

**Countywide Bikeway Plan
Steering Committee Meeting Notes
August 7, 2013
12:30 p.m. to 2:00 p.m.**

Committee Members in Attendance

Name	Organization	Email	Phone
Eileen Horn	Lawrence/Douglas County	ehorn@lawrenceks.org	785-330-3121
Charlie Bryan	Lawrence/Douglas County Health Department	cbryan@ldchealth.org	785-856-7357
Keith Browning	Douglas County Public Works	kbrowning@douglas-county.com	785-832-5293
Kari Cantarero	KU Center for Sustainability	Kari.cantarero@ku.edu	785-864-5398
Todd Girdler	L-DC MPO Staff	tgirdler@lawrenceks.org	785-832-3155
Jessica Mortinger	L-DC MPO	jmortinger@lawrenceks.org	785-832-3165
Becky Pepper	KDOT	rpepper@ksdot.org	785-296-8593
Kevin Luecke (via phone)	Toole Design	kluecke@tooledesign.com	608-663-8080
Nalini Johnson	URS	nalini.johnson@urs.com	913-344-1033
Jim Meyer	URS	jim.meyer@urs.com	612-802-3725

Other Attendees

Name	Organization	Email	Phone
Peg Livingood	KU-DCM	peggyl@ku.edu	785-864-5627

Following introductions J. Meyer went through a Powerpoint presentation. The following notes provide reference to the slides and comments/questions generated as a result.

1. Meeting Agenda – The meeting focused on the online interactive mapping summary, narrow lanes, bicycle heat map, and preliminary recommendations.
2. Project Schedule – J. Meyer covered the project schedule. This is the third steering committee meeting for the project. Online mapping ended in mid-July. An online survey will be developed/active by the end of August/early September. The survey will remain available until mid-October. The next steering committee meeting has been scheduled for Wednesday, September, 18th. The second open house is tentatively schedule for Wednesday, October 9th. Confirmation of the date and additional information will soon follow. The plan is to hold another steering committee meeting around the same time as the second open house.
 - a. J. Meyer indicated that during the Park and Ride Steering Committee meeting, which occurred earlier in the day, there was discussion about holding a combined steering committee meeting in October. The Bikeway Committee members agreed that this

was a good idea. The project team will coordinate with the MPO staff to arrange the combined meeting in October.

3. Interactive Online Mapping Summary – J. Meyer turned the meeting over to K. Luecke who was participating via phone. He stated that the project team was happy with the number of responses which was over 400. Good for a community of this size and consistent with larger communities which are providing feedback. Many of the comments were related to the recreational routes needing improvement. The transportation users (work commuters) stated they wanted more direct routes to get to their destinations than currently available to them.
 - a. Common bicycle destinations mirror destinations that people are traveling to via cars. Not surprised by some common sites noted, such as 6th Street which is difficult to travel on bikes.
 - b. Results of the wiki comments can be viewed on Google Earth. Once the free software is downloaded a person can zoom into particular areas on the map and click a link to see specific comments. This provides a more accurate view of the responses and their locations. Toole Design will provide a KLM file that can be used in producing GIS maps for other agencies and organizations to use.
 - c. K. Luecke went through the word cloud of responses. Interesting subject areas included specific streets being named in the responses, such as Clinton, Naismith, 6th, as well as safety, etc.
 - d. More input might be needed from specific user groups, such as schools. Online mapping tool is closed but Vireo has done quite a bit of outreach. The online tool was the primary tool for this first phase. Vireo conducted four mobile meetings that can be seen as an extension of the open house. The consultant team could possibly reach out to the schools when they are back in session.
 - e. T. Girdler would like to see a memo drafted to the school principals soliciting input from parents and students at the middle school level. This is probably when kids start riding their bikes to school and responses will be meaningful. We could see about obtaining data from the younger grades somehow as well. Ron is the school rep on the Bikeways plan. The project team will discuss this further to develop an appropriate action.
 - f. A question was asked about further breakdown of the data/results. K. Luecke indicated that might be possible and the project team would be using the data in developing recommendations.

4. Narrow Lanes Memo –K. Luecke discussed the narrow lanes (lanes that are down to 10’ or 10.5’ wide) memo that had been distributed to the steering committee members. He discussed the benefits of narrow lanes which included enhanced predictability for both bicyclists and vehicles. He also indicated that Lawrence already has some narrow lanes and they have been working fine.
 - a. Question: what will come out of this? There may be some situations where narrow lanes could be used to fit a bikeway. Research shows these have been used successfully in other communities. This study will not recommend narrow lanes on the County roads but in the urban area there may be cases where they are appropriate.

- b. Question: What impact does this have on speed? Narrow lanes do tend to slow traffic slightly. He presented a PowerPoint slide that included the following benefits/facts:
- Narrower lanes in most urban conditions do not increase, and sometimes decrease, crash rates
 - A bicycle facility should be provided with narrower lanes
 - Little to no impact on capacity moving from 12' to 10' urban lanes
 - Bike lanes combined with narrow car/truck lane offer a higher bike level of service than a wide curb lane with the same width
- c. The 10' lanes work at travel speeds of 35 and below. No specific signage is required to indicate roads that are narrower.

Question: Are center bike lanes ever recommended in order to avoid conflicts with buses? These are unusual but there is limited use for unique circumstances, most of which are not present in Lawrence, (Madison, WI was given as an example where buses are shifted to the right-side of the road). Some discussion occurred about a possible center bike lane that would connect to KU campus. This was being considered in the KU Master Plan process (Jayhawk path). K. Luecke indicated he had discussed this option with someone at the open house and thought that it could be a good solution but would want to see additional details.

5. Bicycle Heat Map Memo – K. Luecke discussed the bicycle heat map. He indicated that the map was similar to the last version but included a few revisions. The map includes a number of weighted variables that show latent bike demand or areas that have a lot of interest in biking. The map shows possible areas where you might expect higher bicycle ridership and helps provide a sense of where priority improvements should be made.

Question: Does the map consider recreation centers? Not specifically but does include parks. Was the Rock Chalk development included? No, as it is not an existing facility at the time the map was developed. Will include it in a revised version.

6. Online Survey – J. Meyer discussed the online survey that will be conducted beginning the end of August/early September. The survey will cover all three aspects of the Multimodal Planning Studies. With regard to the bicycle questions, there will be a skip logic used if a survey respondent does not ride bikes.

- a. The survey will address:
- Frequency of/interest in bicycling
 - Type of trips made
 - Distance of trips made
 - Obstacles to bicycling more or to specific destinations/events
 - Positives about bicycling in Lawrence and Douglas County
- b. Will provide the questions to the steering committee ahead of time for input when preparing the survey instrument.
- c. Discussion of the survey followed.

- Will the survey reach older adults? The project team can provide a hard copy survey that could be distributed.
- Can the survey be distributed to children? Maybe but the survey will be geared towards adults for this study. There might be ways to have school children bring the survey home to parents. The committee is interested in knowing about families with children, do they use bikes to take kids to school, etc.
- Will the survey address potential funding support for bicycle improvements? The survey will address the funding issues for all three elements of the Multimodal Planning Studies. The committee would like the study to document community support for these improvements and that they would be willing to pay for them
- Can we ask about bike helmet use? Maybe, but don't want the survey to become too long. There will be other questions regarding transit and park and ride. It was mentioned that bike helmet use could be observed/recorded as part of the upcoming bicycle counts.
- Is there tension between automobile/cyclist? Is this place really bicycle friendly or not? It is relative – if from Colorado, it is not, but if the person is from elsewhere in Kansas, it certainly is.
- Should we add more bike repair stations like the one at the Merc? They are not expensive, and maybe we can identify locations for these? We do not want too many questions and this question would probably not be included as part of this survey.

7. Urban Area Preliminary Recommendations – K. Luecke covered the urban area bikeway preliminary recommendations. These focus on the following:

- Increase types of facilities that are recommended
 - Focus on completing discontinuous segments
 - Utilize bike lanes or sharrows along with wayfinding signage
 - Include on-street facilities even when providing a sidepath
 - Add wayfinding
 - Adjust standard street cross-sections to allow inclusion of bike lanes
 - Use narrower lanes to allow inclusion of bike lanes
- b. Improvements will be displayed in map and text format. The goal of the urban area improvements will focus on opportunities to enhance the existing bicycle planning work that has been completed and to expand the system to the rest of Douglas County.
 - c. Primary focus will be on discontinuous segments. The project team will also consider including on-street bike lanes along corridors that have side paths. Will need to review State law.
 - d. Will try to provide recommendations in terms of priority corridors, such as 6th St., 19th St., etc. This will help support the City's Complete Streets policy.

8. Rural Area Preliminary Recommendations – K. Luecke covered the rural area bikeway preliminary recommendations. These focus on the following:
 - Limited paved road options to work with
 - Recommendations for adding paved shoulders
 - Recommendations for some path segments
 - Additional field work to be conducted in September
 - b. Rural area is a challenge and has fairly limited options.
 - c. Incorporate rural area bikeway improvements with roadway improvements. Some side path recommendations may be included but the majority of rural area will focus on using existing roadways. Where feasible the plan should consider utilizing easements and utility corridors to make connections.
 - d. Question: Are pavement markings on shoulders recommended? No, because of added cost to mark and maintain. It would be good to see Douglas County providing 6-8' shoulders. Typically, they are 4' and we recommend the wider shoulders. We do not recommend providing narrower lanes than 12" in rural areas. It is better to have cyclists ride along shoulders, without providing an extra foot on left side for them. This can create confusion between driver and cyclist.
 - e. The project team has preliminary recommendations identified in the rural areas and for Baldwin City and Eudora. The project team will be conducting field work in September to confirm these recommendations. These will be presented in more detail at the September steering committee meeting.

9. Additional Discussion – The following discussion occurred:
 - a. Kansas mandates that sidepaths be used by cyclists, but only for paths used exclusively for bikes, which are almost non-existent. Police should be educated about this if this law is enforced locally.
 - b. This study will recommend adding bike facilities to existing streets. The study will recommend that the City review its street construction standards to be sure future reconstruction can accommodate bike lanes. Some recent area improvements have come up a couple of feet short which prevents bike lanes from being added.
 - c. Question: Will the report include large-scale long-term improvement projects like bike paths from Lawrence to Eudora / Baldwin City? The report will focus primarily on routes as these are the most cost effective and most likely to occur in the short-term. The plan may identify some long-term path considerations. The special areas will be reviewed next month as part of the field work. Recommendations will be discussed at the September steering committee meeting.

10. Adjournment – the meeting concluded at 2:00 p.m.