NORTH LAWRENCE CORRIDOR STUDY

Open House Agenda
Wednesday, December 10, 2025

Welcome! There will be no formal presentation this evening. Please visit the stations around the room and come/go as you please.

Station #1 — Project Background / Study Area

Station #2 — Existing Conditions

Station #3 — Visioning Workshop Summary

Station #4 — Image Voting **Provide Your Input!**

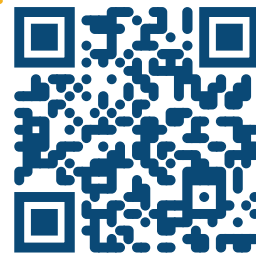**Station #5** — Next Steps & Survey **Provide Your Input!**

The project survey is available online. Paper copies are also available. The survey will be available through January 9th.

Have more questions??
Virtual Q&A Sessions will be on...

- Friday December 12th from 11am-1pm
- Monday December 15th from 5pm-7pm

Zoom links can be found by visiting the website listed below.
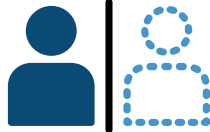
Open House Survey

Learn more at lawrenceks.org/NLCS

CITY OF LAWRENCE · KANSAS ·

Community Expectations

The feedback we gather today will play a key role in shaping the Plan. Stay as long or as little as you like, then take our survey to share your thoughts.

Learn

Reflect

Feedback

Project Purpose

The study is intended to examine how transportation, land use, and future development align along North 2nd Street, enabling the City to plan proactively for growth, improve safety and connectivity, and reinforce the character and identity of North Lawrence. Resolution No 7612, adopted by the City Commission, provides additional framing for this goal.

Develop a BOLD vision for North Lawrence

Identify corridor needs and objectives

Identify funding sources

Prioritize future efforts in the study area

Project Phases

The five phases of the project listed below are designed to provide public transparency, keep the community informed about project goals, progress, and next steps, and deliver a final plan that represents the shared vision of the community..

1. Public Engagement
Deliverables: Meeting summaries, engagement reports, and materials posted on the City website.

2. Existing Conditions Analysis
Includes: Land use, transportation/multi-modal network, economic/demographic trends (2010–2024), infrastructure, brownfields, and parcel viability.
Deliverable: Existing Conditions Analysis Report.

3. Draft Plan Development
Future Land Use Scenarios: Up to 3 scenarios for the entire corridor.
Opportunity Sites: Up to 5 sites for redevelopment.
Connectivity & Multi-Modal Plans: Investments for each scenario.
Infrastructure & Resiliency: Strategies for stormwater, utilities, and roadway improvements.
Economic Development: Conceptual designs for opportunity sites.
Urban Design & Placemaking: Framework graphics and 3D visualizations for up to 5 nodes.

4. Implementation Strategy
Cost Estimates: High-level estimates for improvements.
Phasing: Short-term and long-term approach.
Funding: Federal, state, and local grant opportunities.
Deliverable: Implementation Strategy (PDF).

5. Final Plan Delivery
Comprehensive Document: Includes engagement summary, existing conditions, draft plan, and implementation strategy.
Executive Summary: For easy public understanding.
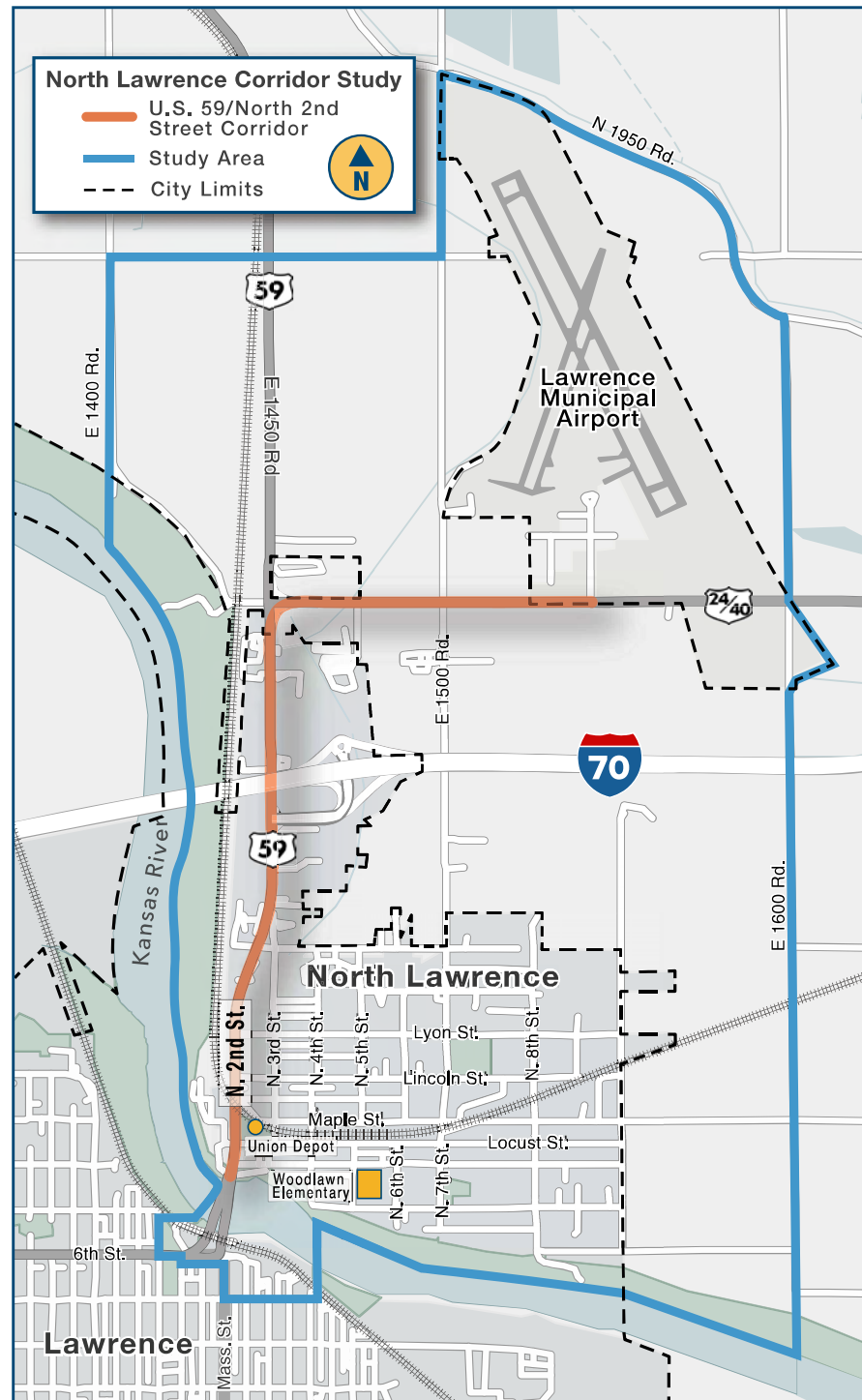City Adoption: Presentations to Task Force, Advisory Committees, and City Commission.

Corridor

A corridor is a major transportation route, such as N 2nd Street / US 59 Highway and the land directly connected to it. Corridors serve as critical links for moving people and goods and often influence surrounding development patterns.

Study Area

The study area includes the US59/N. 2nd Street corridor itself and the adjacent land that interacts directly with it, and it includes land most impacted by the corridor and any future development which may occur along the corridor.

The study area was confirmed by the Task Force appointed by City Commission. This task force includes both city and county residents. It includes land within the Urban Growth Area of our City/ County Comprehensive Plan (Plan 2040).

North Lawrence Corridor Study
— U.S. 59/North 2nd Street Corridor
— Study Area
-- City Limits

N 1950 Rd.

Lawrence Municipal Airport

E 1400 Rd.

E 1450 Rd.

E 1500 Rd.

E 1600 Rd.

59

24/40

70

Kansas River

North Lawrence

N. 2nd St.

N. 3rd St.
N. 4th St.
N. 5th St.
N. 6th St.
N. 7th St.
N. 8th St.

Lyon St.
Lincoln St.
Locust St.

Maple St.
Union Depot

Woodlawn Elementary

6th St.

Lawrence

Mass. St.

We know the term "North Lawrence" can mean different things to different people. For this study, it simply refers to the area on the map shown above, which includes both city and county land between the Kansas River and the Lawrence Regional Airport.

Connectivity...

...making it easy and enjoyable for people to move through and experience a place—whether they're walking, biking, taking transit, or driving. It's not just about roads; it's about linking neighborhoods, destinations, and public spaces in a way that feels safe, intuitive, and welcoming.

Core Values:
Accessibility
Safety
Mobility
Equity

Examples for the Study Area:

Connected Sidewalks & Bike Lanes

Streetscaping

Bus Stop & Shelter

Wayfinding

Placemaking...

...designing and activating spaces so they feel welcoming, comfortable, and connected to the people who use them every day. It focuses on creating environments that encourage social interaction, walkability, and a sense of belonging, rather than large-scale redevelopment or displacement.

Core Values:
Calm
Community
Nature
Charm

Examples for the Study Area:

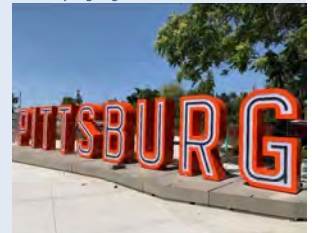*Pocket Parks & Community Gardens*

Public Art & Murals

Social Nodes

Gateway Signage

Economic Development...

...strengthening the local economy in ways that benefit the people who live and work here. It means creating opportunities for small businesses, local entrepreneurs, and job growth, while supporting the character and culture of the community.

Core Values:
Resilience
Economic Viability
Welcoming
Inclusivity

Examples for the Study Area:

Mixed-Use Developments

Pop-Up Retail & Food

Housing Base for Grocery Store
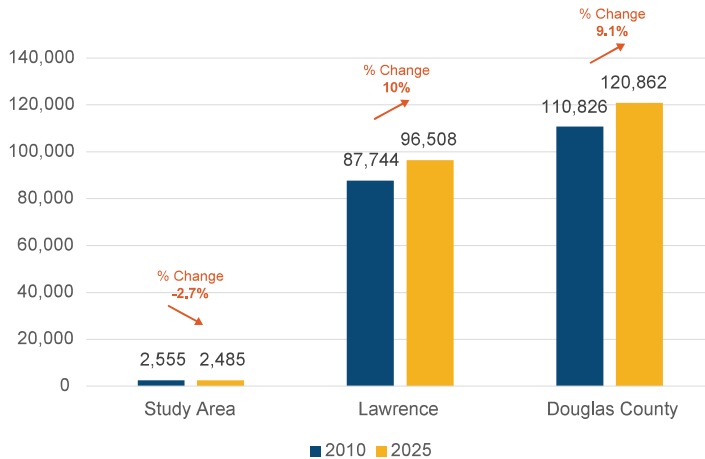

Community Events

Demographics

Population & Age Range

The Study Area has notable differences when compared to the greater City of Lawrence and Douglas County. While the city is dominated by college-aged residents (ages 15–24 make up over a quarter of its population), only 11% of the study area's population falls within that age bracket. The Study Area is home to more families and long-term residents with higher shares of children under 10 and adults in their late 30s and early 40s. Seniors also make up a slightly larger portion here, adding to its stable, established feel.
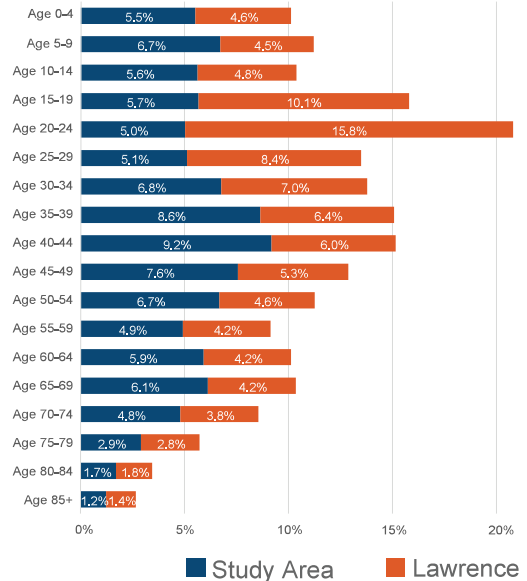
Population in the Study Area has dipped slightly since 2010, even as Lawrence and Douglas County continue to grow, reinforcing the area's identity as a quieter, less transient community compared to the bustling college town environment nearby.

Population Comparison, 2010-2025

Study Area: 2,555 (2010), 2,485 (2025), % Change -2.7%
Lawrence: 87,744 (2010), 96,508 (2025), % Change 10%
Douglas County: 110,826 (2010), 120,862 (2025), % Change 9.1%

Legend: 2010, 2025

Source: ESRI Business Analyst; HNTB; Economic & Planning Systems

Age Range in the Study Area

Age	Study Area	Lawrence
Age 0–4	5.5%	4.6%
Age 5–9	6.7%	4.5%
Age 10–14	5.6%	4.8%
Age 15–19	5.7%	10.1%
Age 20–24	5.0%	15.8%
Age 25–29	5.1%	8.4%
Age 30–34	6.8%	7.0%
Age 35–39	8.6%	6.4%
Age 40–44	9.2%	6.0%
Age 45–49	7.6%	5.3%
Age 50–54	6.7%	4.6%
Age 55–59	4.9%	4.2%
Age 60–64	5.9%	4.2%
Age 65–69	6.1%	4.2%
Age 70–74	4.8%	3.8%
Age 75–79	2.9%	2.8%
Age 80–84	1.7%	1.8%
Age 85+	1.2%	1.4%

Source: ESRI Business Analyst; HNTB; Economic & Planning Systems

40.5 is the **median age** in the Study Area

2.22 is the average **household size** in the Study Area

16% of households **do not have internet** in the Study Area
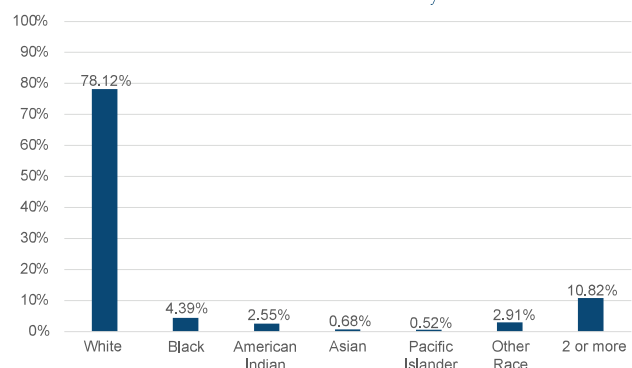
94% of households **own at least 1 vehicle** in the Study Area

Racial Profile

The project Study Area is a community that feels rooted and familiar, yet it carries a touch of diversity that adds richness to its character. While most residents identify as White, there's a meaningful presence of neighbors from different backgrounds, including Black, American Indian, and those who identify with two or more races. This mix gives the area a sense of variety without losing its small-town feel. With a Diversity Index of 47.3, the Study Area is moderately diverse. It is more varied than a completely same demographic neighborhood, but still less diverse than larger urban areas. It's a place where tradition meets subtle cultural layers, shaping a unique identity.

While Lawrence reflects the diversity of a vibrant college town, the Study Area feels more rooted and close-knit. Lawrence's Diversity Index of 51 is slightly higher than the Study Area's 47.3, signaling a broader mix of racial and ethnic backgrounds in the city. This difference is shaped by the university's influence, which brings in students and residents from across the country and around the world. In contrast, the Study Area maintains a more traditional demographic profile, with diversity present but less pronounced creating a neighborhood that feels stable and familiar, yet enriched by subtle cultural variety.

Racial Profile in the Study Area

White	Black	American Indian	Asian	Pacific Islander	Other Race	2 or more
78.12%	4.39%	2.55%	0.68%	0.52%	2.91%	10.82%

Source: ESRI Business Analyst; HNTB; Economic & Planning Systems

Business & Economy

Household Income

The Study Area stands out for its income distribution. Nearly one in four households (22.4%) earn between $100,000 and $149,999, a higher share than Lawrence or Douglas County. Middle-income households, earning $50,000–$74,999, make up about 19.4%, similar to county averages.
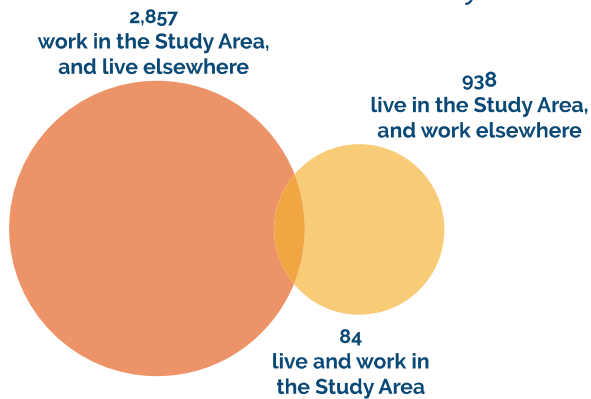
Lower-income households (<$15,000) represent 11.5%, slightly above the county average, while very high-income households ($200,000+) are rare at just 0.3% compared to 7.8% in Lawrence. This pattern suggests the Study Area has a strong middle- and upper-middle-income base, with fewer extremes at the top end.

Income Distribution Comparison

■ Study Area   ■ Lawrence   □ Douglas County
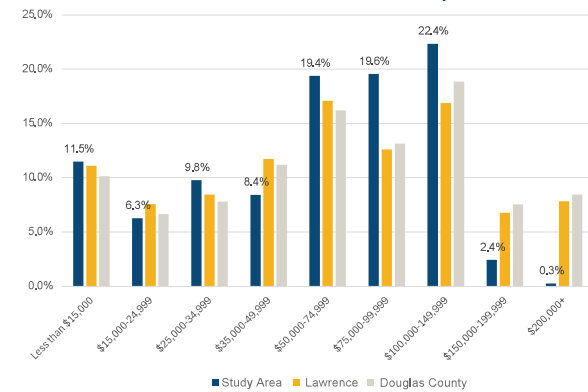
Source: On The Map; HNTB; Economic & Planning Systems

Inflow & Outflow in the Study Area

2,857 work in the Study Area, and live elsewhere

938 live in the Study Area, and work elsewhere

84 live and work in the Study Area

Source: On The Map; HNTB; Economic & Planning Systems

Commuting Patterns

2,857 people work in the Study Area but live elsewhere, while 938 residents commute out for work. Only 84 people both live and work in the Study Area. These numbers highlight the neighborhood's role as a job destination for the region.

Business Snapshot

The Study Area is home to a diverse mix of businesses that support the local economy. Construction is the largest sector, making up 14.5% of businesses and employing 13.2% of workers. This reflects the area's strong role in building and infrastructure.

This mix shows the Study Area as a hub for hands-on industries like construction and manufacturing, balanced by service-oriented businesses.

Business Types in the Study Area

- 14.5% Construction
- 13.7% Retail Trade
- 6.2% Manufacturing
- 6.2% Professional, Scientific, & Tech Services
- 5.7% Wholesale Trade
- 4.9% Administrative, Support & Waste Managements Services
- 3.5% Transportation & Warehousing
- 3.5% Real Estate, Rental & Leasing
- 3.1% Agriculture, Forestry, Fishing & Hunting
- 2.2% Educational Services
- 1.8% Utilities
- 1.3% Finance & Insurance
- Mining
- Information
- Management Companies
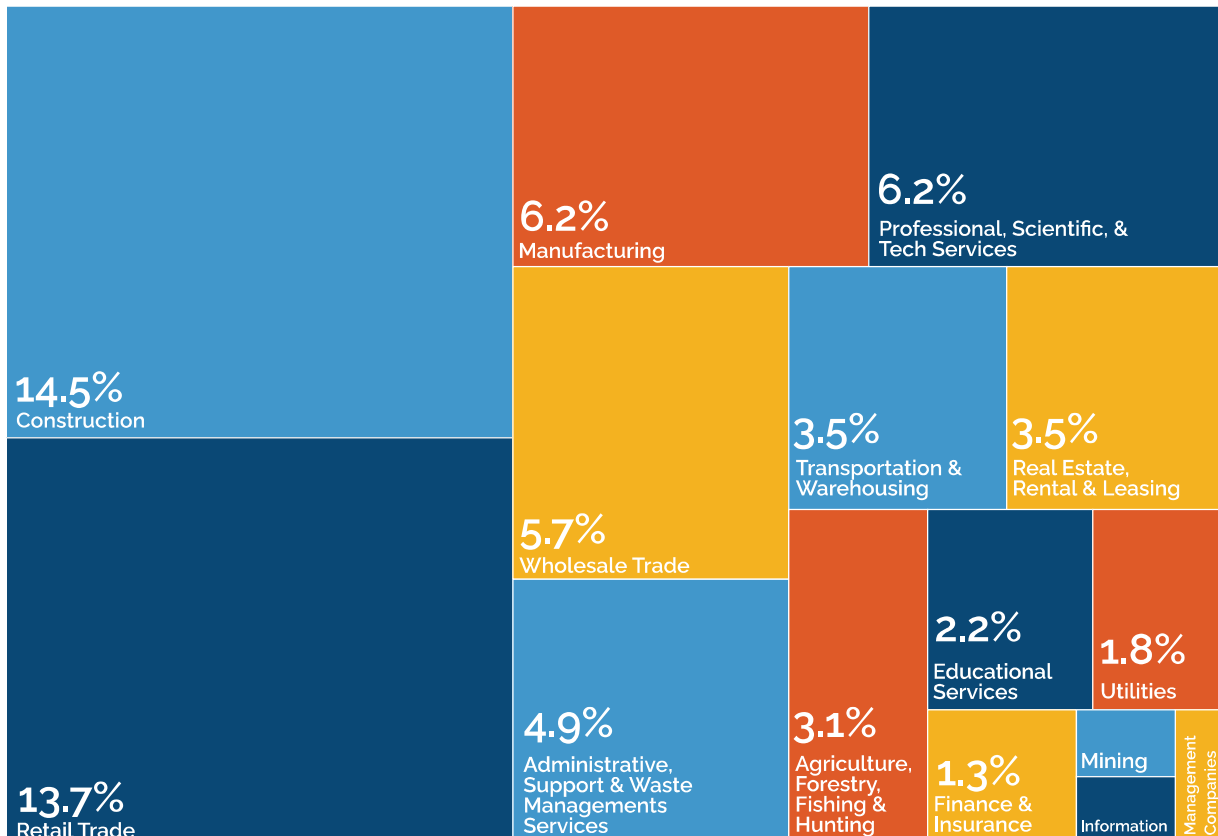
Source: ESRI Business Analyst; HNTB; Economic & Planning Systems
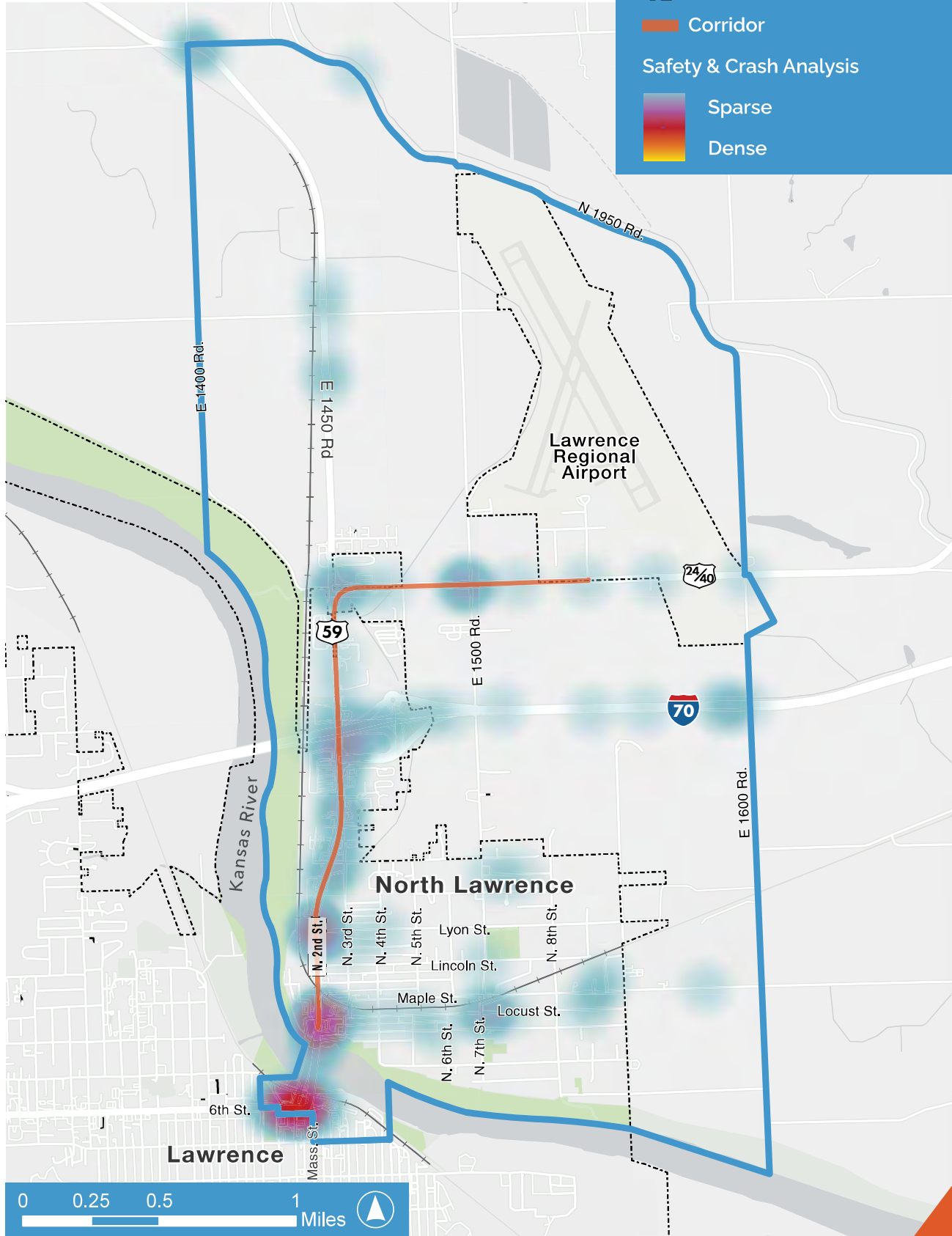
Crash Data

The map below visualizes 2020 to 2024 crash data from the Douglas County Crashes for Vision Zero Dashboard. Each crash record is symbolized by the severity of the crash. The data origin was provided by Kansas Department of Transportation (KDOT).

Legend

- ☐ Study Area
- ⬚ Lawrence City Boundary
- ▬ Corridor
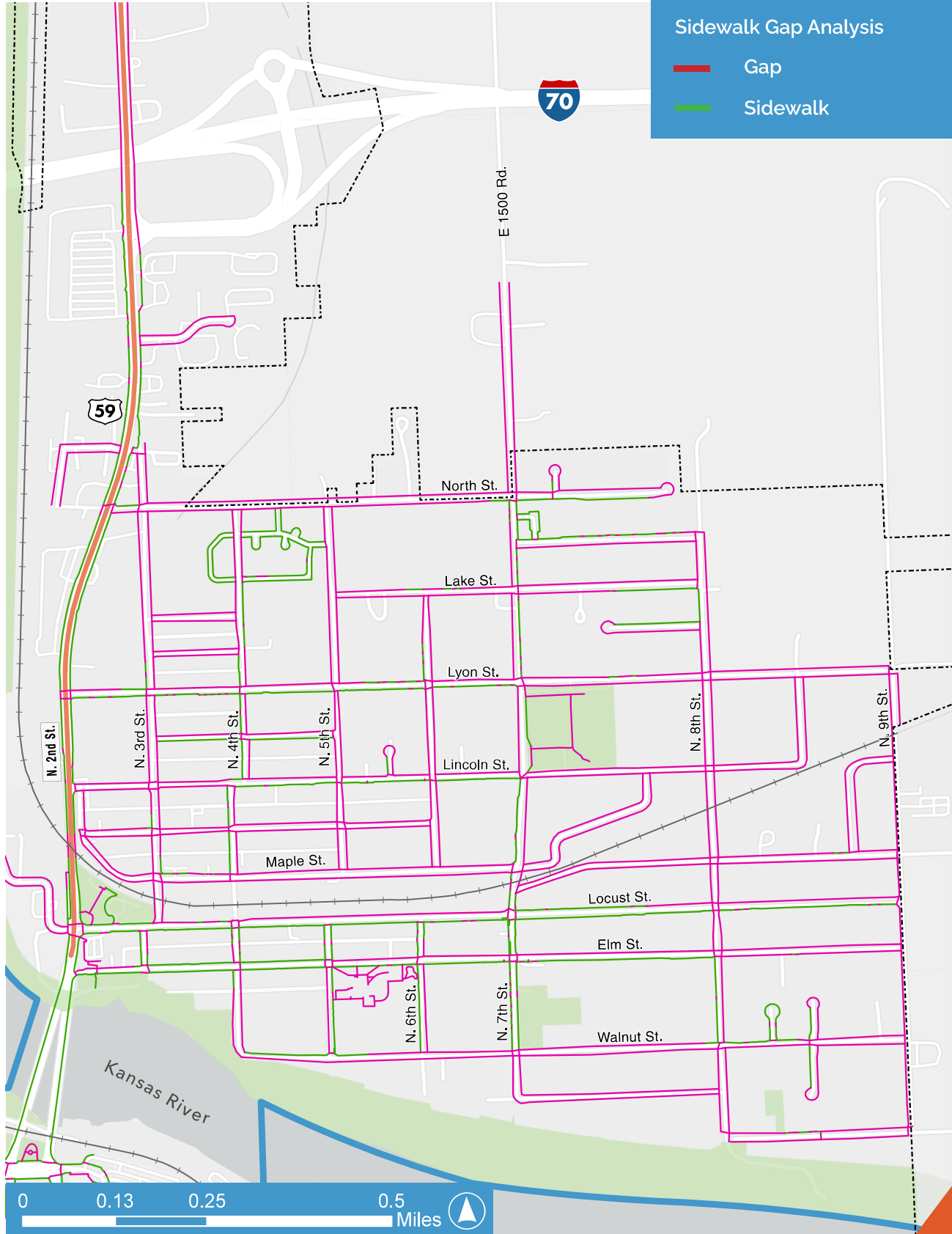
Safety & Crash Analysis

- Sparse
- Dense

Lawrence Regional Airport

North Lawrence

Lawrence

Kansas River

N 1950 Rd.

E 1400 Rd.

E 1450 Rd.

E 1500 Rd.

E 1600 Rd.

24/40

59

70

N. 2nd St.
N. 3rd St.
N. 4th St.
N. 5th St.
Lyon St.
N. 8th St.
Lincoln St.
Maple St.
Locust St.
N. 6th St.
N. 7th St.
6th St.
Mass. St.

0   0.25   0.5   1   Miles

Source: Douglas County Vision Zero; HNTB; The City of Lawrence

Sidewalk Gap Analysis

Legend

- Lawrence City Boundary
- Corridor

Sidewalk Gap Analysis
- Gap
- Sidewalk

70

E 1500 Rd.

59

North St.

Lake St.

Lyon St.

Lincoln St.

Maple St.

Locust St.

Elm St.

Walnut St.

N. 2nd St.

N. 3rd St.

N. 4th St.

N. 5th St.

N. 6th St.

N. 7th St.

N. 8th St.

N. 9th St.

Kansas River

0   0.13   0.25   0.5
Miles

Stormwater

North Lawrence Corridor Study
- U.S. 59/North 2nd Street Corridor
- Study Area
- City Limits
- Levee
- ● Pump Station
- Area of Reduced Risk due to Levee
- Regulatory Floodway
- 1% Annual Chance Flood Hazard
- .2% Annual Chance Flood Hazard
- Area of Minimal Flood Hazard

Lawrence Regional Airport

North Lawrence

Lawrence

0   0.25   0.5   1 Miles

Source: 2025; HNTB; The City of Lawrence

Summary

On November 17th, over 100 community members gathered to shape a shared vision for North Lawrence's future. The workshop focused on four key themes: Connectivity & Safety, Placemaking, Economic Development, and Community Values.

Participants emphasized the need for continuous sidewalks, safe pedestrian and bike connections across bridges and railroads, and improved lighting for safety. Placemaking ideas included welcoming gateways, public art, and enhancements to parks and green spaces. Economic priorities centered on preserving agricultural land, supporting local businesses, and adding essential services like a grocery store and fire station.

Core community values, such as safety, nature, charm, and inclusivity guided discussions, ensuring that future plans reflect both practical needs and the unique character of North Lawrence.

held on
November 17, 2025

130+ attendees

Safety was most frequently mentioned, over 20 times in public comment
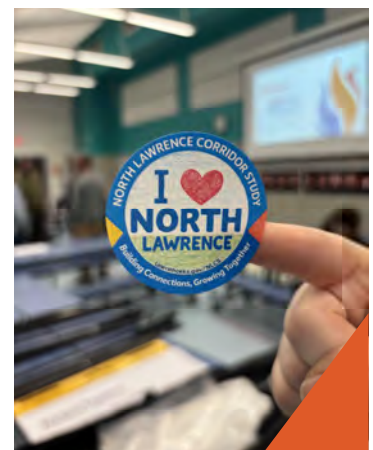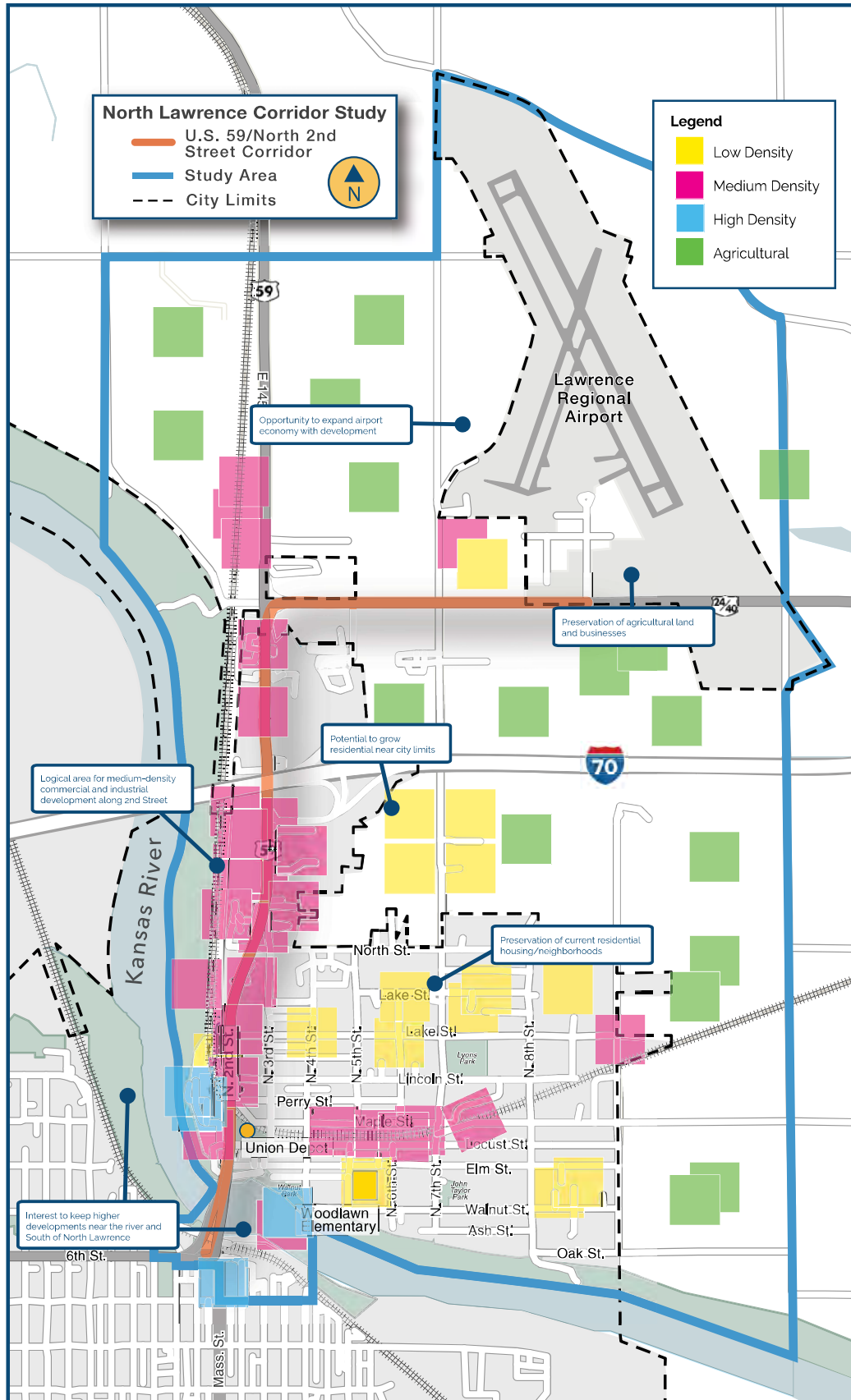
Station #3 summarizes the input received from the Visioning Workshop on November 17th. This board summarizes feedback related to Connectivity and Infrastructure.

Connectivity & Infrastructure is about making it easy and safe to move through the Study Area. Whether you're walking, biking, or driving, It includes continuous sidewalks, safe crossings over rivers and railroads, and better links to parks, trails, and businesses.

North Lawrence Corridor Study

- U.S. 59/North 2nd Street Corridor
- Study Area

N

Legend

- ★ Access Opportunities
- ● Safety Concerns
- — Pedestrian Connectivty
- — Automotive Connectivity
- — Bicycle Connectivity
- — Other Connectivity

Lawrence Regional Airport

Concern for access and safety when in the Riverfront Park due to the unpaved roads and railroad crossing

There is a need for pedestrian safety and connectivity along 2nd Street

The need for pedestrian and bicycle connectivity running East to West is critical

Safety concerns are present across all railroad crossings

Several ideas for an additional river crossing were discussed including ones connecting to the west and south

Station #3 summarizes the input received from the Visioning Workshop on November 17th. This board summarizes feedback related to Placemaking.

Placemaking is about enhancing the elements that are cherished in the Study Area to foster an even more welcoming and unique community through things like art, parks, and gathering spaces. Gateways like bridges and major intersections, create a strong first impression with signs, landscaping, and murals. Together, they build identity, pride, and a sense of place.

North Lawrence Corridor Study
U.S. 59/North 2nd Street Corridor
Study Area
N

Legend
Major Gateway
Minor Gateway

Lawrence Regional Airport

Riverfront Park

Levee Trail

Lyons Park

Kansas River
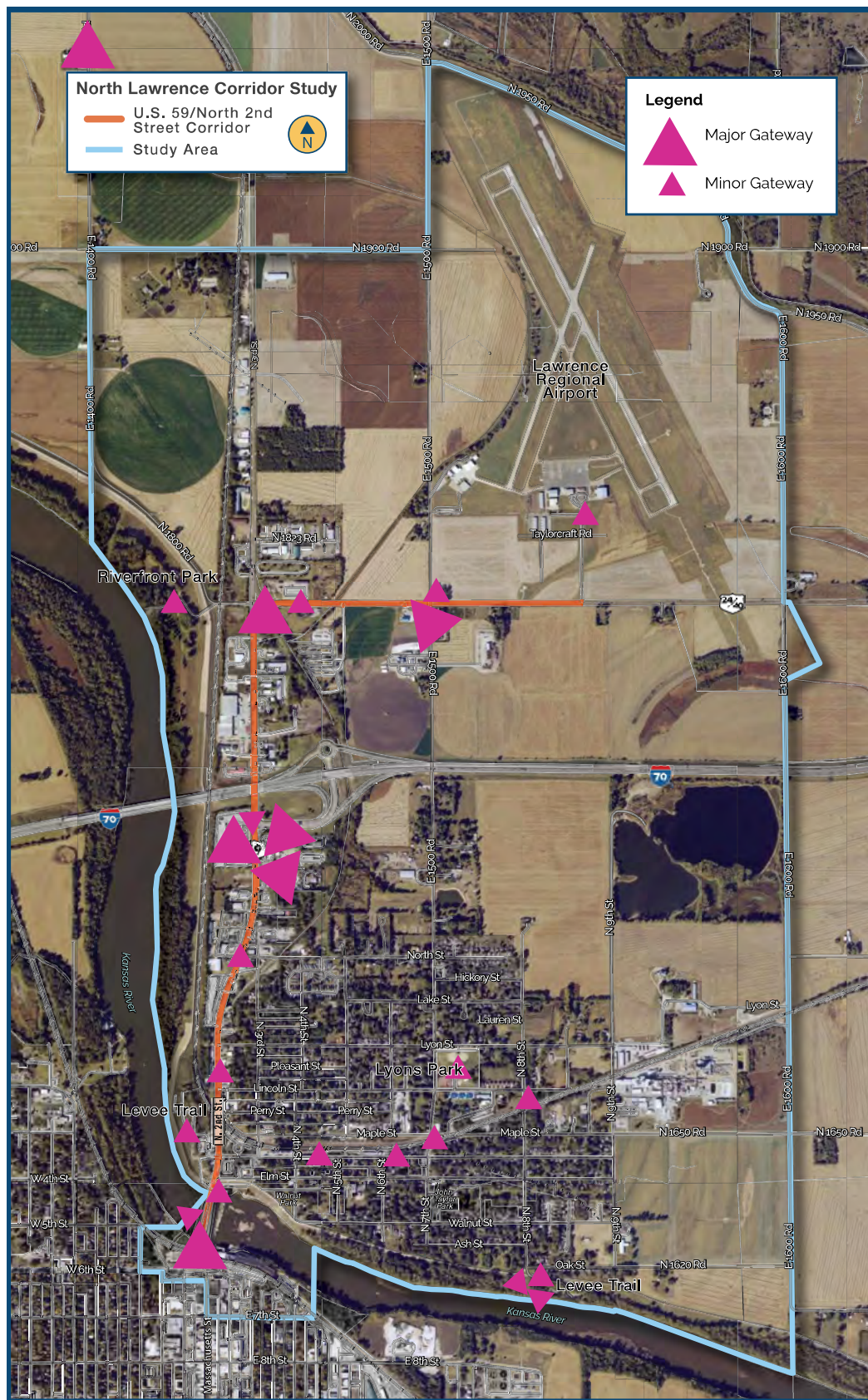
Placemaking Prioritization

Place dots on the images below to indicate which type of placemaking elements you prefer. Choose up to 3.

Enhanced Riverfront

Gateway Monument
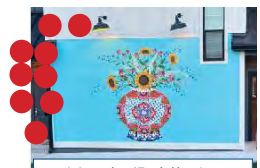
Murals/Public Art

Sculptural Signage

Street Furnishings

Iconic Street Feature

Streetscaping

Station #3 summarizes the input received from the Visioning Workshop on November 17th. This board summarizes feedback related to Economic Development.

Economic Development means adding essential services like a grocery store, fire station, and local shops while supporting existing businesses. Strategic density (low near existing housing, medium along 2nd Street and Locust Street, and higher near the river) helps grow without sprawl, preserve agriculture, and keep the Study Area's character.

North Lawrence Corridor Study
- U.S. 59/North 2nd Street Corridor
- Study Area
- City Limits

N

Legend
- Low Density
- Medium Density
- High Density
- Agricultural

Lawrence Regional Airport

Opportunity to expand airport economy with development

Preservation of agricultural land and businesses

Potential to grow residential near city limits

Logical area for medium-density commercial and industrial development along 2nd Street

Preservation of current residential housing/neighborhoods

Interest to keep higher developments near the river and South of North Lawrence

Kansas River

Union Depot

Woodlawn Elementary

North St.

Lake St.

Lincoln St.

Perry St.

Maple St.

Locust St.

Elm St.

Walnut St.

Ash St.

Oak St.

6th St.

Mass. St.

Station #3 summarizes the input received from the Visioning Workshop on November 17th. This board summarizes Value Tree exercise.

The **Value Tree** exercise asked participants to rank a set of values into three categories; Core, Active and Aspirational. Core values were those that participants felt should be fundamental to the project. Active were values that the community is currently progressing and Aspirational were the goals that the community should collectively be reaching for. The values are defined below.

Value Definitions

Calm — Creating a peaceful, low-stress environment through traffic management, noise reduction, and inviting public spaces.

Charm — Maintaining and celebrating the unique character of North Lawrence through historic preservation, local art, and design that reflects its identity.

Community — Fostering a sense of belonging and shared identity by supporting local culture, gathering spaces, and opportunities for residents to engage and collaborate.

Connectivity — The ability to link neighborhoods, businesses, and destinations through safe, efficient, and multimodal transportation options, ensuring easy access across the corridor and to the broader city.

Economic Viability — Encouraging development and investment that supports local businesses, attracts visitors, and creates jobs while maintaining affordability for residents.

Equity — Providing fair access to resources, opportunities, and benefits of corridor improvements, especially for historically underserved populations.

Inclusivity — Ensuring that all voices are heard in planning and that spaces and services are accessible to people of all ages, abilities, and backgrounds.

Mobility — Offering diverse transportation choices (walking, biking, transit, and driving) so people can move easily and efficiently within and beyond the corridor.

Nature — Preserving and enhancing green spaces, trees, and natural features to promote ecological health and provide recreational opportunities.

Resilience — Designing infrastructure and land use to withstand flooding, climate impacts, and economic shifts, ensuring long-term sustainability for the corridor.

Safety — Creating an environment where all users (pedestrians, cyclists, drivers) feel secure through well-designed infrastructure, lighting, and traffic calming measures.

Welcoming — Designing the corridor to feel inviting to residents, visitors, and businesses through clear wayfinding, attractive streetscapes, and community-oriented amenities.

Value Ranking Results
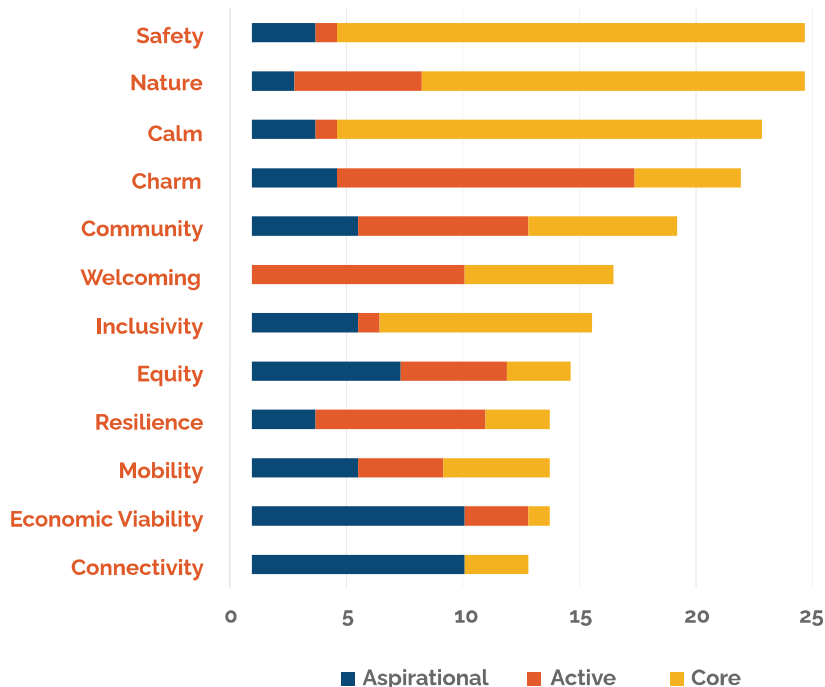
The results tell a compelling story:

our community dreams of a safe, nature-rich environment that feels calm and charming, while fostering strong social bonds and fairness.

These values will guide us as we shape spaces that are not only functional but deeply meaningful.

Connectivity *(1 of 2)*

► **STEP 1:** *Place 4* **GREEN** *dots on the connectivity strategies that you like the* **most**.

► **STEP 2**: *Place 4* **YELLOW** *dots on your second choices.*

Pedestrian Infrastructure

Pedestrian Railroad Crossing

Rapid Flashing Beacon Crosswalk

Pedestrian Refuge Island

Roundabout Crossings
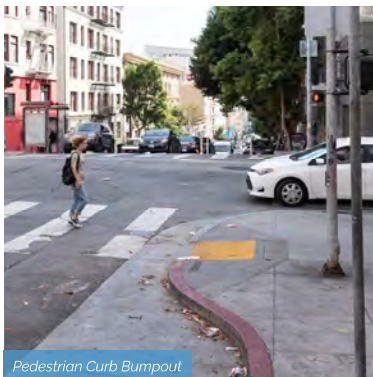
Pedestrian Curb Bumpout

Pedestrian Scaled Signage

Shared Use Path
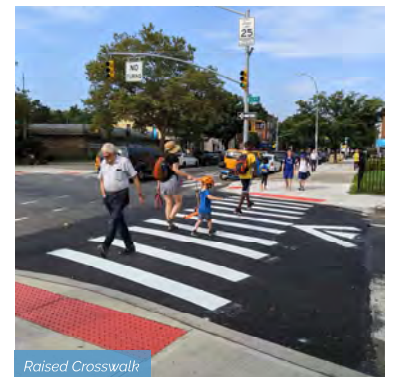
Raised Crosswalk

Bicycle Infrastructure

Bike Rack

Protected Bike Lane

Separated Bike Lane / Cycle Track

Marked Bike Lane

Bicycle Scale Directional Signage

Protected Intersection
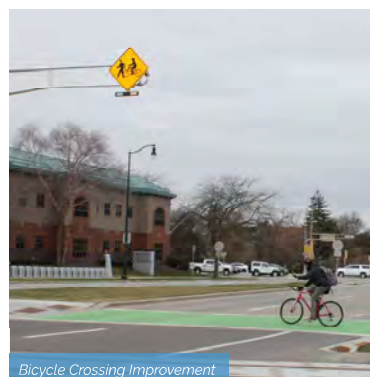
Bicycle Crossing Improvement
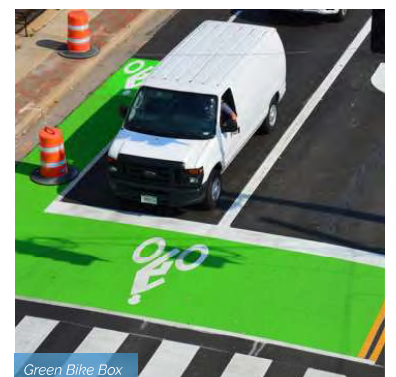
Green Bike Box

Connectivity *(2 of 2)*

Traffic Calming Techniques

Main Arterial Roads ⬅ ➡ Local / Neighborhood Streets

Reduced Speed
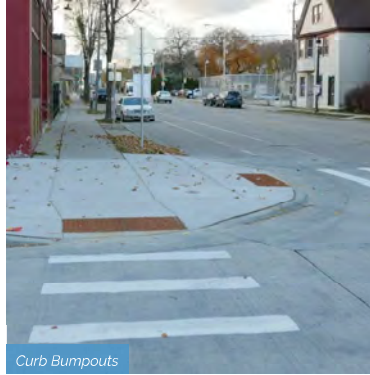
Curb Bumpouts
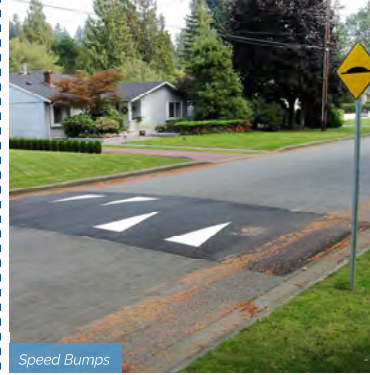
Speed Bumps

Pedestrian Crossing Medians
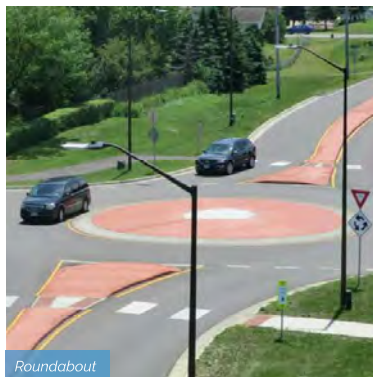
Roundabout
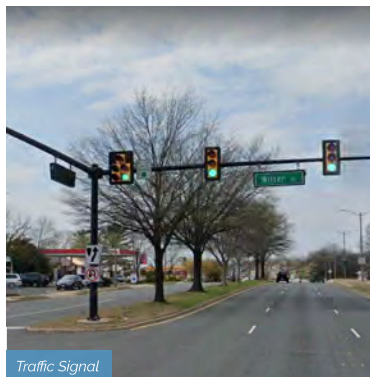
Traffic Signal
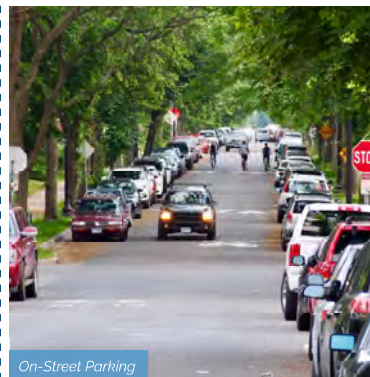
On-Street Parking
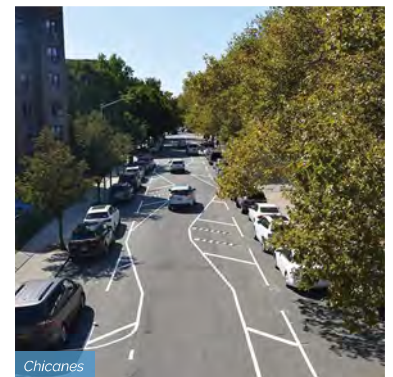
Chicanes

Gateway
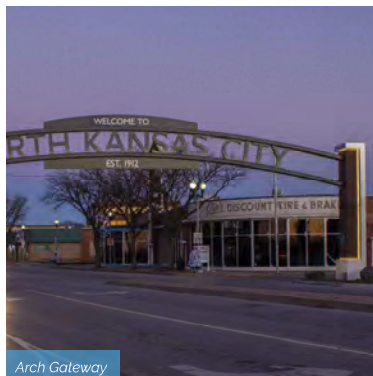
Arch Gateway

Column Gateway
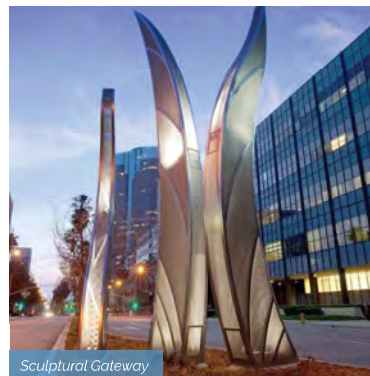
Sculptural Gateway

Traditional Gateway
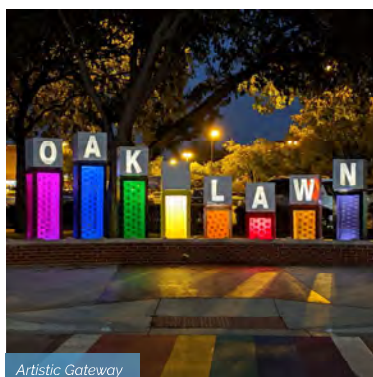
Artistic Gateway

Wayfinding Signage

Historical Sign
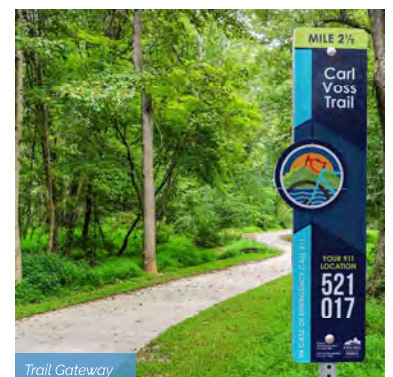
Trail Gateway

Placemaking *(1 of 2)*

▶ **STEP 1:** *Place 4 GREEN dots on the placemaking strategies that you like the most.*

▶ **STEP 2:** *Place 4 YELLOW dots on your second choices.*

Comfort & Gathering
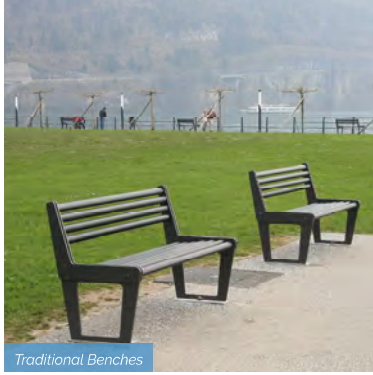
Traditional Benches
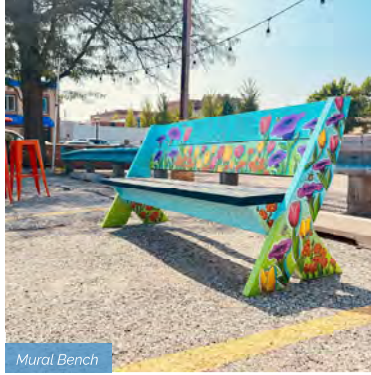
Mural Bench

Covered Bus Stop

Pet Waste Receptacle
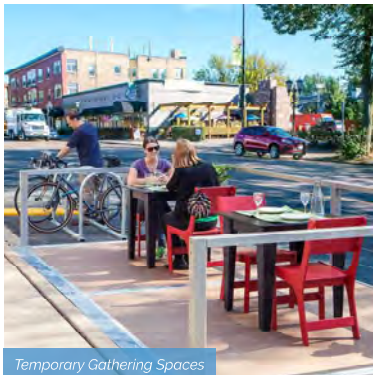
Temporary Gathering Spaces
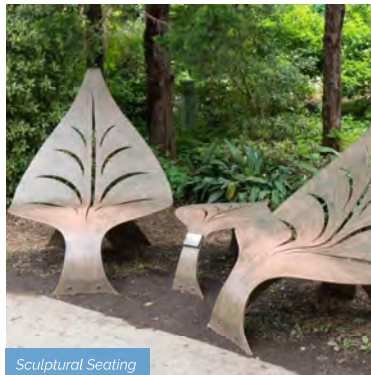
Sculptural Seating

Uncovered Bus Stop
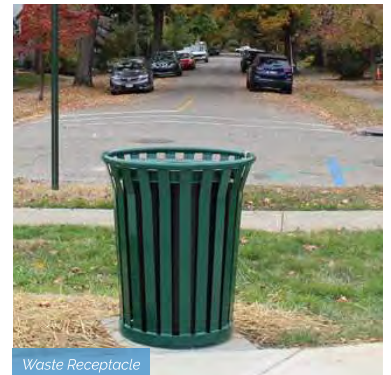
Waste Receptacle

Riverfront Activations

Enhanced River Levees
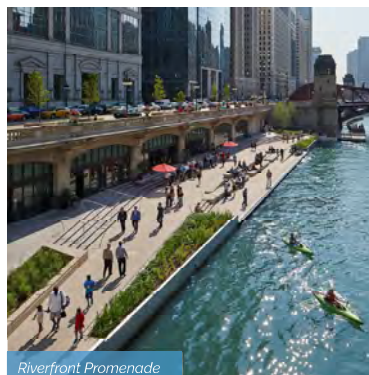

Activated Riverfront Park Space
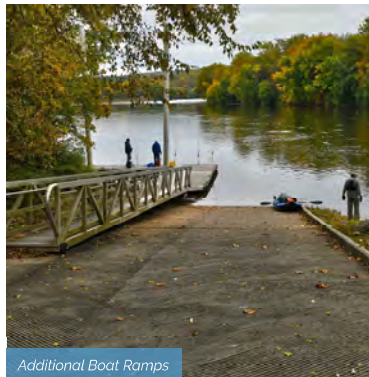
Additional Boat Ramps

Waterfront Activation
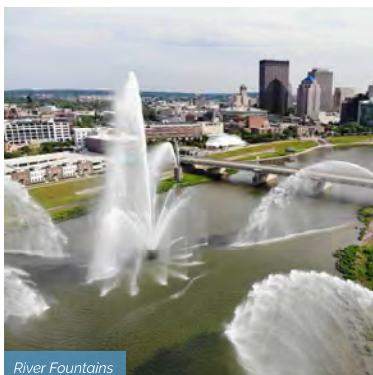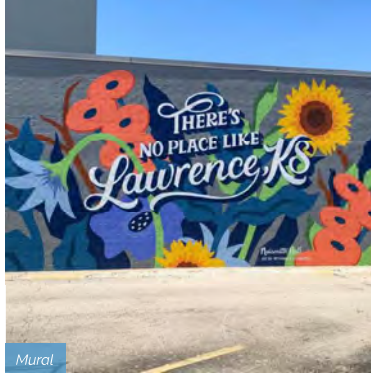

River Fountains
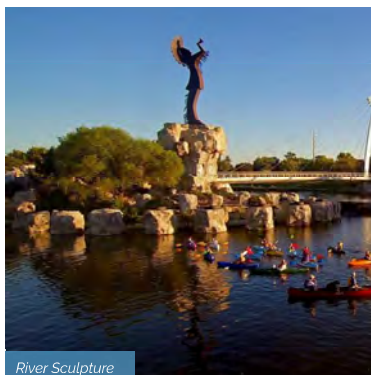
River Sculpture

Riverfront Promenade
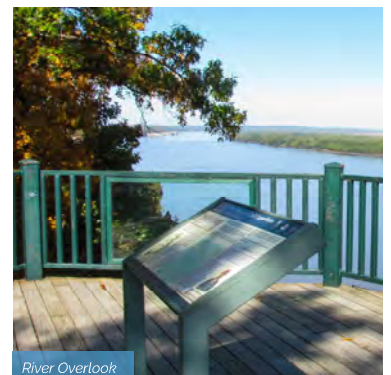
River Overlook

Placemaking *(2 of 2)*

Identity

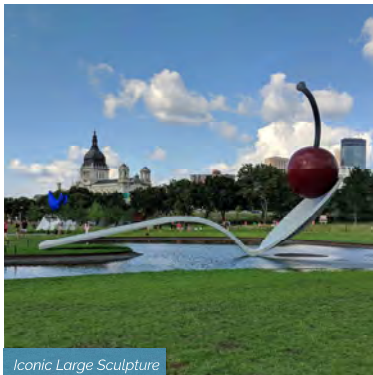Iconic Lightpole Banners

Mural
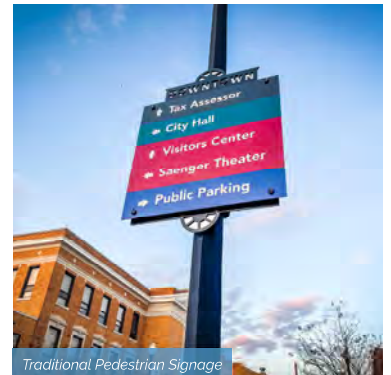

Farmer's Market

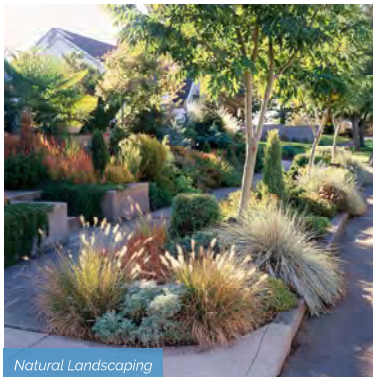Modern Pedestrian Signage

Iconic Large Sculpture
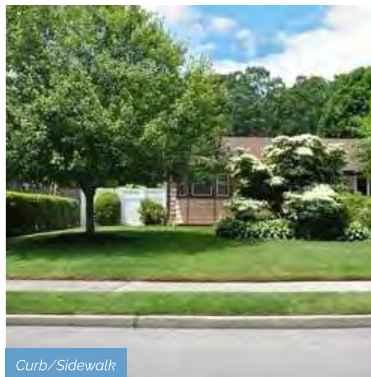

Painted Utilities

Food Truck Hub

Traditional Pedestrian Signage

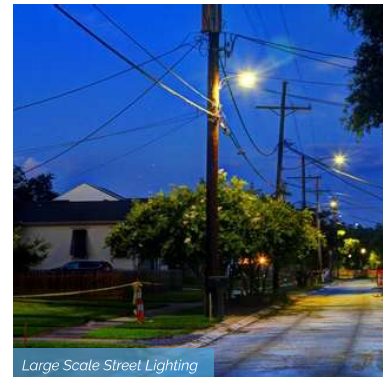*Streetscaping & Environmental*

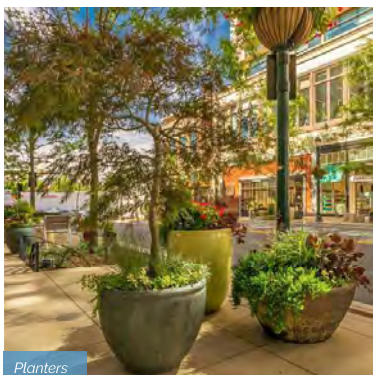Natural Landscaping

Curb/Sidewalk

Traditional Lighting
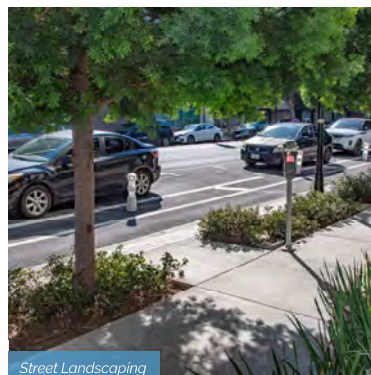

Large Scale Street Lighting

Planters

Ditch/Sidewalk

Street Landscaping
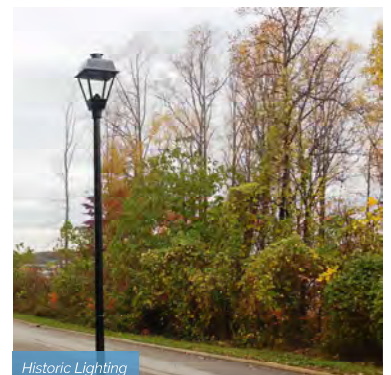
Historic Lighting

Economic Development *(1 of 3)*
Residential

▶ **STEP 1:** *Place 3* **GREEN** *dots on the residential development character that you like the* ***most***.

▶ **STEP 2**: *Place 3* **YELLOW** *dots on your second choices.*

Low-Density ←————————————————————————————→ *High-Density*

Economic Development *(2 of 3)*
Commercial

▶ **STEP 1:** *Place 3* **GREEN** *dots on the commercial development character that you like the* **most***.*

▶ **STEP 2***: Place 3* **YELLOW** *dots on your second choices.*

Low-Density

High-Density

Economic Development *(3 of 3)*
Industrial

► **STEP 1:** Place your 3 **GREEN** dots on the industrial development character that you like the **most**.

► **STEP 2**: Place 3 **YELLOW** dots on your second choices.

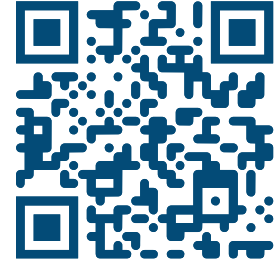*Low-Density*　　　　　　　　　　　　　　　　　　　　　　　　　　　　　　*High-Density*

Stay involved!

Learn more at
lawrenceks.gov/NLCS

and

Take the Project Survey!

Scan the QR Code

Project Timeline:

	October 2025	November 2025	December 2025	January 2026	February 2026	March 2026	April 2026	May 2026	June 2026	July 2026	August 2026	September 2026	October 2026	November 2026	December 2026
Public Engagement	Listening Session / Visioning Workshop #1		Open House #1		Visioning Workshop #2			Open House #2					Open House #3	City Commission	
Data Collection & Existing Conditions															
Plan Development															
Implementation & Delivery														Document Delivery 12/2/2026	

Your voice matters!

The feedback we gather today will play a key role in shaping the Plan. Your input will help guide the Project Task Force as they define the Plan's mission and vision so it reflects the priorities of the community.

A summary of all public input will be shared during the planning process so you can see how your ideas are being incorporated. Visit the project website for updates as the work moves forward.

Thank you for helping us build a plan that works for everyone!