



# Lawson Middle School Bikeway Feasibility Study

Bicycle Pedestrian Commission



May 17, 2023










# Agenda

- Project Overview
- Study Process & Timeline
- Data Collection & Analysis
- Alternatives
- What we've heard
- Next Steps



# Project Overview

- 2016-2017: Citywide School Walk Audit identified need to improve bicycle safety at Lawson
  - Lawson student biking grown from 3% in 2016 to 17% in 2022
  - 2018-2022: Conditions and options explored by City / School / District / PTA / Parents
  - 2022: City contracted with Hexagon to take a fresh look at conditions and options by conducting this feasibility study
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# Project Location

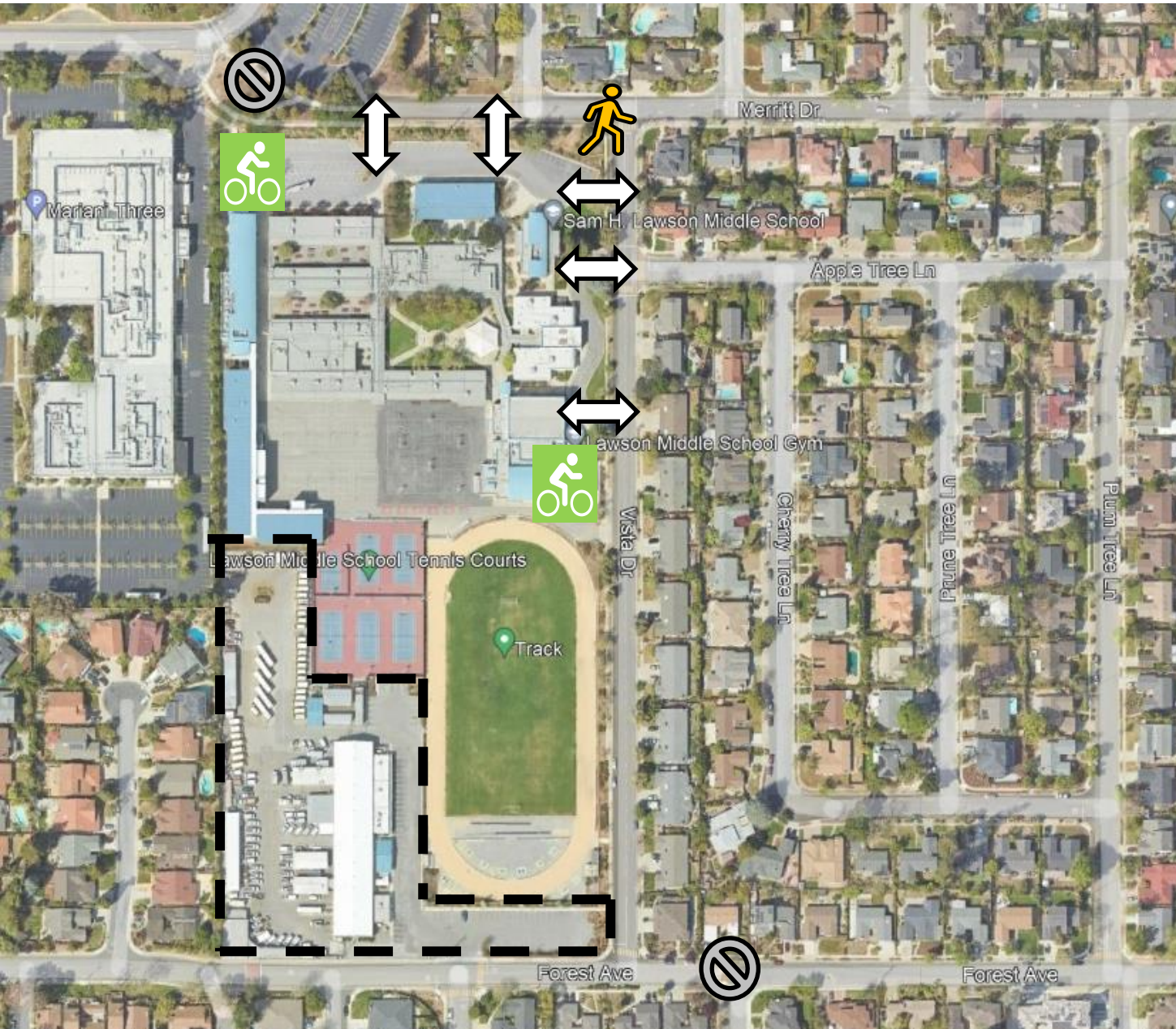







 Lawson Middle School





# Existing Operations and Context



-  Crossing Guard
-  Bike Cage
-  School Driveways
-  No Vehicle Access
-  CUSD Lot


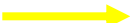


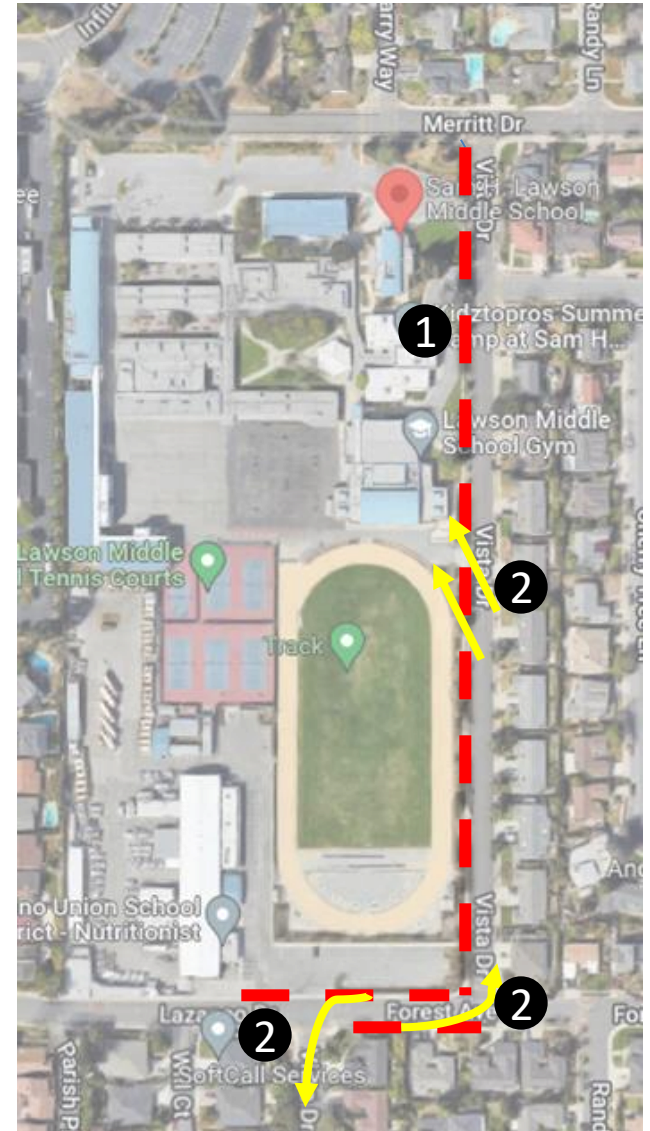
# Purpose of this Study

Accommodate the growing number of cyclists  
and keep all road users safe  
by providing a safe route to access bike cages  
on campus, while minimizing impacts to the  
neighborhood

# Observed Conflict Areas

- 1 Peds and bikes sharing the sidewalk
- 2 Bicycles making wide turns, weaving across vehicles to cross

-  Bikes observed on sidewalk
-  Path of bike travel on street







# Data Collection Findings



- **Vehicles**

- Low volumes (<200 vehs/hr each direction) on adjacent streets





- **Pedestrian**

- High ped volumes (>100) south and north of the bike cage

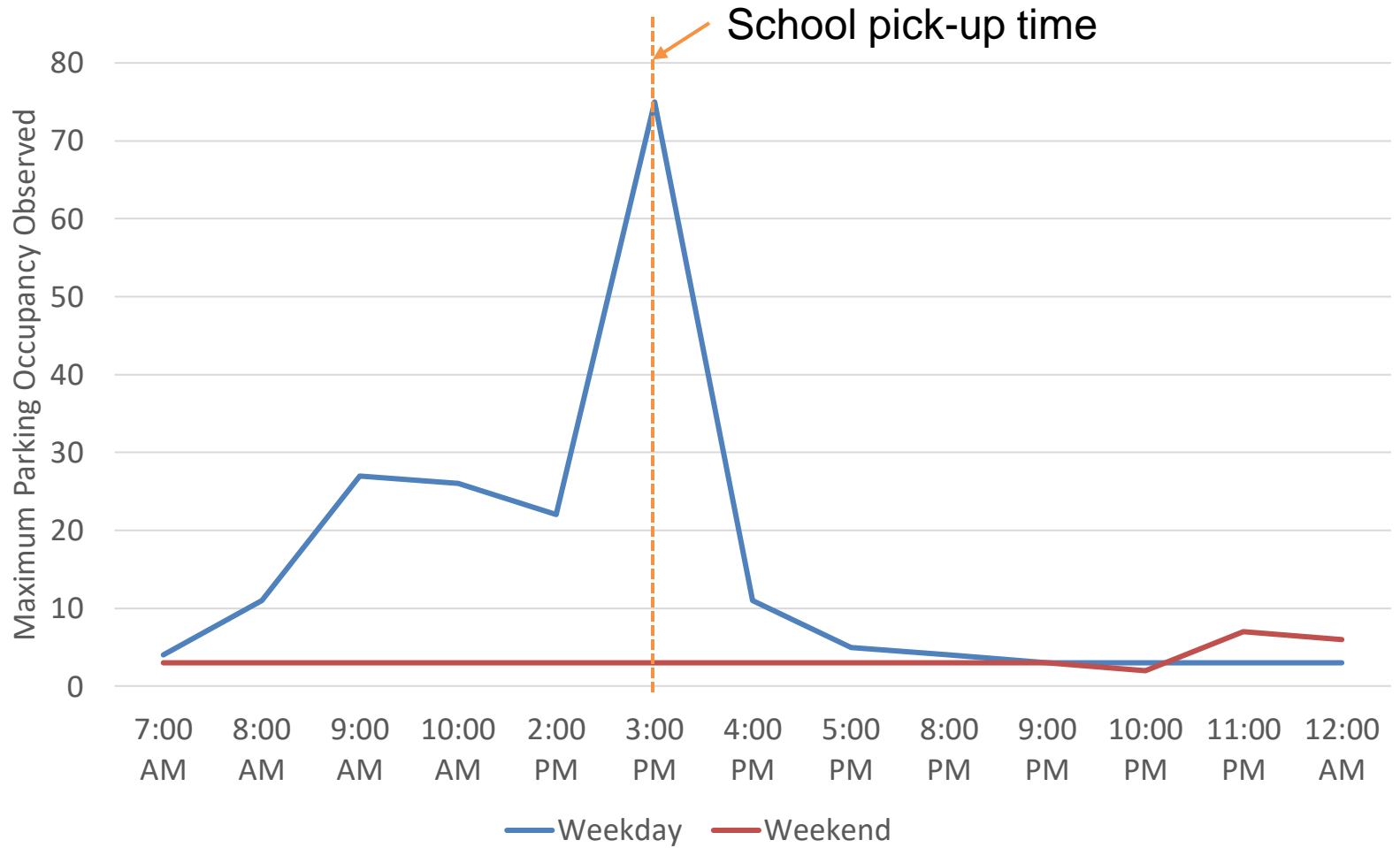


- **Bikes**

- High bike volumes (>30) south of Vista bike cage
  - Low bike volumes (<10) north of Vista bike cage
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# Time of Day On-Street Parking Analysis- Vista Drive










# Vista Dr Parking Counts

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- **Hexagon Counts**
    - 20 spaces were observed to be unoccupied in the school parking lot
    - 75 maximum parked cars observed on weekday
  - **Neighbor Counts**
    - On average, 25 – 30 parked cars observed on weekdays and 10 – 15 parked cars observed on weekends
    - Greater than 40 parked cars observed on six weekdays
    - 84 maximum parked cars observed on one weekday at 6 PM
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# Alternatives Analysis

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- The 2 preferred alternatives are based on:
    - Data collection and analysis
    - Community and stakeholder input
  - Options considered but eliminated since they don't adequately address safety concerns:
    - Bike route and sharrows signage and pavement markings
    - No change

# Alternative A

## Two-way Mixed-Use Trail To Replace Existing Sidewalk

- Design Features
  - 14', two-way, continuous, mixed-use trail
  - Bike crossing enhancements at intersections
  - Wayfinding/Signage

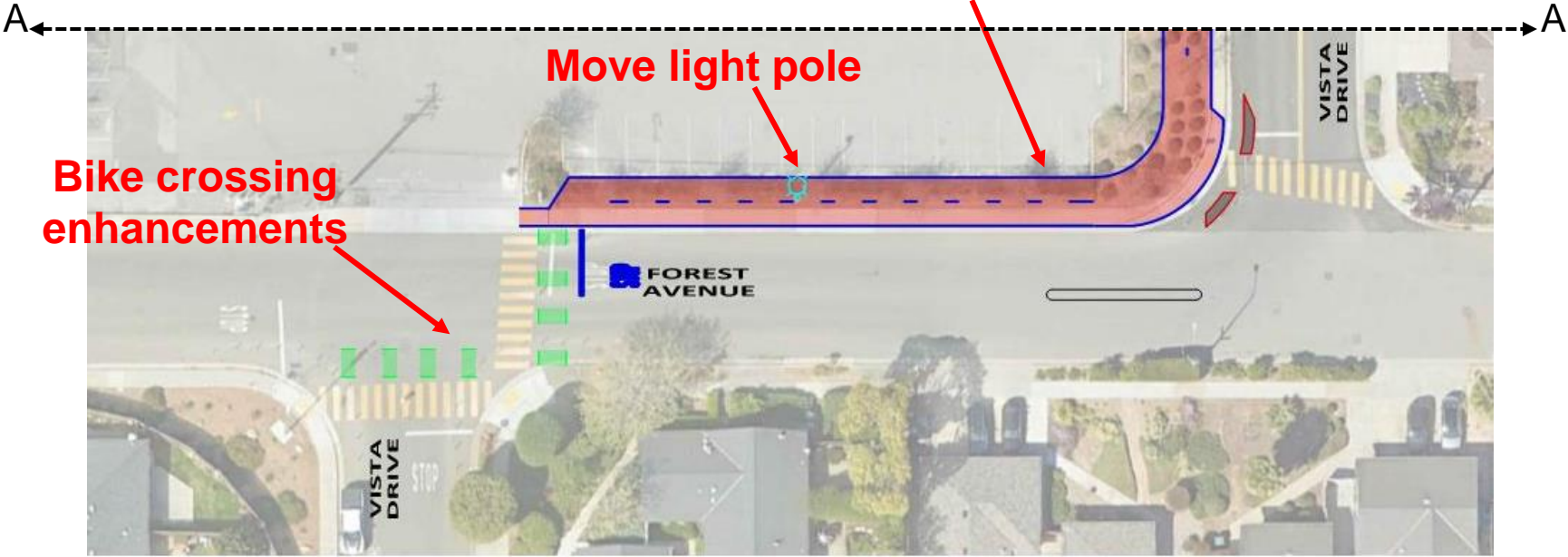


 Bike crossing enhancements

 Two-way Mixed-Use trail



**Remove existing sidewalk and landscaping and build 14' multiuse path (10' path + 2' shoulders on each side)**





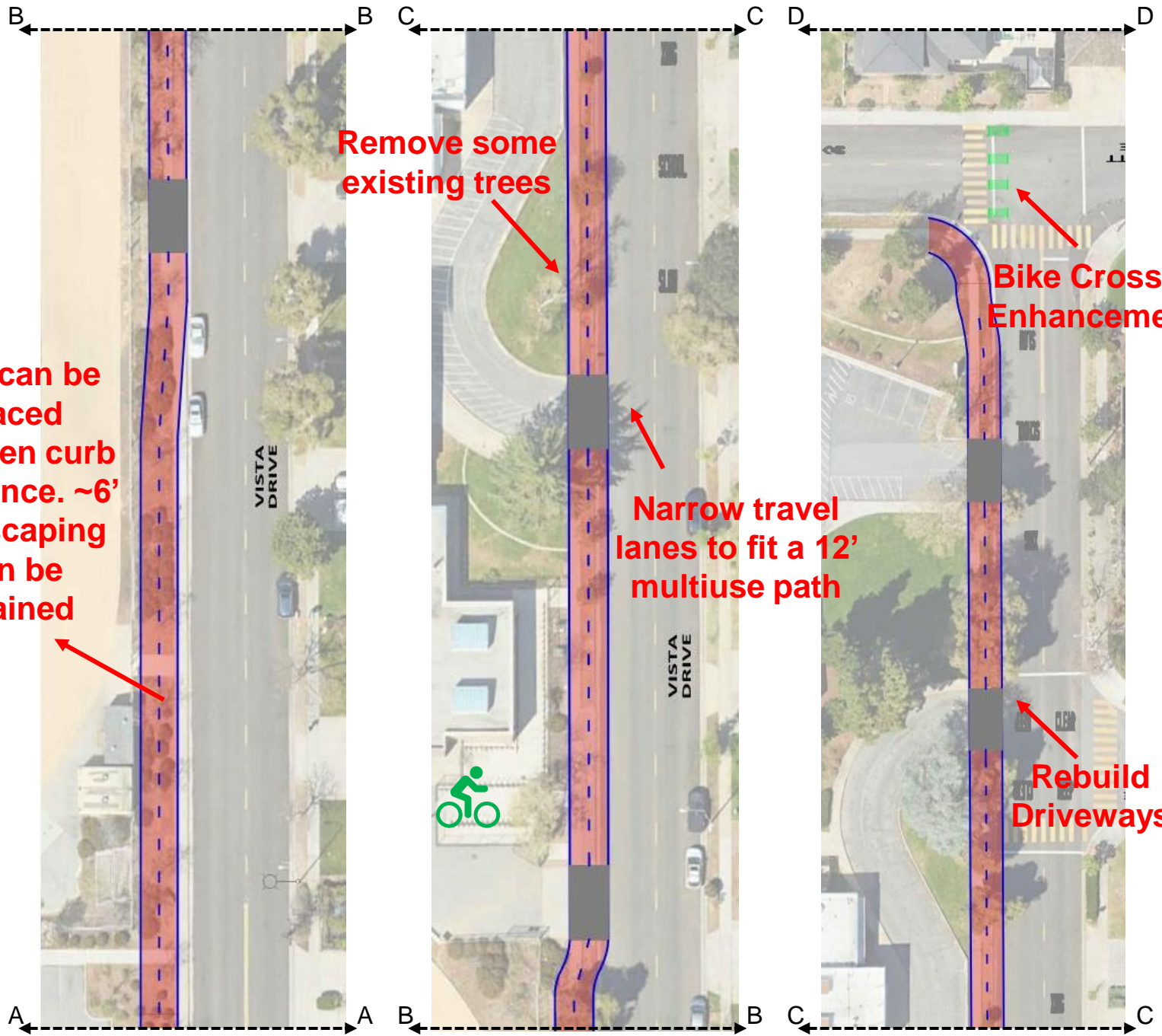
Trail can be placed between curb and fence. ~6' landscaping can be retained

Remove some existing trees

Narrow travel lanes to fit a 12' multiuse path

Bike Crossing Enhancements

Rebuild Driveways



# Alternative A

## Two-way Mixed-Use Trail To Replace Existing Sidewalk

- **Pros**
  - Get bikes off Vista Dr. and Forest Ave eliminating bike/veh conflicts
  - Wide multi-use trail accommodates bikes and peds
  - Retain parking



# Alternative A

## Two-way Mixed-Use Trail To Replace Existing Sidewalk

- **Cons**
  - High Cost (approx. \$1.5M)
  - Remove and replant 19 small trees and 9 mature trees
  - Relocate utilities (incl. parking lot light)
  - Rebuild driveways
  - Move curb to narrow lanes





# Alternative B

## On-street Two-Way Class IV Bike Facility

- Design Features
  - 8' + 3' buffer, two-way, Class IV bike facility
  - Bike crossing enhancements at intersections
  - Wayfinding/Signage



 Bike crossing enhancements



Class IV Bike Facility

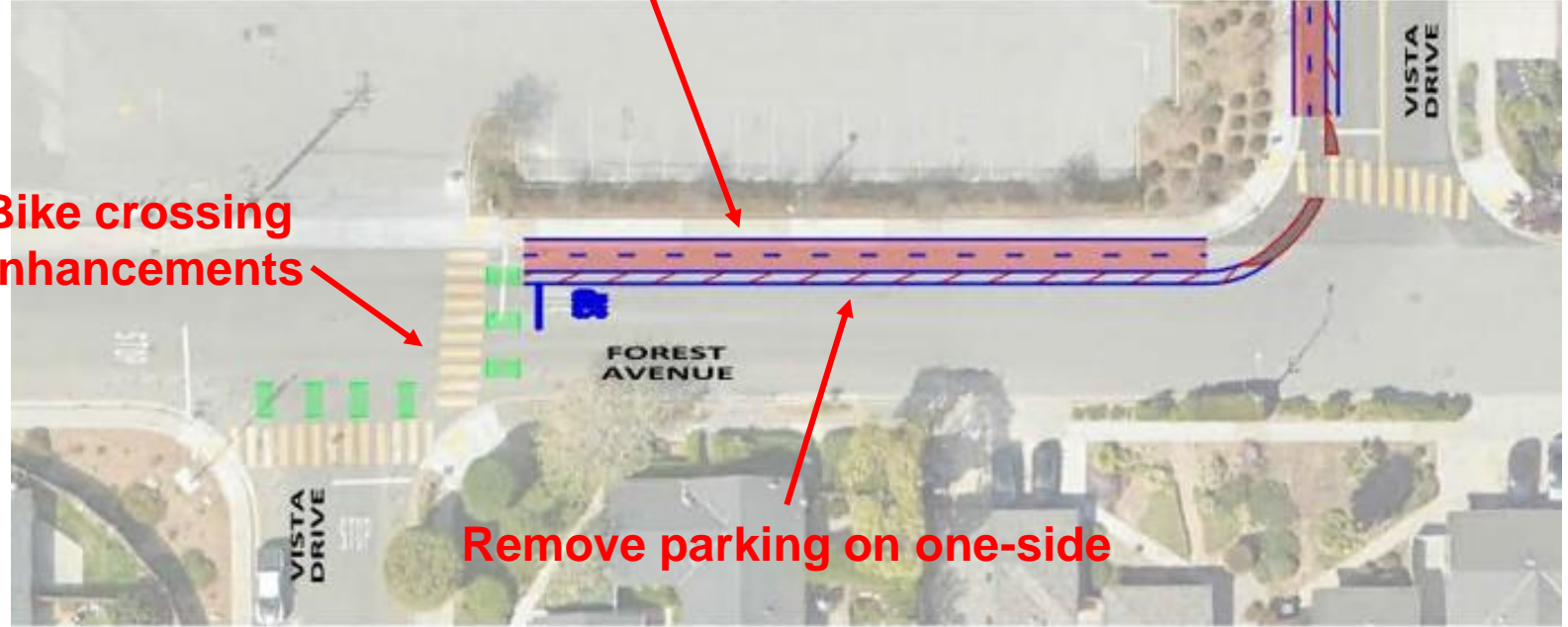


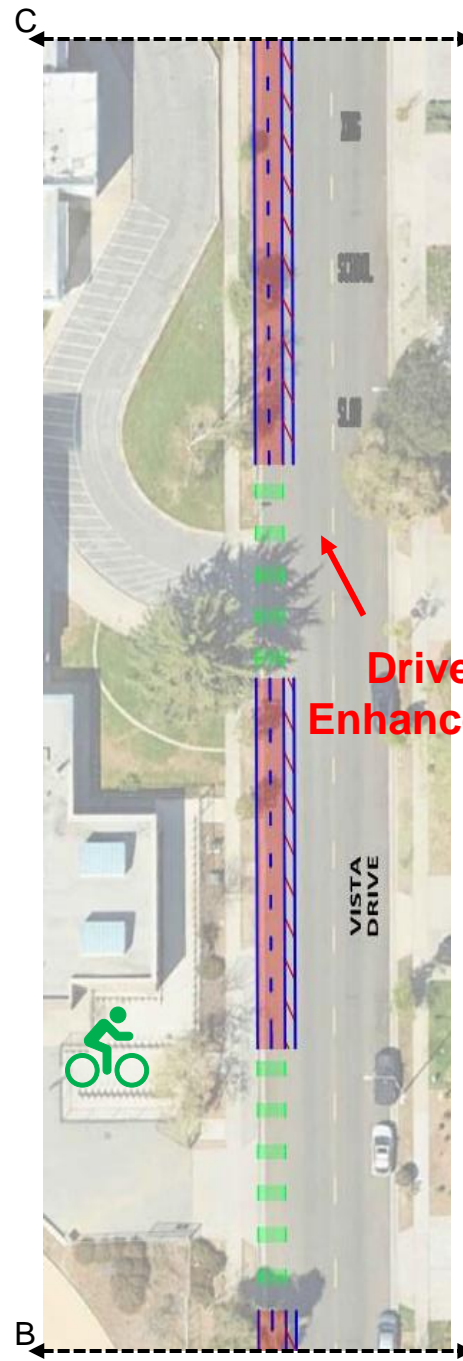
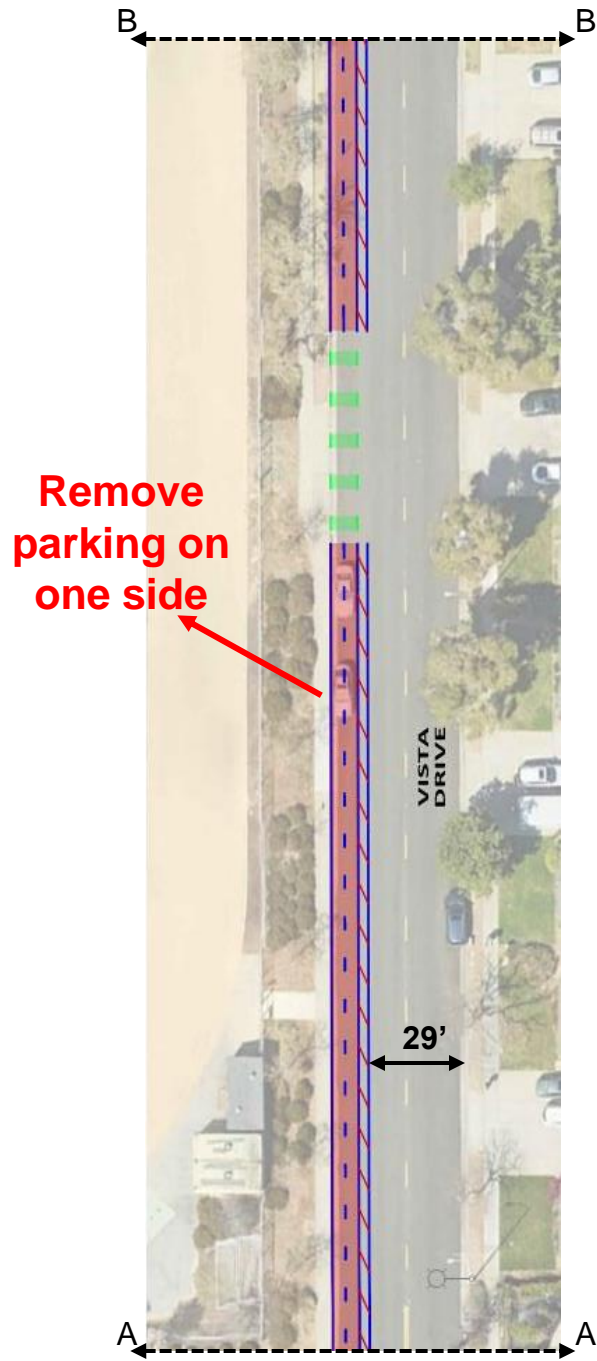
**8' two-way class IV bike path with 3' buffer and vertical separation**



**Bike crossing enhancements**

**Remove parking on one-side**







# Alternative B

## On-street Two-Way Class IV Bike Facility

- **Pros**
  - Low cost (approx. \$115K)
  - Eliminates bike/veh and bike/ped conflicts
  - Does not require removal of trees/relocating utilities



 Bike crossing enhancements

 Class IV Bike Facility



# Alternative B

## On-street Two-Way Class IV Bike Facility

- **Cons**
  - Removal of Parking
    - West side of Vista Dr:  
Approx 51 spaces
    - North side of Forest Ave:  
Approx 8 spaces







# Alternatives Recap





**Alt A: Two-way Mixed-Use Trail To Replace Existing Sidewalk**

**Alt B: On-street Two-Way Class IV Bike Facility**



Characteristics	Alt A	Alt B
Addresses bike/ped/veh conflicts	Yes	Yes
Relocate utilities	Yes	None
Remove trees (small and mature)	28	None
Remove on-street parking spaces	None	59
Cost to implement	~\$1.5M	~\$0.12M





# Community Outreach

- Conducted 3 community meetings
  - Approximately 30 attendees at each meeting including Lawson students, parents, and neighbors
  - Interactive polling
  - Survey
- Conducted a meeting with CUSD and School Staff
  - Generally supportive of the study's direction and the alternatives.

# What we've heard

- Lawson neighbors generally prefer the two-way mixed-use trail to replace existing sidewalk (Alternative A)
- Lawson school parents and students generally prefer the on-street two-way class IV bike facility (Alternative B)

## Community Meeting Poll Results

Poll Questions	Alt A	Alt B
Preferred Alternative	37%	63%
Oppose Alternative	52%	34%

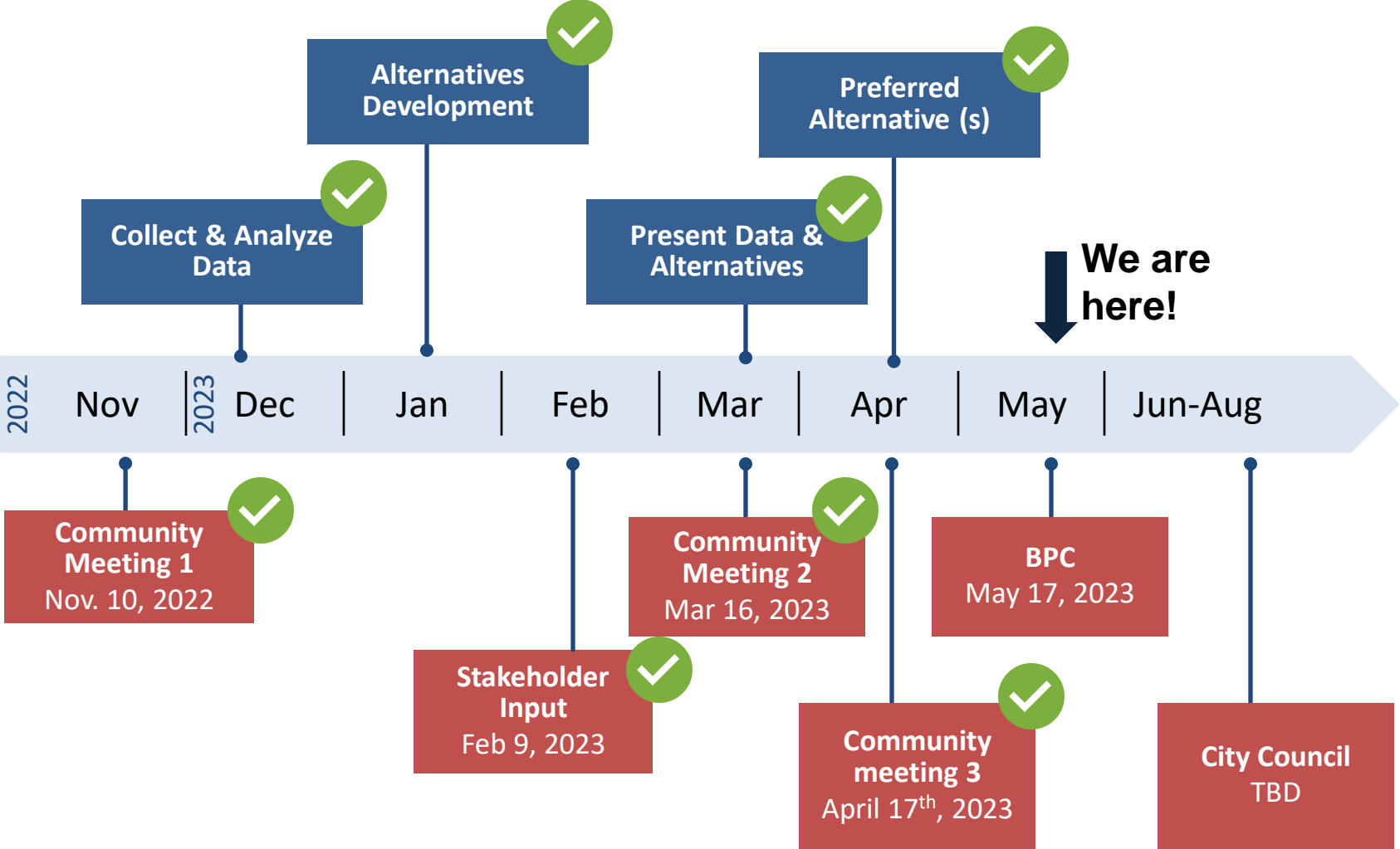
## Online Survey Results

- 30 survey responses

Poll Questions	Alt A	Alt B
Preferred Alternative	7%	87%
Oppose Alternative	80%	7%



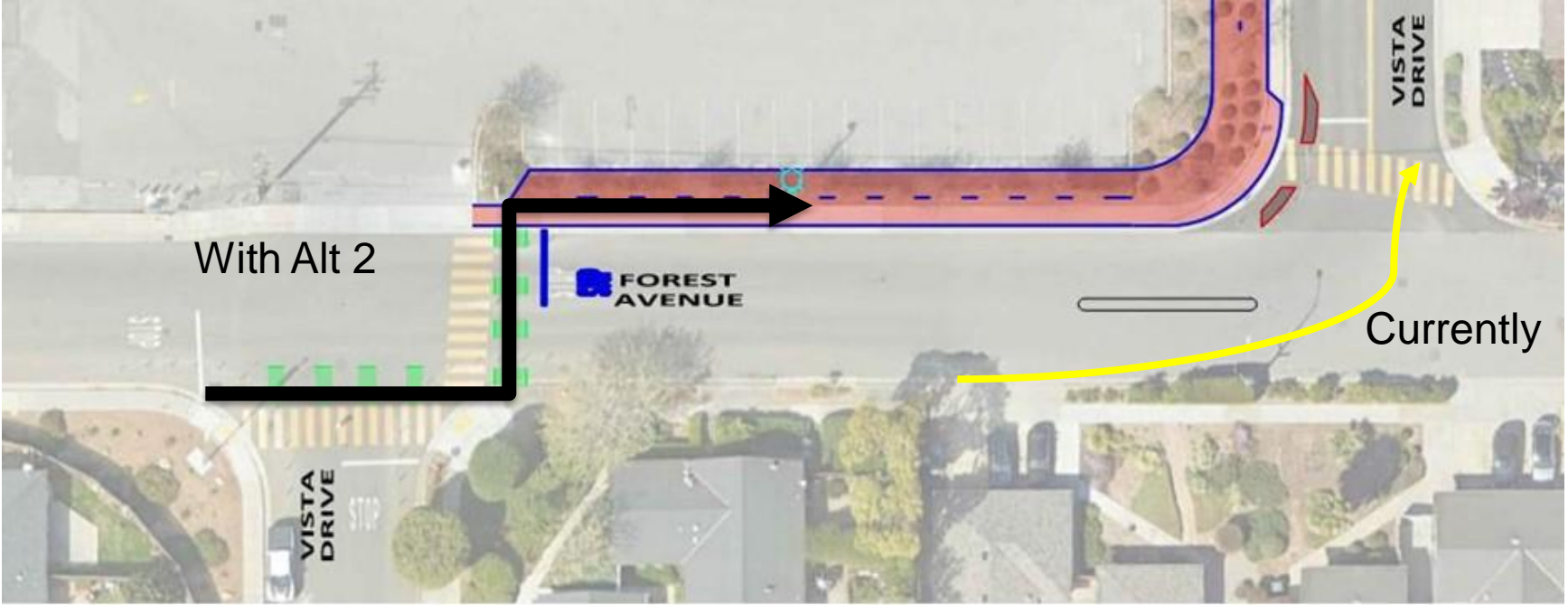
# Study Process/Timeline





# Staff Recommendation

Bicycle Pedestrian Commission recommend a preferred alternative for further development by staff and Council consideration



With Alt 2

FOREST AVENUE

Currently

VISTA DRIVE

VISTA DRIVE

STOP

