Countywide Bikeway Plan

Steering Committee Meeting #3

August 7, 2013
Agenda

1. Project Schedule
2. Online Interactive Mapping Summary
3. Narrow Lane Summary
4. Heat Map Summary
5. Upcoming Survey
6. Preliminary Recommendations
7. Upcoming Tasks
Multimodal Planning Studies begins

Online Survey (begin mid-August)

September 18, 2013 – Steering Committee Meeting

October 8 - 9, 2013 – Open House; Steering Committee Meeting
WikiMap Summary

Bicycling Input

• 266 lines
  • 70 commute to work/school routes
  • 46 transportation routes
  • 80 recreational routes
  • 70 routes that needs improvement

• 153 points
  • 38 bike destinations
  • 33 trail/path connections
  • 32 challenging locations
  • 50 difficult intersections/crossings

• 419 total entries from 53 unique users
WikiMap Summary
WikiMap Summary
Selection of WikiMap Bike Comments

- Clinton Parkway: Decent multiuse path here. Hills relatively gentle. Would be even better if pedestrian and bicycling paths could be separate.

- Iowa Street: Iowa is currently being improved but it does not appear any bike lanes are being added. This is troubling.

- 19th Street: Road has only a short section of designated bike lane. Too busy, with too many young drivers - needs designated lane. Important bike transit corridor.

- W. 6th Street: Bike lanes desired.

- Louisiana Street/E1400 Rd: This is the primary route out of town to the South.

- General: Wider shoulders would be great south of Clinton Lake.
Narrow Lane Memorandum

Purpose

• A number of streets in Lawrence can accommodate bike lanes if travel lanes are narrowed to 10’
• Traffic engineers have often been hesitant to use 10’ or 11’ lanes
• Memo described latest research regarding safety and capacity of 10’ and 11’ lanes
Narrow Lane Findings

Safety
- Narrower lanes in most urban conditions do not increase, and sometimes decrease, crash rates
- A bicycle facility should be provided with narrower lanes

Capacity
- Little to no impact on capacity moving from 12’ to 10’ urban lanes

Bicyclist Comfort
- Bike lanes offer higher bike LOS than wide lanes with same width
Existing 10’ Travel Lanes

10’ lanes already are in use in Lawrence

• East 11th Street
• Haskell Avenue (southern end)
• 19th Street (includes bike lanes)
• Kentucky Street

• This list is not exhaustive, but illustrates 10’ lanes that were measured during field work
Bicycle Demand Heat Map

Illustrates potential bicycle usage and demand

- Numerous factors used to determine potential bicycling:
  - Housing density
  - Proximity to schools/universities
  - Proximity to trails/paths
This map represents latent demand or potential for increased bicycling trips in Lawrence. Factors including the presence of schools and universities, housing density, and shared use path locations were weighted to produce areas of high demand and low demand. The resulting map is generalized, but provides good indications for where there is the potential for significant numbers of bicycling trips.
Upcoming Survey

August Public Survey

• Bicycle questions to gauge:
  • Frequency of/interest in bicycling
  • Type of trips made
  • Distance of trips made
  • Obstacles to bicycling more or to specific destinations/events
  • Positives about bicycling in Lawrence and Douglas County
Preliminary Recommendations

• Preliminary recommendations provided for next meeting
• Existing urban bikeways
  • Increase types of facilities that are recommended
  • Focus on completing discontinuous segments
  • Utilize bike lanes or sharrows along with wayfinding signage
  • Include on-street facilities even when providing a sidepath
  • Add wayfinding
  • Adjust standard street cross-sections to allow inclusion of bike lanes
  • Use narrower lanes to allow inclusion of bike lanes
Preliminary Recommendations

- Rural bikeways
  - Limited paved road options to work with
  - Recommendations for adding paved shoulders
  - Recommendations for some path segments
  - Additional field work to be conducted in September
Upcoming Tasks

• Recommendations for updating urban bikeway network plan
• Recommendations for rural bikeway network plan
  • Field work in September
• Online Survey
  • August – September
• Draft Recommendations for Open House
  • September – input from steering committee
  • October – open house
• Ongoing Steering Committee Input and Feedback