We are pleased you are here to learn more about and provide feedback on the 9th Street Multimodal Safety Improvement Study.

HOW TO GET THE MOST OUT OF THIS MEETING:

- Check out each display and talk with members of the project team to learn more and share your ideas
- Spend as much or as little time with us as you like
- Drop your completed comment sheet in the box
As part of the Jayhawk Watershed Improvement project, the City of Lawrence is performing a multimodal corridor study along 9th Street from Illinois to Kentucky.

» The Jayhawk Watershed Improvement project will require reconstruction of portions of 9th Street between Mississippi and Louisiana and an asphalt mill and overlay for 9th Street between Illinois and Vermont.

» This planned construction creates an opportunity for improvements to multimodal infrastructure along 9th Street between Illinois and Kentucky.

» Multimodal refers to all types of transportation modes, including walking, biking, driving, or riding transit.

Study Area Map

Project Timeline

February 2024
- February 27: Listening Session #1
- Concept Development

March 2024
- March 21: Listening Session #2

Spring 2024
- Concept Approval

2024
- Design

2025 & 2026
- Construction
Environmental Sustainability: A deep respect for our place in relationship with the planet and environment. We consider the environmental consequences of every decision, big and small, knowing that our actions have impacts beyond our boundaries. We protect and restore our ecosystem to make it healthier and more balanced for future generations.

WHAT WE HEARD

Numbers from our first listening session on February 27, 2024:

31 Attendees at the listening session
45 Public feedback responses were collected

Public Feedback Responses

» 9th Street from Illinois to Kentucky is a regularly used travel corridor with 93% of survey respondents saying they either travel the corridor daily or weekly.

» Safety (64%) was the by far the top value for respondents in improving travel along 9th Street.

» Respondents mainly drive (54%) along the corridor. Walking (19%) and biking (16%) are the secondary travel modes.

» The top three priorities for the corridor align with the predominate travel methods and include:
  » Pedestrian improvements
  » Traffic calming/reduce speeds
  » Bike improvements

Information will be posted on the project webpage, including a comment form to provide your input after the open house: lawrenceks.org/community-engagement/9th-street-improvement/
Based on public comment, the top three most desired corridor improvements were:

- **Roadway reconfiguration (4-lane to 3-lane)**

- **On-street separated bike lane**

- **On-street buffered bike lane**
Below are examples of physical barriers to buffer a bike lane. Their feasibility may depend on the spacing of driveways and cost and availability of materials. A combination of various types of barriers may also be appropriate.
9th Street between Illinois and Tennessee currently consists of a 60-foot wide roadway with four travel lanes, two bike lanes, and one parking lane.
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CONCEPTUAL OPTION 1

Improvements
- Roadway reconfiguration (4-lane to 3-lane)
- Center left-turn lane added
- Larger parking lane
- Buffered bike lane included
- Difference between Conceptual Option 2 is the location of the westbound bike lane

Place your voting sticker here.
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Improvements

» Roadway reconfiguration (4-lane to 3-lane)
» Center left-turn lane added
» Larger parking lane
» Buffered bike lane included

» Difference between Conceptual Option 1 is the location of the westbound bike lane

Place your voting sticker here.