

Public Comments and MPO Staff Response  
Lawrence Safe Routes to School Plan

Public Comments Received and Responses	Staff Response	Action
<b>Do you support the draft Safe Routes to School plan goals? Explain your response to the previous question.</b>		
Yes, My child walks to school.	Comment received.	No change.
Yes	Comment received.	No change.
Yes, Support of sidewalk infrastructure and education sounds great. It would be great to shoot for an even higher percentage than 20%.	Comment received. The 20% goal comes from the Douglas County Community Health Plan.	No change.
Yes, My whole family shares one car. We walk and bike everywhere. We live in East Lawrence, within walking distance of my son's elementary (New York) and middle school (Memorial)	Comment received.	No change.
Undecided, General response about bike driver safety. After speaking with numerous bike and car drivers many of the bike drivers are against the flashing strobe lights on the front of bikes. Most of the car drivers are against the light. Lights are a safety factor similar to car high beams flashing on and off that irritate all vehicle drivers. Bikers by law are vehicles and should be required to follow the vehicles traffic laws!	Comment received. The standard traffic ordinance states bicycles "shall be equipped with a lamp on the front which shall emit a white light..." The City ordinance about bike lights does not define whether or not the lights can or cannot strobe.	No change.
Yes	Comment received.	
Undecided, Generally support the goals and objectives but have not reviewed enough to be confident in implementation.	Comment received.	No change.
Undecided, I don't think I saw any changes in my concern on placing a crossing guard at Inverness and Clinton parkway. The map just showed a yellow cross indicating a school crossing but no changes were made to increase safety of this area.	Comment received. Placing a crossing guard at Inverness and Clinton Parkway has been discussed as a potential added crossing guard location. At this point this location does not meet the warrants for a crossing guard assignment.	No change.
Yes	Comment received.	No change.
Undecided, For Cordley, having the route along 19th instead of 18th concerns me. While there are crosswalks there, people roll through them frequently (going south on Tennessee, for example, when turning onto 19th, people rarely look for walkers), and it is VERY busy. I would be more comfortable with kids walking on 18th instead. If the route was on 19th, is there a way to plant bushes or something between the sidewalk and the street to separate kids a bit more from all that traffic? My kids would get distracted and I wouldn't trust them on that road.	Comment received. The question of having the route along 19th or 18th street was asked in the feedback packet. 83% of people said they prefer the 19th Street sidewalk. The space between the back of the curb and the sidewalk will not accommodate plantings, furthermore, maintaining visibility for drivers and pedestrians/bicycle riders is important.	No change.
Yes, These goals seem ambitious but obtainable.	Comment received.	No change.

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Yes, These improvements are sorely needed environmentally, socially, and for health to all	Comment received.	No change.
Yes, It doesn't go far enough, but it is a good start.	Comment received.	No change.
Undecided	Comment received.	No change.
Yes	Comment received.	No change.
No, We are in a pandemic.....remote learning only!	Comment received. This plan will have lasting impacts for many years after COVID-19 when children may no longer be remotely learning.	No change.
Undecided, It's not clear to me whether any change will be made to the crossing at Harvard and Crestline for students wishing to walk or bike to West and Sunset Hill who use that route. I do not support the plan unless it is going to do something about that crossing. My concerns, as expressed in previous surveys and meetings is as follows: there are many kids who live south of Harvard and could walk along Crestline and cross at Harvard to get to West and Sunset Hill. However, that section of Crestline is very fast and something needs to be done to slow cars down, for example speed bumps, as well as more signage earlier on, and a school zone flashing light SOUTH of Harvard on Crestline. The Harvard Crestline four-way stop also needs to have new road markings (white crossing lines) on all four approaches, and give way to pedestrians signs added as drivers ignore the rule that they should stop for pedestrians. It is a dangerous crossing.	<p>Comment received. At the City Commission meeting on October 6, 2020, the Commission voted to set the city-wide speed limit on all local streets to 25 miles per hour unless posted otherwise. The plan acknowledges pedestrian crossings need to be evaluated recommending a crossing evaluation is developed.</p> <p>Next year's SRTS project will be improving the sidewalk on the south side of Harvard Rd; however, the School Area Traffic Control Policy states one crossing per street adjacent to the school shall be marked; therefore, only two legs will be marked.</p> <p>Placing a crossing guard at Harvard and Crestline has been discussed as a potential added crossing guard location. It was evaluated as part of this planning process and it meets the warrants to have a guard.</p>	No change.
Yes	Comment received.	No change.
Yes, All plans have to start somewhere	Comment received.	No change.
Yes	Comment received.	No change.
Yes	Comment received.	No change.
Yes	Comment received.	No change.
Undecided, I am not sure that the correct balance has been taken to insure safety on the routes. Not only do drivers need to be educated on responsibilities and precautions so do pedestrians and cyclists. Each of these activities are privilege's not rights.	Comment received. Concerns about pedestrian and driver education have been recommended in the plan.	No change.

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Yes, I think all of the children of the city should be able to walk on a sidewalk to get to school.	Comment received.	No change.
Undecided	Comment received.	No change.
Yes	Comment received.	No change.
No, It's another blatant government attempt to save money at taxpayer expense, and charge for services not rendered, by manufacturing a problem that does not exist.	Comment received.	No change.
<b>Do you have any comments about the draft Safe Routes to School plan you would like to share with us?</b>		
No	Comment received.	No change.
Recommend to also focus on easements, linear parks, underpasses, and routes that do not cross any roads.	Comment received. As routes were developed staff explored the possibility of separating routes from traffic where appropriate, but this was not possible in all cases. Further during the feedback packet phase, where specific questions were asked for each school's routes a few routes were given options as to if respondents would prefer in these specific instances, to have the route go along the street or on a low traveled road. This feedback helped form the final routes	No change.
Just please do it. I have heard that it is currently illegal to let your children walk or bike to school unattended. This is ridiculous. Our children should be able to learn the independence that comes from bringing themselves to school. The city needs to make a safe space for that learning experience.	Comment received.	No change.
The problem of safe routes is created by an autocentric culture and subsequent focus on automobiles from the City as it relates to Planning & Development and Infrastructure. The vast majority of the streets in downtown neighborhoods were created for pedestrians with shared use for horses and carriages and the hierarchy of use should remain. Streets are for people first. The mindset of City Planners should be that Streets are primarily designed for pedestrians, bicycles, strollers, wheelchairs, etc. with an accommodation for cars, not the other way around. This concept should be articulated early in the plan.	Comment received.	No change.

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Would like crossing guard at above concerned intersection. (Inverness and Clinton parkway)	Comment received. Placing a crossing guard at Inverness and Clinton Parkway has been discussed as a potential added crossing guard location. At this point this location does not meet the warrants for a crossing guard assignment.	No change.
The beactivesaferoutes.com link is not valid.	Comment received. This has been fixed.	No change.
The <a href="https://lawrenceks.org/mso/trafficschedules">https://lawrenceks.org/mso/trafficschedules</a> link is not valid.	Comment received. The location has been updated to <a href="https://lawrenceks.org/safe-routes">lawrenceks.org/safe-routes</a>	Updated plan to say <a href="https://lawrenceks.org/safe-routes">lawrenceks.org/safe-routes</a>
Other concern about Cordley plan is the intersection of 19th and Vermont. Having the crossing guard there works for during school times, but when kids are going to or from Boys and Girls Club, it is incredibly dangerous to cross right there.	Comment received. The crossing guards provide crossing assistance before and after school. Existing resources prohibit expanding hours. Based on travel patterns at departure of the Boys and Girls club it is unlikely those crossings would meet warrants.	No change.
Needs a little more proof reading. Page 7, paragraph 3 "faucets". Claims on pages 19 and 20 (74% of respondents...) seems deceptive. Only 42% said they would allow children to walk a mile. The use of "up to a mile" is confusing. The typeface of the note at the bottom of page 40 is too small (Note: Due to the 25% of miles...) This is a major decision, and needs to be more up front. It looks like you are trying to hide this decision.	Comment received. Thank you for the feedback. Edits have been made to make the plan clearer.	Edits were made.

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<p>I support starting with sidewalk on one side of all local streets. I believe this makes better use of limited funds. We can come back in 10 years and infill on the other side. I would like to see the neighborhood associations involved in creating the traffic circulation plans. We have been the most inconvenienced by poor traffic flow, and know our neighborhoods better than USD 497 or city staff. I support limiting crossing guards to safe routes only. Another good use of a limited resource. I support 497 and city sharing crossing guard costs. I support volunteer substitutes for crossing guards.</p>	<p>Comments received. The current traffic circulation maps, which are under development, will show existing conditions. During plan development we discovered there wasn't consistent information provided to parents. Thus we will document existing conditions in a map. Issues around school site circulation should be brought to the school.</p>	<p>No change.</p>
<p>More crossing guards are needed.</p>	<p>Comment received. Crossing guard locations will be evaluated based on requests and process established based on warrants and the plan identified process.</p>	<p>No change.</p>

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<p>We need a crosswalk on diamondhead from sidewalk by langston hughes elementary fence to neighborhood and we also need trail or sidewalk from silver raid road to langston hughes elementary for langston heights neighborhood - our kids love walking and biking to school but this would make it more accessible. Will they be a new middle school next to langston hughes elementary?</p>	<p>Comment received. The marked crosswalk requested on diamondhead was evaluated during the planning process; however, it is too close to the George Williams Way/Diamond Head Dr/Harvard Rd roundabout to have a marked crosswalk. Education was done with the Site Council and the building's PE teacher. The outcome of the process was for students to use the existing crossing at George Williams Way and Harvard.</p> <p>A future connection from Silver Rain Road to the school can be evaluated when the parcel is developed.</p> <p>The new middle school question is outside of the plan scope.</p>	<p>No change.</p>
<p>Same as above: I do not support the plan unless it is going to do something about the Harvard/Crestline crossing. My concerns, as expressed in previous surveys and meetings is as follows: there are many kids who live south of Harvard and could walk along Crestline and cross at Harvard to get to West and Sunset Hill. However, that section of Crestline is very fast and something needs to be done to slow cars down, for example speed bumps, as well as more signage earlier on, and a school zone flashing light SOUTH of Harvard on Crestline. The Harvard Crestline four-way stop also needs to have new road markings (white crossing lines) on all four approaches, and give way to pedestrians signs added as drivers ignore the rule that they should stop for pedestrians. It is a dangerous crossing.</p>	<p>Comment received. At the City Commission meeting on October 6, 2020, the Commission voted to set the city-wide speed limit on all local streets to 25 miles per hour unless posted otherwise. The plan acknowledges pedestrian crossings need to be evaluated recommending a crossing evaluation is developed.</p> <p>Next year's SRTS project will be improving the sidewalk on the south side of Harvard Rd; however, the School Area Traffic Control Policy states one crossing per street adjacent to the school shall be marked; therefore, only two legs will be marked.</p> <p>Placing a crossing guard at Harvard and Crestline has been discussed as a potential added crossing guard location.</p>	<p>No change.</p>
<p>Teach kids to not walk or play in the streets, and teach cyclists that they have a solemn duty to obey traffic laws when they are on the streets. Stop signs mean stop. Perhaps the city could replace a few hundred stop signs with yield signs, and then cyclists would not have to stop completely, but they would still have to yield. This would improve traffic flow and improve compliance.</p>	<p>Comment received.</p>	<p>No change.</p>