

Multimodal Planning Studies



Countywide Bikeway Plan

Steering Committee Meeting

June 6, 2013

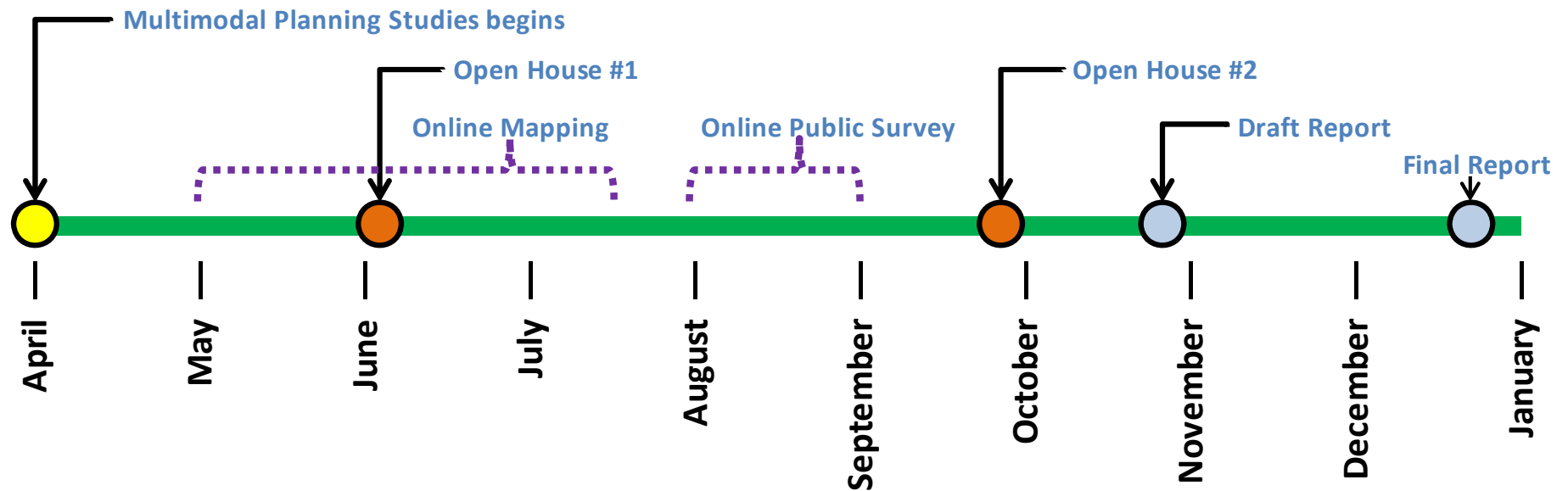


Agenda

1. Update on Project Schedule
2. Summary of Comments from Interactive Map
3. Discuss Bikeway Materials
 - a. Goals and Objectives
 - b. Evaluation Criteria
4. Overview of the School Site Visits
5. Key Themes from the Open House
6. Review of Field Work and Discussion of Challenging Locations
7. Discuss Upcoming Tasks

Project Schedule

- Key Public Outreach Dates



- Develop Potential Improvements
- Next Steering Committee Meeting: August 2013

Interactive Online Map Summary

Available in all browsers

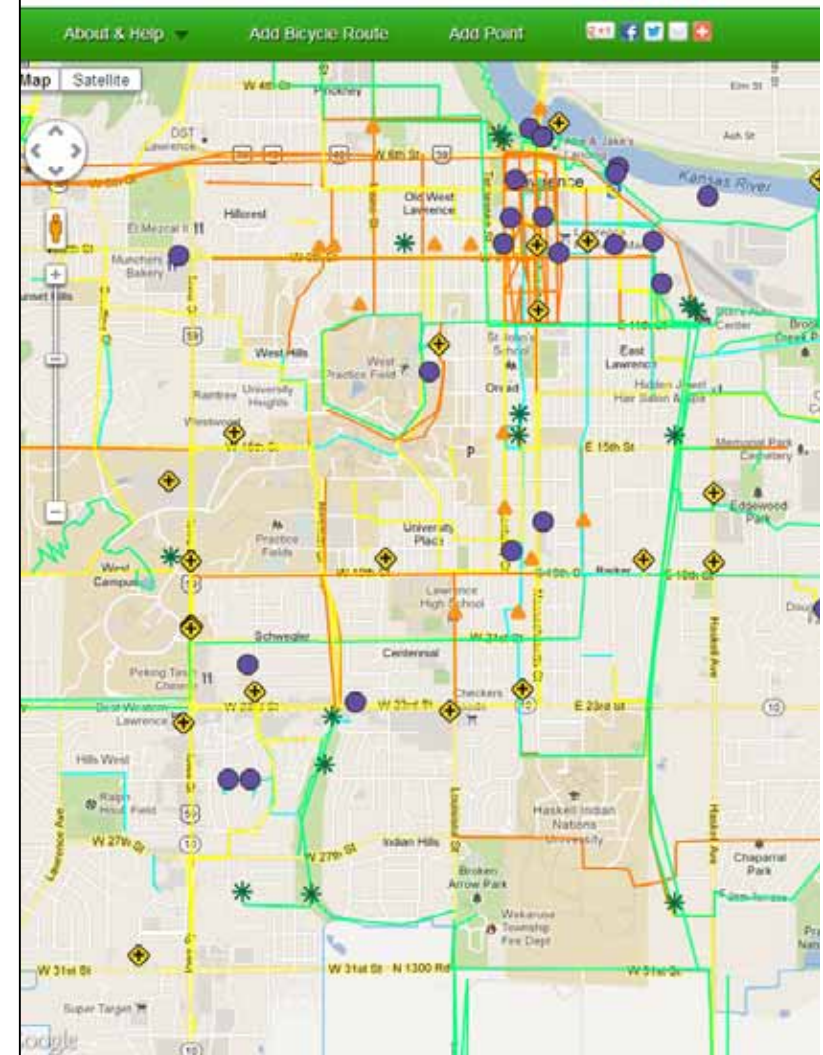
- Bike: <http://tinyurl.com/DouglasCoBike>
- Transit: <http://tinyurl.com/TransitPedAccess>
- P&R: <http://tinyurl.com/DouglasCoPark-Ride>

Users can mark and comment on:

- Common Routes
- Common Destinations
- Problem Areas

Lawrence & Douglas County Multimodal Study: **Bicycling**

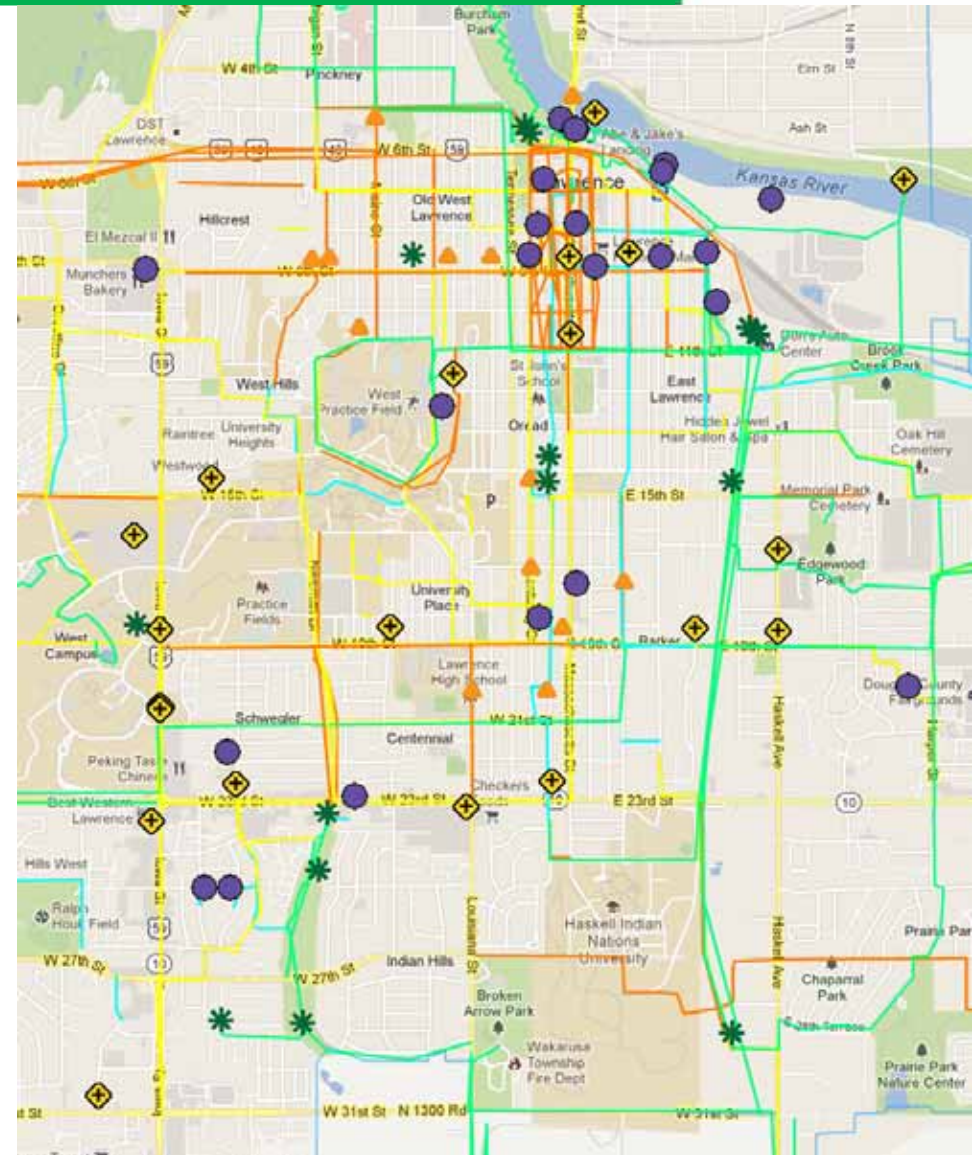
Switch Maps: Park & Ride or Transit Access



Interactive Online Map Summary

Lots of Input

- Over 300 comments to date
 - 125 points
 - 200 lines
- Provides sense of destinations, routes and problem areas
- Maps available through mid-July

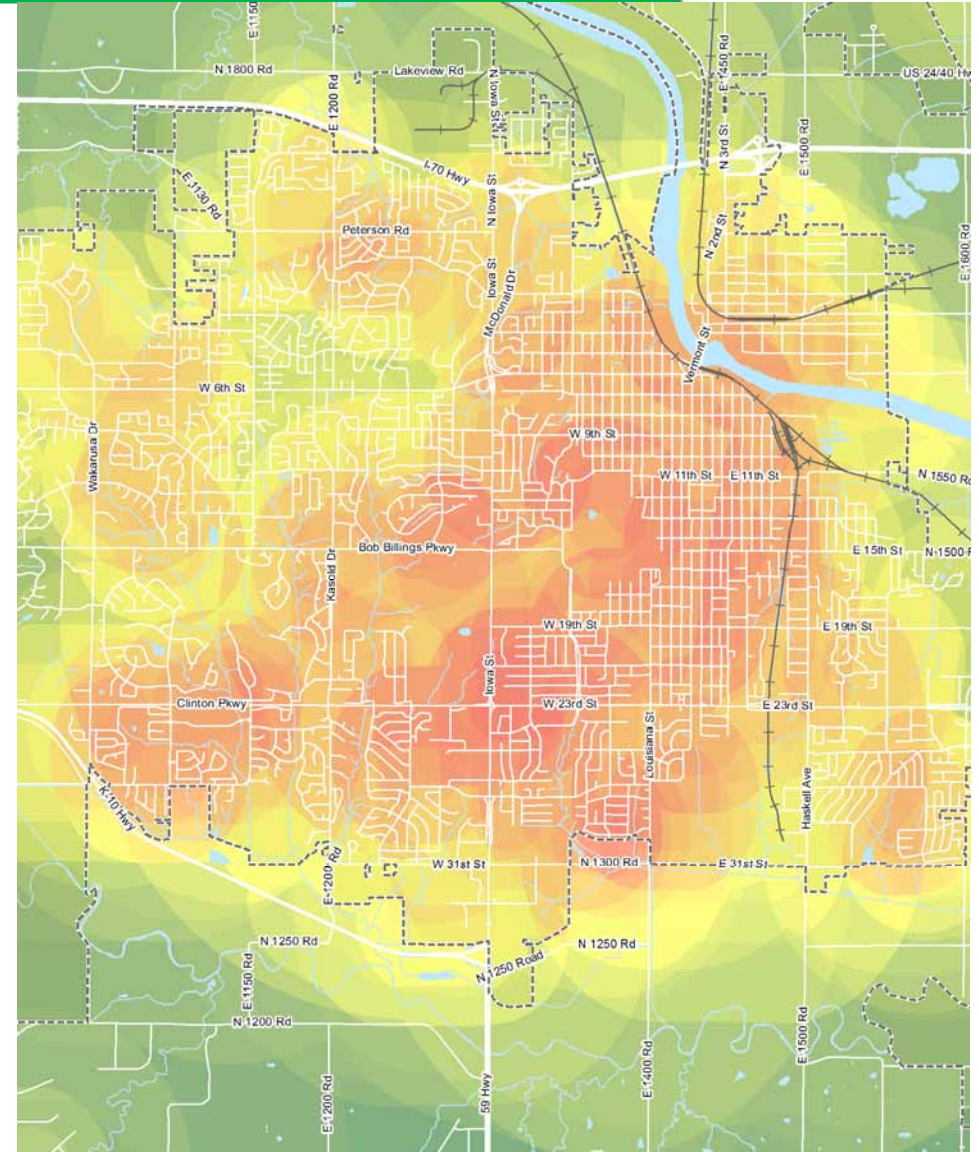


Bicycling Demand Heat Map

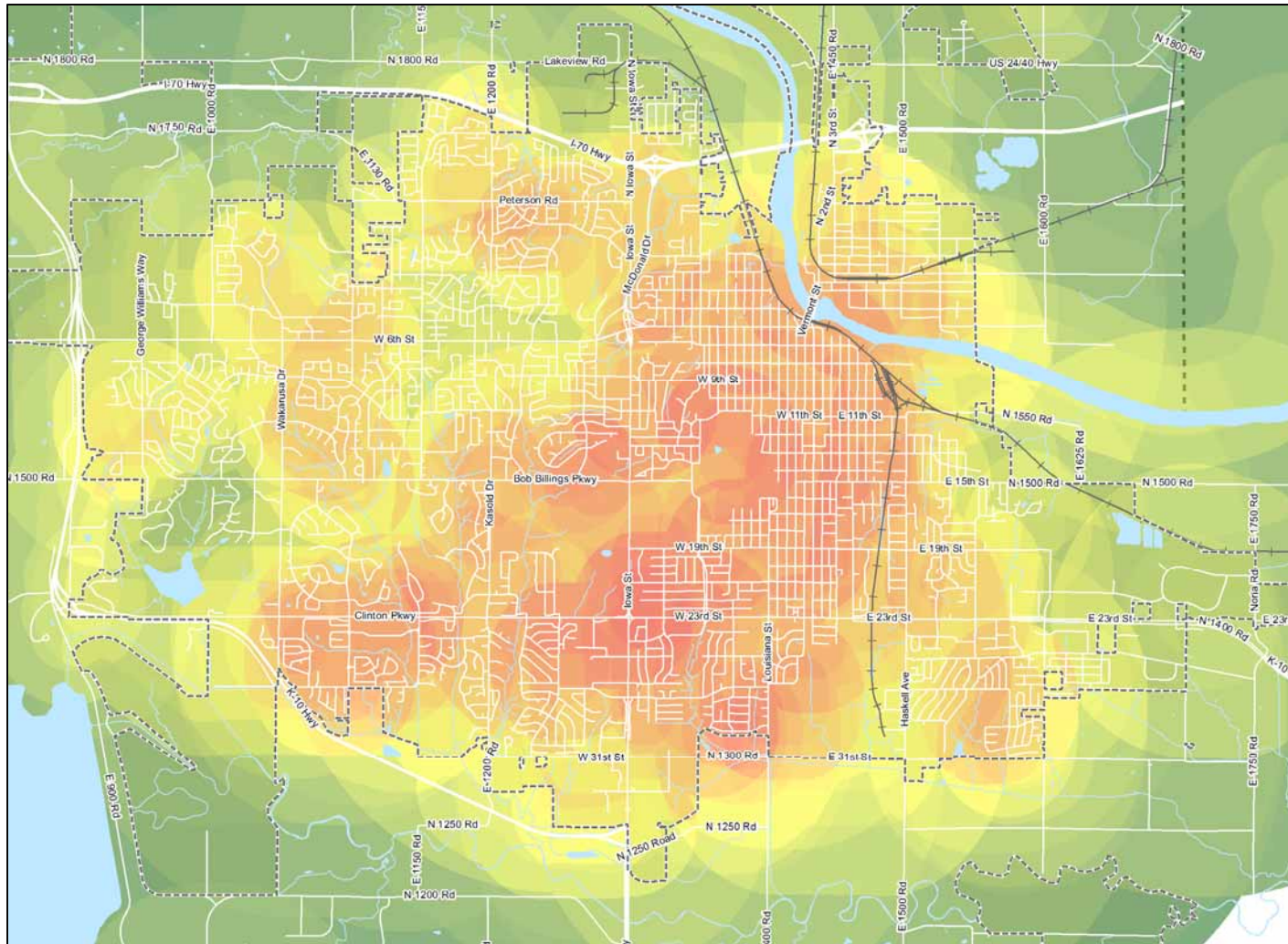
Account for Many Variables

- Housing/population density
- Schools/higher education facilities
- Paths/trails
- Barriers

- Map provides a sense of relative demand for bicycle facilities



Bicycling Demand Heat Map



Lawrence, KS

Bikeway Materials

Goals & Objectives

- 2004 Lawrence-Douglas County Bike Plan
- Transportation 2040: Lawrence-Douglas County Metropolitan Transportation Plan

- Are goals and objectives still relevant?
- Are new goals and objectives needed?

Bikeway Materials

Bikeway System Evaluation Criteria

- Evaluation criteria based on the Five E's
- Additional criteria based on usage, safety and other factors

- Are criteria relevant and appropriate?
- Are different criteria needed?

Overview of the School Site Visits



- Eudora Elementary and Middle Schools
 - Tuesday, May 7th
- Baldwin City Elementary (Primary and Intermediate)
 - Wednesday, May 8th
- Online surveys sent to all parents/guardians
 - Eudora – 75 responses
 - Baldwin City – 49 responses

Overview of the School Site Visits

- Eudora Elementary and Middle Schools



Figure 5. Travel path from western neighborhood across creek and up slope to school.

A culverted driveway across the stream approximately one block south provides better access across the stream, but does not appear to be used as frequently as the straight jump across the water near Lane C. The primary purpose of the driveway is unapparent, as it doesn't appear to connect to a home, though it is contained within the private ownership of the Grandview Trailer Park neighborhood.



Figure 6. Newer culverted drive across the creek on the west side of the school property.



Figure 17. The southern pedestrian connection from Shadow Ridge Drive to Eudora Middle School ends at the staff parking lot. Students walk through the parking lot to reach the front doors.



Figure 18. The western pedestrian connection from Elm Street to Eudora Middle School ends at the school property line. Students walk through a grassy field to reach the building entrance.

A concrete walk from Eudora Middle School to Eudora High School ties into a signed and painted crosswalk located at the intersection of E 2200 Road and 23rd Street. This crosswalk provides the only safe connection to the east. A school crossing guard is stationed here during morning arrival and afternoon pick-up.



Figure 19. Crosswalk at E 2200 Road and 23rd Street.

Overview of the School Site Visits

- Baldwin City Elementary (Primary and Intermediate)



Figure 36. Development is focused to the southeast of the school, yet lack of railroad crossings, streets and sidewalks means the school has limited connection points. The orange arrows indicate walking/biking patterns around the intermediate school.



Though Elm does provide the best connection to the Intermediate Center, the road does not include walks; the children must walk in the road to get to the connection point.



Figure 37. Children must walk in the road on Elm to access the railroad crossing.

Development around the school

Baldwin City Intermediate lies on the western edge of the City, divided from the main residential areas by 56 Highway and the tracks of the Midland Railroad. This is not a through-route for the rail line, and is inactive, serving as storage for historic rail cars. It does, nonetheless pose a barrier for the community as east-west roadways do not cross the tracks between US 56 Highway and High Street.

Access

Since the community's residential roads dead-end before crossing the tracks at the school, connectivity is limited. Elm Street, one of these dead-end roads, does provide designated pedestrian access across the tracks and routes walkers and bikers via a trail connection between the parked rail cars (separated by fence) then through the hub of the ball fields and on to the School.



Figure 35. Most residential development in Baldwin City is separated from the Intermediate School by the Midland Railroad tracks. This crossing at Elm is the only access across the tracks between US 56 Highway and High Street.

Key Themes from the Open House



- Supportive audience
- More separation, don't feel safe or comfortable
- Lack of continuity, bikeways starting and stopping
- Not enough grade separations
- Bike routes to offer any route guidance (wayfinding)
- Assorted pedestrian concerns – sidewalks and crossings
- Lack of connections to outlying communities
- Can't ride from east to west

Review of Field Work









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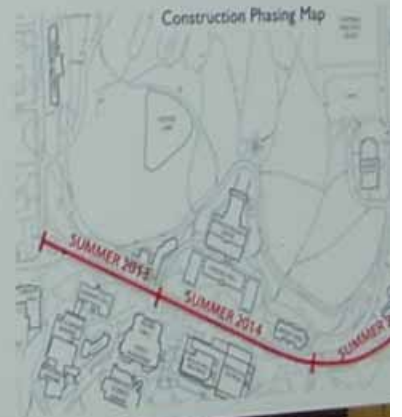
NO PARKING IN
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2004 - 2016



Upcoming Tasks

- Finalize Evaluation Criteria
- Finalize Existing Conditions Analysis
- Develop Potential Improvements
- On-Going Steering Committee Input and Feedback