

Under the existing policies, sidewalk construction and maintenance is the responsibility of property owners. This can occur individually (the property owner constructing or repairing sidewalks adjacent to or on his property) or jointly through the creation of benefit districts. An examination of the Pinckney Neighborhood clearly indicates that this policy has not resulted in systems of sidewalks that meet the needs of the neighborhood.

This Plan recommends that the possibility of joint financing between the City of Lawrence and the adjacent property owners be considered for those systems of sidewalks that would benefit a large portion of the neighborhood. These are primarily priorities 1 and 11 on Map No. 22. This proposal should also be further refined in the Neighborhood Capital Improvements Plan.

#### d. Bicycle Ways

Introduction: A system of bicycle ways in Lawrence has been anticipated for some time now, and plans are beginning to take shape. The City has agreed to a 50-50 cost share with the Army Corps of Engineers for a levee bicycle trail, and Plan '95 promotes consideration for more bicycle ways. Chapter 12 of Plan '95 calls for bicycle way use in conjunction with parks, and Chapter 13 on neighborhoods states that "Special concern should be shown for the provision of.....pedestrian/bicycle alternatives to the street network."

Lawrence bicyclists are of all ages with differing degrees of ability, and the varying needs can best be addressed by a flexible bicycle plan. Young riders (and even others at times) may prefer the safety of sidewalks. Some bicyclists may concentrate on recreational riding and utilize scenic trails and quiet neighborhood streets. Other riders, while commuting, require safe and direct routes through or around heavy traffic areas. Therefore, any successful bicycle system must provide the choices that these different uses call for. To achieve this goal, the Pinckney Bicycle Plan considers not only the physical bicycle ways themselves, but also related aspects such as safety programs, legislation, adjacent site planning, and bicycle support facilities.





The Network: The bicycle ways proposed in this Plan are of three physical types: bicycle routes, lanes, and trails, as described in the Pedalplan for Lawrence. Bicycle routes (Class III Bicycle Ways) are shared by cars and designated only by signs. Bicycle lanes (Class II Bicycle Ways) are separate areas of an existing street delineated by pavement markings for use by bicyclists only. And bicycle trails (Class I Bicycle Ways) are grade separated paths unencroachable by cars.

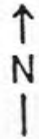
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PROPOSED SIDEWALKS

# PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 22

-  PRIORITY 1
-  PRIORITY 2
-  PRIORITY 3
-  EXISTING SIDEWALKS



4  
PINEWOOD

SAMARITAN DR

SOURCE: LAWRENCE / DOUGLAS  
PLANNING OFFICE

KANSAS  
RIVER

COUNTRYSIDE  
LANE

GRANDVIEW  
TERR

MINNESOTA

WISCONSIN

FLORIDA

MISSISSIPPI

LOUISIANA

SIXTH

FOURTH

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Of initial concern to the cyclist in Pinckney Neighborhood is trip destination. Neighborhood bicycle ways need to link the major activity nodes in and around the neighborhood with each other and with the residential areas. By modifying and extending the bicycle ways as proposed in the Pedalplan for Lawrence, an optimal pattern is achieved, providing safe, convenient and pleasant means of travelling to and from these nodes. The entire neighborhood is then covered by a bicycle network that puts almost every home within two block access of a bicycle way.

Each element of this network has been evaluated using several criteria to determine the appropriateness as a part of the whole. Those criteria of initial importance are: the avoiding of conflicts with motor vehicles; traffic speed and volume; roadway gradients; pavement and right-of-way widths; on-street auto parking; and continuity with adjoining neighborhoods. Final design stage criteria should include: bicycle stopping distance; signage; intersection visibility; night-time illumination; curb-cut location; sewer grate configuration; and pavement materials and maintenance.

The Segments: The first portion of the system centers on the commercial area along Sixth Street eastward to the Central Business District. Sixth Street itself is avoided except for a bicycle/pedestrian overpass at Kentucky Street, and intersections at Louisiana, Alabama, Arkansas, and Florida Streets. These crossings then connect bicycle lanes on Fifth Street to similar bicycle lanes on Seventh Street, thus forming a closed loop around the area. Both Fifth and Seventh Streets are divided into four-foot wide bicycle lanes separated by two eleven-foot auto lanes, with parking removed on both sides of each street. These two streets also have a posted 20 mph speed limit to discourage their use as motor vehicle thoroughfares.

A second segment bounds the eastern edge of the neighborhood. This bicycle trail goes south from Burcham Park, across the railroad tracks on a proposed overpass at Fifth and Tennessee Streets, and enters Tommy Constant Park. Here the trail splits into two trails, one south through Central Park and the other east to the new City Hall area.

A bicycle route on Alabama Street, including two sections of trail, forms a north-south connection between the hospital area, Clinton Park and Pinckney School, and ultimately the University.

Farther west is a major north-south segment comprised of a trail that goes south from the Woodcreek Apartment complex along the east side of Michigan Street to Second Street and continuing along Arkansas from Second to Fourth Street, at which point it becomes a route for one block of Arkansas Street. Then between Fifth and Sixth Streets, a trail utilizes an undeveloped 80 foot right-of-way. This portion is actually proposed as a vest-pocket park that features bicycle parking, rest area, and landscaping. Although this use is not irreversible, it tends to fulfill the neighborhood desire that this right-of-way never be used for a street. And then from Sixth to Seventh Street, Arkansas again is a route.

The western-most bicycle way is a route along Wisconsin Street joining together a trail on Second Street with a lane on Fifth Street. Additionally, a trail heads west from Wisconsin on the north side of Fourth Street to the Turnpike Access Road, where it connects with a route on Iowa Street.

The last segment traverses the neighborhood from Burcham Park west along Second Street through Woody (Lincoln) Park to the Turnpike Access Road. It is a route except for a portion of trail through the park to Michigan Street, and then again a trail west of Wisconsin Street, on the south side of Second Street. (See Maps Number 23 & 24)

Supportive Programs: In addition to the actual bicycle ways, such a network can be made much more beneficial by adopting certain supportive programs. For example, effective bicycle planning requires coordination with plat reviews and site planning of areas adjacent to bicycle ways to make efficient use of drainage easements, to anticipate any need for additional rights-of-way, to provide adequate curb-cuts, and to assure safe auto/bicycle traffic flows.

Legislation is another tool to enhance the effectiveness of bicycle ways by setting lower motor vehicle speed limits along bicycle routes, by banning all motor vehicles from bicycle trails and lanes, by stipulating that, at intersections, motor vehicles yield to bicycles and both yield to pedestrians, and by establishing bicycle parking requirements for commercial areas, apartment buildings, and public facilities.

A final device for improving the quality of bicycle use, with or without networks, is a comprehensive safety education program. Safety education is vital not only at the elementary school level, but also in the high school drivers education classes where auto drivers can learn responsibility for cyclists.



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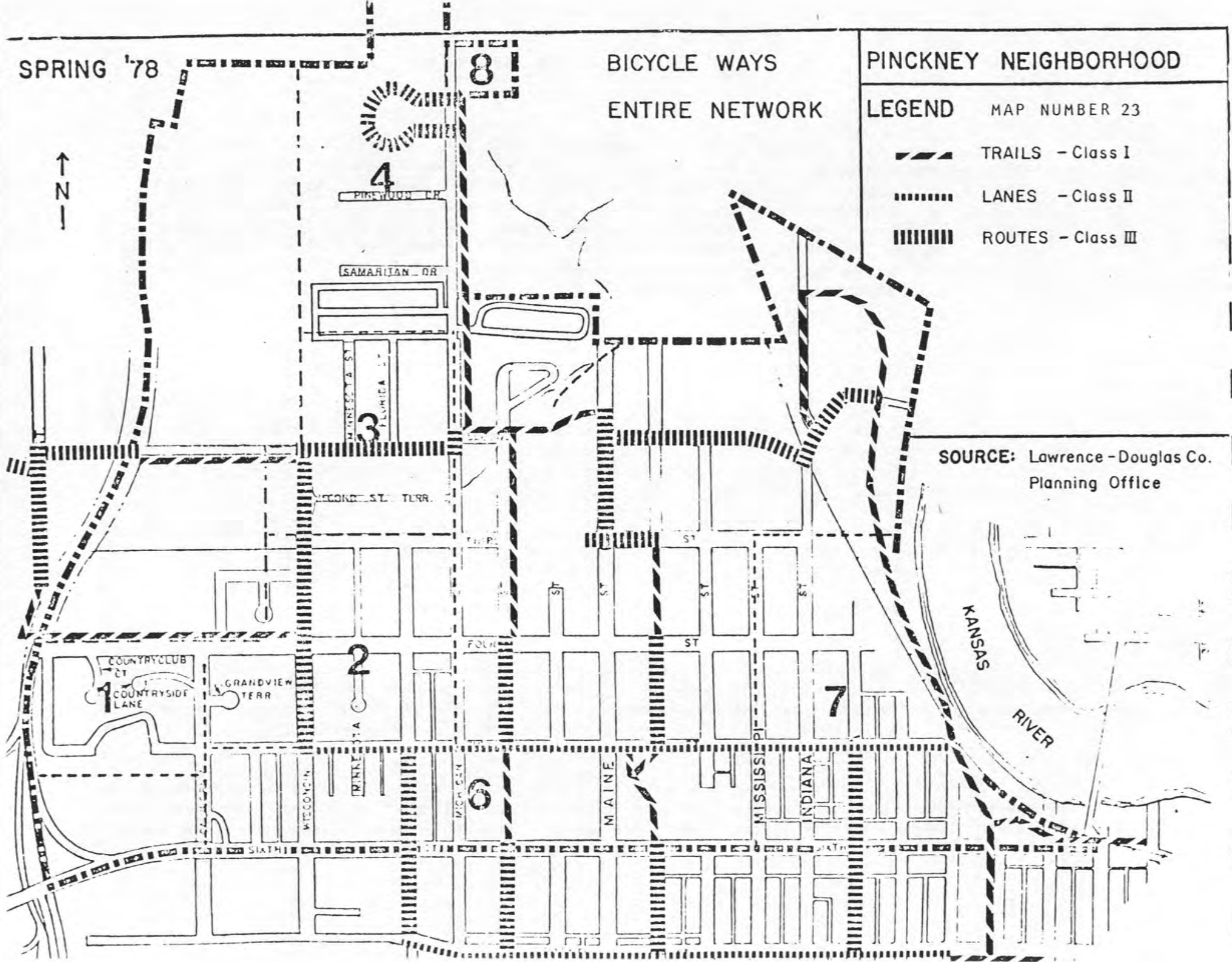
# BICYCLE WAYS ENTIRE NETWORK

## PINCKNEY NEIGHBORHOOD

### LEGEND

MAP NUMBER 23

-  TRAILS - Class I
-  LANES - Class II
-  ROUTES - Class III



SOURCE: Lawrence - Douglas Co.  
Planning Office

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# BICYCLE WAYS PREVIOUSLY PROPOSED

## PINCKNEY NEIGHBORHOOD

### LEGEND

MAP NUMBER 24

-  TRAILS - Class I
-  LANES - Class II
-  ROUTES - Class III

SOURCE: Pedalplan for Lawrence

