

Pedestrian Plan Update

The Lawrence-Douglas County Metropolitan Planning Organization (MPO) and the City of Lawrence are updating the Lawrence Pedestrian Plan.

The Pedestrian-Bicycle Issues Task Force completed their report in 2016 with a vision to make Lawrence a city that welcomes, encourages, and supports all means of the travel. The vision includes zero pedestrian or bicycle rider fatalities or serious injuries and achieving pedestrian facilities on at least one side of every street. Many of the recommendations and priorities have been completed or are ongoing.

The first pedestrian plan for the City of Lawrence was completed as part of the MPO's Regional Pedestrian Plan in 2016. The Plan's vision is for Lawrence to invite people of all ages and abilities to walk for enjoyment, exercise, and daily transportation by providing a safe, convenient, and attractive pedestrian environment. The vision includes seven focus areas: safety, equity, health, economy, connectivity, multimodal connections, and land use and design. Several of the recommendations have been completed.

Since the Pedestrian-Bicycle Issues Task Force report and the Regional Pedestrian Plan, the City of Lawrence has made progress in improving the pedestrian environment. A Pedestrian Plan update is needed to prioritize resources and strategies to improve walkability.

View more about the planning process and a pdf of this document at:
<https://lawrenceks.org/mpo/pedplan>.



Recognition

In April 2017, the city received a “Silver” designation from the national Walk Friendly Communities program. Scores range from Bronze (lowest), Silver, Gold, to Platinum (highest).

The Walk Friendly designation is based on community efforts to expand opportunities for walking and to improve pedestrian safety across a wide range of programs and activities, from planning and design to outreach and law enforcement.

As part of their assessment the Walk Friendly Communities program provided a report card, which provided reviews of the status of walking, planning, education/encouragement, engineering, enforcement, and evaluation.

The lowest category was evaluation and suggested expanding to automated pedestrian counts and conducting more road safety assessments (building off the 2015 road safety assessment of 19th Street from Barker Avenue to Iowa Street) or more informal walk audits.

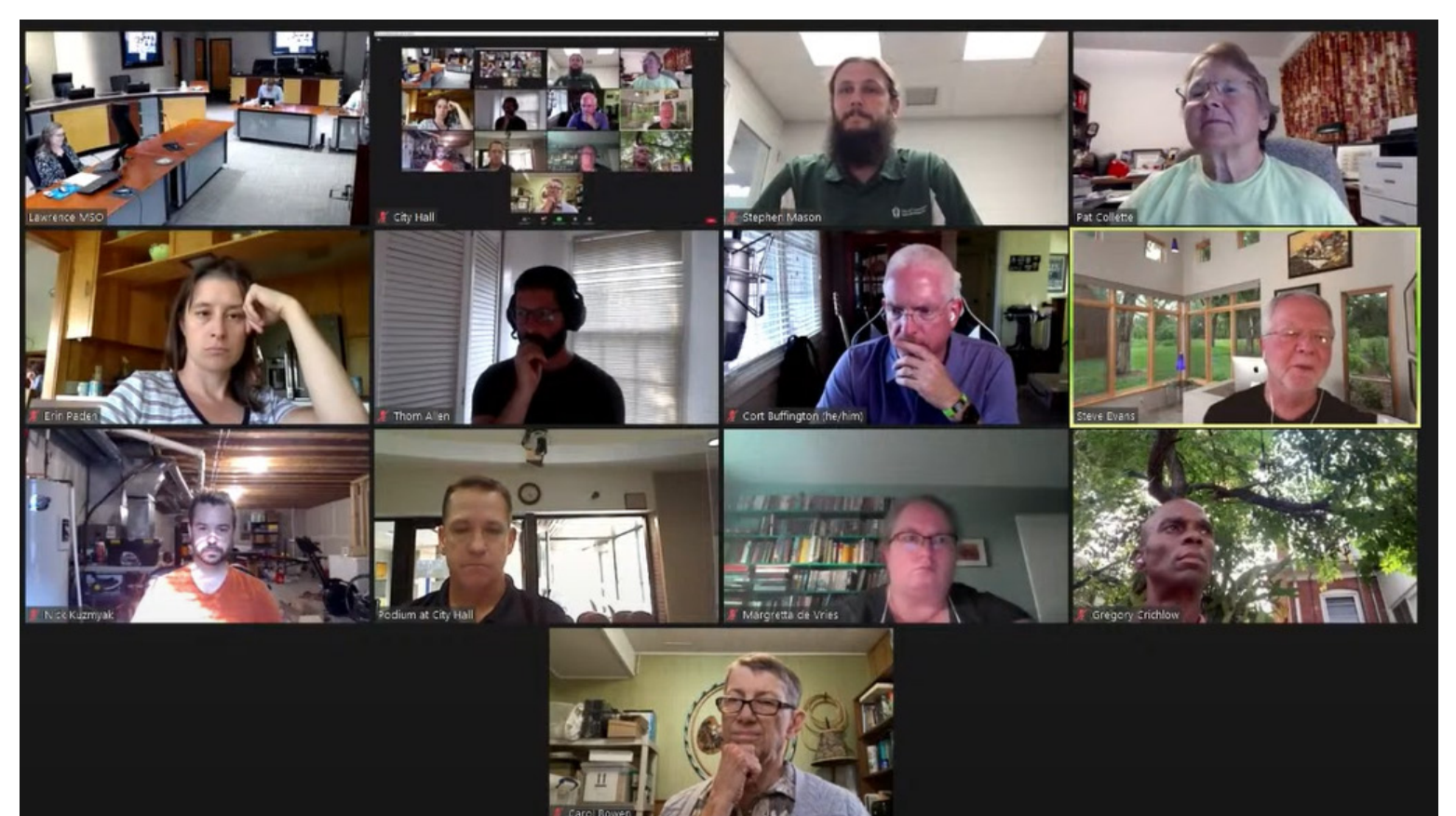


Multi-Modal Transportation Commission

- The Multi-Modal Transportation Commission was established in 2017 to review transportation projects and make recommendations to the City Commission. The Multi-Modal Transportation Commission was a direct outcome of the Pedestrian-Bicycle Issues Task Force report and the Regional Pedestrian Plan.

- The Multi-Modal Transportation Commission works to advance the health, safety, and welfare of all residents through strong multi-modal transportation planning.

- The Multi-Modal Transportation Commission allocates the dedicated pedestrian/bicycle funding using the Non-Motorized Projects Prioritization Policy.



August 2021 meeting

Infrastructure

Safe Routes to School Sidewalk

2016 – 0.4 mile
2017 – 1.68 miles
2020 – 0.90 miles

Iowa and 19th Pedestrian and Bicycle Tunnels

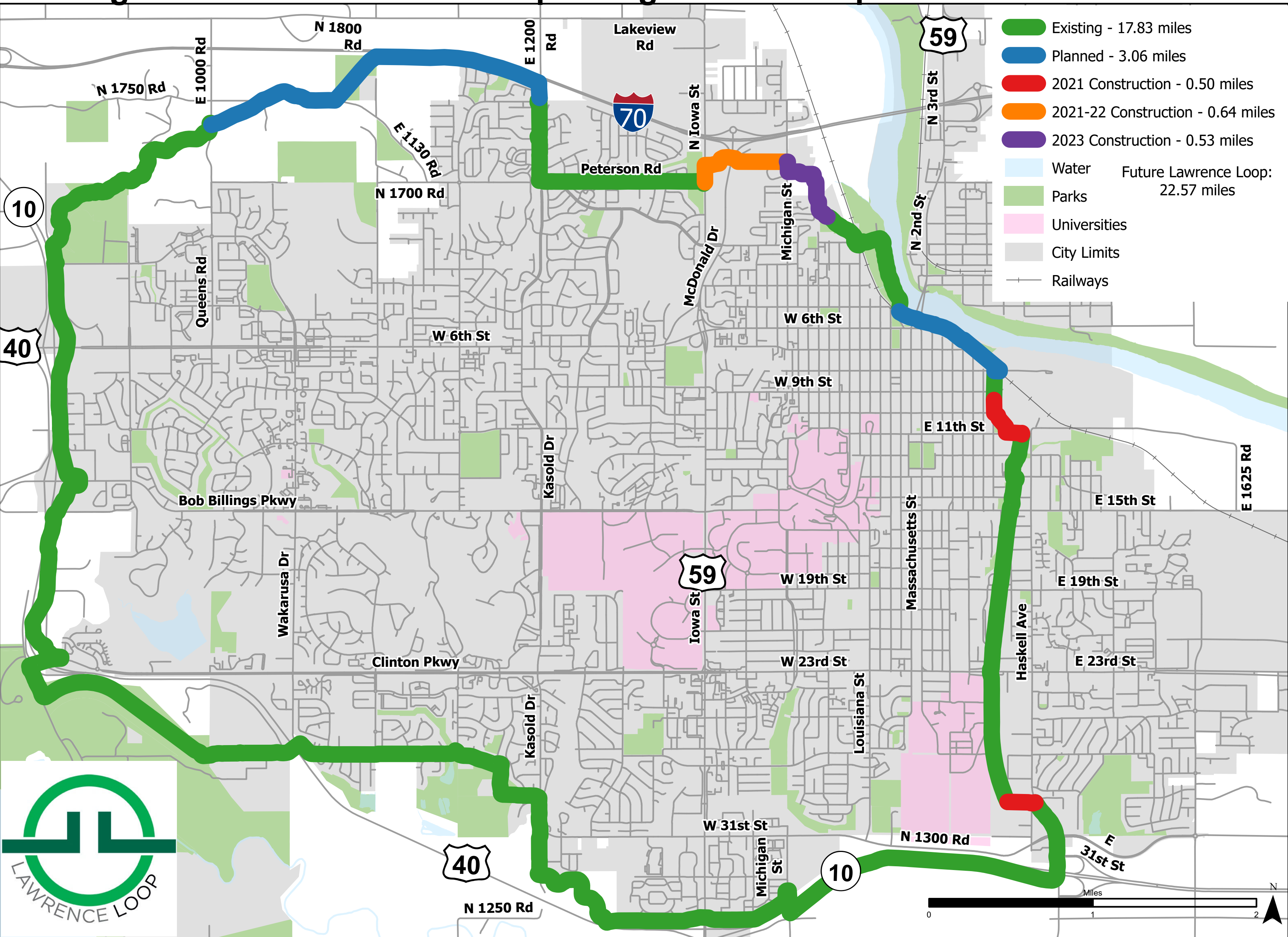
9.75 miles of new sidewalk
(Safe Routes to School sidewalk and sidewalk as part of larger road projects)

83 miles of sidewalk repaired in year 1 & 2 of the Sidewalk Improvement Program

Lawrence Loop Funding

- 2021 Construction – E. 29th Street from the Haskell Rail Trail to Haskell Lane and from E. 11th Street to E. 9th Street along Delaware Street and northeast of Hobbs Park – .50 miles
- 2021-2022 Construction – Michigan Street to Peterson Road (including tunnel under McDonald Road) – .64 miles
- 2023 Construction – Michigan Street to Sandra Shaw Park – .53 miles

Existing & Planned Lawrence Loop - Stages of Development



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Date Exported: 3/1/2021

Dedicated City Pedestrian/Bicycle Funding

Prior to 2016, bicycle and pedestrian projects, including sidewalks, were only included in larger Capital Improvement Program (CIP) projects, or funded through grant programs.

In 2016, the first set aside funding for standalone bicycle and pedestrian projects in Lawrence was established. After the sales tax referendum passed in November 2017, the city allocated a portion of the funding towards non-motorized projects for the 10-year life of the sales tax (sunsetting in April 2029). The sales tax referendum will need to be renewed by voters. This budgeting reflects a recommendation from the Pedestrian-Bicycle Issues Task Force.

Anticipated Bicycle and Pedestrian Funding

	2016		2017		2018		2019		2020		2021		2022
Dedicated Pedestrian and Bicycle Funding	\$	200,000	\$	450,000	\$	200,000	\$	600,000	\$	500,000	\$	675,000	\$ 675,000
Dedicated ADA Ramp Funding	Included in pedestrian/bicycle funding						\$	250,000	\$	325,000	\$	325,000	\$ 325,000
Sidewalk Hazard Urgent Repair	-	-	-	-	-	-	-	-	\$	100,000	\$	100,000	\$ 100,000
Community Development Block Grant (CDBG) Sidewalk	\$	100,000	\$	100,000	\$	100,000	\$	100,000	\$	100,000	\$	300,000	\$ 300,000
KDOT Administered Grants*	-	-	\$	2,057,000	\$	394,000	-	\$	2,276,000	-			-
Total	\$	300,000	\$	550,000	\$	2,357,000	\$	1,094,000	\$	850,000	\$	3,676,000	\$ 1,400,000

	2023		2024		2025		2026		2027		2028		2029
Dedicated Pedestrian and Bicycle Funding	\$	675,000	\$	675,000	\$	702,000	\$	730,080	\$	759,283	\$	789,655	\$ 821,241
Dedicated ADA Ramp Funding	\$	325,000	\$	325,000	\$	325,000	\$	325,000	\$	325,000	\$	325,000	\$ 325,000
Sidewalk Hazard Urgent Repair	-	-	-	-	-	-	-	-	-	-	-	-	-
Community Development Block Grant (CDBG) Sidewalk	\$	300,000	\$	300,000	\$	300,000	\$	300,000	\$	300,000	\$	300,000	\$ 300,000
KDOT Administered Grants*	\$	564,000	-	-	-	-	-	-	-	-	-	-	-
Total	\$	1,864,000	\$	1,300,000	\$	1,327,000	\$	1,355,080	\$	1,384,283	\$	1,414,655	\$ 1,446,241
Grand Total												\$	20,318,258

*Safe Routes to School infrastructure, 19th/Iowa tunnel, Lawrence Loop segments (8th St - 11st St, 29th St, Peterson Rd to Michigan St, Michigan St to Sandra Shaw Trail), and the Naismith Drive Mobility Enhancement projects. Only awarded grants as of 8.30.21 are included in this table.

**As Lawrence Transit implements bus stop improvements, sidewalk adjacent to bus stops are improved to meet ADA standards.

***Additional City and private roadway and other capital projects may also have replaced or completed sidewalk gaps, since these sections were part of larger projects, they are not tracked separately.

The Multi-Modal Transportation Commission recommends projects using a data driven Non-Motorized Projects Prioritization Program.

5-Year Pedestrian Projects Plan

Year	Project	Estimate
2022	Crossing - Lousiana St. @ Broken Arrow Park	\$ 100,000
	Crossing - 11th Street @ New Hampshire	\$ 100,000
	Maine St. from 6th St. to 4th St. (east)	\$ 130,000
	Shared Use Path - 6th St. from Iowa St. to Wisconsin St. (north)	\$ 30,000
	Shared Use Path - 6th St. from Lawrence Ave. to Iowa St.	\$ 80,000
2023	W 9th St. from Higland Dr. to Hilltop Dr. (north)	\$ 50,000
	Shared Use Path - 6th St. from Iowa St. to Wisconsin St. (north)	\$ 206,000
	Shared Use Path - 6th St. from Lawrence Ave. to Iowa St.	\$ 660,000
2024	Kasold Dr. from Trail Rd. to Tomahawk Dr (west)	\$ 250,000
	Harper St. from E 25th Terr. To E 24th St. (west)	\$ 60,000
	Alabama St. from Jasu Dr. to 23rd St. (west)	\$ 110,000
	W 21st St. from Tennessee to Louisiana (south)	\$ 105,000
2025	Michgan St. from 6th St. to 5th St. (east)	\$ 55,000
	Shared Use Path - 6th St. from Monterey Way to Kasold Ave.	\$ 60,000
	Shared Use Path - 6th St. from Kasold Ave. to Lawrence Ave.	\$ 50,000
	Crestline Dr. from Yale Rd. to W 9th St. (west)	\$ 80,000
2026	Kasold Dr. from Trail Rd. to Tomahawk Dr (east)	\$ 260,000
	Shared Use Path - 6th St. from Monterey Way to Kasold Ave.	\$ 590,000
		\$2,976,000

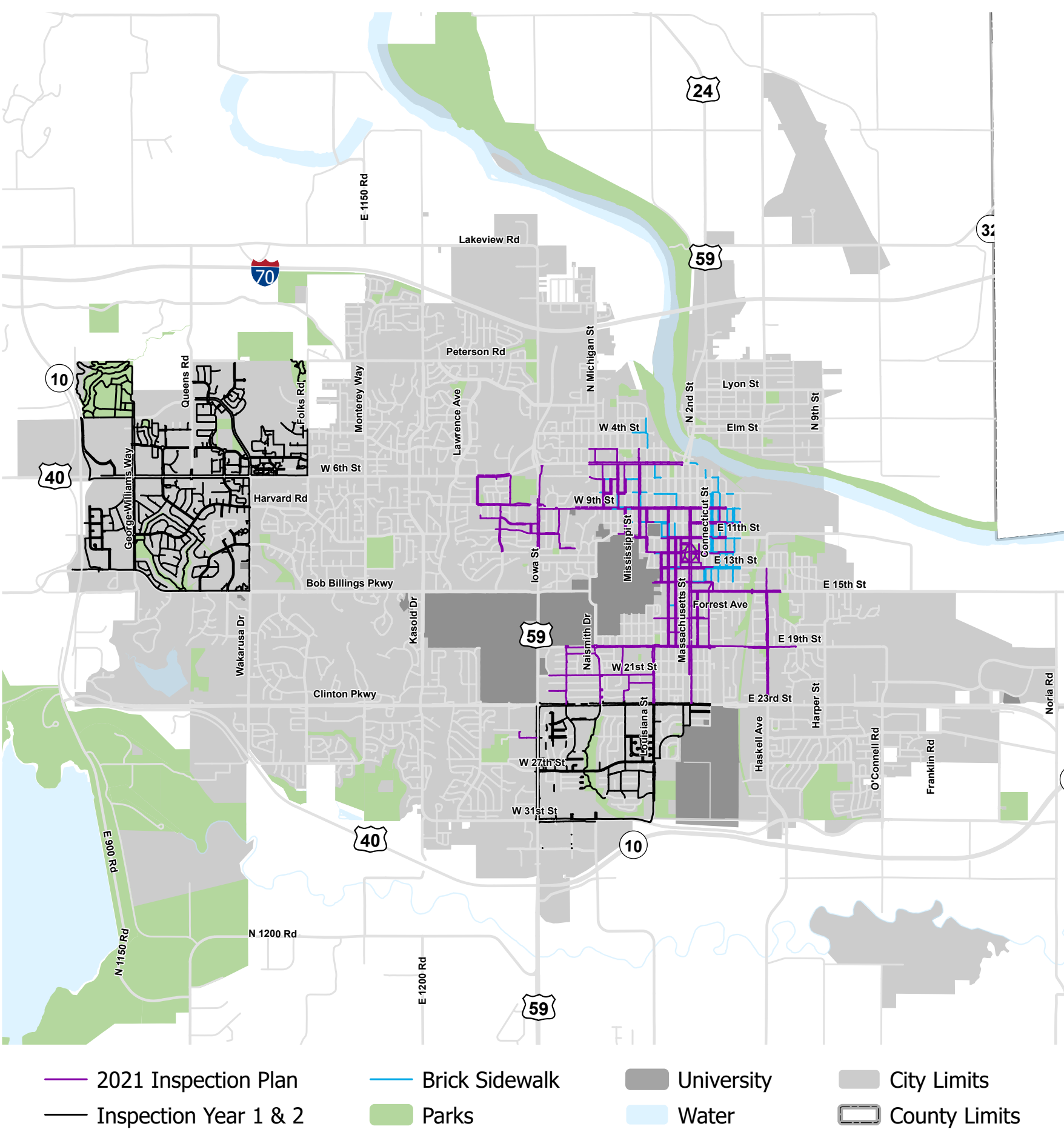
Since 2018, the Program has assigned points to projects based on priority networks, pedestrian access to priority destinations, safety, and adopted plan priorities. The five-year plan for pedestrian projects are shown to the right.

Sidewalk Improvement Program

In 2019, the City developed a multi-year plan for the Sidewalk Improvement Program, focusing on one area for sidewalk defect and hazard mitigation each year, to assist property owners with sidewalk repair to eliminate sidewalk trip hazards. This program was developed to assist property owners in meeting their legal requirements (Kansas Statute – KSA 12-1801 and 12-1808 – and City Code – Chapter 16, Article 105) by helping identify and repair these hazards, as well as providing technical and financial assistance (where applicable). Additionally, as part of the program, the City is improving ADA sidewalk ramps along the target routes.

The 3rd year of the Sidewalk Improvement Program began in 2021 using a data-driven process incorporating public feedback about the program. The map below displays the 2021 inspection plan in purple (1/8th of the remaining uninspected sidewalks). Years 1 and 2 are shown in black. The blue lines represent brick sidewalks which were not part of the inspection process.

2021 Sidewalk Improvement Program

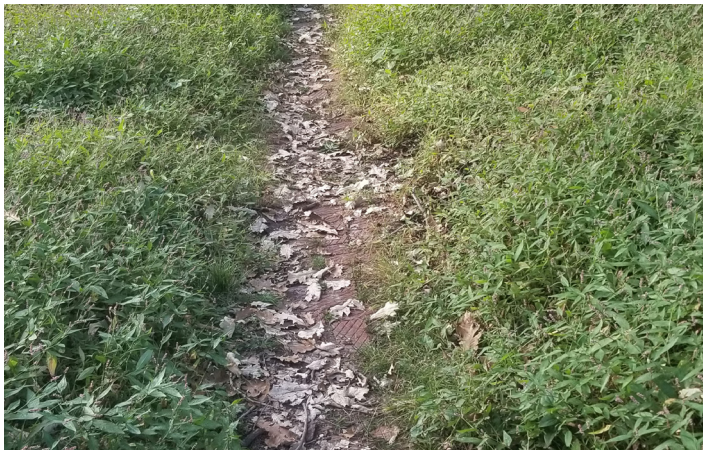


Date Exported: 12/18/2020
Source: Sidewalk Improvement Model
Produced: Lawrence-Douglas County MPO

0 0.5 1 Miles

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7 Types of Sidewalk Hazards



Vegetative Obstruction



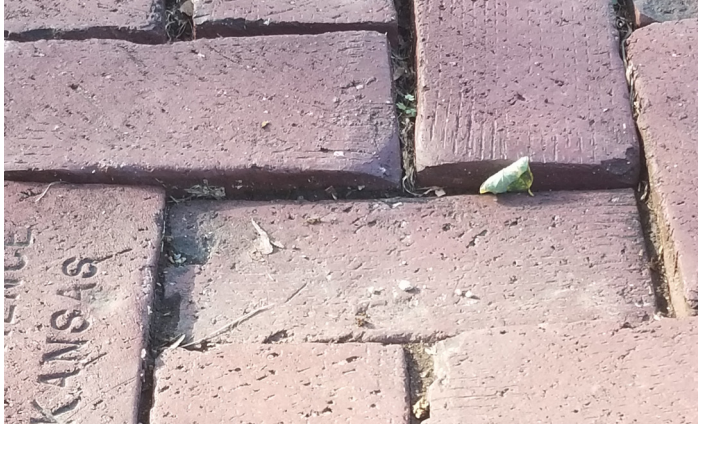
Vertical Separation



Horizontal Separation



Non-Level Brick Cross Slope



Loose & Depressed Bricks



Deterioration



Peaking or Dipping

Neighborhood Traffic Management Program

The Neighborhood Traffic Management Program uses a comprehensive approach to address unsafe driving on the City's neighborhood streets:

- Speed limit reductions on many neighborhood streets
- Community outreach and media campaign
- Traffic law enforcement and education
- Temporary engineering solutions
- Evaluation with each approach



Neighborhood Speed Reductions

In October 2020, the City Commission lowered the speed limit on all neighborhood streets classified as "local" streets with a current speed limit of 30 mph to 25 mph. Some neighborhood streets were already posted at 25 mph or less.

Safer Neighborhood Speeds Campaign

The City of Lawrence launched the Safer Neighborhood Speeds education campaign in January 2021 in conjunction with the speed reduction.

The Lawrence Police Department enforced the updated speed limit as part of the Program. The enforcement approach was data-driven with speed data collected throughout the city. Enforcement was completed in a phased approach, with Lawrence Police Department first focusing on education and informing drivers about the new speed limits. Lawrence Police Department officers had discretion on the issuance of citations during all phases.

The Neighborhood Traffic Management Program is a continuous program which will evaluate on an ongoing basis the impacts of speed reductions and traffic calming.

According to the 240 post Safer Neighborhood Speeds Campaign survey respondents, since the 25 mph speed limit signs were installed:

- 46% of respondents report driving slower always or very often, with an additional 26% sometimes doing so.
- 5% report noticing others drive slower always or more often, and 31% sometimes doing so, with 64% reporting others never or rarely drive slower.



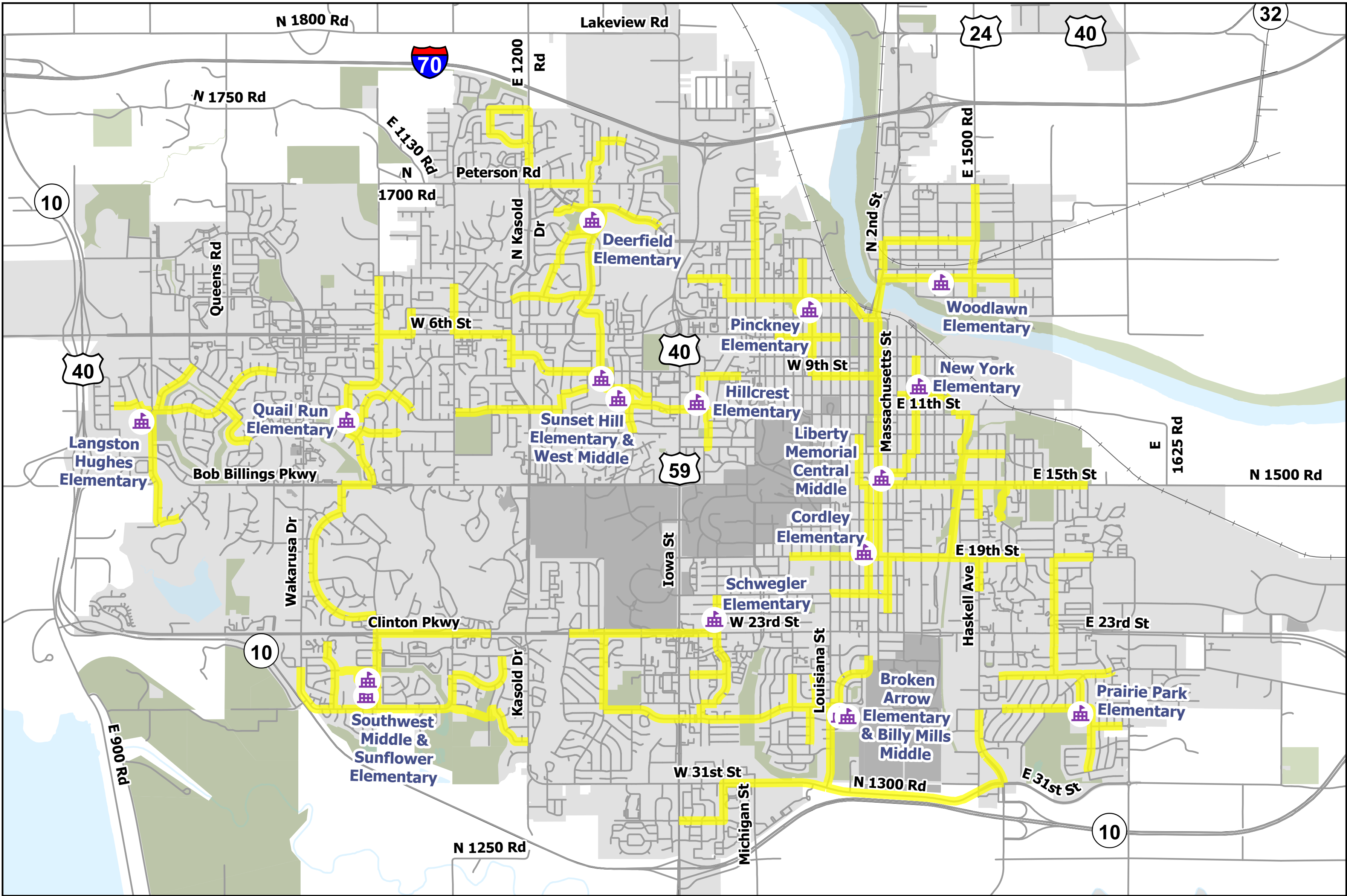
Safe Routes to School Plan

During the 2019-2020 school year a citywide plan that includes bicycling and walking engagement, encouragement, education, equity, evaluation, and engineering was developed for all USD 497 Lawrence Public Elementary and Middle Schools.

Through the development of the plan the community was asked questions about sidewalk preferences along safe routes to school routes, types of intersections and crossing guard preferences, challenging intersections, pedestrian facility preferences, and distances parents are willing to let their children walk or bike to school.

The plan established maps for planned infrastructure (sidewalk and bikeways), walking and biking encouragement maps, and traffic circulation maps for each of the elementary and middle schools. The plan also recommended creating a Memorandum of Understanding between the City and USD 497 to act as the framework for working together. The plan also recommended updates to the School Area Traffic Control Policy. The Memorandum of Understanding and updates to the School Area Traffic Control Policy were approved in August 2021.

Lawrence Safe Routes to School Routes



Right-Of-Way Management Program Improvements

In June 2019, the City established a new right-of-way permit process for the temporary use of the public right-of-way.

The public right-of-way includes the entire street, which typically includes the sidewalk. The regulation applies to all temporary users of the right-of-way.

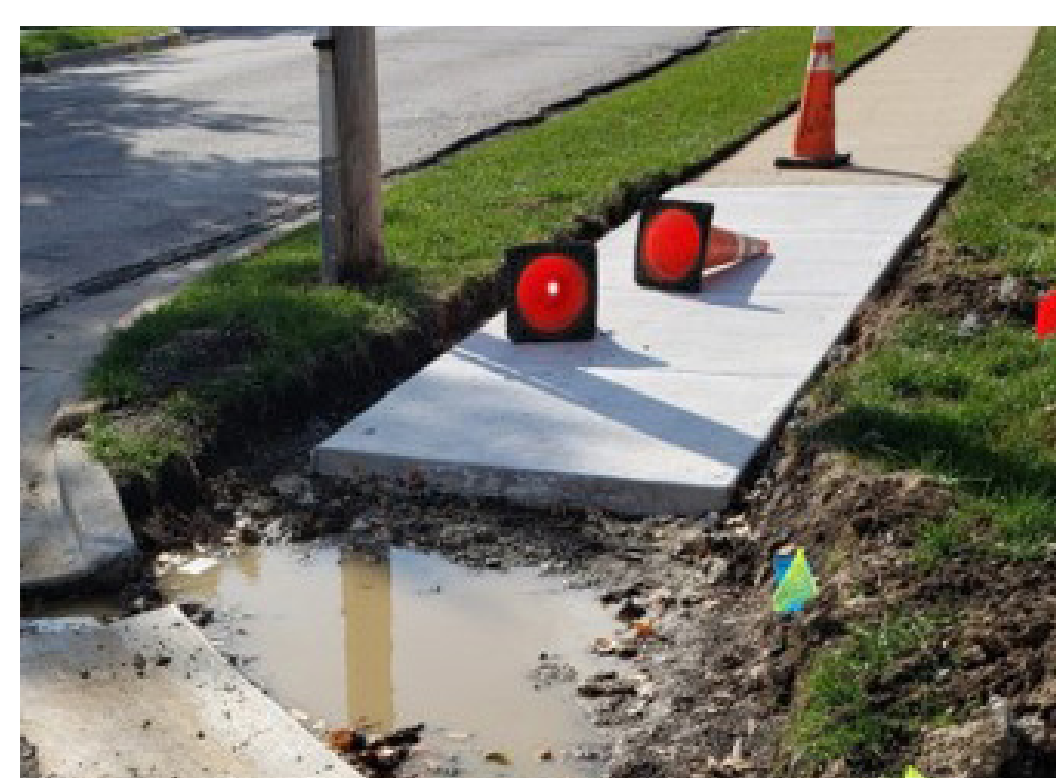
A component of the process includes temporary traffic control requirements and permits for placement of barricades, cones or equipment that may impact pedestrian, bicycle, or vehicular traffic.

If pedestrian accommodations are not correctly followed the temporary traffic control permit will be revoked and the use of the right-of-way must stop. This is monumental because the previous policy did not require a temporary traffic control permit only that temporary traffic control must be used; therefore, when pedestrian accommodations were done incorrectly there was no recourse when signage was not installed correctly.

Correct Signage



Incorrect Signage



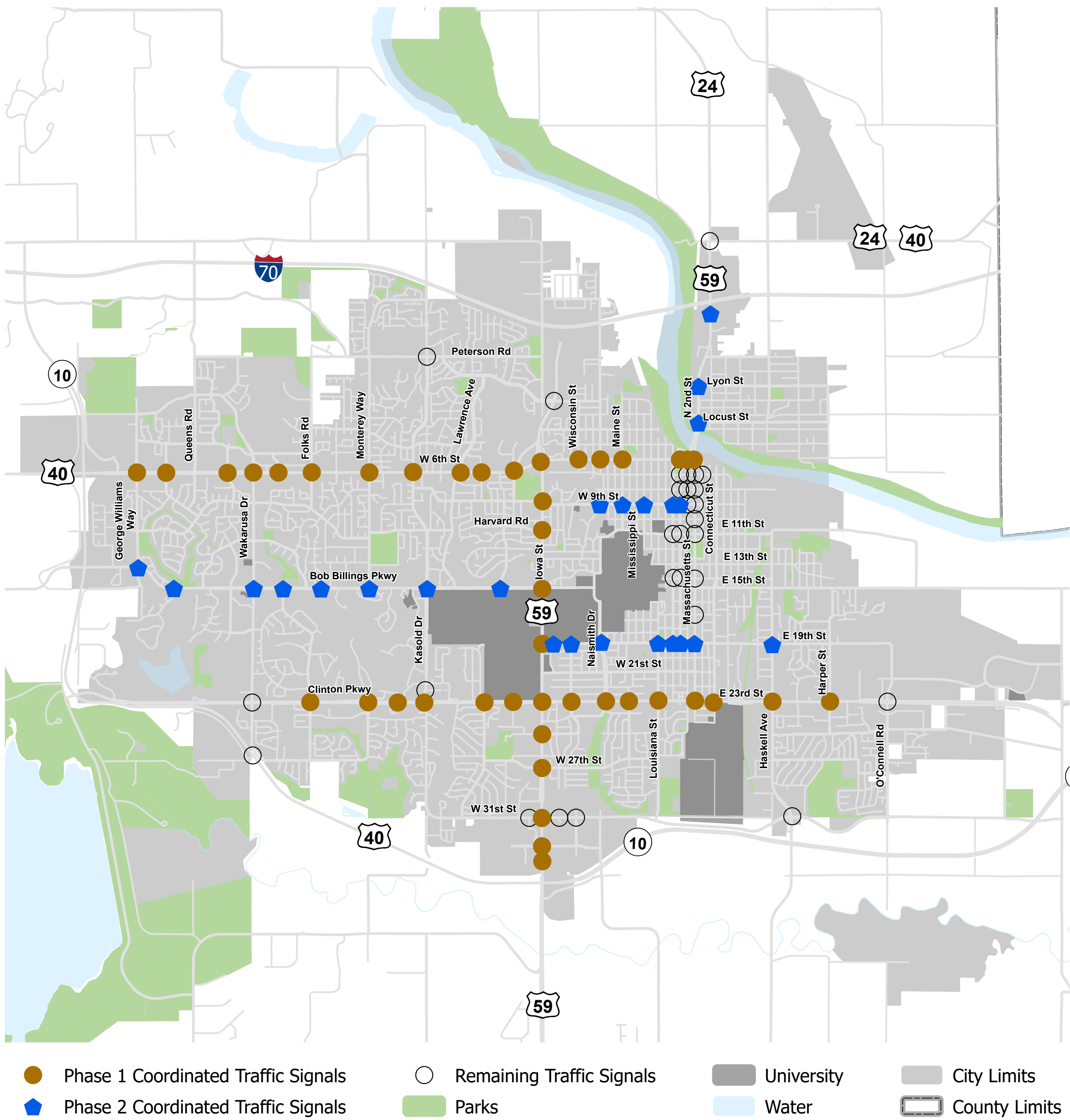
Signal Coordination & Pedestrian Crossing Time Updates

In 2020-2021, changes were implemented to traffic signal timing on 6th Street, Iowa Street, and 23rd/Clinton Parkway as indicated on the map below.

A consultant studied user data, vehicle travel times and intersection geometrics to improve operations, safety, and minimize vehicle delay along the principal arterial streets (ex. 6th Street and George Williams Way – 6th street has the prioritization). After reviewing the most recent standards, the vehicle “Yellow” and “Red” and pedestrian “Walk” and flashing “Don’t Walk” clearance times were modified, often resulting in increased clearance times for users.

Also, overnight “flash” operations of many signals were changed to rely on vehicle and pedestrian detection devices to activate the signal. The removal of “flash” operations provides safety benefits, particularly for pedestrian users who can use the signals to cross major streets safely.

The following corridors will be evaluated during phase 2 in 2021-2022: N 2nd Street, 19th Street, 9th Street, and Bob Billings Parkway.



Date Exported: 10/15/2021

Source: City of Lawrence Traffic Signal Coordination Project

Produced: Lawrence-Douglas County MPO

0 0.5 1 Miles



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Pedestrian Facilities

Yield Roadway on a Neighborhood/Local Street



A yield roadway is a neighborhood street designed to serve pedestrians, bicycle riders, and motor vehicle traffic in the same slow-speed travel area. Yield roadways do not have sidewalks or lane markings.

Advisory Shoulder



Advisory shoulders are a type of a shared roadway with mixed traffic. Pedestrians or bicycle riders share the low-volume, low-speed streets. A single motor vehicle lane is established, where drivers share the single lane with oncoming vehicles. When two vehicles meet they yield to pedestrians and bicycle riders before merging into the dashed shoulder.