



LAWRENCE, KS

TOTAL POPULATION
103,698

POPULATION DENSITY
2975

TOTAL AREA (sq. miles)
35

OF LOCAL BICYCLE FRIENDLY BUSINESSES **2**

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Lawrence
High Speed Roads with Bike Facilities	35%	5%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	17%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	11%	6%
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS IRREGULARLY
Bicycle-Friendly Laws & Ordinances	GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 38K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3.6 /10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3.9 /10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4.3 /10
ENFORCEMENT & SAFETY <i>Promoting safety and protecting bicyclists' rights</i>	3.4 /10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4.8 /10

KEY OUTCOMES

	Average Silver	Lawrence
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.7%	0.95%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	537	452.38
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	6.3	0



KEY STEPS TO SILVER



» Congratulations on great progress and ongoing momentum since Lawrence's 2015 BFC application including the VeoRide bike share program, increase in LCIs, and the addition of a line item dedicating funding to bike and pedestrian projects in the recommended city budget. These foundational investments and an ongoing focus on the goals outlined in your 2020 application put Lawrence on a clear path to Silver BFC status in the future.

» Continue to implement the Complete Street Policy and ensure that streets have appropriate biking facilities based on automobile traffic speed and volume. Where possible, continue to introduce lower speed limits and traffic calming to ensure compliance.

» Your reported bicycle network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors.

» Work with local bicycle groups and interested parents to expand

and improve the Safe Routes to School program to all K-12 schools. In particular, middle and high school education efforts could be improved — this is particularly important as older students learn to drive and share the road.

» Adopt a comprehensive road safety plan or a Vision Zero policy to formalize strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

» Encourage your Bicycle & Pedestrian Advisory Committee (BPAC) to meet more regularly, as a way to create a systematic method for ongoing citizen input into the development of important policies, plans, and projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.

» In addition to the new budget line item, establish a dedicated annual budget for implementation of your updated "Lawrence Bikes" 2019 Bicycle Master Plan.