects for Pedestrians

- SRTS Sidewalk Gap Projects
- - - Removal
- SRTS 2023-2024
- Elementary Schools
- - - Proposed Additions to SRTS Network



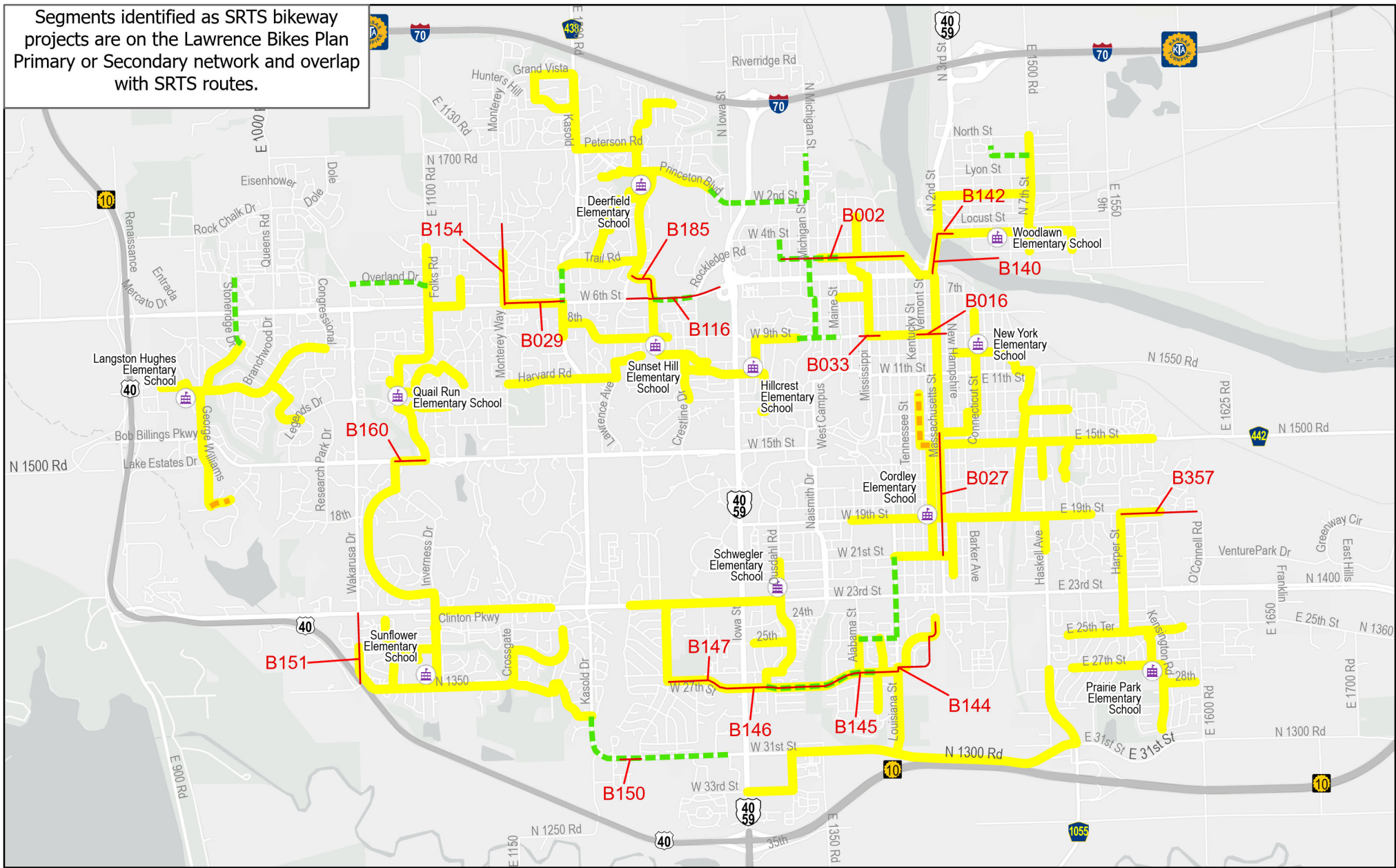
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Source: Lawrence MSO
Produced: Lawrence-Douglas County MPO

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ID	Road	Side	From	To	Road	Length (feet)
					Classification	
P006	Kasold Dr	East	W 6th St	Westridge Dr	Arterial	278
P031	Kasold Dr	Both	W 5th Ter	Trail Rd	Arterial	1245
P050	Lincoln St	Both	N 2nd St	N 4th St	Local	2130
P054	N 7th St	West	Lincoln St	Lyon St	Collector	607
P064	E 25th Ter	South	Ponderosa Dr	150 LF West of Carlton Dr	Collector	2657
P084	Hilltop Dr	West	Harvard Rd	W 9th St	Local	303
P085	W 9th St	North	Hilltop Dr	400' east of Avalon Rd	Arterial	960
P086	Ousdahl Rd	East	W 23rd St	W 24th St	Collector	679
P090	Belle Haven Drive	East	W 27th St	W 27th Ter	Local	336
P091	Alabama St	West	Jasu Dr	W 27th St	Collector	1715
P092	Ousdahl Rd	East	W 19th	W 22nd Ter	Collector	1121
P109	Harvard Rd	North	Monterey Way	Randall Rd	Collector	1779
P119	Trail Rd	North	290 LF West of Millstone Dr	Settlers Dr	Collector	894
P142	Harvard Rd	South	Crestline Dr	Iowa St	Collector	1630
P144	Ousdahl Rd	West	W 24th St	W 26th St	Collector	1954
P151	W 2nd St	South	McDonald Dr	Mount Hope Ct	Collector	609
P175	N 7th St	East	Lincoln St	Maple St	Collector	632
P178	W 21st St	North	Tennessee St	Massachusetts St	Collector	941
P195	W 2nd St	North	Mount Hope Ct	Michigan St	Collector	1217
P203	W 25th St	North	Iowa St	Ridge Ct	Collector	466
P204	W 25th St	South	Iowa St	Ridge Ct	Collector	347
P215	W 25th St	Both	Ousdahl Rd	Cedarwood Ave	Collector	563
P219	Princeton Blvd	South	Providence Rd	Iowa St	Collector	898
P231	W 2nd St	North	McDonald Dr	Mount Hope Ct	Collector	813
P246	W 12th St	South	Oak Tree Dr	Vantuyl Dr	Local	404
P256	Eldridge St	West	W 6th St	Overland	Local	872
P257	Brush Creek Dr	North	Crossgate Dr	Morningside Dr	Local	911
P258	Brush Creek Dr	North	Morningside Dr	Lazy Brook Dr	Local	1251
P259	Brush Creek Dr	West	W 24th St	Lazy Brook Ln	Local	513
P260	Inverness Dr	West	Balmoral Dr	Carmel Dr	Collector	219
P263	W 21st St	South	Tennessee St	Louisiana St	Collector	605
P211	W 21st St	North	Tennessee St	Louisiana St	Collector	624
P265	E 21st St	South	Massachusetts St	New Hampshire St	Local	294
P266	E 15th St	South	Harper St	Lindenwood Ln	Arterial	1035
P267	31st Street	North	Louisiana St	Haskell Ave	Arterial	6393
P268	31st Street	South	Louisiana St	Haskell Ave	Arterial	6551
P269	W 31st St	South	Ousdahl Rd	Louisiana St	Arterial	2518
P270	Wisconsin St	West	mid 400 block	W 5th St	Local	200
P271	N 7th St	West	Lake St	Lyont St	Collector	635
P272	N 7th St	West	Hickory St	Lake St	Collector	472
P276	Michigan St	East	mid 500 block	W 5th St	Collector	290
P301	Lake Street	North	N 7th Street	N 5th Street	Local	1358

Segments identified as SRTS bikeway projects are on the Lawrence Bikes Plan Primary or Secondary network and overlap with SRTS routes.



SRTS Gap Projects for Bicycles

- SRTS Bike Gap Projects
- - - SRTS Proposed Removal
- SRTS 2023-2024
- Elementary Schools
- - - Proposed Additions to SRTS Network

N

 0 0.25 0.5 1 Miles
 Date Exported: 5/9/2023
 Source: Lawrence MSO
 Produced: Lawrence-Douglas County MPO

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ID	Name	From Street	To Street	Bikeway Funding Network	Length (feet)
B002	5th Street - Wisconsin to Tennessee	Wisconsin St	Tennessee St	Priority	4242
B016	9th Street - Kentucky to New Hampshire	Kentucky St	New Hampshire St	Priority	1014
B027	Massachusetts Street - 14th to 21st	W 14th St	E 12th St	Priority	4221
B029	6th Street - Monterey to Kasold	Monterey Way	Kasold	Priority	2071
B033	9th Street - at Mississippi	Illinois St	Indiana St	Priority	705
B116	6th Street - Lawrence to Iowa	Lawrence Ave	Iowa St	Priority	3280
B140	Massachusetts Street Bridge	6th St	Elm St	Secondary	1372
B142	Elm Street - N 2nd St to N 3rd St	N 2nd St	N 3rd St	Secondary	514
B144	Park Hill Terrace/Montana Street/Vermont Street	Louisiana / W 27th St	Nebraska St	Secondary	2833
B145	W 27th Street - Naismith Valley Trail to Louisiana	Naismith Valley SUP	Louisiana St	Secondary	3296
B146	W 27th Street - Iowa St to Naismith Valley Trail	Iowa St	Naismith Valley SUP	Secondary	2120
B147	W 27th Street - Lawrence Ave to Iowa Street	Lawrence Ave	Iowa St	Secondary	2698
B150	W 31st Street - Atchison Ave to Lawrence Ave	Lawrence Ave	Atchison Ave	Secondary	730
B151	Wakarusa Drive - Clinton to W 27th/SLT	Clinton Pkwy	W 27th St	Secondary	2432
B154	Monterey Way from Stetson to 6th	W 6th St	Aspen Dr	Secondary	2791
B160	Bob Billings Pkwy - Inverness to Inverness	Inverness South of BBPW	Inverness North of BBPW	Secondary	1058
B185	Schwarz Rd	Lawrence Ave	W 6th St	Not on network	1314
B357	E 19th Street Shared Use Path	Harper	Oconnell	Not on network	2613

The Lawrence Bikes Plan (approved in 2019) identified existing and future bikeways, as well as Priority and Secondary Funding Networks prioritized for standalone bicycle and pedestrian funding. The future bikeways do not identify the type of improvement necessary to create a comfortable bikeway. The type of bikeway is contingent on the roadway speed and number of motor vehicles on the roadway. A goal of the Lawrence Bikes Plan is to create a network of low-stress bikeways (level of comfort 3 or below). Therefore, bike projects were identified which overlap with Safe Routes to School Routes. Then these projects were classified as either a Priority Network Project, Secondary Network Project, or Standalone Project. The specific type of bike project (bike lane, shared use path, etc) is not identified on this list. When a project is funded, additional work must be done to determine the appropriate design based on the Bike Level of Comfort Model and Matrix to determine which bikeway type will achieve at least a level of comfort of 3 or below to achieve the Bike Plan vision.

Adult Crossing Guards - In accordance with the adopted [School Area Traffic Control Policy \(SATCP\)](#), existing Adult Crossing Guard (ACG) locations will be evaluated and pilot Adult Crossing Guard locations will be considered based on the proposed changes to routes.

For the 2023-24 school year, the timeline for boundary decisions prevented City staff from holding a process to solicit crossing guard requests from the community. Since many of the boundary changes would not have kids currently walking there, evaluating existing conditions would not work. To replace that process for this year, the SRTS Working group evaluated the potential crossings from the pedestrian model. Based on the number of school boundary changes that require K-5 students to cross higher volume streets (6th, 9th, 23rd/Clinton Parkway and Iowa), the SRTS working group is proposing a pilot guard to be placed for 30-60 days at each of the following crossings to give us enough time to evaluate their usage:

- 6th Street & Folks Rd. - Quail Run Elementary
- 6th Street & Stoneridge Dr.- Langston Hughes Elementary
- 6th Street & Michigan St. - Hillcrest Elementary
- 9th Street & Emery Rd. - Hillcrest Elementary
- 23rd Street & Louisiana - Cordley Elementary
- Iowa & Clinton Pkwy/23rd St. – Schwegler Elementary
- Iowa & 27th St. – Schwegler Elementary

Adult Crossing Guard placement will be announced with USD 497 and school staff. Parents and students will be notified about final decisions in advance of removal of pilot guards.

The following existing 2022-2023 crossing guards location were evaluated this year and met the criteria for adult crossing guards:

- Inverness Dr. & Sunflower Park Pl. - Sunflower Elementary
- Inverness Dr. & 27th St. - Sunflower Elementary


The following existing 2022-2023 crossing guards location were evaluated this year and did not meet the criteria for adult crossing guards:


- Inverness Dr. & Cedar Ridge Ct. - Quail Run Elementary
- 19th and Harper – Prairie Park Elementary
- 23rd and Harper – Prairie Park Elementary


Crossings that do not meet criteria in the SATCP will not have an adult crossing guard and crossings that do meet the criteria will have a guard placed for the 2023-24 school year. View the map to see all the existing guards and proposed pilots locations on page 19.


Additionally, changes in school start and ending times could possibly affect the City's ability to provide guards. Final decisions about guard placement will be made following the City of Lawrence budget process, adequate budget will need to be available to cover the proposed crossing guards.


Lawrence Safe Routes to School Proposed Crossguard Locations for 2023-2024


 Existing/
Continuing

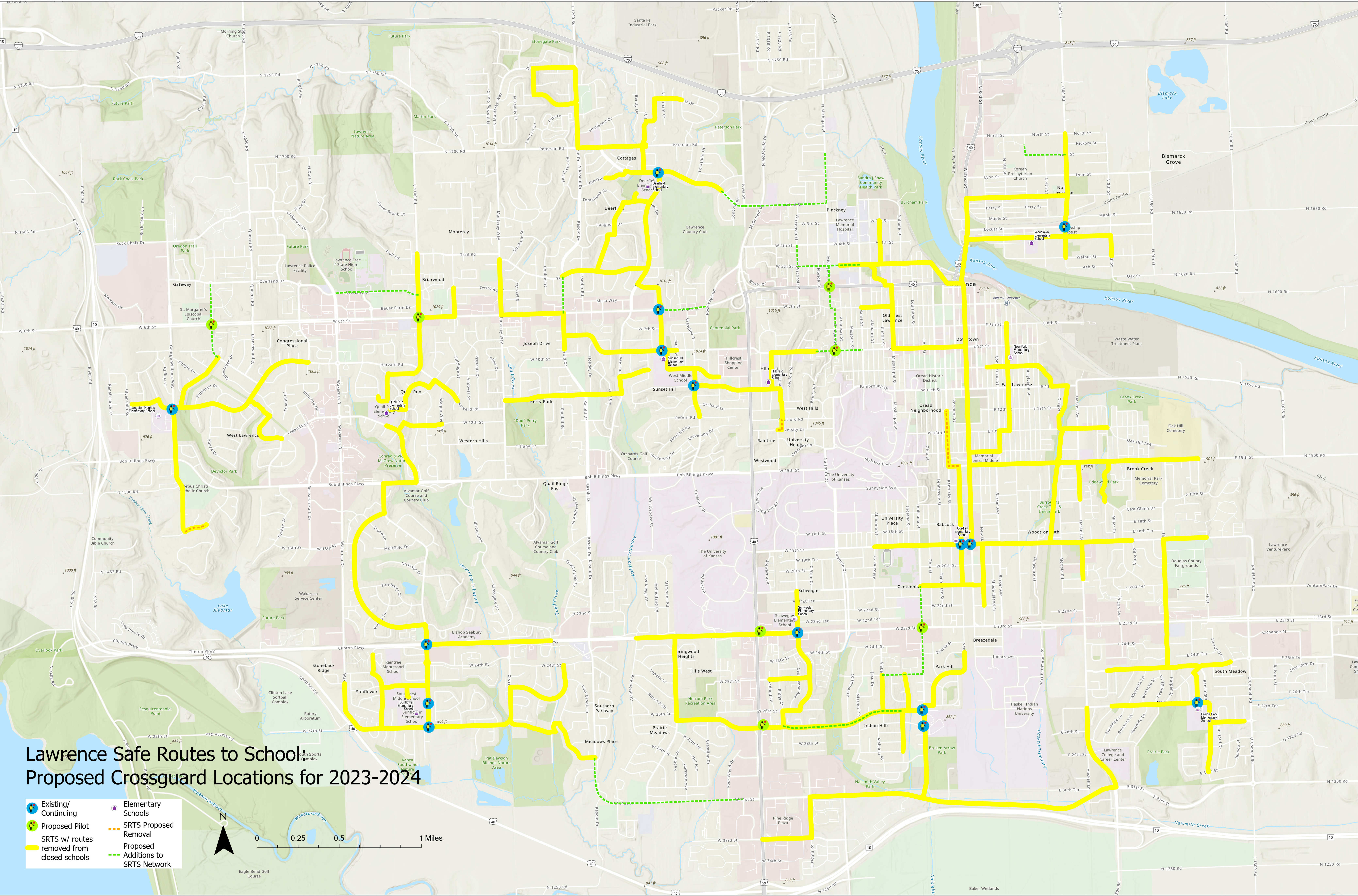
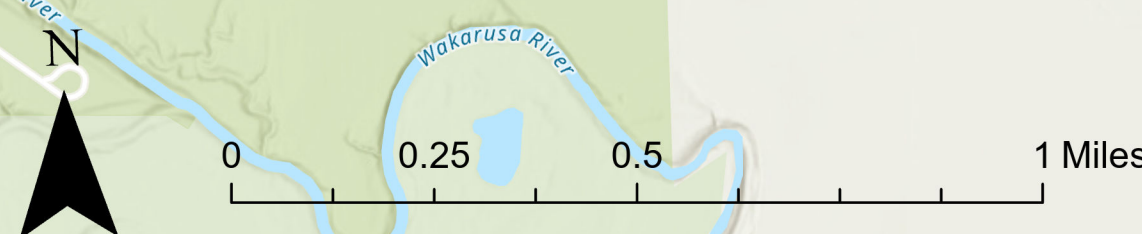
 Proposed Pilot

 SRTS w/ routes
removed from
closed schools

 Elementary
Schools

 SRTS Proposed
Removal

 Proposed
Additions to
SRTS Network



2023-2024 Proposed Adult Crossing Guard Locations								
Location	Nearest Intersection	School	Intersection Type	Existing Crossing Guard?	Average Daily Number of Students	Percent of Warrant Met	Crossing Guard Warrant Evaluation per School Area Traffic Control Policy	Disposition Based on Evaluation
Clinton Parkway	Clinton Parkway at Inverness	Sunflower	controlled four lane	Y	31	103%	Warranted	Keep
Louisiana	27th St & Louisiana St	Billy Mills	all-way stop	Y	47	107%	Warranted	Keep
23rd St	23rd St & Ousdahl Rd	Schwegler	controlled four lane	Y	32	106%	Warranted	Keep
9th St	Schwarz Rd & 9th St	Hillcrest	uncontrolled	Y	99	248%	Warranted	Keep
George Williams Way	Harvard Rd & George Williams Way	Langston Hughes	uncontrolled	Y	214	534%	Warranted	Keep
27th St	27th St & Mayfair Dr	Prairie Park	uncontrolled	Y	53	132%	Warranted	Keep
6th St	Schwarz Rd & 6th St	Sunset Hills	controlled four lane	Y	39	131%	Warranted	Keep
Lawrence Ave	Lawrence Ave & Princeton Blvd	Deerfield	all-way stop	Y	25	247%	Warranted	Keep
Harper St	23rd St. & Harper St	Prairie Park	controlled four lane	Y	3	10%	Not Warranted	Remove
Harvard Rd.	Harvard and Crestline	Sunset Hills	all-way stop	Y	15	153%	Warranted	Keep
19th St	19th St & Harper St	Prairie Park	all-way stop	Y	2	20%	Not Warranted	Remove
Locust St	7th St & Locust St	Woodlawn	all-way stop	Y	12	123%	Warranted	Keep
19th St	19th St & Vermont St	Cordley	uncontrolled	Y	23	230%	Warranted	Keep
Massachusetts	19th St & Massachusetts St	Cordley	controlled four lane	Y	36	120%	Warranted	Keep
27th Terrace/Louisiana	27 Terrace and Louisiana Street	Billy Mills	all-way stop	Y	33	330%	Warranted	Keep
Inverness Dr.	Inverness Dr. & Sunflower Park Pl.	Sunflower	uncontrolled	P	20	203%	Warranted	Keep
Inverness Dr.	Inverness Dr. & 27th St.	Sunflower	controlled	P	31	103%	Warranted	Keep
Inverness Dr.	Inverness Dr. & Cedar Ridge Ct.	Quail Run	uncontrolled	P	9	93%	Not Warranted	Remove
Iowa	Clinton Parkway/23rd Street	Schwegler	controlled six lane	N	70	233%	Warranted	Pilot Guard and Re-evaluate ¹
Iowa	27th Street	Schwegler	controlled five lane	N	76	253%	Warranted	Pilot Guard and Re-evaluate ¹
6th Street	Folks Rd	Quail Run	controlled five lane	N	99	330%	Warranted	Pilot Guard and Re-evaluate ¹
6th Street	Stoneridge Dr	Langston Hughes	controlled six lane	N	32	107%	Warranted	Pilot Guard and Re-evaluate ¹
23rd Street	Louisiana	Cordley	controlled five lane	N	41	137%	Warranted	Pilot Guard and Re-evaluate ¹
9th Street	Emery	Hillcrest	controlled three lane	N	104	347%	Warranted	Pilot Guard and Re-evaluate ¹
6th Street	Michigan	Hillcrest	controlled six lane	N	80	267%	Warranted	Pilot Guard and Re-evaluate ¹

1. Pilot Guard locations were determined for the 2023-2024 school year based on potential crossings of elementary students with revised school boundaries. Pilot guards will be implemented temporarily and actual counts will be conducted during the 2023-2024 to determine if a permanent guard is warranted.