

From: [Jonathan Douglass](#)
To: [Jonathan Douglass](#)
Subject: FW: Lawrence Complete Streets Correspondence Form [#1]
Date: Tuesday, March 27, 2012 3:31:08 PM
Attachments: [Lawrence Complete Streets Correspondence Form #1.msg](#)

From: Charlie Bryan[SMTP:CBRYAN@LDCHEALTH.ORG]
Sent: Tuesday, March 27, 2012 3:24:55 PM
To: Bobbie Walthall
Cc: Megan Gilliland
Subject: FW: Lawrence Complete Streets Correspondence Form [#1]
Auto forwarded by a Rule

I've attached a comment regarding the Lawrence Commission's Complete Streets agenda item submitted via <http://ldchealth.wufoo.com/forms/lawrence-complete-streets-correspondence-form/>.

Charlie Bryan, MPA
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Healthy People Build Strong Communities

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From: [Wufoo](#)
To: [Lawrence Complete Streets](#)
Subject: Lawrence Complete Streets Correspondence Form [#1]
Date: Tuesday, March 27, 2012 3:11:15 PM

Comments *

Hello Commissioners,

Thank you to each of you and our local Health Department for your work on the important Complete Streets initiative. As 1) a mother of young children, 2) an advocate for people with disabilities, and 3) a cyclist, I'd like to encourage each of you to support completing our Lawrence streets. Bike riding and walking are obviously great for the personal health of residents, as well as for our streets and community in general. I'd love to exchange my car keys for my bike more often. Unfortunately there is not a single complete route from my house in east Lawrence to my office 4 miles just away at 25th and Iowa. I've taken 23rd street, with traffic rushing by just to encounter sidewalks that are broken and unsafe. So, I've attempted the 31st Street route, which either has no sidewalk or it stops abruptly, turning into grass on both sides of the street west of Louisiana.

I'm fortunate that my personal gripes with our incomplete pathways comes from a recreational standpoint. However, as Director of a local agency serving more than 400 individuals with disabilities, I encourage you to also consider the necessity of walkable pathways for those with no other option. On many occasions I've noticed individuals using slow-moving wheelchairs in the street due to there being no sidewalk available. It's only a matter of time before something terrible happens to both the individual in the wheelchair as well as the unassuming driver due to this unsafe situation.

It is my request that you consider areas with the highest disability population, and make accessible paths a priority. These paths need to lead to actual destinations, such as to areas of commerce and shopping, as opposed to a trail for recreational purposes. For areas where sidewalks already exist, please complete these sidewalks to allow strollers, walkers, wheelchairs, and bikes to begin using them. As we envision the future of our community, walkable pathways are integral in attracting seniors, keeping families with young children, and making it possible for people to thrive and remain connected to their community.

Thank you!

Name *	Kelly Evans
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From: [Jonathan Douglass](#)
To: [Jonathan Douglass](#)
Subject: FW: Complete Streets
Date: Tuesday, March 27, 2012 3:24:06 PM
Attachments: [7th st - Iowa St bike bridge.jpg](#)
[Bob Kerry bridge.JPG](#)

From: Michael Morley[SMTP:MORLINC@SUNFLOWER.COM]
Sent: Tuesday, March 27, 2012 9:56:09 AM
To: Bobbie Walthall
Subject: FW: Complete Streets
Auto forwarded by a Rule

Mayor Cromwell & Commissioners,

Currently 14 states and 52 cities have a Complete Streets program. I will be glad when Lawrence joins them. When approving final wording of the Lawrence Complete Streets Policy I hope you will consider the edited version sent in by the League of Women Voters. Their comments give the document some real teeth and delete ambiguous wording.

My own interest is a vision for creating two connected bicycle/pedestrian loops around Lawrence. There are many pieces of the loop already in place. There does not seem to be a real effort to link all of these parts together. I believe we are 2/3 of the way to having a coherent way to safely commute and shop and keep vehicles and people as separated as possible. This would put Lawrence at the top of the list for bicycle friendly communities and be a significant boost to the Lawrence economy from many different angles.

The biggest lack is a safe way to get through the old part of Lawrence back to where we can connect with the multi use path network out West. I would like to share a plan with you to get from the end of the Burroughs Creek trail at 11th and Haskell all the way to Centennial Park. Much of this pathway would be created with signage. The keystone of this plan is a bicycle/pedestrian bridge that spans from the top of 7th St. over Iowa St. and into Centennial Park. I have attached a crude rendering of how this might look along with a photo of the Bob Kerry bridge built in 2009 in Omaha, NE.

The best route through downtown could be determined by a study for this corridor. The study could be paid for with a grant from the Douglas County Heritage Grant Fund. Most of the route would follow 7th St or historic Winthrop Street as it was originally called..

Winthrop Street was the main route West out of Lawrence. There are still historic amenities that can be showcased. The study could also include preliminary designs and estimates for the "Winthrop Bridge".

I look forward to sharing more of this with you on Tuesday night.

Thank you,



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Nov 9, 2007
9pm



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38°58'17.29" N 95°15'37.99" W

elev 963 ft

Apr 27, 2006

Eye alt 1238 ft

uow

cy



League of Women Voters of Lawrence-Douglas County
P.O. Box 1072, Lawrence, Kansas 66044

March 25, 2012

RECEIVED

MAR 26 2012

CITY MANAGERS OFFICE
LAWRENCE, KS

Mr. Aron Cromwell, Mayor
Lawrence City Commission
City Hall
Lawrence, KS 66044

RE: REGULAR AGENDA ITEM NO. 3: CONSIDER ADOPTION OF COMPLETE STREETS POLICY.

Dear Mayor Cromwell and City Commissioners:

We very much support a policy that would promote providing "Complete Streets" for the variety of transportation modes that would facilitate pedestrian, bicycle, public travel, and the modifications needed by persons with disabilities lessening dependence on private automobile use.

Our local position on transportation reads as follows:

"A well designed neighborhood unit plan should reduce to a minimum the use of the private car within each neighborhood. At the same time, an efficient distribution of the different activities within the whole urban and rural areas should also minimize the use of automobiles and allow an economical public transportation system to result."

However, we find the wording of the proposed "Lawrence Complete Streets Policy" to lack the needed support to effectively implement such a policy, for the following reasons:

1. It equivocates on supporting funding. The terms "feasible and fiscally appropriate" are used as the approach to approval. We suggest that a more positive approach such as "where funding is feasible" would give more support.
2. The wording is not clearly supportive of the policy. The terms "demand and probable use" imply that not having an immediate use for sidewalks, for example, in a newly-developing neighborhood would be sufficient to eliminate their requirement.

These are two examples of problems that we see with the language. We have attached a copy of the Lawrence Complete Streets Policy with our annotations and suggestions. We hope that you will find these helpful in giving positive support to the implementation of this important policy statement.

Thank you for considering our letter.

Sincerely yours,



Kay Hale
President



Alan Black, Chairman
Land Use Committee

ATTACHMENT

LAWRENCE COMPLETE STREETS POLICY

SECTION ONE: TITLE.

This policy shall be known as the "Complete Streets Policy."

SECTION TWO: PURPOSE.

The purpose of the Complete Streets Policy is to use an interdisciplinary approach to incorporate the needs of all Users into the design, construction, and maintenance of public and private transportation infrastructure within Lawrence where **feasible and fiscally appropriate**. This Complete Streets Policy establishes guiding principles and practices to create an equitable, balanced, and effective transportation system that encourages walking, bicycling, and transit use, to improve health and reduce environmental impacts, while simultaneously promoting safety for all Users of Streets.

SECTION THREE: DEFINITIONS.

- (a) Complete Streets means a comprehensive and integrated transportation network that permits safe and convenient travel along and across all Streets for all Users.
- (b) Complete Streets Elements mean design features that contribute to a safe, convenient, and comfortable travel experience for all Users, including but not limited to such features as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb-outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices; narrow vehicle lanes; raised medians; roadway diets; and dedicated transit lanes. *Add No. 2, above, here.*
- (c) Streets mean any rights of ways, public or private, including arterials, collectors, local streets, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.
- (d) Street Project means the construction, reconstruction, retrofit, or major alteration of any Street and includes the planning, design, approval, and implementation processes.
- (e) Street Maintenance means the minor routine upkeep and maintenance of Streets such as mill & overlay, micro abrasion, microsurfacing, crack seal, concrete rehab, curb repair, spot repair, restriping, signal operations, and interim measures on detour routes.
- (f) Users means all persons that use Streets, including pedestrians, bicyclists, motor vehicle drivers, mobility device users, neighborhood electric vehicle users, utility tricyclists, and public transportation drivers and riders, of all ages and abilities, including children, youths, families, older adults, and persons with disabilities.

3. Comment: The Subdivision Regulations already require that sidewalks be located on both sides of a street in a subdivision plat (20-811(c)(1)). There is no equivocation in the requirement. Recently the developer of Fairfield Farms requested and received a waiver to install sidewalks on only one side of residential streets because of cost. He justified the waiver based on the argument that this is a "starter" homes project for moderate income families. This may establish the precedent that such waivers are justified on cost. This proposed policy is full of equivocating caveats where arbitrary determinations regarding lack of funding could negatively affect or prevent a vitally needed project. Would this allow most developments now to eliminate sidewalks on both sides of the street based on cost? Sidewalks are the major feature needed to facilitate walkable neighborhoods. Please note that it is in such neighborhoods with "starter" homes that sidewalks are most needed.

SECTION FOUR: PRINCIPLES.

Guiding principles and practices of the Complete Streets Policy are as follows:

- (a) Complete Streets are designed to serve everyone: pedestrians, bicyclists, transit riders, and motorists, regardless of age or ability.
- (b) It is the intent of this Complete Streets Policy that the design and construction of all Street Projects should include Complete Streets Elements **as feasibility and funding allows**, including, but not limited to:
 - (1) Public Plans adopted by the City of Lawrence, which may be independent or part of the Lawrence-Douglas County Comprehensive Plan;
 - (2) Development-related ordinances and resolutions, including Land Development Codes and Subdivision Regulations, among others, that are adopted or passed by the City of Lawrence;
 - (3) Corridor Plans approved by the City of Lawrence (or in the case of State Routes, those corridor plans approved jointly by the City of Lawrence and the Kansas Department of Transportation).
 - (4) The Metropolitan Transportation Plan approved by the Lawrence-Douglas County Metropolitan Planning Organization.
- (c) Complete Streets Elements should be considered within the balance of mode and context of the community, including but not limited to: environmental sensitivity; costs; budgets; **demand; probable use**; space and area requirements and limitations; and legal requirements and limitations. Not all Complete Streets Elements are required to make a street complete and/or be feasible at all locations or times.
- (d) It is the intent of the City of Lawrence to recognize that street projects are limited in scope by available funding resources. Fiscal responsibility should be used when considering Complete Streets Elements.
- (e) It is the intent of the City of Lawrence to incorporate the Complete Streets principles into appropriate public strategic plans, standards, relevant ordinances, practices and policies, and appropriate subsequent updates. The Complete Streets principles, where applicable and appropriate, may also be incorporated into plans, manuals, rules, practices, policies, training, procedures, regulations, and programs.
- (f) It is the goal of the City of Lawrence to foster a partnership with the State of Kansas, Douglas County, area school districts, citizens, businesses, neighboring communities, and neighborhoods in consideration of functional facilities and accommodations in furtherance of this Complete Streets Policy and the continuation of such facilities and accommodations beyond the jurisdiction of the City of Lawrence.
- (g) The City of Lawrence recognizes that Complete Streets may be achieved through elements incorporated into a single Street Project, or incrementally through a series of improvements, in order to create a network of facilities that promotes connectivity to destinations.
- (h) The City of Lawrence will consider all appropriate possible funding sources to plan and implement the Complete Streets Policy and shall direct staff to investigate grants that may be available to make the realization of Complete Streets economically feasible.

Comment: Newly developing neighborhoods would have minimal demand for sidewalks. The neighborhood design for non-residential uses would determine "probable use."

Comment: Need for a sidewalk is hard to judge for anticipated future use, especially in areas that are just developing, the population is low and the destination sites haven't been determined or developed. What is needed is a combination of policies and complete neighborhood plans including parks, learning centers, shopping areas, etc. to which internal neighborhood streets connect with sidewalks on both sides.

SECTION FIVE: APPLICABILITY.

- (a) It is the intent of the City of Lawrence that its departments make Complete Streets practices a routine part of everyday operations, that its departments approach every appropriate transportation project and program as an opportunity to improve public and private streets and the transportation network for all Users, and that its departments work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets, where feasibility and funding allows, throughout Lawrence.
- (b) Every Street Project should incorporate Complete Streets elements sufficient to enable reasonably safe travel along and across the Street for all Users, provided, however, that such infrastructure may be excluded from a Street Project where:
 - (a) Use by non-motorized Users is prohibited by law, there is insufficient space to safely accommodate the facility, or there are relatively high safety risks to include facilities for all Users.
 - (b) The cost would be excessive or disproportionate to the need or probable future use over the long term.
 - (c) There is an absence of current or future need.
 - (d) There are topographic or natural resource constraints.
 - (e) A reasonable and equivalent alternative already exists for certain Users or is programmed to exist.
- (c) The City of Lawrence departments, where feasibility and funding allows, shall incorporate Complete Streets Elements into existing public streets to improve the safety and convenience of all Users and to construct and enhance the transportation network for every User. If the safety and convenience of Users can be improved within the scope of Street Maintenance, then it is the intent of the City of Lawrence that such projects shall also include Complete Streets Elements.
- (d) The City of Lawrence departments shall include key Complete Streets Elements in the normal review and/or development of plans, zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, including pertinent portions of the Lawrence Land Development Code, the Lawrence-Douglas County Comprehensive Plan, subarea/sector plans, and corridor plans, to integrate, accommodate, and balance the needs of all Users in all Street Projects.
- (e) The City of Lawrence departments shall coordinate Complete Streets design templates with street classifications and revise them to include Complete Streets infrastructure, such as bicycle lanes, sidewalks, street crossings, and planting strips. All facilities will be designed and constructed in accordance with applicable laws and regulations using best practices and guidance from the following, among others: American Association of State Highway and Transportation Officials (AASHTO) publications, the Manual on Uniform Traffic Control Devices (MUTCD), the Americans with Disabilities Act Accessibility Guidelines (ADAAG), and the Public Rights-of-Way Accessibility Guidelines (PROWAG). [Add below statement here.]

"New residential areas shall be designed in a way to connect non-residential neighborhood uses directly to residential areas by way of complete streets. Important non-residential neighborhood uses include parks, schools, recreational centers, neighborhood shopping areas and other needed neighborhood uses."

SECTION SIX: DATA COLLECTION, PROGRESS REPORTING AND PUBLIC INPUT

- (a) The City of Lawrence will periodically collect, review and report performance data and benchmark measurements to demonstrate the effectiveness of the Complete Streets Policy. This information could include: number of projects completed, number of projects incorporating

complete streets infrastructure, actual infrastructure added, number of transit and non-motorized users, community attitudes and perceptions, and safety and health indicators.

- (b) Such reports are accessible to existing advisory boards and other committees such as the Traffic Safety Commission, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO), the L-DC MPO Technical Advisory Committee, the L-DC MPO Regional Transit Advisory Committee, the Bicycle Advisory Committee, the Sustainability Advisory Board, the Parks and Recreation Advisory Board, and the Lawrence-Douglas County Health Board. Such boards and committees are encouraged to provide ongoing feedback and act as a conduit for public participation on the implementation of the Complete Streets Policy.

SECTION SEVEN: EFFECTIVE DATE.

This Complete Streets Policy shall be in full force and effect from the date of its passage, adoption, and approval.

February 9, 2012

Mayor Aron Cromwell
City Hall
P.O. Box 708
Lawrence, KS 66044

Dear Mayor Cromwell:

The City of Lawrence Sustainability Advisory Board (SAB) members support the draft Lawrence Complete Streets Policy, as amended.

As an advocate for policies that support sustainability, the SAB shares the stated goals and benefits of the Lawrence Complete Streets Committee, including:

- Connecting people with popular destinations cost effectively
- Help keep people healthy by supporting daily physical activity
- Improve safety and accessibility for all ages, including children and seniors
- Reduce traffic congestion and reliance on motor vehicles
- Conserve energy and improve air quality
- Encourage walking and biking to work, school and activities

The adoption of the Complete Streets Policy was also recommended by the Climate Protection and Peak Oil Task Force. Based on the above, the SAB recommends that the City Commission adopts the Lawrence Complete Streets Policy. Thank you for your consideration.

Sincerely,

Chad Luce
SAB Chairperson

Cc: Vice Mayor Bob Schumm
Commissioner Michael Dever
Commissioner Hugh Carter
Commissioner Mike Amyx
City Manager David Corliss