

Prairie Village City Wide Bike/Ped Plan

WELCOME

Thank you for attending tonight's meeting. The meeting will be an open house format about the plan. City staff and the study team are here to answer your questions and to gather information relevant to the plan.

1. Please sign in at this table.
2. Take a project information flyer and a comment form.
3. Visit the display boards to learn more about the plan.
4. **Please place your completed comment form in the box at this table before you leave.**

If you need additional time, you can scan and email your completed comment form to Keith Bredehoeft, Public Works Director, at publicworks@pvkansas.com.

Public Involvement Plan

The city staff and planners have been working with the public and community stakeholders to develop this plan. The goal of the Public Involvement Plan was to engage the community through many avenues. Including tonight, we have conducted the following outreach:

- Two city-wide public open houses advertised in the newspaper and on the city's many social media sites, including Facebook™
- Informational booth at Village Fest
- Meeting in a Box and Meeting in the Mail, two unique approaches that garnered great responses.

This represents more than 100 direct responses!

These comments were carefully considered and they had a strong effect on the final bike/ped plan. Overall themes from the comments:

EDUCATION/ENFORCEMENT: Further education for both cyclists and drivers is needed, so that both can maintain a level of mutual respect and coexist safely. Both cyclists and drivers need to respect the rules of the road.

SAFETY/COMFORT: Cyclists do not currently feel comfortable biking on the road due to: distracted drivers and not enough separation between the vehicle and the bicycle. Cyclists are overwhelmingly most comfortable using bike lanes or buffered bike lanes. New shared use paths are desired by many due to the safety of being off-street.

ACCESS: Focus on creating connected routes for both pedestrians and bicyclists to popular destinations of choice including: nearby trails, transit center, parks, shops, neighboring cities, schools, pool, etc. Walkability needs to be a priority; existence of sidewalks is inconsistent. New bike parking and/or bike racks need to accompany new facilities.

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BENEFITS OF BICYCLING AND WALKING

Healthy Living and Quality of Life

30 minutes of moderate exercise, five days a week, can significantly reduce risks for many illnesses including heart disease, high blood pressure, arthritis, depression and obesity.

Bicycling and walking for short errands can provide the sort of moderate exercise needed to reduce health risks.

Improved bicycling and walking conditions provide transportation benefits while also providing opportunities for physical activity.

Improved bicycling and walking conditions add to the vitality and quality of life.

Improved sidewalks provide better mobility, freedom and access for the people with disabilities and those who use mobility aids.



Transportation Options

Improved bicycling and walking conditions provide basic mobility for people who do not have personal automobiles.

Improved bicycling and walking conditions provide access to public transit for longer trips.

Improved bicycling and walking conditions allow people to use their cars less, thereby saving money on gas and car maintenance.



Congestion Mitigation

Improved bicycling and walking conditions provide commuting options for people who live relatively close to work.

Improved bicycling and walking conditions provide access to public transit for longer trips.

Improved bicycling and walking conditions are cost-effective ways to accommodate more trips on our existing transportation rights-of-way.



Air Quality

Bicycle and pedestrian trips create no vehicle emissions.

Enhanced opportunities for local bicycling and walking, combined with access to transit, allows people to reduce their contribution to the problem of air pollution.

Vehicles burn fuel less efficiently before their engines have warmed up, increasing harmful emissions. Bicycle and pedestrian trips can replace short car trips which pollute at disproportionately high levels.



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PROPOSED BICYCLE FACILITY TYPES



Shared Lane

Bicycles may be operated on all roadways in Prairie Village. No City ordinance or State Law prohibits this. However, some roads are more “bicycle-friendly” due to various factors, such as traffic volumes, speed and pavement width. To improve cycling in Prairie Village, a primary network of these shared lane roadways has been identified. The AASHTO Guide for the Development of Bicycle Facilities (2012) provides guidance on design parameters and was the main resource use by the planners.

Prairie Village Key Points:

1. Although Prairie Village has a standard grid system for major roads, the residential network is disjointed. Wayfinding signage will be important to guide the cyclists through the city.
2. Less confident cyclists who prefer the shared lane network will also be able to use the trails as a part of their travels through the city.



Cycle Tracks

Buffered Bike Lanes

Even though there was public support for these types of bicycle facility, these facilities would have required extensive roadway widenings. The standard bike lanes provided appropriate levels of service with little to no widenings. As such, these facility types were not included in the final recommendations.

Paved Shoulders

Even though there was public support for this type of bicycle facility, there weren't any roads in Prairie Village without curbs. The roads currently with shoulders were proposed to be either converted to bike lanes or shared lanes. As such this facility type was not included in the final recommendations.



Bike Lane

A bike lane is a portion of the roadway that has been designated for preferential or exclusive use by bicyclists. This is communicated through traffic signing and pavement markings. Bike lanes are intended for one-way travel, in the same direction as the adjacent travel lane. Bike lanes allow for the operation of bicycles as vehicles, encouraging bicyclists and motorists to interact in a safe, legal manner. The AASHTO Guide for the Development of Bicycle Facilities (2012) provides guidance on design parameters and was the main resource use by the planners.

Prairie Village Key Points:

1. Bike lanes are not intended to accommodate all bicycle use on a roadway. Bicyclists may leave the lane for passing other bicyclists, turns, debris avoidance, or other similar issue.
2. There is no parking allowed in a bike lane. Streets designated to receive bike lanes will also be designated with no-parking signs.
3. Bike lanes were not considered a viable option for roadway segments if there were significant impacts to properties from either roadway widening or on-street parking restrictions.



Existing Road



Bicycle Lanes



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PEDESTRIAN FACILITY TYPES



Shared-Use Path



Sidewalk



Pedestrian Signal



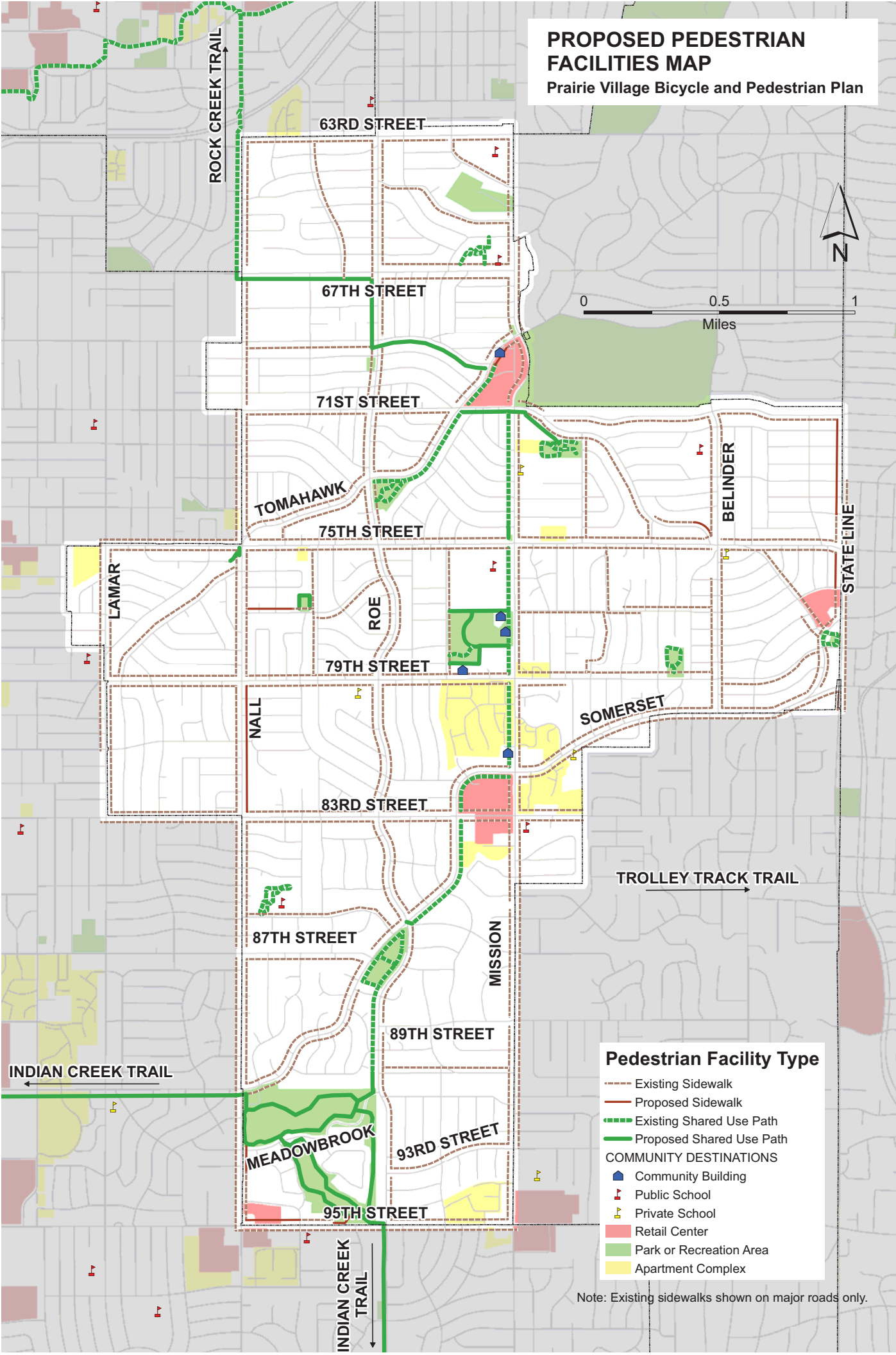
ADA Ramp



Crosswalk

PROPOSED PEDESTRIAN FACILITIES MAP

Prairie Village Bicycle and Pedestrian Plan



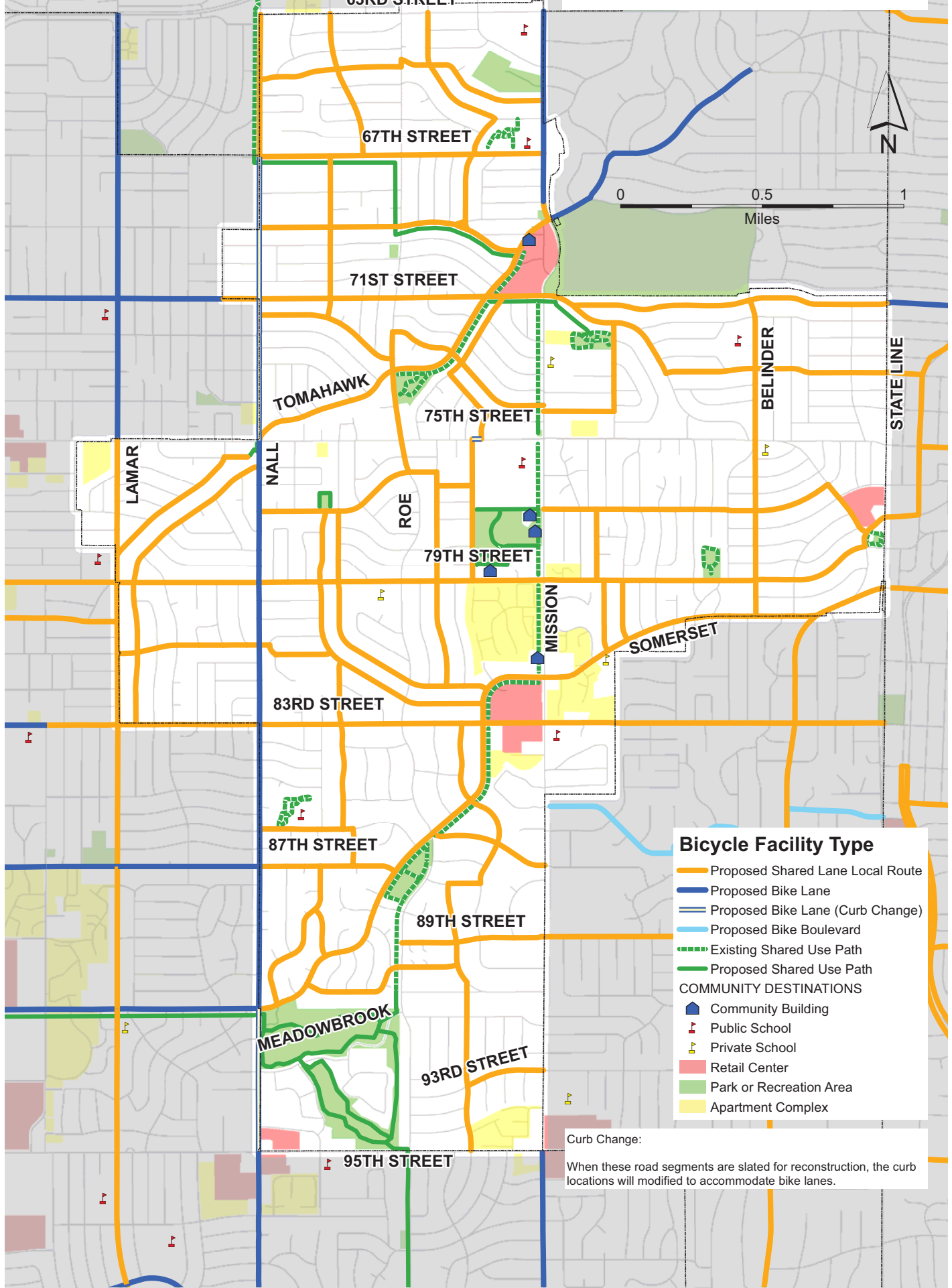
Pedestrian Facility Type

- Existing Sidewalk
- Proposed Sidewalk
- Existing Shared Use Path
- Proposed Shared Use Path
- COMMUNITY DESTINATIONS**
- Community Building
- Public School
- Private School
- Retail Center
- Park or Recreation Area
- Apartment Complex

Note: Existing sidewalks shown on major roads only.

PROPOSED BICYCLE FACILITIES MAP

Prairie Village Bicycle and Pedestrian Plan



Bicycle Facility Type

- Proposed Shared Lane Local Route
- Proposed Bike Lane
- Proposed Bike Lane (Curb Change)
- Proposed Bike Boulevard
- Existing Shared Use Path
- Proposed Shared Use Path

COMMUNITY DESTINATIONS

- Community Building
- Public School
- Private School
- Retail Center
- Park or Recreation Area
- Apartment Complex

Curb Change:
When these road segments are slated for reconstruction, the curb locations will be modified to accommodate bike lanes.