

# Welcome to the Open House

Thank you for coming to learn about the Countywide Bikeway Plan update and to share your input with us. Take a moment to read through the boards and provide input by completing the survey.

## What will the plan do for bicycling in Lawrence and Douglas County?

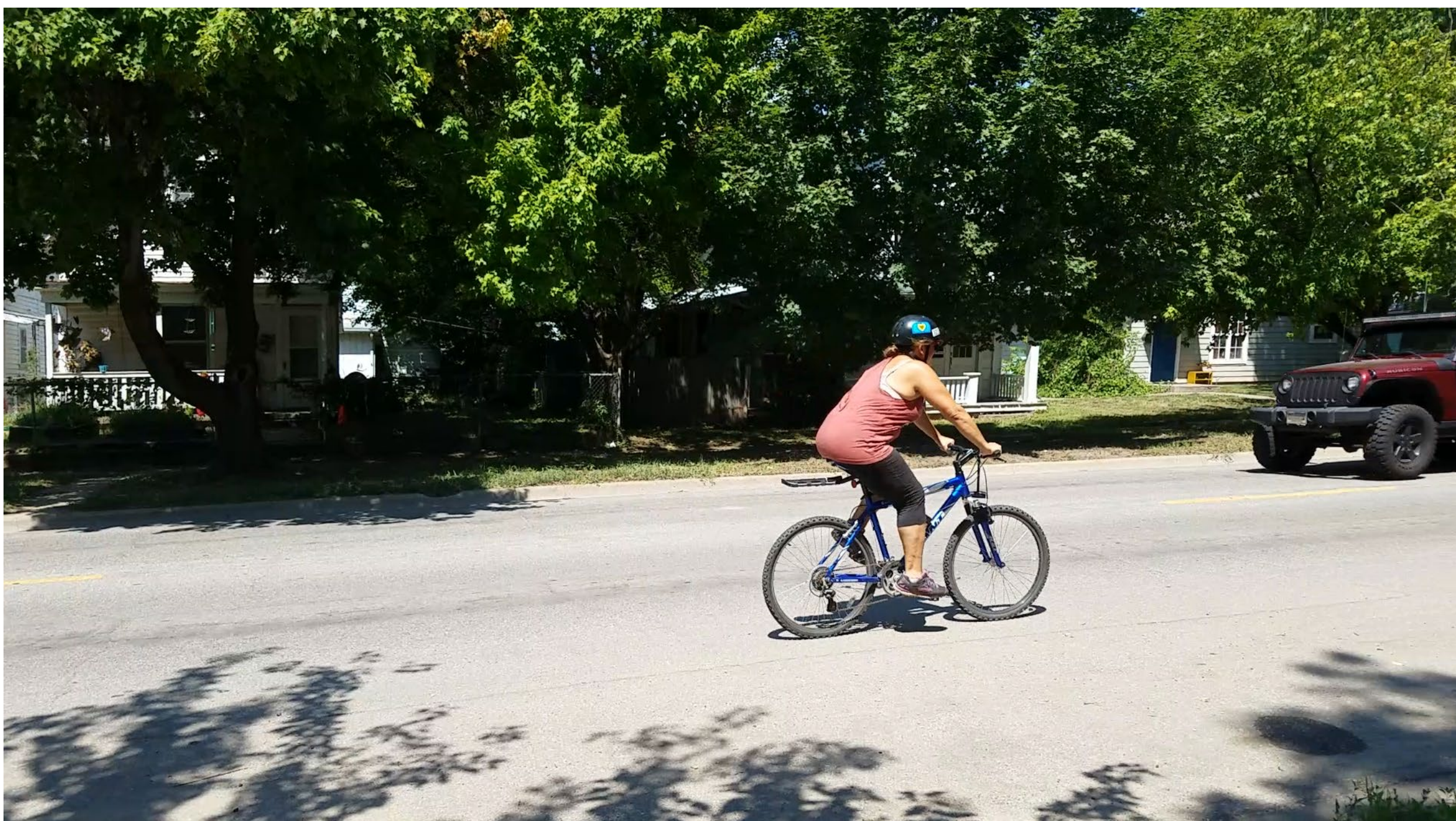
- Identify a **low-stress bicycle network** that is comfortable for all ages
- Align differences in existing plans to establish **one unified bicycle vision**
- Set specific measurable **goals & strategies** to improve bicycling
- **Prioritize** projects or project areas
- Address **funding & programming** strategies

## What is the Bicycle Advisory Committee's role?

- To create a vision, goals, & strategies based on community input & best practices
- Help make project & programming priorities clear by providing staff feedback

## What has happened so far in the process?

The first phase of plan development began with a survey, over the summer of 2018, asking people about their comfort level on various facility types. Responses can be found on the following boards. They will be used to help shape the plan's recommendations.





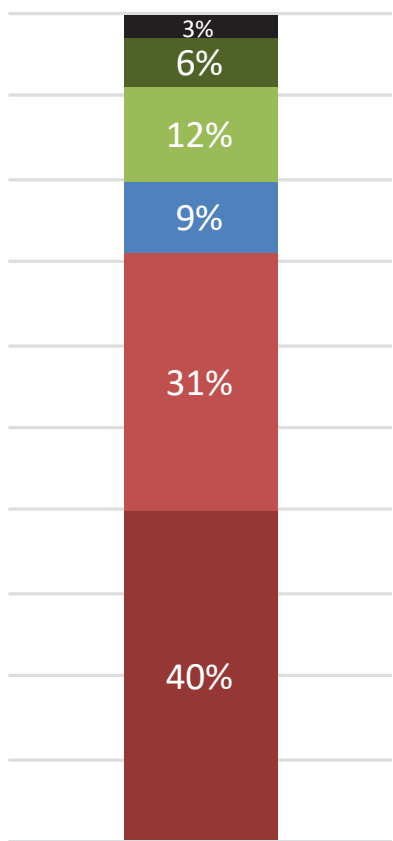
# Bicycle Facility Types & Survey 1 Responses

## No Designated Bicycle Facilities - Comfort Level Responses

### Commercial Streets

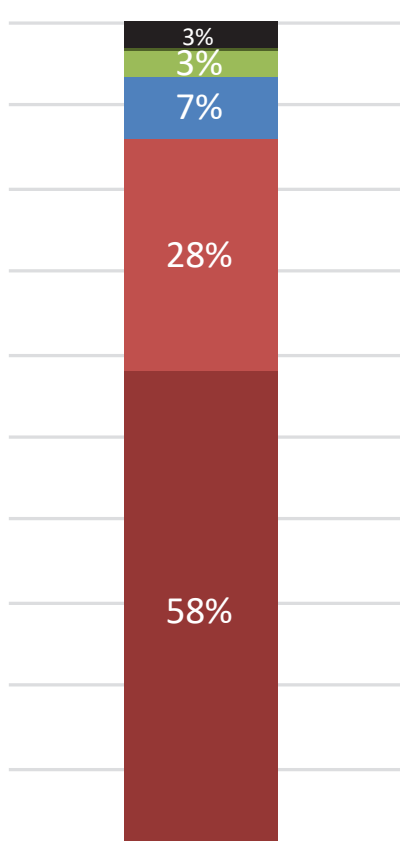
#### All Respondents Concerned Cyclists\*

- Don't Know/No Response
- Very Comfortable
- Somewhat Comfortable
- Neutral
- Somewhat Uncomfortable
- Very Uncomfortable



No designated bicycle facilities

**18%**



No designated bicycle facilities

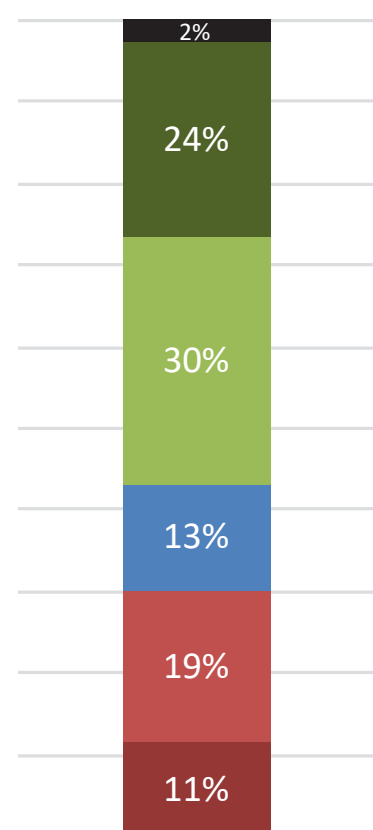
**3%**

Somewhat Comfortable/  
Very Comfortable

### Residential/Neighborhood Streets

#### All Respondents Concerned Cyclists\*

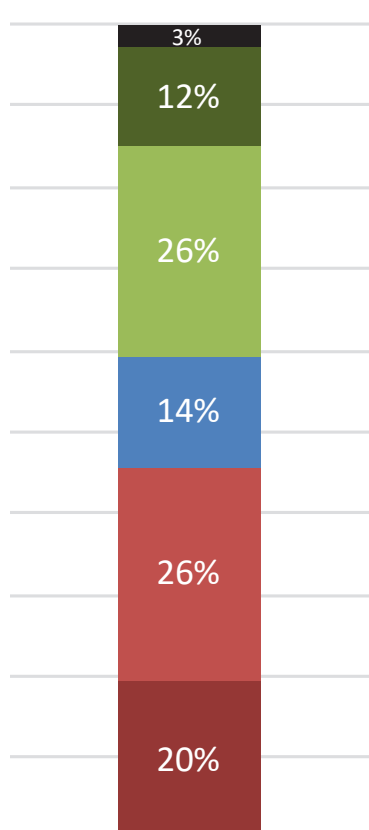
- Don't Know/No Response
- Very Comfortable
- Somewhat Comfortable
- Neutral
- Somewhat Uncomfortable
- Very Uncomfortable



No designated bicycle facilities

Somewhat Comfortable/  
Very Comfortable

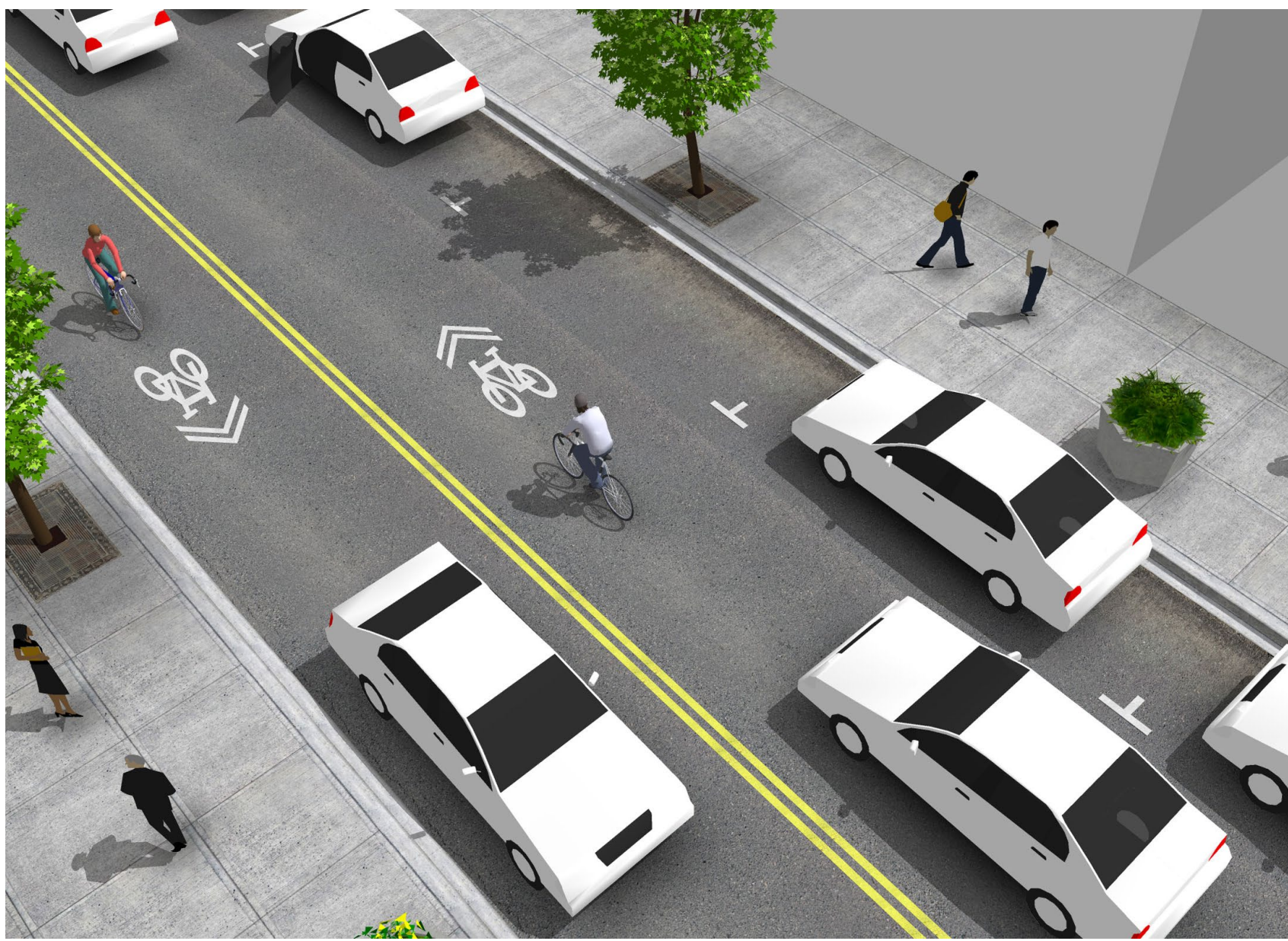
**54%**



No designated bicycle facilities

**38%**

## Shared-Lane Markings - Comfort Level Responses



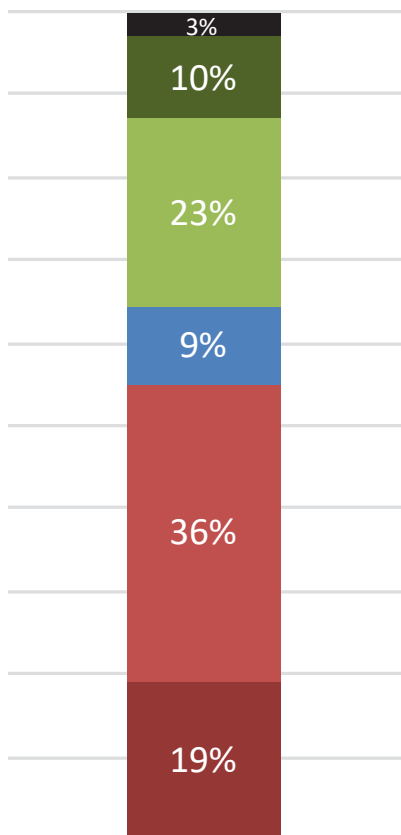
Shared-lane markings (sharrows) are used on streets where bicyclists and vehicles share travel lanes. Sharrows help position bicyclists and provide visual cues to motorists. They can be configured to offer directional and wayfinding guidance.

Sharrows are not appropriate on streets with speed limits greater than 35 mph.

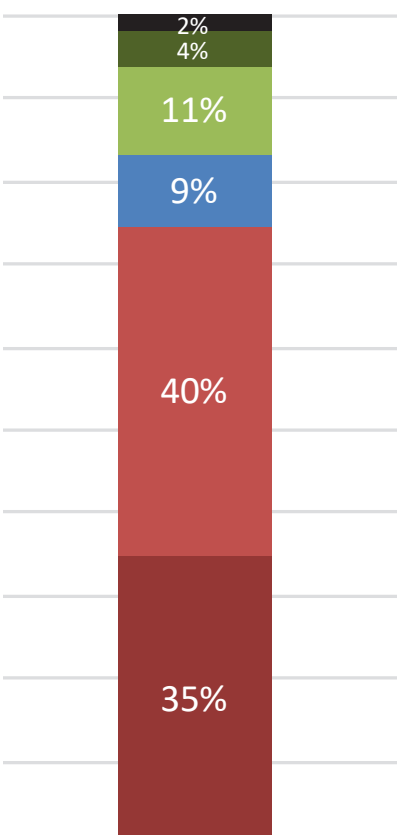
### Commercial Streets

#### All Respondents Concerned Cyclists\*

- Don't Know/No Response
- Very Comfortable
- Somewhat Comfortable
- Neutral
- Somewhat Uncomfortable
- Very Uncomfortable



Shared-Lane Markings



Shared-Lane Markings

Somewhat Comfortable/  
Very Comfortable

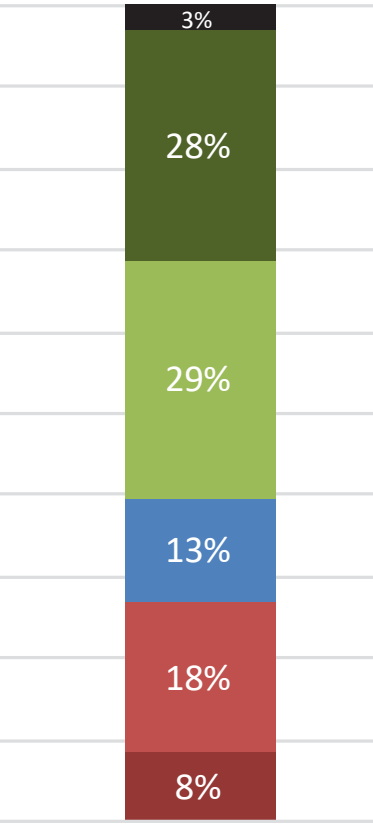
**33%**

**15%**

### Residential/Neighborhood Streets

#### All Respondents Concerned Cyclists\*

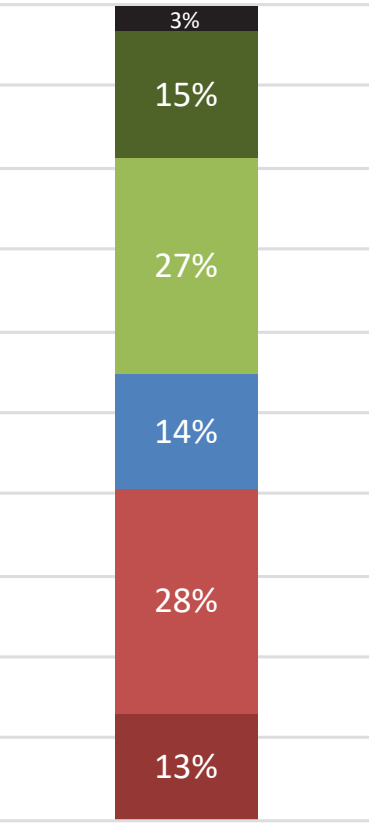
- Don't Know/No Response
- Very Comfortable
- Somewhat Comfortable
- Neutral
- Somewhat Uncomfortable
- Very Uncomfortable



Shared-Lane Markings

Somewhat Comfortable/  
Very Comfortable

**57%**



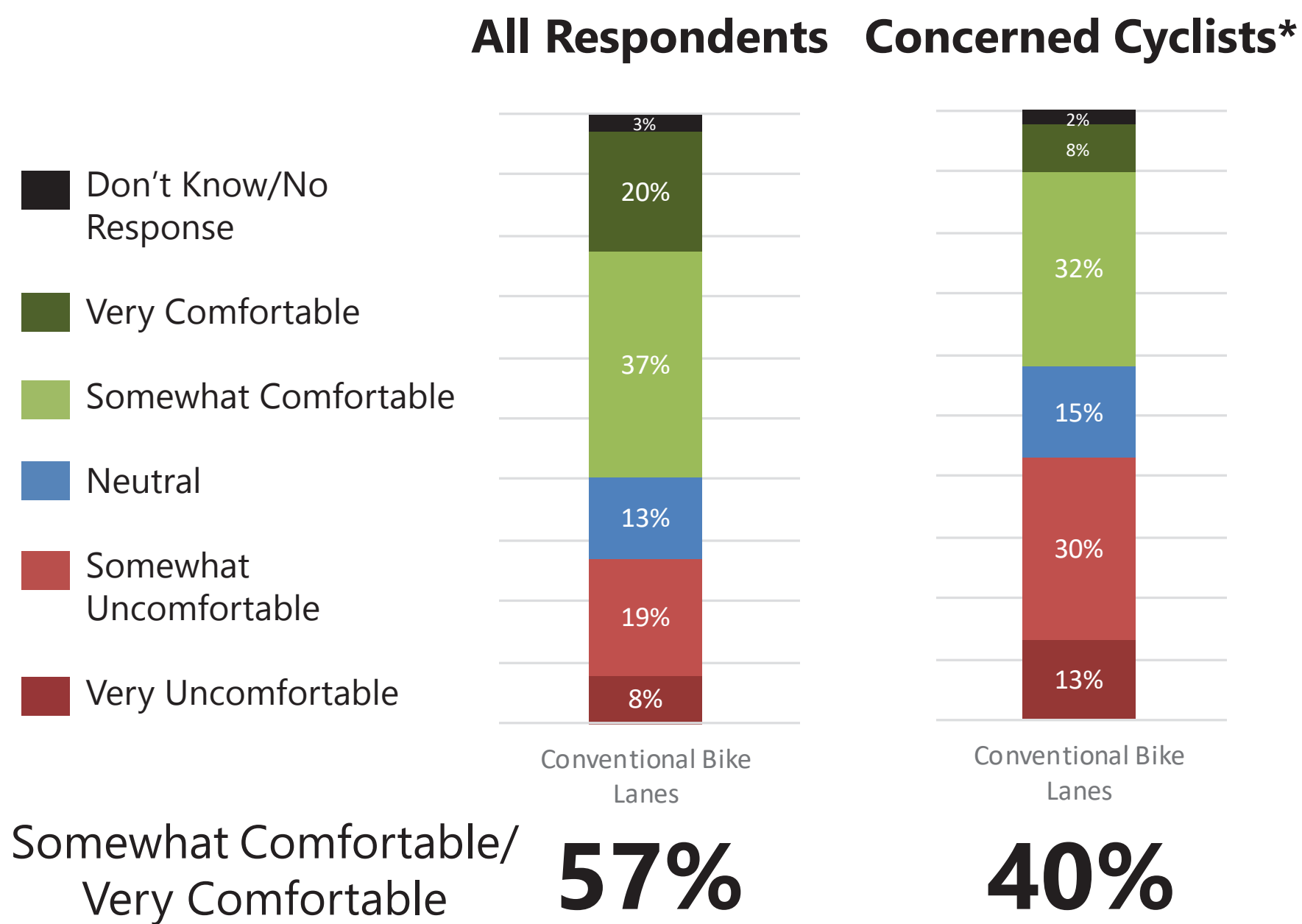
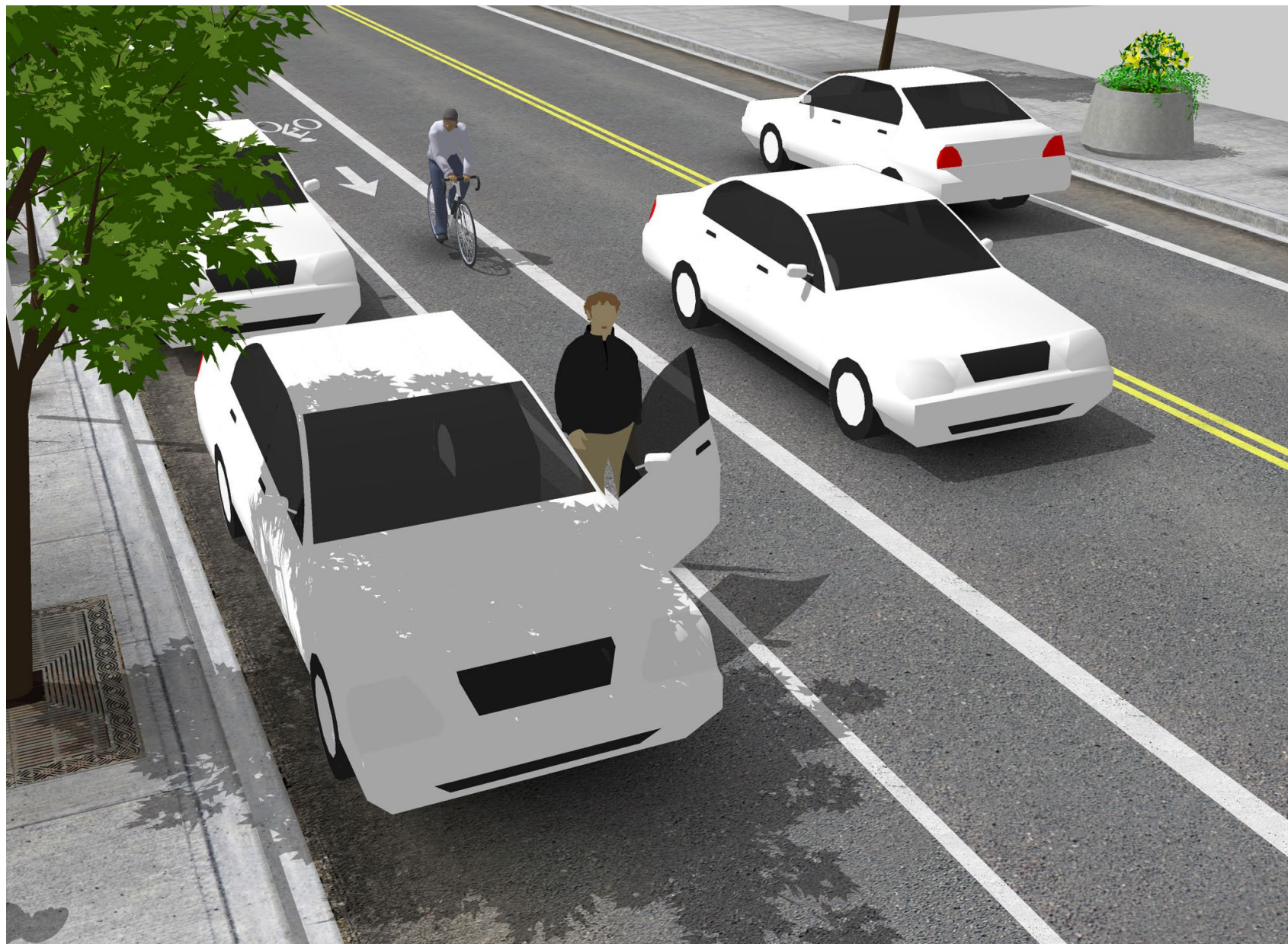
Shared-Lane Markings

**42%**



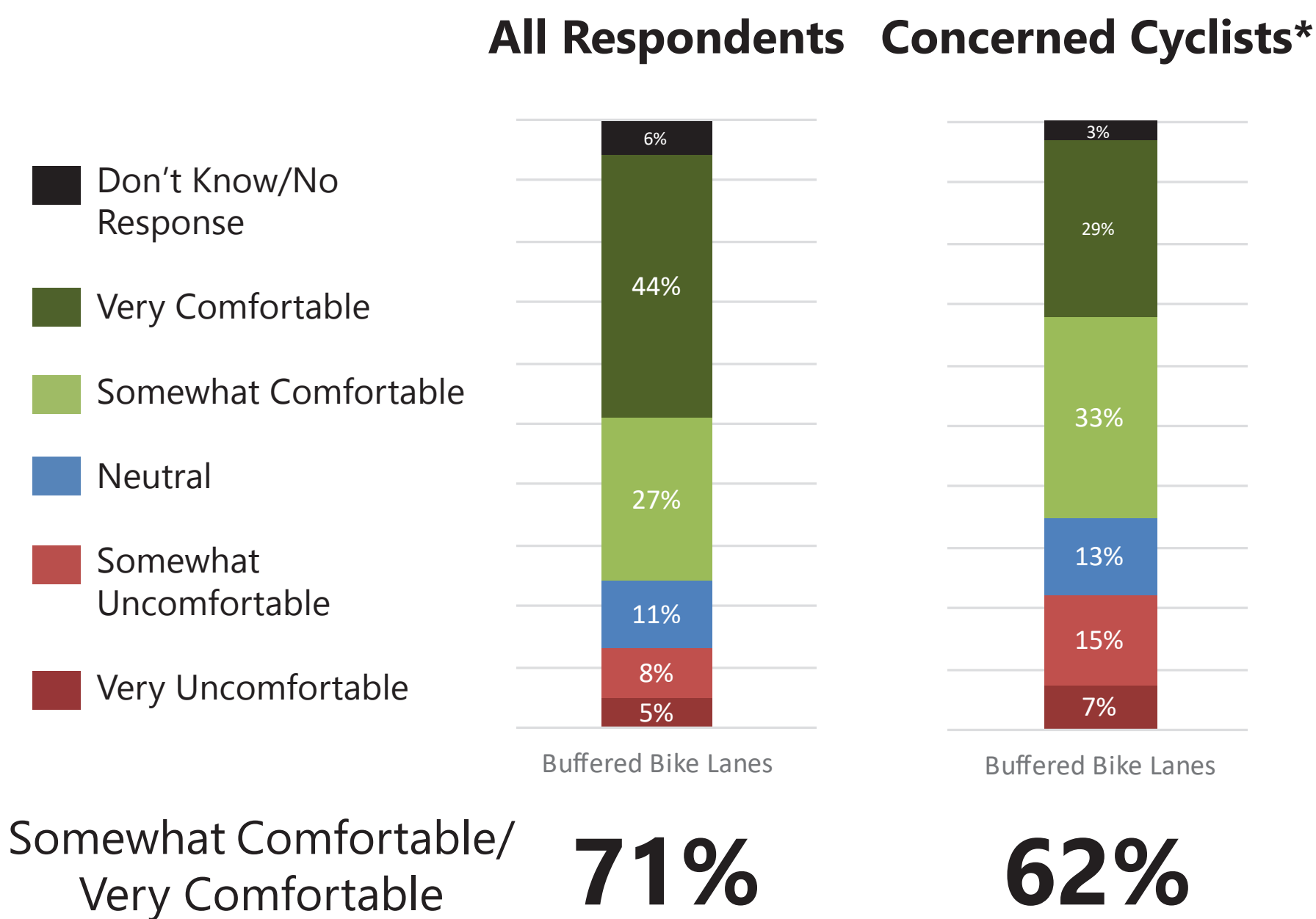
# Bicycle Facility Types & Survey 1 Responses

## Conventional Bike Lane - Comfort Level Responses



A bike lane is a pavement marking that designates a portion of a street for the use of bicycles. Bike lane markings are typically dashed where vehicles are allowed to cross the bike lane, such as right turns or at bus stops. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane.

## Buffered Bike Lane - Comfort Level Responses

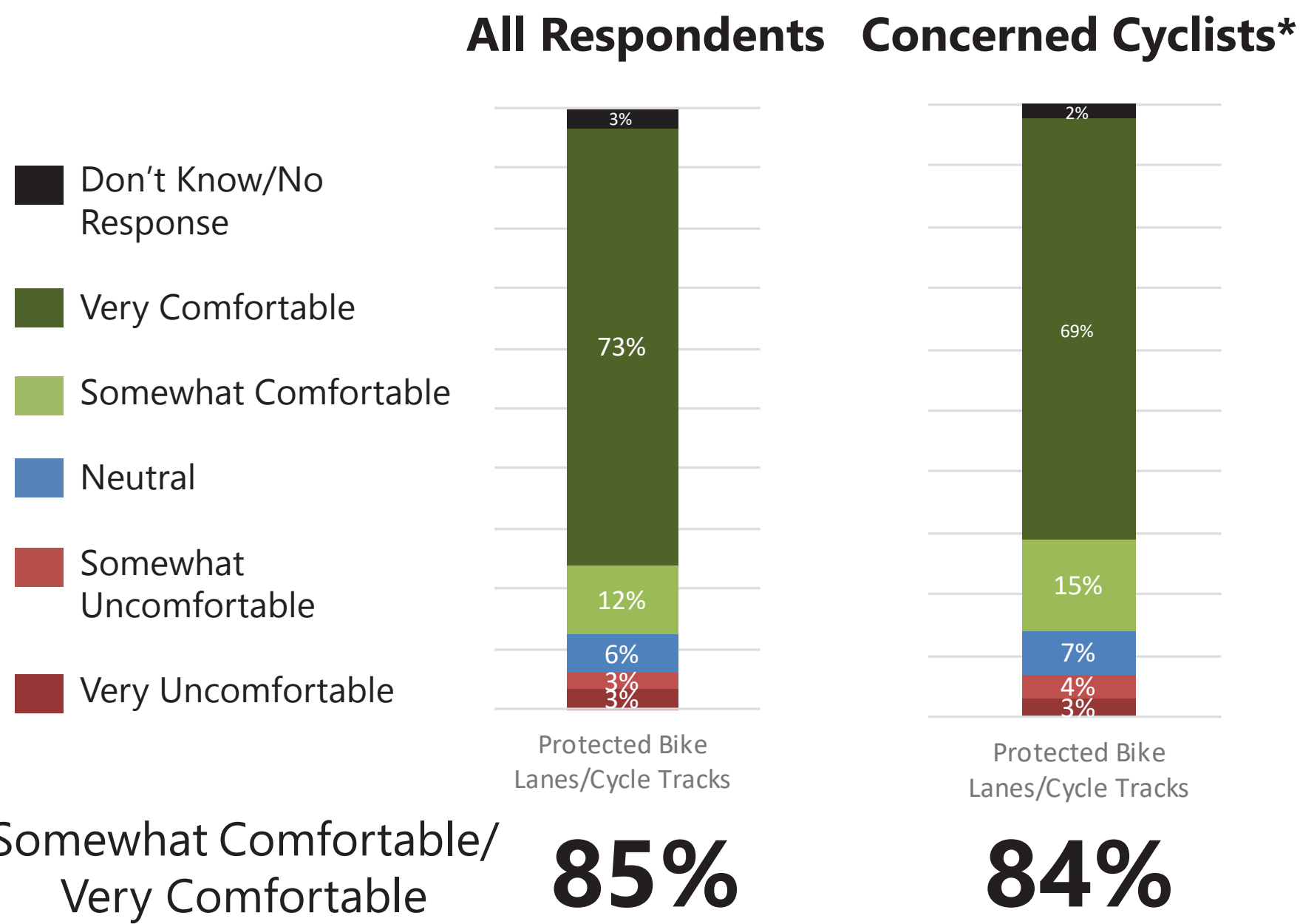


Buffered bike lanes are created by striping a buffer zone between a bike lane and the adjacent travel lane. Some buffered bike lanes also offer a painted buffer between the bike lane and the adjacent parking lane. Buffered bike lanes should be considered at locations where there is excess pavement width or where adjacent traffic speeds exceed 35 mph.



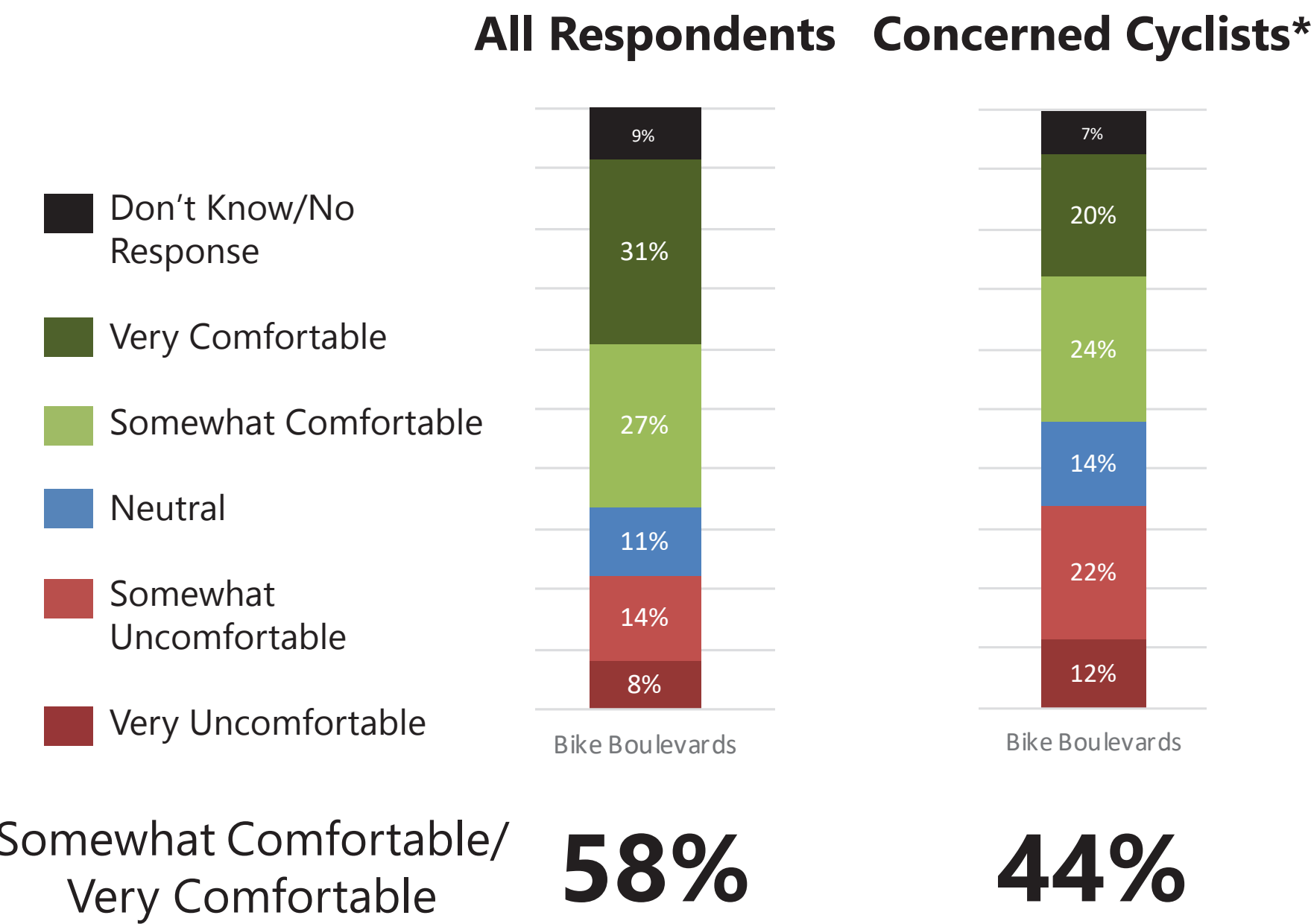
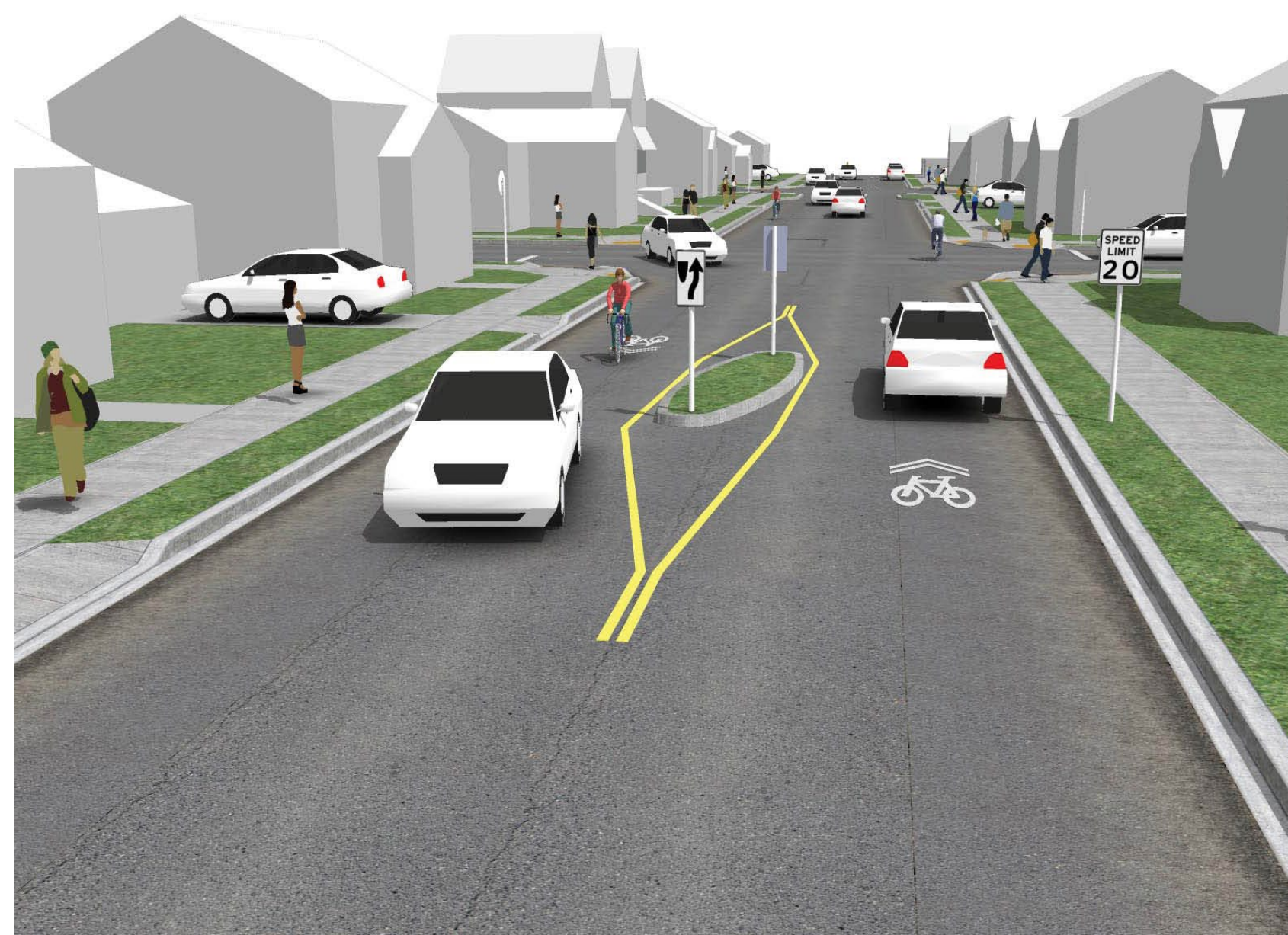
# Bicycle Facility Types & Survey 1 Responses

## Protected Lane/Cycle Track - Comfort Level Responses



A protected lane/cycle track is an exclusive bike facility that is physically separated from both the street and the sidewalk. A cycle track may be constructed at street level using street space, or at the sidewalk level using space adjacent to the street. Cycle tracks designed to be level with the sidewalk should provide a physical separation from pedestrian space. Cycle tracks can be one way for bicycles on each side of a two-way road, or two-way and installed on one or both sides of the road. Cycle tracks are typically used on large multi-lane arterials where higher vehicle speeds exist.

## Bicycle Boulevard - Comfort Level Responses



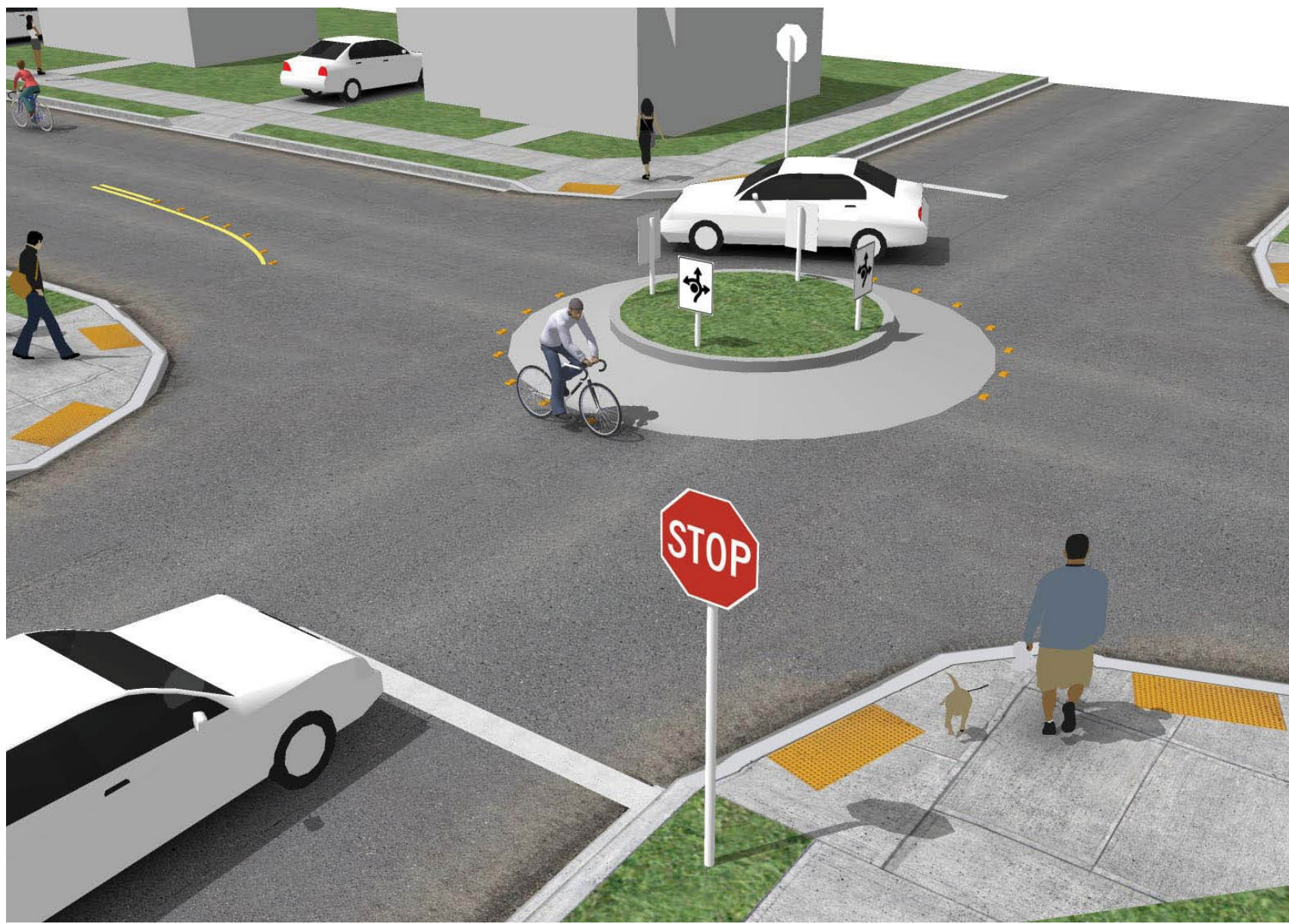
Bicycle boulevards, sometimes also called neighborhood greenways, are streets with low motorized traffic volumes and speeds designated and designed to give bicyclists and neighborhood motor vehicle traffic travel priority. Bicycle boulevards use signs, pavement markings, and traffic calming features such as traffic circles, medians, speed humps, and diverters to slow traffic and discourage through trips by motor vehicles. Street crossing improvements like supplemental signs or refuge islands are implemented to create safe, convenient bicycle crossings of arterial streets. Bicycle boulevards benefit neighborhoods by reducing cut-through traffic and speeding without limiting access by residents.

\* Concerned Cyclists self-identify as bicycling only on separated shared use paths, and would like to bike more if streets or facilities were more comfortable/safer, or are not comfortable bicycling, but would like to bicycle.

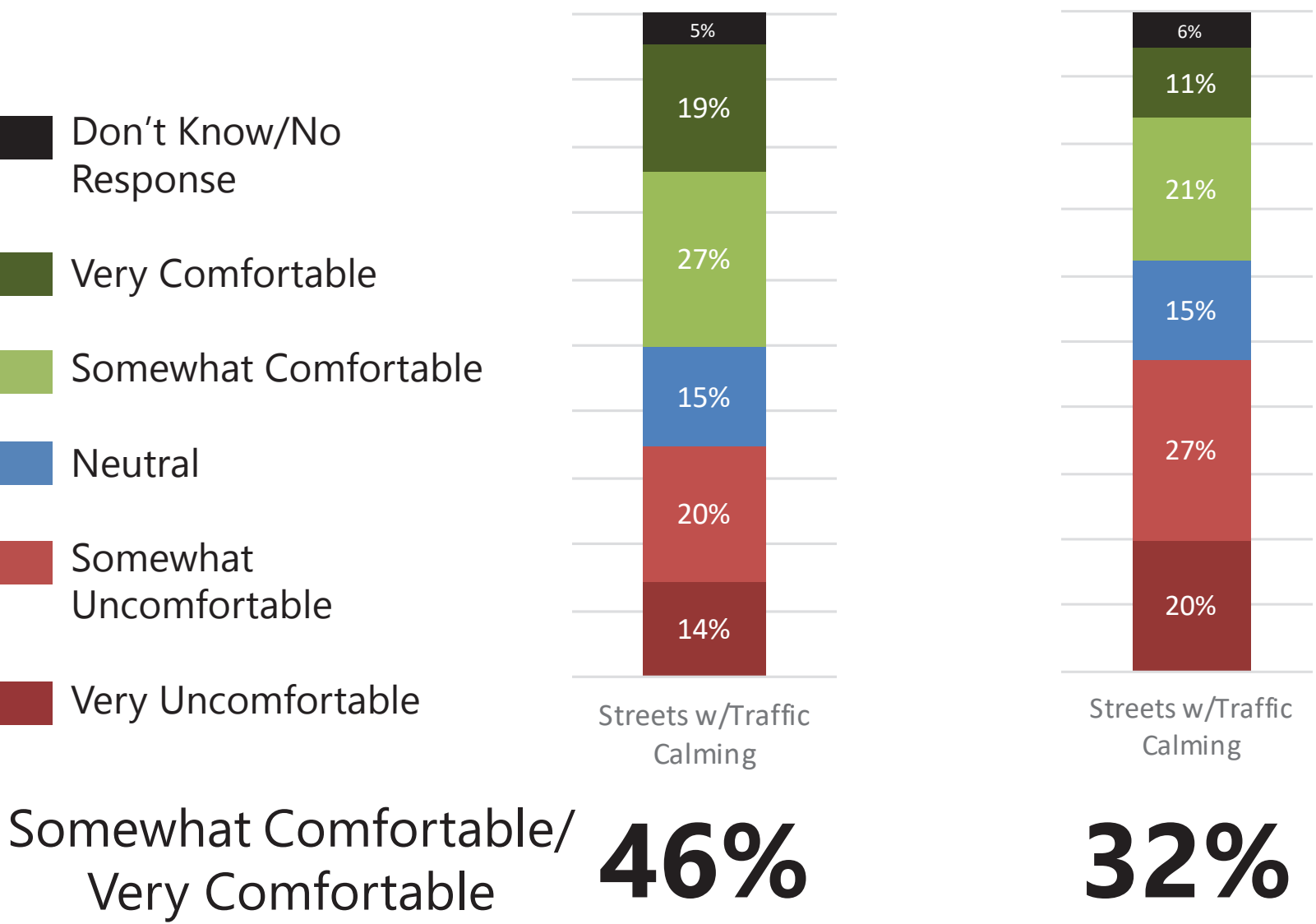


# Bicycle Facility Types & Survey 1 Responses

## Streets with Traffic Calming - Comfort Level Responses

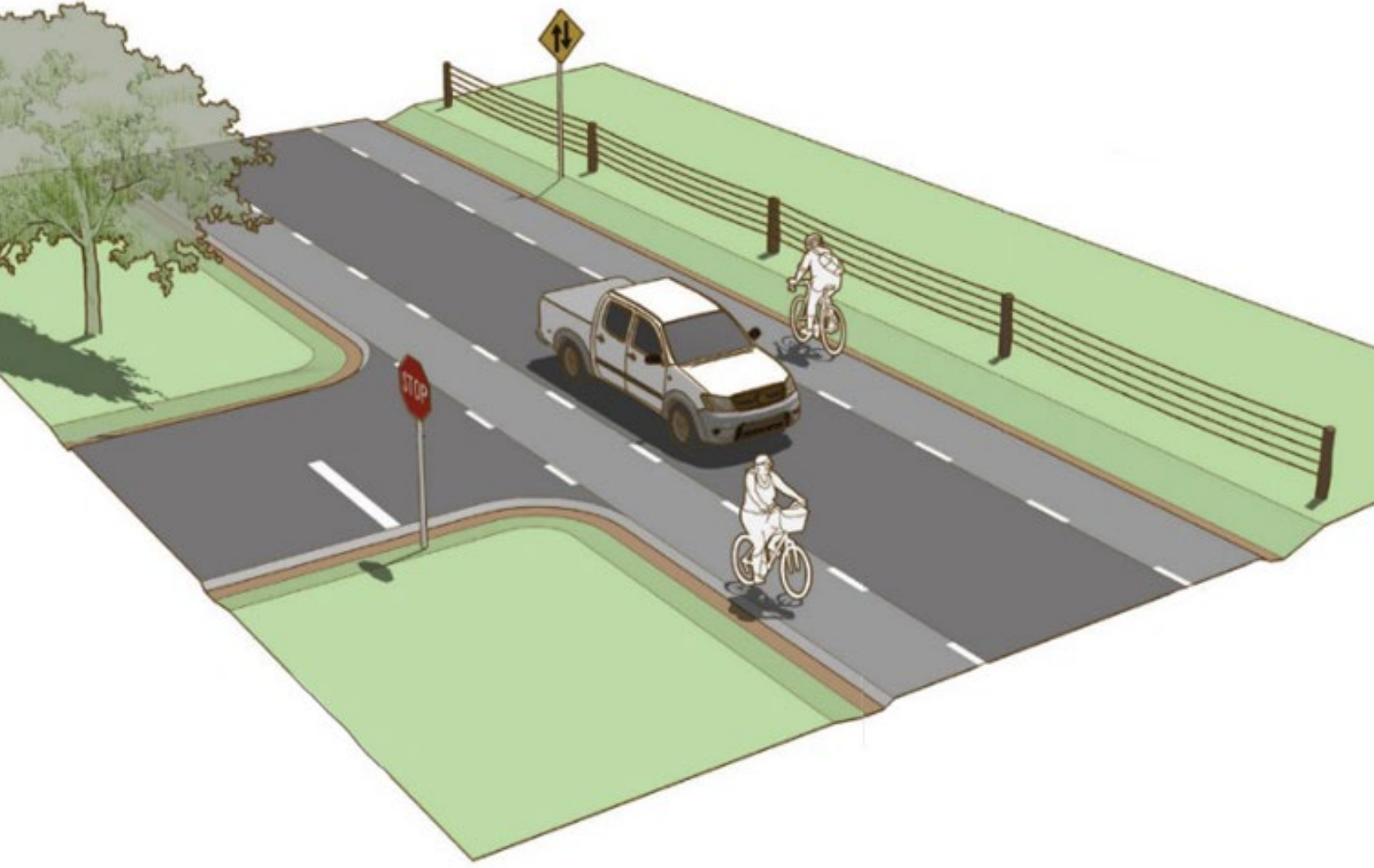


All Respondents Concerned Cyclists\*

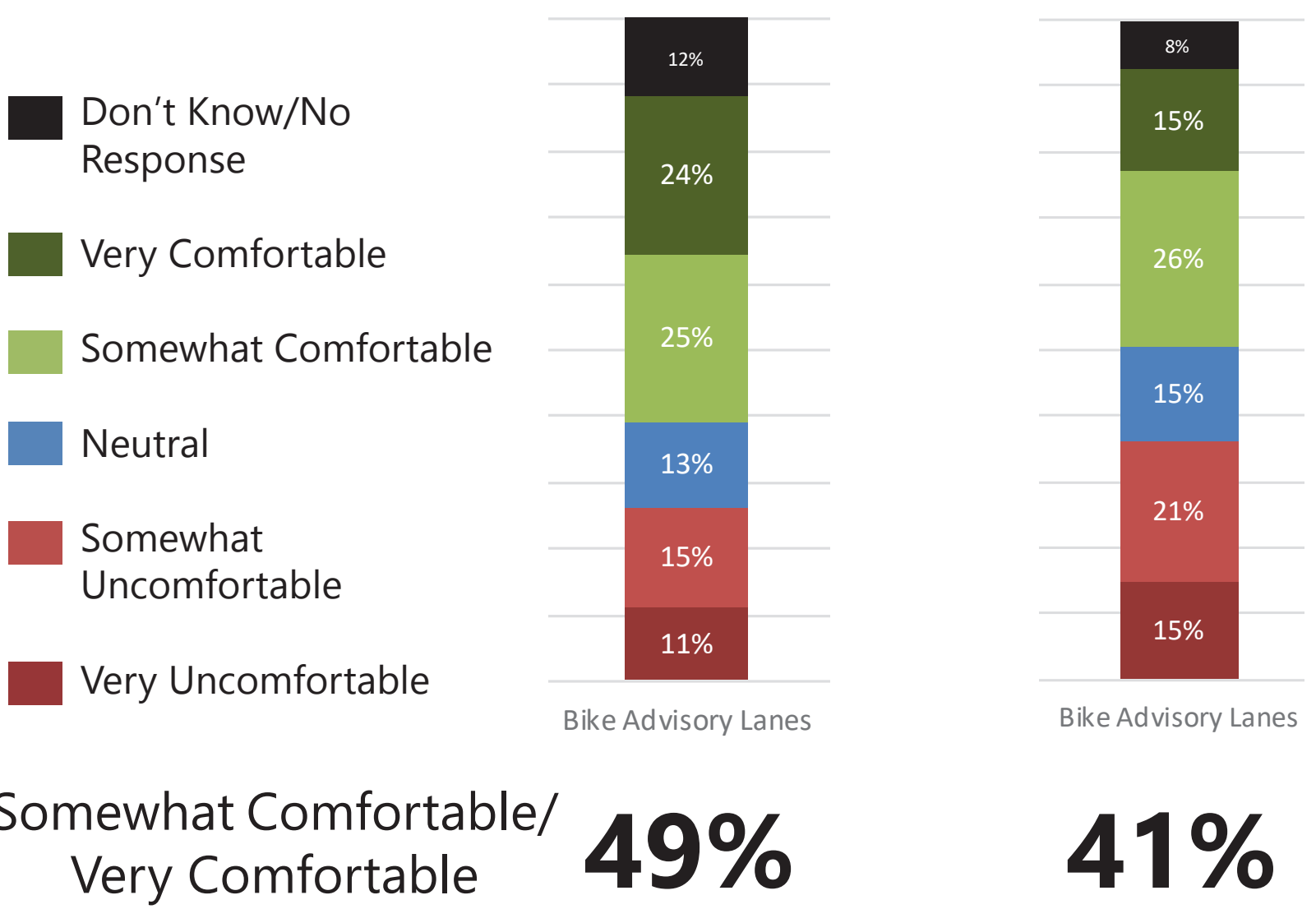


Traffic calming techniques are employed to reduce traffic speed. There are many ways to accomplish this: traffic circles, roundabouts, medians, pinch points, chicanes, lane shifts, speed humps, diverters, and on-street parking.

## Bike Advisory Lane - Comfort Level Responses



All Respondents Concerned Cyclists\*



Bike advisory lanes have a single motor vehicle lane shared by vehicles going in both directions. When two oncoming vehicles meet, motorists yield to bicyclists before merging into the bike lane.



# Existing Bicycle Programs

More than Engineering is needed to create a bicycle friendly community - the other E's are:

- Education
- Evaluation
- Encouragement
- Equity
- Enforcement

The following programs are offered in the Lawrence community:

Bike and walk to school days at public elementary and middle schools.

Bike Lesson and Safety Training (BLAST) programs in public schools. Kids are taught bike safety and, if necessary, how to ride a bike in 4th and 5th grade PE classes.

Bike Rideability map is produced by the Bicycle Advisory Committee. It helps residents determine the best route for their skill level.

Bike to Work Day is an annual event held on the third Friday of May to promote bicycling as an option for commuting to work. Various entities in Lawrence have participated including KU, the City of Lawrence, and the Lawrence-Douglas County Health Department.

Confident, Capable, Commuters Bike Classes through Parks and Recreation teach participants how to safely ride in traffic, basic bike maintenance, and group riding skills.

Earth Day is annually on April 22nd offering an opportunity to focus on helping the environment. Efforts are made to encourage people to bicycle to destinations and leave their automobiles at home.





# Existing Bicycle Programs

Helmet and safety fairs by the Lawrence-Douglas County Fire and Medical Department provide children with free bicycle helmets and information about proper helmet fit each spring.

Lawrence has 13 League Certified Instructors trained through the League of American Bicyclists to teach and demonstrate bicycling techniques, safety, and skills.

The City of Lawrence has Share the Road information about how drivers, bicycle riders, and pedestrians can safely interact along the shared roadway - [www.lawrenceks.org/share\\_the\\_road](http://www.lawrenceks.org/share_the_road)

Parks and Recreation offers a Pre-Drivers Education Camp to introduce the rules of the road and teach participants the skills needed to safely and effectively use their bike as a form of transportation.

The Bicycle Friendly Driver Program is presented by the Lawrence Bicycle Club and is designed to expand awareness on the ways in which motor vehicles are supposed to interact with bicycles.

The City of Lawrence has a Complete Streets Policy, which establishes guiding principles and priorities to create an equitable, balanced, and effective transportation system that encourages bicycling (and walking and transit use) to improve health and reduce environmental impacts, while simultaneously promoting safety for all users of the streets.





# Existing Bicycle Programs

The Lawrence Police Department enforces local bicycle ordinances. The Department also has a bicycle patrol unit which aims to make officers more approachable, while allowing for maximum mobility.

The Lawrence Police Department operates a bicycle registration program to help alleviate any concerns regarding theft or vandalism. Residents who know their bike's serial number can register them with the Lawrence Police Department at the Law Enforcement Center on 11th Street and New Hampshire.

The Lawrence Safe Routes to School initiative is a collaborative effort to improve the health and wellbeing of children by enabling and encouraging them to safely walk and bicycle to school.

The Lawrence-Douglas County Health Department adopted the Travel with Care Campaign national initiative to encourage and highlight pedestrian and bicycle safety.

The VeoRide bike share program aims to get as many people on bicycles as possible. Bike share programs are a great option for low income residents who are burdened by the high cost of transportation and for people who want to avoid the high upfront costs associated with bicycle ownership.



Source: L-DC Health Dept





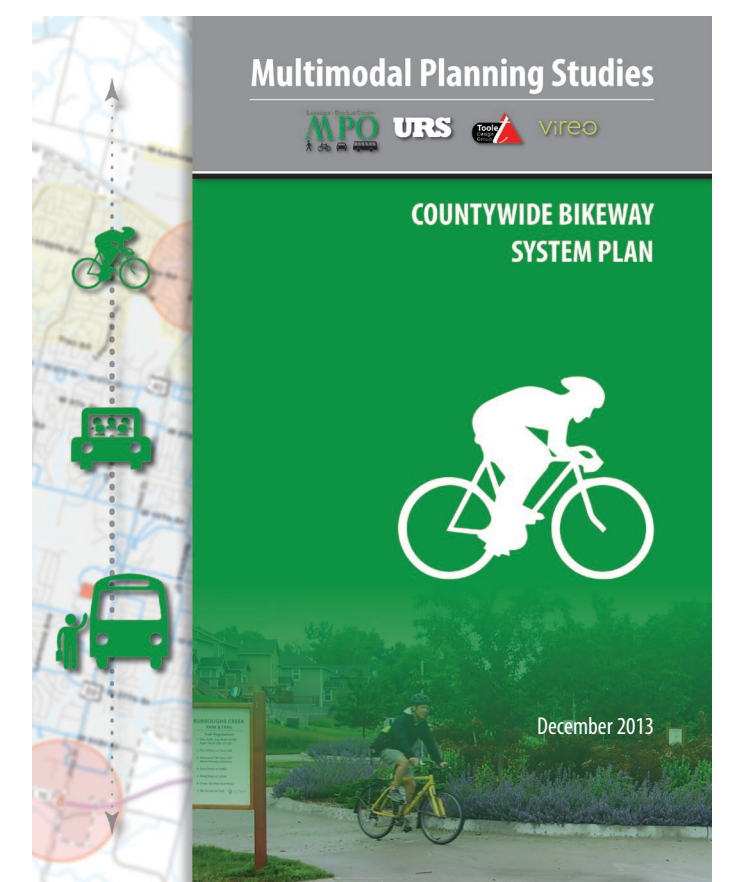
# Existing Planning Efforts

## Transportation



Transportation 2040 identifies future transportation needs, investments, and improvement strategies for all forms of transportation (automobile, public transit, bicycle, pedestrian, etc.) necessary to meet the needs of the region through 2040. Transportation 2040 was approved in March 2018.

The Countywide Bikeway System Plan was approved in March 2014. The Plan details the existing and planned countywide bikeway network. The plan lacks design options, established metrics, project prioritization, and needs stronger E's. The new plan will address all of these.



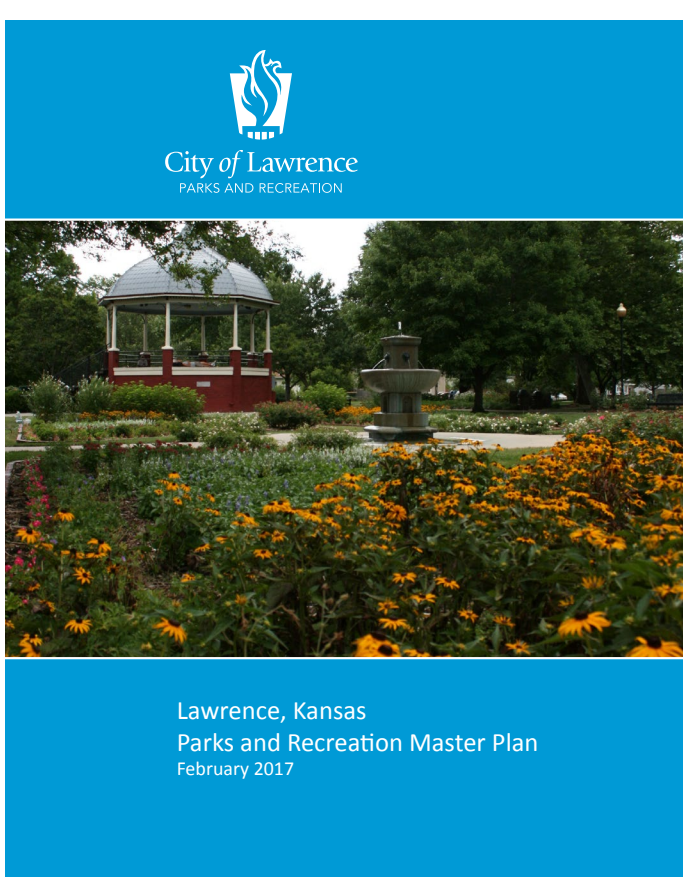
## Lawrence Pedestrian Bicycle Issues Task Force Report

2/26/16



The Lawrence City Commission created the Pedestrian-Bicycle Issues Task Force to develop built environment and programming recommendations to improve the City's pedestrian and bicycle networks by 2030. The report completed in January 2016 recommends completing the Lawrence Loop, improving safety on roads with the highest bicycle crash rates, and developing a highly visible network of bicycle boulevards.

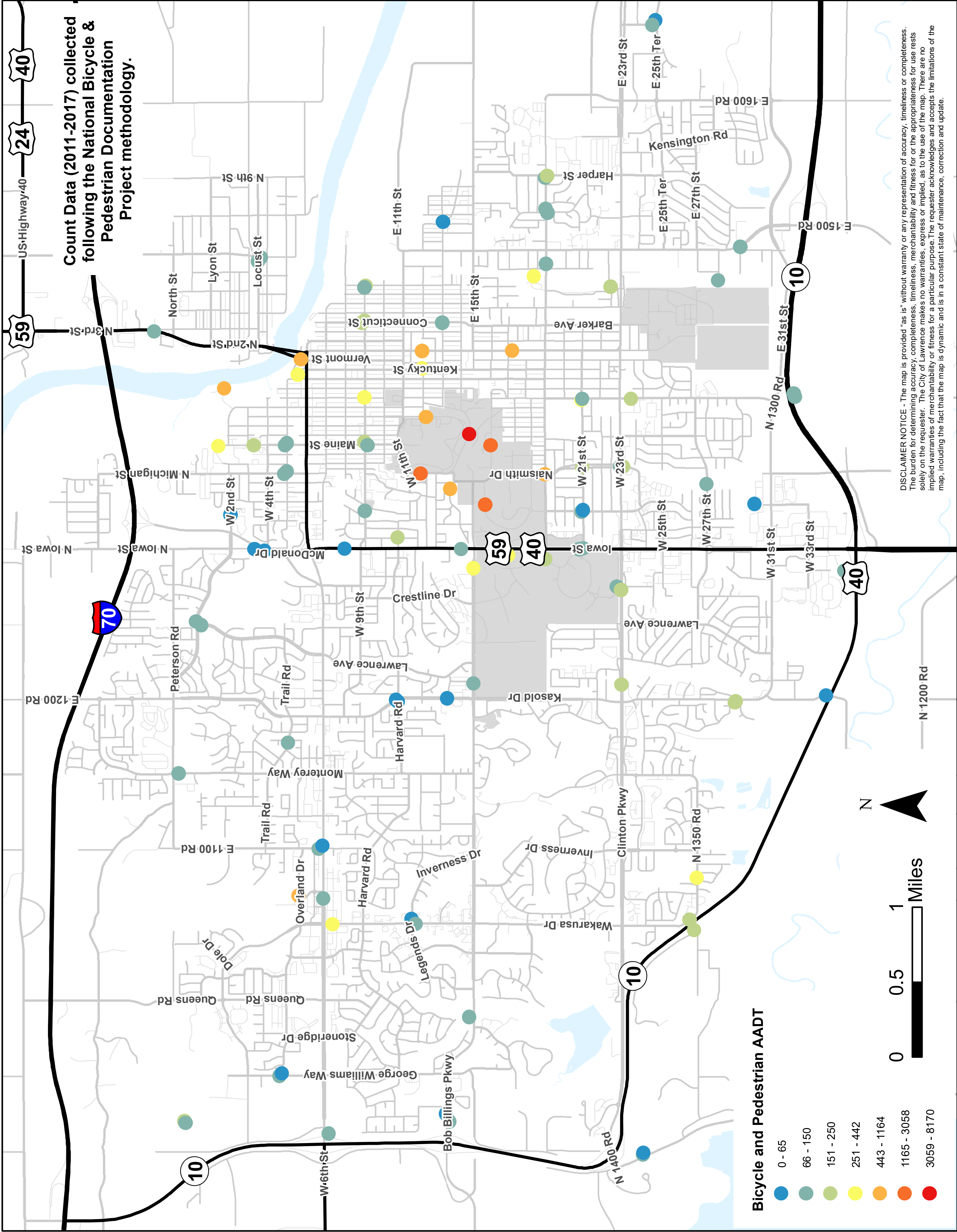
The KU Bike Plan was completed in the fall of 2016 and it is designed to enhance the bikeway network linking destinations on campus and the community, increase the percentages of bicycle and pedestrian users on campus, and coordinate with the City of Lawrence to create seamless transitions between bike infrastructure and routes.



The Parks and Recreation Master Plan was completed in the winter of 2017 and includes a goal to provide new or improved facilities and amenities. This includes the Lawrence Loop Trail improving connectivity and additional trail network amenities.



# Annual Average Daily Trips (AADT)



Annually volunteers complete bicyclist and pedestrian counts. The warm colors are the highest annual average daily trips of bicyclists and pedestrians. The highest counts are on the KU campus. This data can be viewed in an interactive map at: [www.lawrenceks.org/mpo/bikepedcount](http://www.lawrenceks.org/mpo/bikepedcount)



# Performance Measures from Transportation 2040

## Bike Lanes



## Shared Use Paths



**35%** of residents have 1/4 mile access to bike lanes

**38%** of residents have 1/4 mile access to shared use paths

**4%** of streets have bike lanes

**7%** of streets have shared use paths

**6.4** avg. bicycle rider and pedestrian fatalities & serious injuries per year between 2007 - 2016

**1%** of people bicycle to work in 2015





# How does Lawrence Rate?

## Bicycle Friendly Community



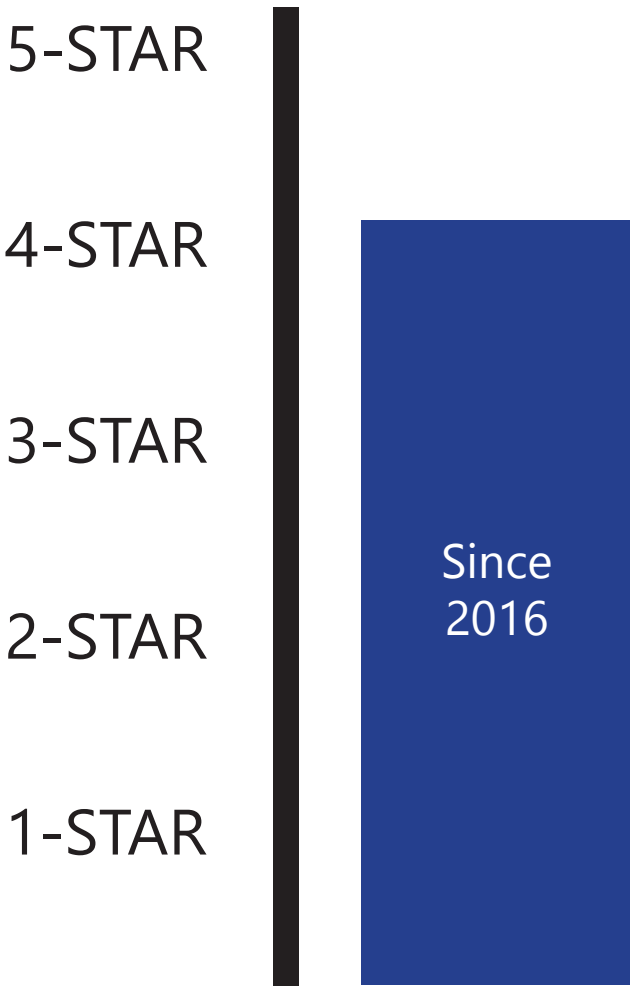
<b>ENGINEERING</b> Bicycle network & connectivity	4/10
<b>EDUCATION</b> Motorist awareness & bicycling skills	3/10
<b>ENCOURAGEMENT</b> Mainstreaming bicycling culture	4/10
<b>ENFORCEMENT</b> Promoting safety & protecting bicyclists' rights	3/10
<b>EVALUATION &amp; PLANNING</b> Setting targets & having a plan	2/10



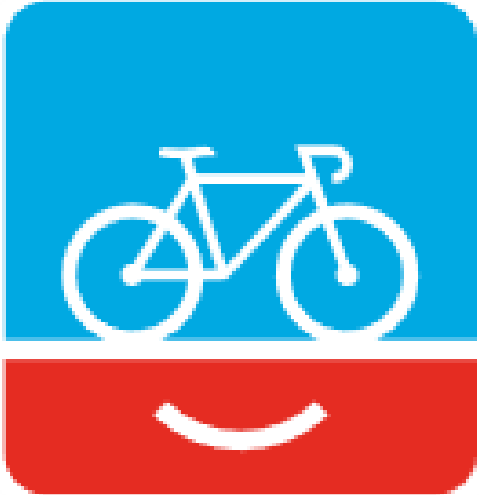
## 4-STAR Certified Community



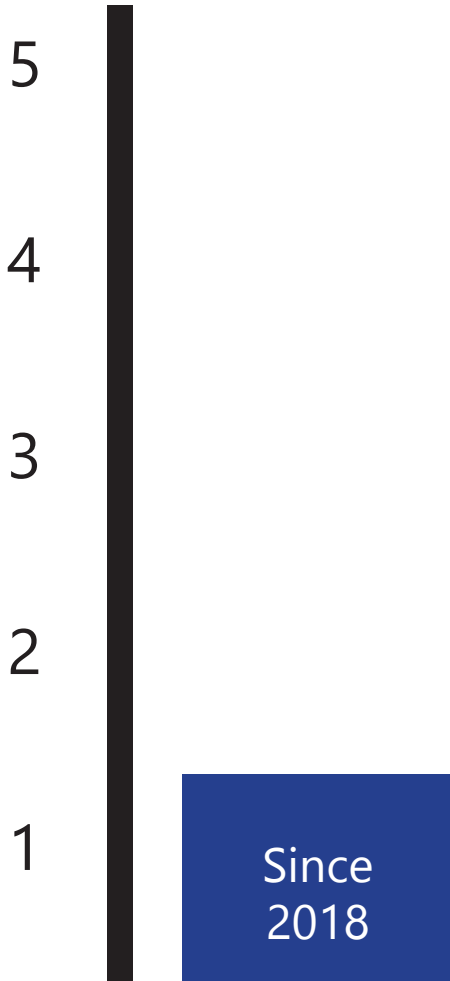
<b>TRANSPORTATION CHOICES</b>
59%
Promote diverse transportation modes, including walking, bicycling, transit, that are safe, low-cost, and reduce vehicle miles traveled.



## Places for Bikes City Rating



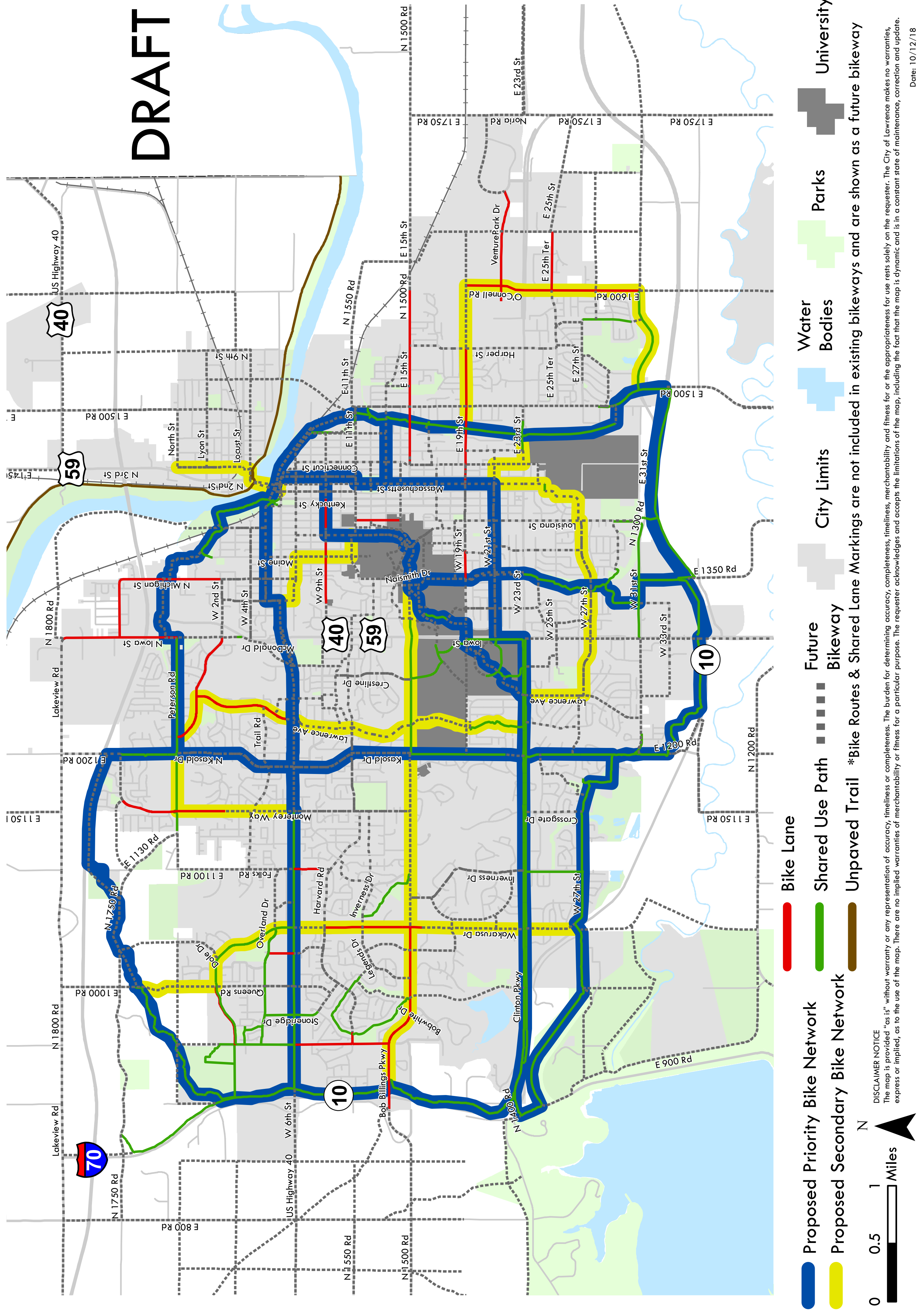
<b>RIDERSHIP</b> Bicycle commuting, recreational bike riding, perceptions of bike use	1.3
<b>SAFETY</b> All mode fatalities and injuries, bicycle fatalities and injuries, perceptions of safety	1.6
<b>NETWORK</b> Bicycle Network Analysis (BNA, perceptions of network quality)	1.6
<b>REACH</b> Demographic gap in BNA, bicycle commuting rates by gender	1.9
<b>ACCELERATION</b> Growth in bike facilities and events, perceptions of progress	NA



\*The current score does not include public input from a community survey. A City Rating community survey is available until November 16.



# Priority & Secondary Funding Networks

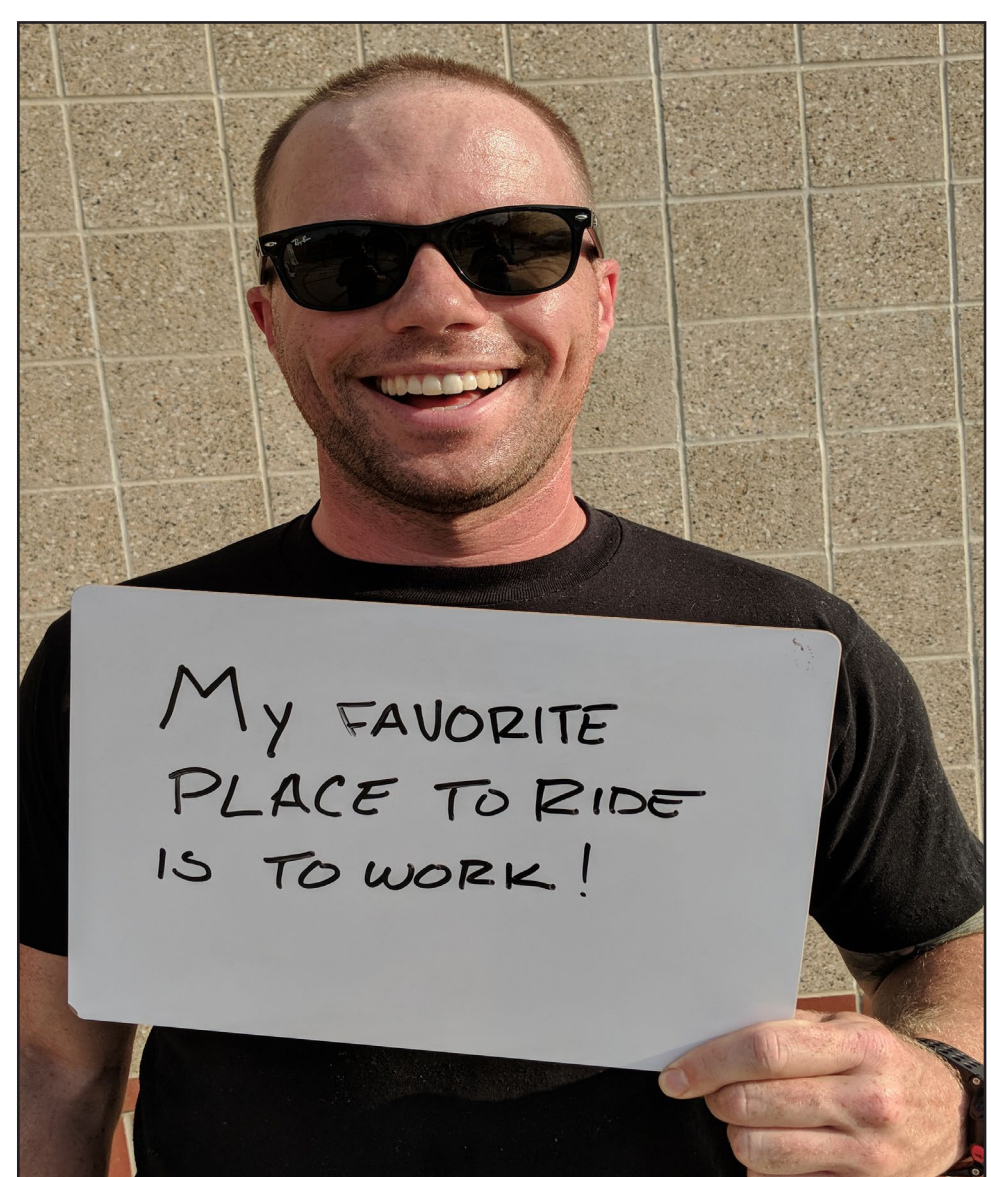
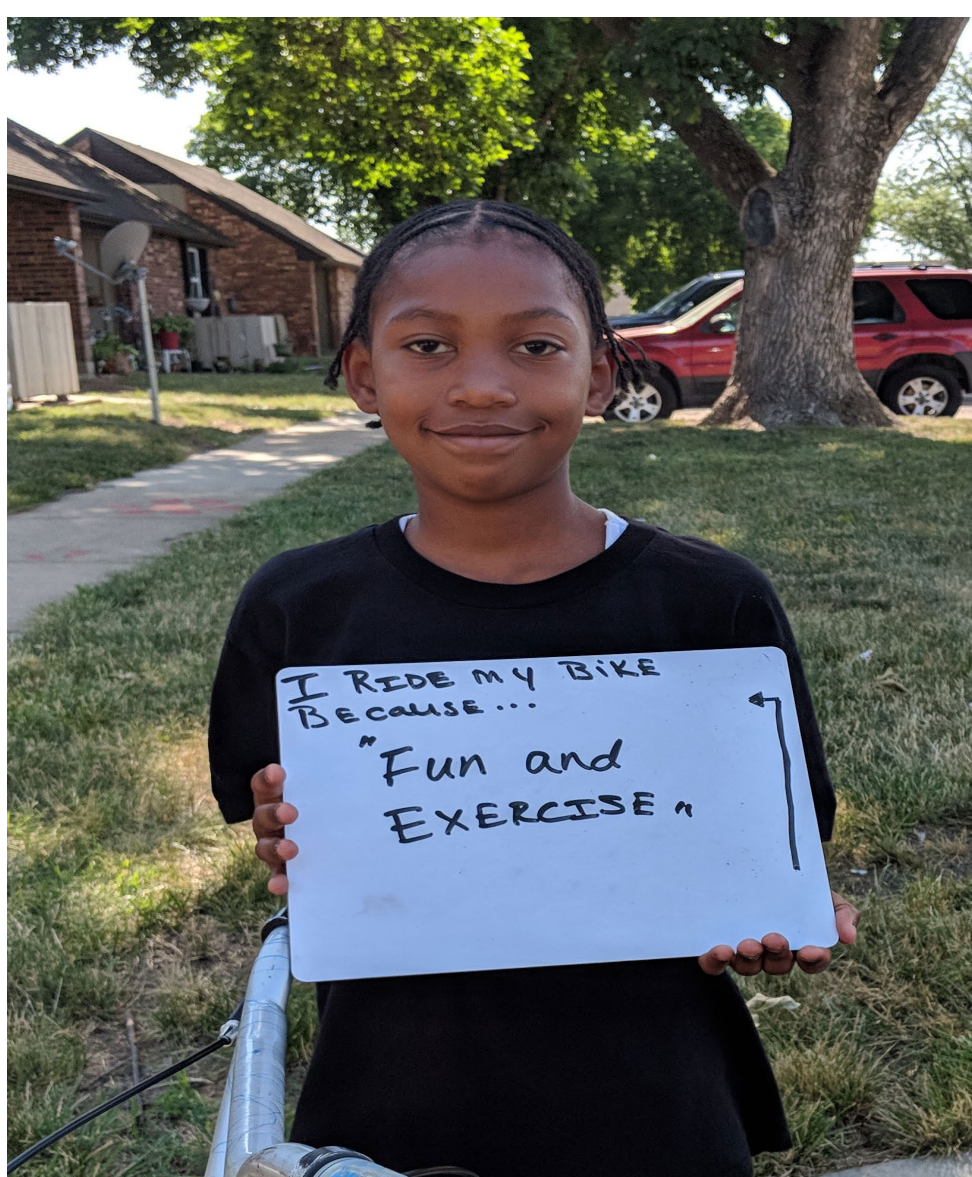
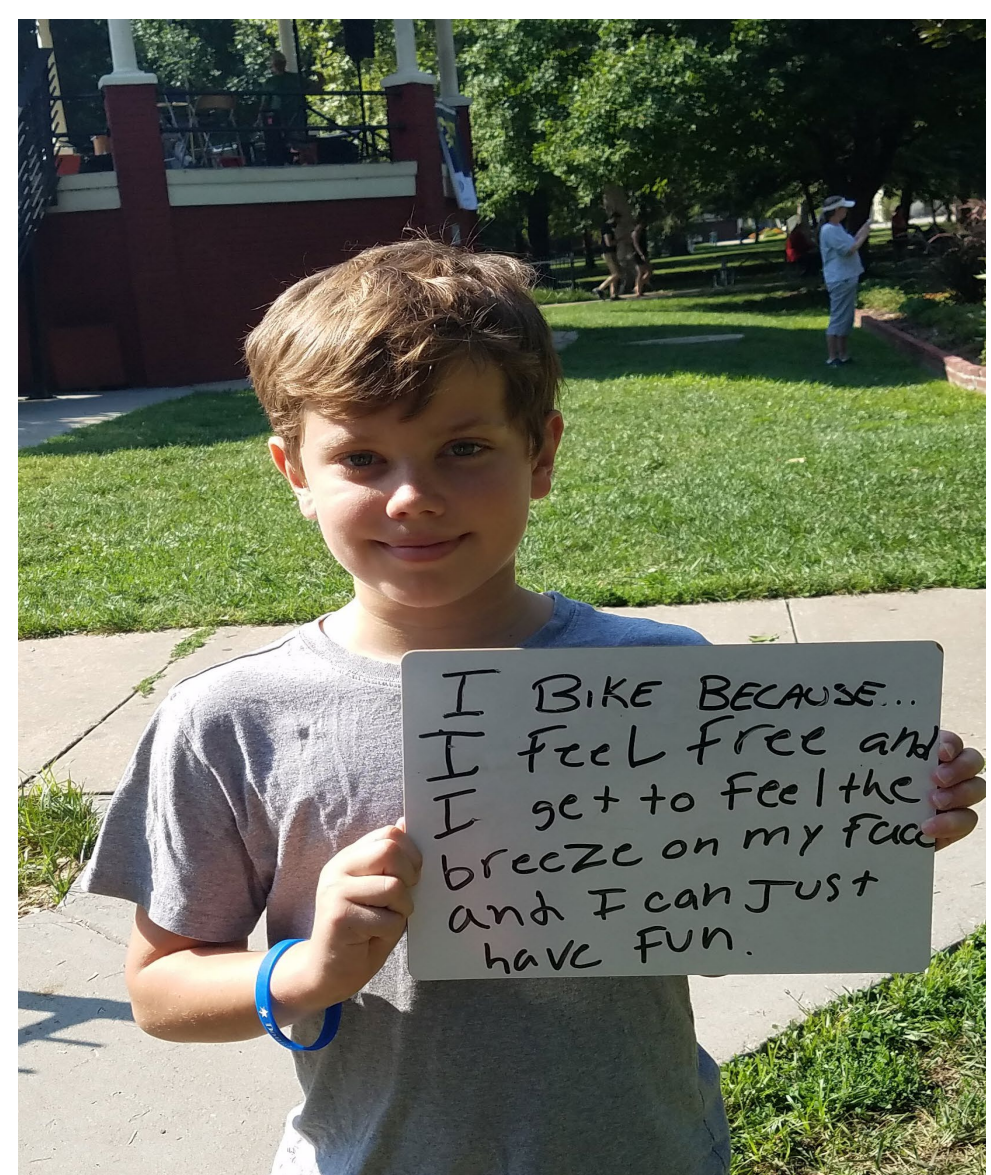
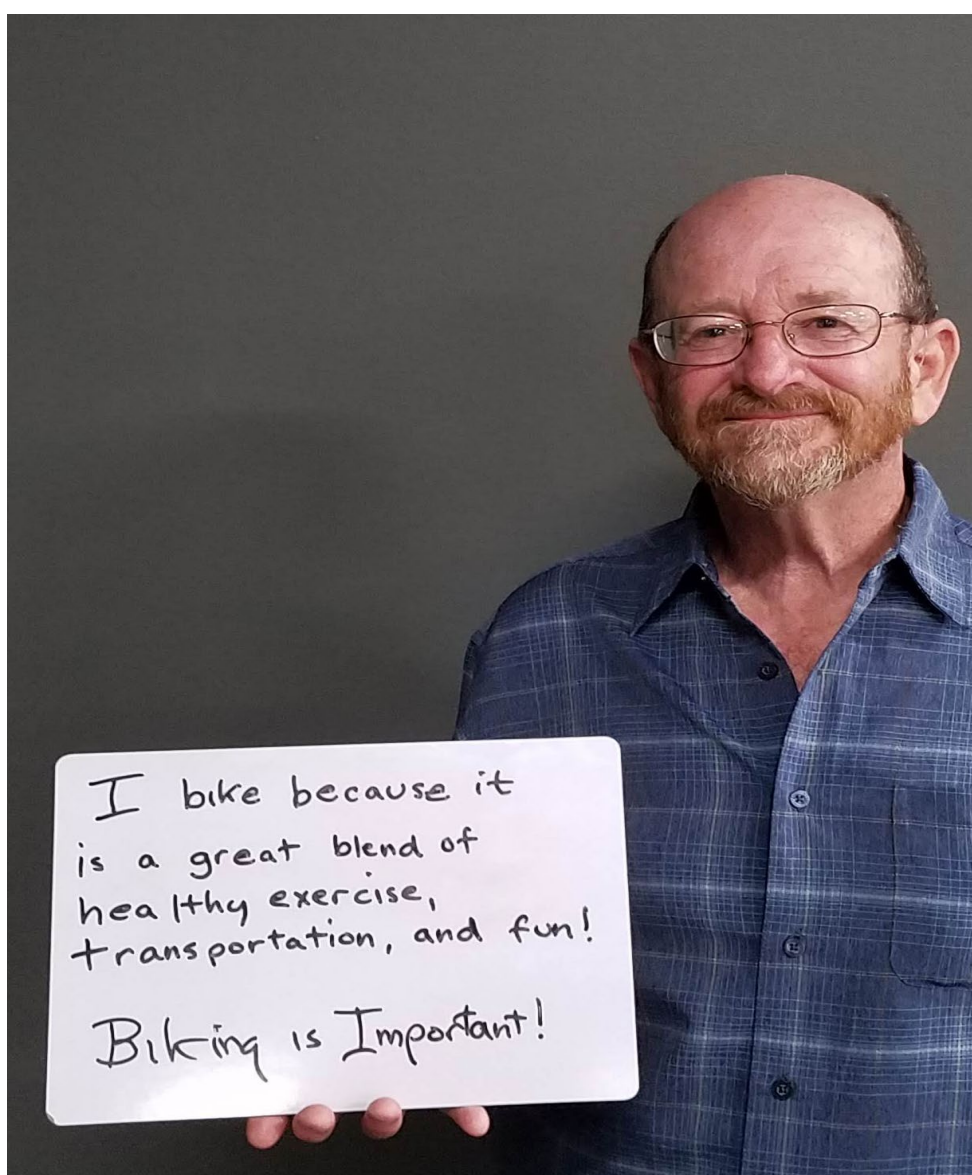
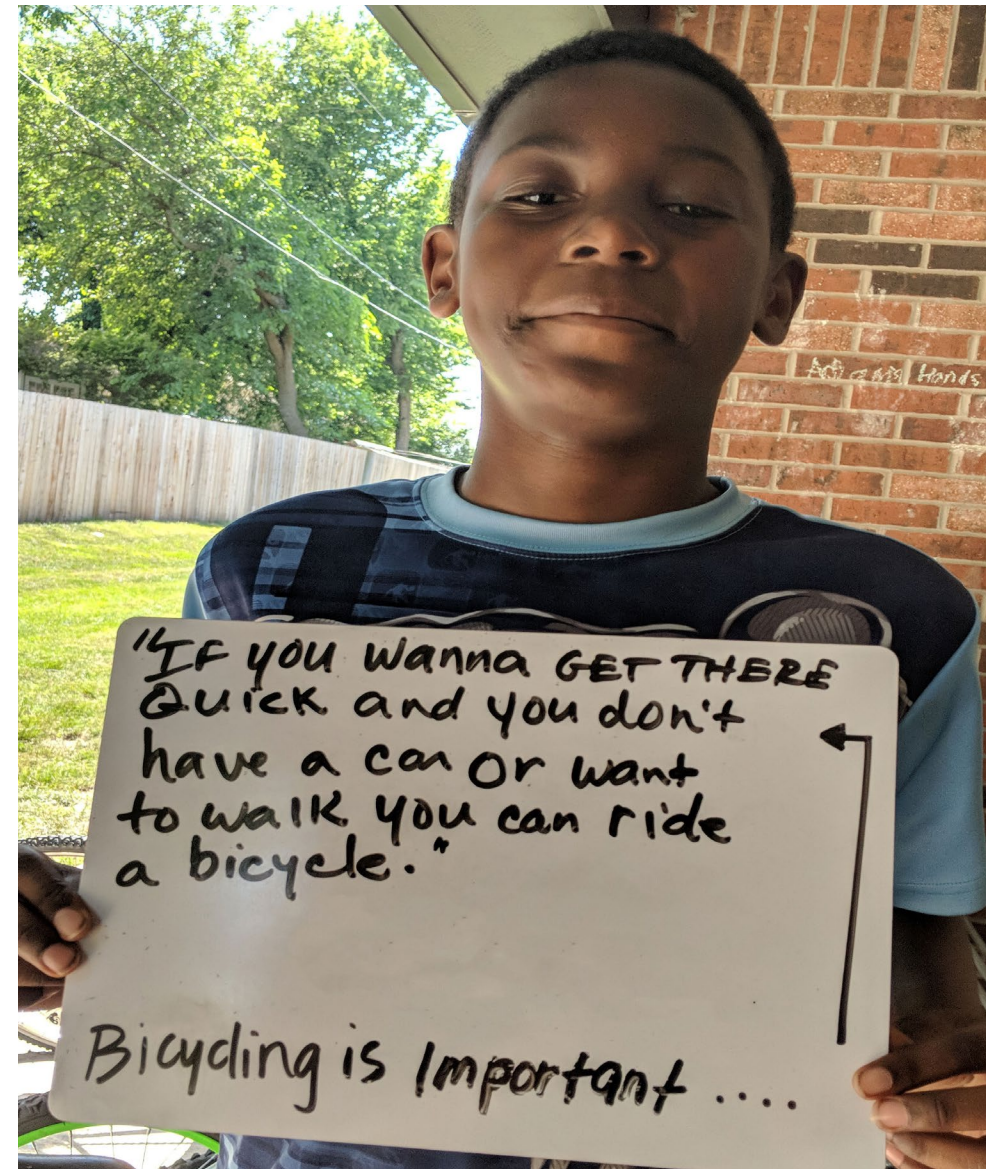
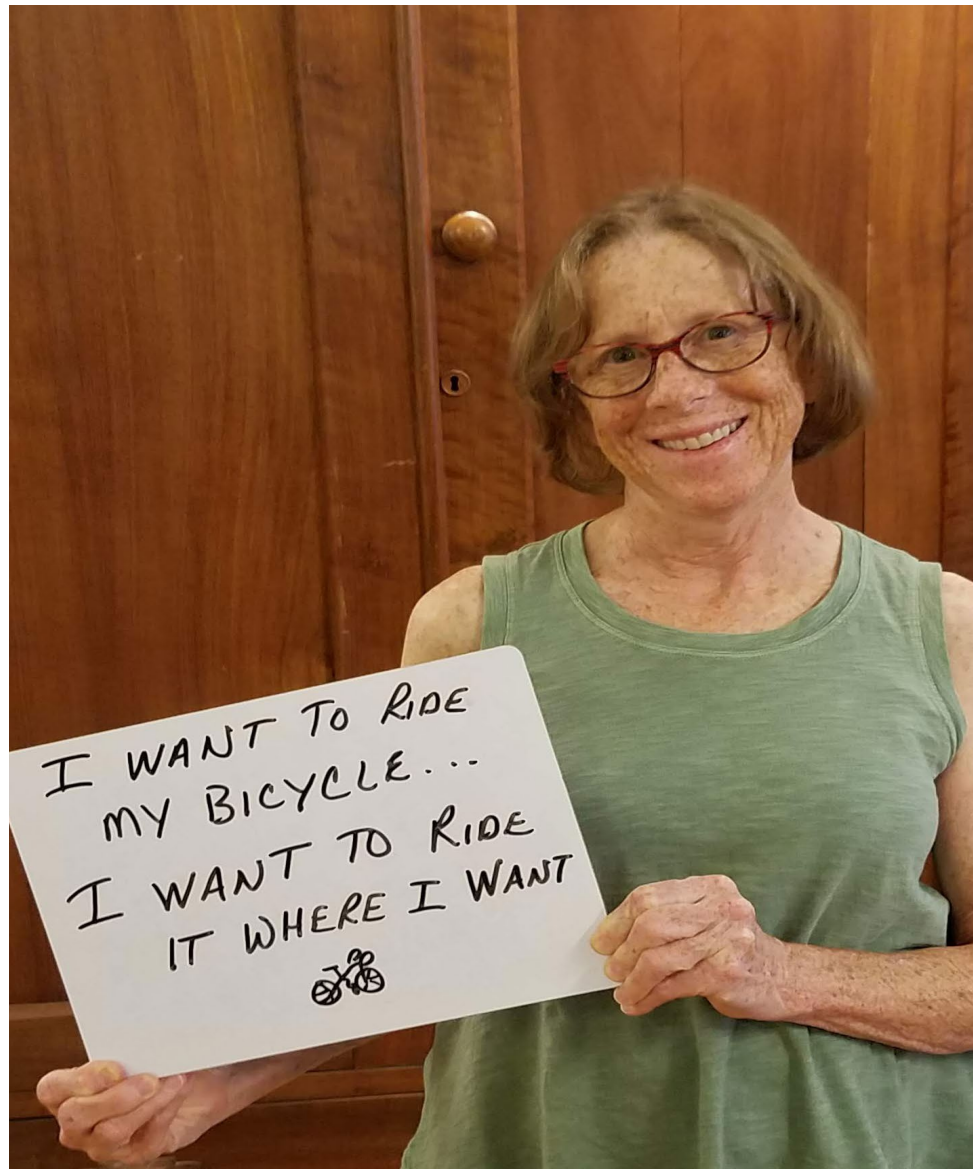




# Your Turn...

Grab a white board and answer one of the questions to the right. Have a staff or BAC member snap your picture. Here are a few examples:

- 🚲 I bike because...
- 🚲 I wish it were easier to bike...
- 🚲 I would bike more if...
- 🚲 My favorite place to bike is...
- 🚲 Biking is important to me because...





# What Are Your Thoughts?

Take the survey either online at -  
**[www.lawrenceks.org/mpo/tellus](http://www.lawrenceks.org/mpo/tellus)**  
or  
**on paper**

## Next Steps

The Bicycle Advisory Committee will review the results of this survey and begin drafting a plan recommending programs, policies, and projects based on public input.

