

Countywide Bikeway Plan Scope of Work

Introduction

The [Transportation 2040 \(T2040\)](#) plan completed in March of 2018 included planning for people who bicycle, walk, ride transit, and drive vehicles. The plan reflects the regional values and priorities, which are shifting towards non-single occupancy motor vehicle modes of travel. The public engagement process identified the desire for improved bicycle safety and additional bikeway design options. There is a need to update the [Countywide Bikeway System Plan](#), which was approved in March of 2014, to better reflect the community's vision.

This scope of work defines the context, purpose, and the schedule and timeline the Lawrence-Douglas County Metropolitan Planning Organization (MPO) plans to undertake to update the countywide bikeway plan.

Planning Context

Planning for bikeways in Lawrence and Douglas County is not a new concept. The first countywide bicycle plan was developed in 2004. Much has changed since the plan was updated in 2014. The City of Lawrence now has dedicated bicycle and pedestrian funding to implement projects. This funding stream provides exciting momentum to construct projects identified in the planning process. Also, a great deal of planning has been done to improve non-motorized conditions in the last few years – [the Lawrence Pedestrian Bike Issues Task Force](#), [the Lawrence Loop Alignment Study](#), [the Lawrence Bike Parking and Amenities Policy Review with Citywide and Downtown Recommendations](#), [annual bicycle and pedestrian counts](#), [Bicycle Friendly Community feedback](#) and the most recent [Countywide Bikeway System Plan](#). However, they are all separate planning documents and have different visions and recommendations. Furthermore, the City of Lawrence was re-designated as a Bronze Bicycle Friendly Community in 2016 a recognition it has held since 2004. In 2016, the University of Kansas (KU) was designated as a Bronze Bicycle Friendly University and in 2016 KU adopted their first [Bicycle Plan](#).



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Countywide Bikeway Plan Update

The Countywide Bikeway Plan will reconcile the various bicycle related plans into one vision for the future of bikeway infrastructure in Lawrence-Douglas County. The purpose of this plan is to develop a low-stress bicycle network that can make bicycling an attractive choice for transportation.

The Countywide Bikeway Plan will, at a minimum, address the following issues:

- Explicitly state the region’s vision and goals through public engagement
 - Goals and strategies will be organized under the 6E’s: Engineering, Education, Encouragement, Enforcement, Evaluation and Equity
- Plan for a continuous bikeway network
 - Establish criteria for bikeway types based on best practices and national design standards
 - Identify short term and long range priorities
- Address bicycle amenities
- Establish performance measures that coordinate with Transportation 2040

BAC Steering Committee & Staff Workgroups

The Steering Committee is the [MPO Bicycle Advisory Committee \(BAC\)](#), which is comprised of appointees from the City of Lawrence, City of Eudora, City of Baldwin City, City of Lecompton, and Douglas County. The Lawrence Transportation Commission will have one ex officio liaison on the BAC Steering Committee for the duration of the bikeway plan update planning process.

Staff workgroups will be convened to provide technical assistance throughout plan development, representing relevant staff from the cities and county.

Stress Levels for Cyclists

When cyclists travel along roadways, they face varying levels of stress from traffic. A quiet residential street with a 25-mile-per-hour speed limit presents a lower-stress setting for cyclists, but a six-lane highway with a 40-mile-per-hour speed limit creates a higher-stress environment for cyclists who must share the roadway with traffic. Stress from traffic is affected by variables such as traffic speed, traffic volume, the number of traffic lanes, frequency of on-street parking turnover and the ease of crossing intersections, among other factors. People are more likely to bicycle in low-stress environments, so improving bicycling requires developing low-stress connections between activity centers, transit facilities and neighborhoods.



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Public Engagement

Conversations about bicycling in Lawrence, Eudora, Baldwin City, Lecompton, and Unincorporated Douglas County will be structured in phases.

Phase 1 (Spring/Summer 2018):

- Open house and survey with a conversation about bikeability goals, bikeway preferences and bikeway network desires
- Investigational bicycle rides to experience riding throughout the cities and County



Phase 2 (Fall 2018):

- Open house and survey with a conversation about the draft bikeway network and priorities survey



Phase 3 (Spring/Summer 2019):

- Open houses and/or public bicycle rides to showcase the new plan and updated bicycle rideability map

Schedule

The Countywide Bikeway Plan update will be completed in four tasks.

Timeline

	2018			2019		
	Spring	Summer	Fall	Winter	Spring	Summer
Task 1: Public Engagement						
MPO BAC	X	X	X	X	X	X
Stakeholder Meetings with Baldwin City & Eudora Staff						
Open House/Survey 1						
Investigational Bicycle Rides						
Open House/Survey 2						
Final Plan Tour						
Task 2: Draft Existing Conditions Memo						
Reviewed by MPO BAC						
Task 3: Draft Recommendations Memo						
Reviewed by MPO BAC						
Task 4: Final Approved Report						
Draft Final Report						
MPO BAC Recommend Approval						
TAC Recommend Approval						
MPO Policy Board Approval						
Presentation to Lawrence Transportation Commission, City of Eudora, City of Baldwin City, City of Lecompton						
Open House & Bicycle Rides to Celebrate the New Plan						

*Staff workgroups (TAC and Lawrence Multimodal team) will meet as needed.

As of 4.9.18