

31ST STREET IMPROVEMENTS SURVEY



This survey was prepared to assist the community with providing input on the two (2) roadway alignment options developed during the Conceptual Plan phase of the project. Your answers from this survey and any additional comments will be considered in the selection process for the Preferred Alignment Alternative. Please complete this survey and return it to the City.

You can either mail the form to:
 Chuck Soules, PE
 Director of Public Works
 P.O. Box 708
 Lawrence, Kansas 66044

Or you can e-mail the form to:
 csoules@ci.lawrence.ks.us

Statement	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Traffic Considerations					
The 31st Street corridor is a vital link in the future roadway system for the community.					
Limiting the amount of access points (i.e. intersections, driveway connections) is important to the safety of the corridor.					
The main function of the future 31st Street corridor is to provide an east-west access route for traffic.					
The use of roundabouts at major intersections is a preferred alternative over stop signs or traffic signals.					
The City's Transportation 2030 Plan recommends that the posted speed for a 4-lane arterial roadway be set between 35 mph and 45 mph. The County's design standards for principal arterial roadways is 50 mph.	35 mph	40 mph	45 mph	50 mph	55 mph
What should be the posted speed limit for the proposed 31st Street between Haskell Avenue and O'Connell Road?					
What should be the posted speed limit for the proposed 31st Street between O'Connell Road and County Road 1057?					

31ST STREET IMPROVEMENTS SURVEY (cont.)

Statement	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
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Roadway Section and Alignments					
The proposed 31st Street roadway should be constructed with only 2-lanes to serve the current traffic needs, but have flexibility to add lanes if traffic volumes increase.					
A straighter alignment option is preferable to a more curvilinear alignment option to reduce right-of-way costs, construction costs, and impacts to the area regardless of potential impacts to the terrain.					
The 31st Street corridor should be constructed more like a parkway or boulevard with green space and landscaping than the typical arterial street.					
The installation of street lights on 31st Street is important to the safety of motorists, bicyclists, and pedestrians.					
Connectivity					
The proposed 31st Street corridor should provide for a multi-use path opposed to a dedicated bicycle lane adjacent to the driving lanes similar to the bicycle lanes on O'Connell Road.					
Multi-use path amenities such as rest areas with benches, water fountains, shade, and trash receptacles are important for the enjoyment of the users.					
Connecting to other area multi-use paths and bike lanes, facilities, and residential areas is important.					

31ST STREET IMPROVEMENTS SURVEY (cont.)

Statement	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
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Water Quality

This roadway corridor is located north of the Wakarusa River. Therefore, the collection of storm water and removal of sediment before releasing into the local streams is a vital element in the design of the roadway to protect our natural streams.					
Storm water facilities should be used for interpretive and educational opportunities for the nearby Prairie Park Nature Center.					
Roadside ditches used as bio-linear retention swales for storm water treatment are unsightly and should not be used on the project. Underground collection and treatment structures are a preferable alternative to use.					

Aesthetics

A "theme" should be developed to give this new 31st Street corridor its own identity that is separate from the South Lawrence Trafficway.					
The use of landscaping, site amenities, and/ or hardscape materials is not an important element for consideration along this roadway.					
If hardscape materials are found to be necessary, locally obtained and sustainable materials are desired.					
Sculpture/ art elements would compliment the aesthetics of the area and the City.					
Native plant materials such as trees, shrubs, grasses and wildflowers are pleasing to experience as part of a roadway corridor.					

31ST STREET IMPROVEMENTS SURVEY (cont.)

Statement	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
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Additional Comments: