



Sustainability Action Network

Local Solutions for Transition to a Sustainable Economy

P.O. Box 1064, Lawrence KS 66044
a Kansas 501(C)(3) not-for-profit

Non-motorized Transportation Advisory Board Stakeholder meeting – 21 January 2014

Stakeholders – groups who formally requested the City Commission create a Non-motorized Transportation Advisory Board and/or task force: Pedestrian Coalition, Bicycle Advisory Committee, Sustainability Action Network, Sustainability Advisory Board, and LiveWell Healthy Built Environment Committee (pending).

Purpose:

As stakeholders, to develop our recommendations for the scope and the membership of a permanent Non-motorized Transportation Advisory Board.

Agenda:

- 1) Welcome by convenor and chair – Michael Almon, Sustainability Action Network
 - 2) Brief introductions
 - 3) The needs of non-motorized transportation modes vs. motorized transportation modes.
 - 4) The dissimilarities, and the partial overlap, between pedestrian transportation and bicycle transportation. How that affects design parameters
 - 5) Shall the Non-motorized Transportation Advisory Board have the scope of typical bike-ped advisory boards?
 - Advise governing bodies, commissions, and staff, related to function.
 - Review and comment on transportation plans and annual governing body budgets.
 - Allow for community input on priorities, projects, design, safety issues, and funding.
 - Submit project or program proposals for consideration.
 - Review and prioritize, as non-professional advisers, annual capital improvement projects.
 - Comment on and/or mark up construction drawings from engineers.
- (Following are considerations of how the Board might relate with similar bodies currently performing parts of the proposed scope. What shall we recommend?)
- 6) Shall the Non-motorized Transportation Advisory Board do any of the following?
 - replace the Bicycle Advisory Committee?
 - assume the non-motorized components currently handled by the Traffic Safety Commission?
 - assume the non-motorized components currently handled by the Parks & Recreation Board?
 - 7) Who shall serve as members of the Non-motorized Transportation Advisory Board?
 - Should there be geographical representatives, and if so, how many?
 - How many representatives from advocacy organizations?
 - What staff representatives?
 - 8) How frequently shall the Non-motorized Transportation Advisory Board meet?
 - 9) Next steps with the City Commission? County Commission?



February 5, 2015

Dear Mayor, Vice Mayor, and City Commissioners:

I am writing on behalf of the LiveWell Lawrence Healthy Built Environment Work Group to express our strong support for establishing a task force to study critical, on-going community challenges regarding planning, funding and building an active and safe transportation system that serves residents of all ages, abilities and incomes.

We recommend that the scope of the task force include, at a minimum, the development of recommendations regarding the following two challenges: the lack of an advisory board that addresses issues affecting pedestrians, including those using assistive devices, and the lack of adequate funding for non-motorized transportation infrastructure.

The first challenge, regarding the lack of an advisory board that addresses issues affecting pedestrians, is recognized by the Douglas County Community Health Plan, which was developed through a multi-month community engagement process involving more than 1,500 residents. Several other stakeholders have also called for the formation of a permanent advisory board that would address issues affecting non-motorized users of our transportation system. We concur with their recommendation that the task force should study and make a recommendation about the creation of a permanent active transportation advisory board.

The second challenge, regarding the adequacy of funding for non-motorized transportation infrastructure, is recognized by many as the fundamental issue. The Lawrence Complete Streets policy acknowledges funding is a clear limitation of the policy. Additionally, the recently completed update to the sidewalk inventories of defects and ramps estimated that more than \$6 million was needed to repair sidewalk defects and more than \$3 million is needed to repair and construct ADA ramps. The current Safe Routes to School project is also expected to identify funding needs for infrastructure investments to help children safely walk and bike to school. The task force could study the adequacy of funding and make recommendations regarding appropriate funding strategies for building and maintaining a safe and active transportation system.

The scope and scale of a complete approach cannot be underestimated; nor can the consequent benefits and improvements in the health and safety of our citizens. A coordinated approach to facilities development, funding, and education could be guided in part by the Douglas County Community Health Plan, the Safe Routes to School program, and our Complete Streets policy, which together could serve as a framework for a written plan for implementation of these improvements.

A healthy built environment must also be a safe environment. But safe, convenient non-motorized transportation suffers from discontinuity, inaccessibility, and auto-centered development. Faced with these challenges, citizens who would choose to ride a bike or walk are instead discouraged. For wheelchair and assistive device users, the obstacles and hazards are even greater.

A permanent advisory board would provide a comprehensive approach to funding, prioritization, development, and policy. We agree that a task force to create such a board is the first step in that process, and an important step in Lawrence's continuing path toward a more balanced transportation scheme, and toward a healthier, safer, and more financially stable future for our community.

Sincerely,

Eric Struckhoff, Chair
LiveWell Lawrence Healthy Built Environment Work Group

July 30, 2014

To:
Lawrence City Commission
Douglas County Commission

CC:
Mike Press- Eudora City Manager
Chris Lowe-Baldwin City Administrator
Lynley Sanford – Lecompton City Clerk
Bicycle Advisory Committee Members
Lawrence Traffic Safety Commission
Lawrence Parks & Recreation Advisory Board
Lawrence-Douglas County Sustainability Advisory Board
Live Well Lawrence Healthy Built Environment Work Group
Lawrence Pedestrian Coalition



Dear Local Officials,

Members of the Lawrence - Douglas County Bicycle Advisory Committee (BAC) send this letter to ask you to support the creation of a taskforce to recommend implementation priorities for the multimodal studies. We would like to recommend you also have the taskforce explore options for creating a Coordinated Bicycle & Pedestrian Advocacy/Advisory Committee to improve coordination of bicycle and pedestrian issues throughout Douglas County in the future.

The Lawrence-Douglas County Bicycle Advisory Committee (BAC) would like to better coordinate bicycle and pedestrian issues to improve parity of non-motorized transport modes with motorized ones. We would like to coordinate related existing committees and stakeholder groups around bicycle and pedestrian issues. BAC members have visited with local committees and work groups interested in bicycle & pedestrian issues to investigate their interest in a coordinated meeting to discuss bicycle & pedestrian issues and in improving and strengthening coordination on local efforts. On June 23, 2014 the BAC hosted a bicycle & pedestrian coordinating issues forum to discuss the support for a combined committee. Besides the BAC members present the following groups were also represented at the forum: Lawrence Traffic Safety Commission, Lawrence Parks & Recreation Advisory Board, Lawrence-Douglas County Sustainability Advisory Board, Live Well Lawrence Healthy Built Environment Work Group, and the Lawrence Pedestrian Coalition. One particular common concern that was addressed was Safety, although there are others including but not limited to: education, encouragement, enforcement, engineering, funding infrastructure, and continued coordination and prioritization of issues.

There is local community support for coordinating bicycle and pedestrian issues and those desires for coordination have been documented during recent planning processes including the development of the Transportation 2040 - Metropolitan Transportation Plan, the Countywide Bikeway System Plan, and the Douglas County Community Health Plan. If you have any questions about this request for support or about any of the documents noted in this letter please contact me at wirely.lisa@gmail.com or Erin Paden at earthpaden@hotmail.com.

Thank you,

A handwritten signature in black ink, appearing to read "Lisa Hallberg". The signature is written in a cursive, flowing style.

Lisa Hallberg
BAC Chairperson

Dave,

Per our discussion this past Monday, and as promised, here are some ideas for the proposed task force.

The Lawrence Pedestrian Coalition (LPC) asks that you consider these as staff formulates a resolution for the City Commission.

In addition to addressing the cost estimates provided by Chuck Soules as part of the recent updated inventory, we'd like to see the following policy components addressed by the task force:

Prioritization for spending: using MPO and other data/input, the task force should identify those areas of town that are most in need of additions or improvements to the pedestrian network, and focus on these, first. This review should include both gaps (infill) and repair needs.

Planning: in addition to sidewalks, we'd like to see the task force focus on the overarching pedestrian infrastructure, and help develop an implementation plan for Complete Streets. For example--what branch of City and County government will take a leadership role? Who at City Hall will be the point person for pedestrian issues? How will decisions regarding resource allocation be made, and by whom, with what stakeholder inputs? How will resources be obtained and monitored?

Design Guidelines: As our community continues to develop, grow and evolve, what changes to roadway designs, intersections, parking lots, and other pedestrian network components can be made to improve safety and accessibility for all? Are there best practices in use elsewhere that Lawrence might adopt?

Special population needs: We would like persons with disabilities; the elderly, children and families to be made a priority as the pedestrian network is improved. It is very important that each of these stakeholder groups have a voice, and that their needs are included in any decisions made.

Equity and enforcement: Many folks on the LPC are concerned that enforcement of the current code may have harmful impacts on low to moderate-income home owners. We'd like the task force to re-examine the current code, and consider multiple options (beyond enforcement) for funding and prompting needed improvements. We'd also like to see the sidewalk inventory data be broken out to differentiate between single family, owner-occupied homes; rental properties; and commercial properties. We believe that the task force may need to address each of these, separately.

We appreciate staff's and your ongoing efforts to improve pedestrian safety and access in Lawrence. Thank you for your consideration of our ideas.

Best,

Laura Routh

Facilitator, LPC



City of Lawrence

SUSTAINABILITY
ADVISORY BOARD

August 13, 2014

Mayor Mike Amyx and the City of Lawrence Commission
6 East 6th St
Lawrence, KS 66044

RE: Taskforce for Coordinated Bicycle & Pedestrian planning

Dear Mayor Amyx:

I am writing on behalf of the City of Lawrence Sustainability Advisory Board to encourage you and your fellow commissioners to support the creation of a task force to recommend implementation priorities for the recent MPO multimodal studies, and to expand the task force's charge to include creating better coordination between pedestrian and bicycle interests in the City.

There are multiple community groups and advisory committees who care deeply about improving our community's access to non-motorized transportation. For the Sustainability Advisory Board, we are supportive of transportation options like cycling and walking that reduce greenhouse gas emissions and air pollution, and make our community a more vibrant and connected city.

We recognize the complexity of the funding and infrastructure changes required to reconfigure transportation planning to support non-motorized transportation, and believe that a taskforce with balanced representation from bicycle and pedestrian advocacy groups would provide valuable input for the Commission and community.

Sincerely,

A handwritten signature in black ink that reads "Scott W. White".

Scott W. White, Chair

Sustainability Advisory Board, City of Lawrence