Multimodal Planning Studies

Transit and Pedestrian Accessibility Study

Steering Committee Meeting #3
August 7, 2013
Agenda

1. Project Schedule
2. Summary of Outreach Activities
3. Recap of June 2013 Steering Committee Meeting
4. Evaluation Criteria / Revised Heat Map
5. Targeted Areas
6. Upcoming Tasks
Project Schedule

- Online Survey (begin mid-August)
- September 18, 2013 – Steering Committee Meeting
- October 8 - 9, 2013 – Open House; Steering Committee Meeting
Outreach – WikiMap Summary

WikiMaps are online interactive maps that allow users to enter routes or points on a map and add comments about their entry. This map displays points where users have noted areas near transit stops that need improvement and difficult intersections or crossings. The map also shows routes that people currently take to access transit and routes that need improvement.
Areas that need improvement

- Sidewalk that goes down 9th street doesn't lead to stop light--instead jogs down the access driveway between the gas stations. A person trying to access the stop on the west side of Iowa would need to pass through the gas station to access the crossing.
- Need sidewalks on this block--either side!
- Sidewalk on north side of 9th street deadends at a point not safe to cross to the other side.
- Another sidewalk dead end (24th and Naismith), requiring pedestrians to cross near a blind corner.
- Very popular bus stop but often there is not enough seating for people who have clearly just finished shopping. Needs shade or bigger shelter.
- Very wide, difficult for pedestrians
- Finish sidewalks along Princeton to connect with Iowa St.
- Build sidewalks from Peterson Road to 6th Street
- There is no sidewalk on the north side of 23rd Street, from Ohio to Massachusetts. It is impossible to safely cross over to the other side of 23rd street to access the sidewalk.
- There are not contiguous sidewalks on both sides of Tennessee Street between 23 and 19th -- people commonly have to walk on Tennessee Street, which is VERY busy.
- Much of the sidewalk on both sides of Massachusetts Street is damaged and needs to be repaired or replaced.
- There is no contiguous sidewalk on the north side of 23rd, from Louisiana going west towards Alabama. People commonly jaywalk across 23rd Street to access a sidewalk.
- It would be nice to have a transit stop a bit further out - we would love to have a downtown bus from this area on the weekends.
- Again, it would be nice to have a transit stop a bit further out
- This area is congested, uncomfortable for waiting. It needs more seating and trash bins.
- Should put bus stop for KU busses on NE and SW corners of 11th and Mississippi; the closest location to get on is several blocks away and some individuals have physical limitations at this location that makes walking up hill and stairs to Corbin Stop nearly impossible, individual uses transit to access LMH services.
Difficult intersection/crossing

- No sidewalk on SE corner of intersection.
- The intersection requires some care. If a pedestrian is traveling along the south side of 6th Street, they will need to cross to the north side to continue down 6th. No crosswalk on the south side. A sidewalk has been added to the southeast corner of the intersection that allows access to Iowa, which is nice. Haven't checked the southwest corner—there's a park there, and it might not be considered important enough to add a sidewalk there.
- Need better barrier between cars & pedestrians
- Crosswalk needs restriping
- Sidewalk is too close to roadway
- Improving now with construction
- Needs better crosswalk striping
- No sidewalk cut on west side of Wakarusa opposite Stoneback Dr.
- Crossing 23rd Street or Louisiana at this intersection is dangerous. The flashing light lasts less than 20 seconds and right turn on red means cars are not looking for pedestrians.
- There is a sign that blocks the sidewalk in the driveway between the Dunkin Donuts and the Carlos O'Kellesys. If you are in a wheelchair or on a bike, the sign is a hazard.
- 4-way stop high traffic foot and auto many do not stop or follow rules of 4way would like to see traffic light here
- Low visibility no stop sign medium traffic speeding cars
# Mobile Meetings

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
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<tbody>
<tr>
<td>Fri., July 12</td>
<td>7 to 9 p.m.</td>
<td>Family Fun Night (Laws Field, 1600 Elm Street) in Eudora</td>
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<tr>
<td>Sat., July 13</td>
<td>7:30 to 11 a.m.</td>
<td>Downtown Lawrence Farmer’s Market (New Hampshire Street between 8&lt;sup&gt;th&lt;/sup&gt; and 9&lt;sup&gt;th&lt;/sup&gt; Streets)</td>
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<td>Fri., August 2</td>
<td>2 to 6:00p.m.</td>
<td>Douglas County Fair Grounds – Family Day, Moore’s Greater Shows Carnival</td>
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<td>Fri., August 16</td>
<td>5 to 8:30p.m.</td>
<td>Baldwin City Art Walk Lumberyard Arts Center</td>
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Stakeholder Meetings

- Bert Nash Community Mental Health Center
- Independence, Inc.
- Douglas County Senior Services
- Cottonwood, Inc.
Paratransit Benefits

Riders prefer paratransit and specialty services:

• Courteous drivers; help with groceries, wheelchairs and walkers
• Companions ride free
• Door-to-door service, literally
• Responsive schedules; drivers will wait
• No rush during boarding and de-boarding
• Price is reasonable
• Get to know their own drivers; make friends
Fixed-Route Benefits

• Reasonable price
• Accurate and predictable schedules
• Night-time service
Fixed-Route Comments

• Add shelters, benches, schedules and concrete pads
• Modify schedules to serve high school students
• Add flex-routes for door-to-door service (reduce need for long walks to bus stops)
• Add stops to major destinations
• Run more often, perhaps every 15 minutes to reduce wait times for elderly
• Serve east side past Haskell
• Provide reduced-fares for low-income riders
• Improve safety or sense of safety
• Allow groceries and other items on board bus
Recap of June 2013 SC Meeting

Key Items

• Include other variables
  – Student housing
  – Employment

• Account for “missing” Census data
  – Individuals with Disabilities
  – Older Adults

• Bus turnouts
  – How to accommodate in the study
### Evaluation Criteria

**Total possible score (90)**

<table>
<thead>
<tr>
<th>Infrastructure / Existing Conditions</th>
<th>Multimodal Connectivity / Major Destinations</th>
<th>Potential High Demand</th>
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<tbody>
<tr>
<td>Traffic Volumes</td>
<td>Area Type (CBD, urban, suburban, rural)</td>
<td>Low to Moderate Income</td>
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<tr>
<td>Roadway (crossing) Width</td>
<td>Proximity to Parks</td>
<td>Persons with Disabilities</td>
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<tr>
<td>Travel Speeds</td>
<td>Proximity to Universities</td>
<td>Older Adults</td>
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<td></td>
<td>Proximity to Schools</td>
<td>Student Housing</td>
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<td>Proximity to Commercial Areas</td>
<td>Employment</td>
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<td></td>
<td>Proximity to Bike Facilities</td>
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**Total possible points**

- **Infrastructure / Existing Conditions (30)**
- **Multimodal Connectivity / Major Destinations (25)**
- **Potential High Demand (35)**
Individuals with Disabilities
Older Adults
Student Housing
Bus Stop Scoring

Total possible score (90)
Bus Stop Scoring

Total possible score (90)
Heat Map

Draft Figure

This map is based upon a number of variables that are being used to analyze the pedestrian and infrastructure conditions within a ¼ mile radius of each bus stop. The project team will use this information to identify a select number of bus stops for further analysis in Phase 2. For additional information on the heat map variables please watch the slide show.
Targeted Areas

23rd Street (Iowa Street to Alabama Street)
Targeted Areas

23rd Street (Iowa Street to Naismith Drive)

- Missing sidewalk segments
- Difficult bus stops to access
- Segments dead-end
- Numerous curb-cuts
Targeted Areas

23rd Street (looking west toward Alabama Street)

- Arrow shows abrupt end to sidewalk
- No clear guidance for pedestrians
- ADA issues
Targeted Areas

23rd Street and Alabama Street
Targeted Areas
Targeted Areas

Iowa Street (south of 27th Street, looking north)
Targeted Areas

Iowa Street and 27th Street (southeast corner, looking south)
Targeted Areas

27th Street (looking east toward Ridge Ct.)
Targeted Areas – Other Locations
Upcoming Tasks

• Define specific locations for detailed analysis

• Online Survey
  – August – September

• Draft Recommendations for Open House
  – September – input from steering committee
  – October – open house

• Ongoing Steering Committee Input and Feedback