

41 years ago, Lawrence adopted the Pedalplan for Lawrence, which identified key activity centers and connector bikeways, project priorities, and a 5-year capital plan for constructing bikeways. But officials sat on it (see if you notice a pattern here).

Rather than construct a safe bicycle transportation network, they claimed that riding in the street was adequate, and placed hundreds of little green signs around town that read "Bike Route". Fine for quiet residential streets, but once you get out in traffic, they're pointless. Today, the City uses "sharrows" painted on the pavement. Neither signs nor sharrows will magically make a busy street safe.

So in 2013, as Bicycle Chair of Sustainability Action Network, I went to the Lawrence budget hearings to request \$1 million per year to build a safe and connected bicycle transportation network. True to form, they didn't do it.

But in 2014, Mayor Amyx provided me time to make a Powerpoint presentation. Folks from the Pedestrian Coalition, the Bicycle Advisory Committee, and Live Well Lawrence were there, and others too. I noted the history and shortcomings and successes of Lawrence bicycle transportation, suggested better bikeway designs, and requested \$2 million and a Bike-Ped Coordinator/Engineer. The City Commission acknowledged that dedicated funding was needed, and told the City Manager to prepare a resolution for a task force to recommend priorities. The previous City Manager sat on it for 9 months.

Then in 2015, bicycle and pedestrian advocates lobbied for the promised task force. The City Commission did appoint the Pedestrian-Bicycle Issues Task Force (PBITF), but still held back on dedicated funds until the task force recommendations were done.

The PBITF report was finished in 2016, including a 5-year capital plan, prioritized for bicycle projects and for pedestrian projects. The City Commission finally budgeted \$450,000 for 2017, but in a lump sum, and not designated for specific bike-ped projects, like they do for all auto projects. Instead, Public Works dips into this slush fund for projects they consider priorities.

April 11th marks the beginning of the 2018 budget process. The Commission is reviewing any and all capital projects suggested by City departments, agencies, private groups, and individuals. Sustainability Action, in consultation with the Pedestrian Coalition, submitted four bicycle-pedestrian projects. We want the City to build at least one major bike-ped project each year, rather than Public Works dribbling out the \$450,000 as a sharrow here, a sidewalk ramp there, or as unusable bicycle lanes on 45-50mph major streets.

The four project suggestions are:

- a shared use path on 6th St. from Monterey Way to Wisconsin St.
- a shared use path on Naismith Dr. from 19th to 23rd St.,
- protected bicycle lanes on Massachusetts St. from 23rd St. to South Park, and
- a bike-walk street on 13th St. from Massachusetts St. to the east end of Oak Hill Ave.

Do you detect a pattern over the years? A slow walk forward - but forward only IF there are citizens voicing strong support. The squeaky wheel gets the grease, as the saying goes.

Be a squeaky wheel on Tuesday, 11 April, 5:45pm, City Hall. There are many competing interests for scarce budget funds. You will make a difference by being there. Please print the attached label, cut it and share it, and wear it pinned to your blouse or shirt at the meeting. I'll also have self-stick ones for you if you prefer.

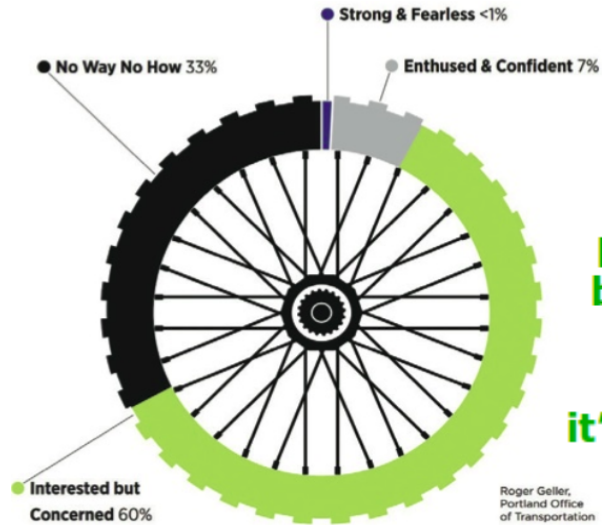
Ride your bicycle there, and bring it into the lobby!

Thanks! -

Michael Almon

Secretary, Sustainability Action Network

I'M A SQUEAKY WHEEL

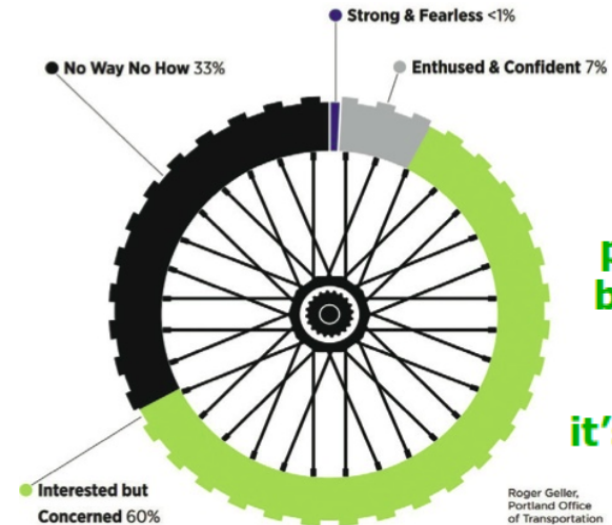


88% of potential bicyclists don't, because it's unsafe

Roger Geller, Portland Office of Transportation

FOR SAFE BIKEWAYS

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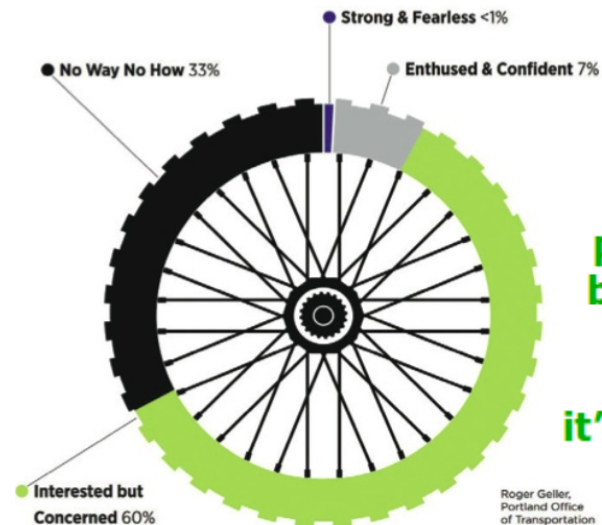


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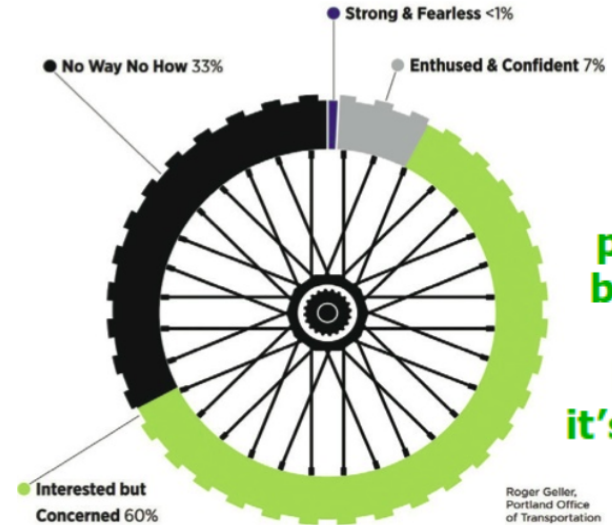


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