

# Multimodal Planning Studies



## 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

# Project Schedule



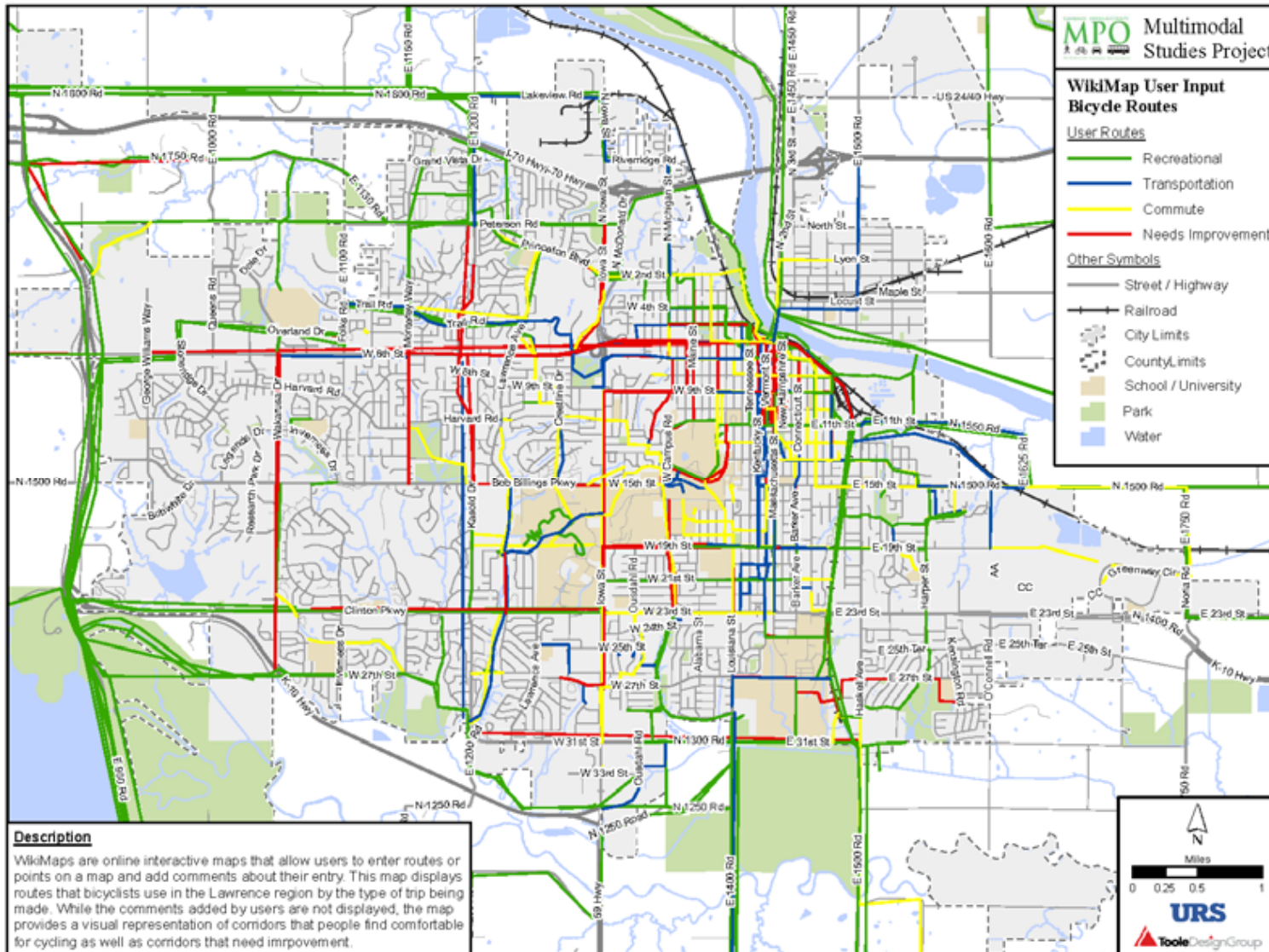
- Online Survey (begin mid-August)
- September 18, 2013 – Steering Committee Meeting
- October 8 - 9, 2013 – Open House; Steering Committee Meeting

# WikiMap Summary

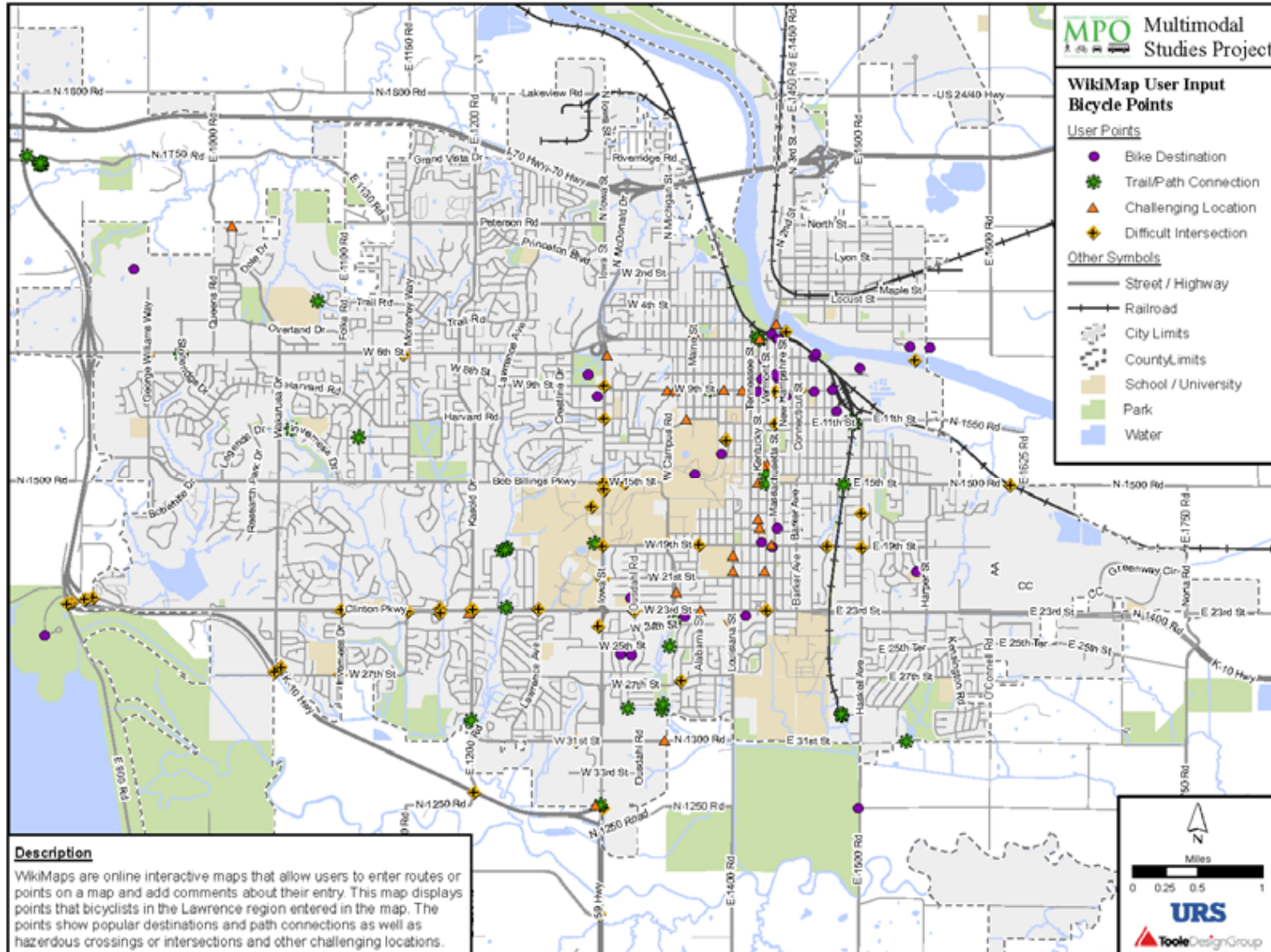
## Bicycling Input

- 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





# Online Mapping Comments

## 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.
- 19<sup>th</sup> 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. 6<sup>th</sup> 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

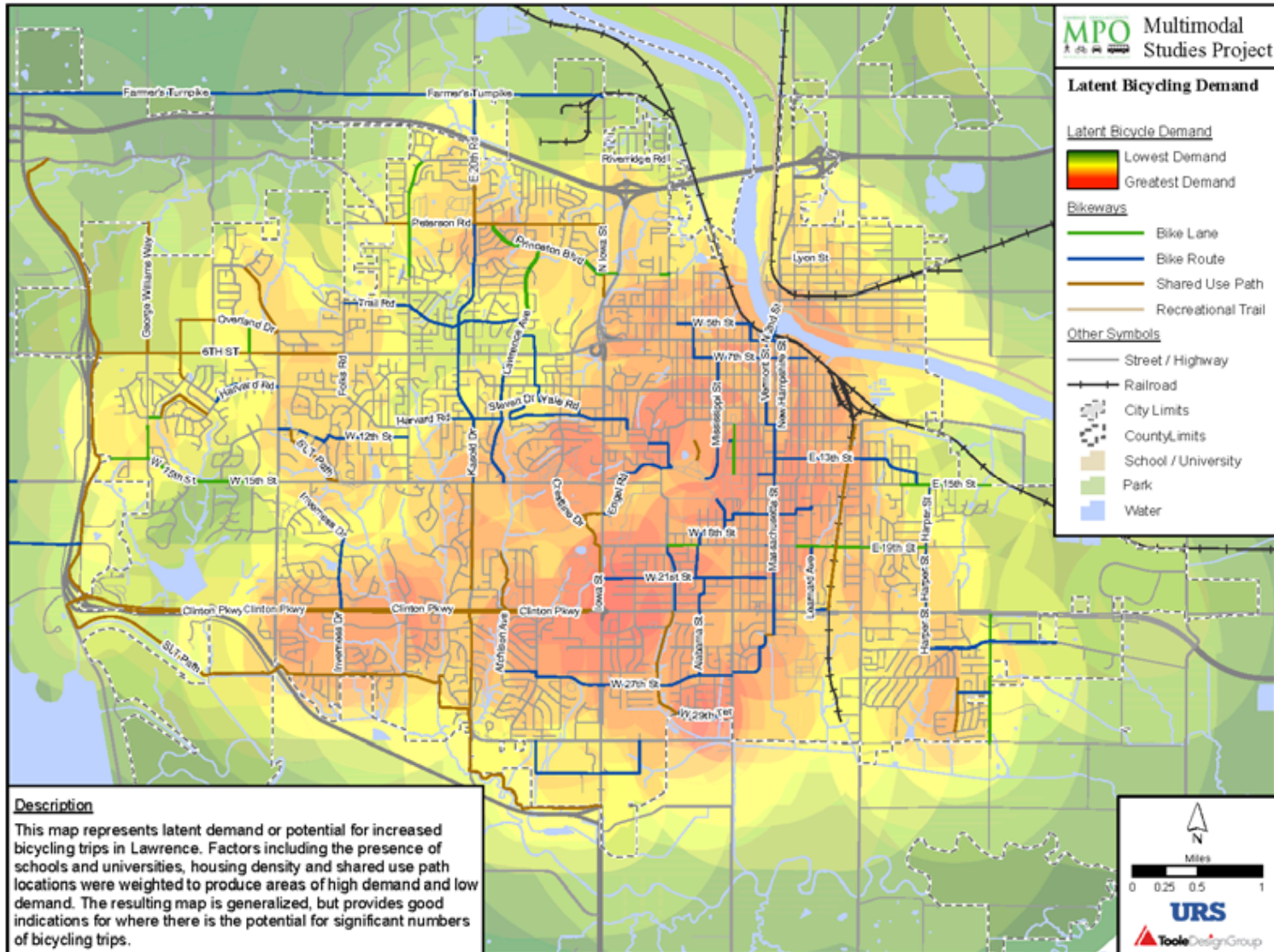
- East 11<sup>th</sup> Street
  - Haskell Avenue (southern end)
  - 19<sup>th</sup> Street (includes bike lanes)
  - Kentucky Street
- 
- This list is not exhaustive, but illustrates 10' lanes that were measured during field work

# 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

# Bicycle Demand Heat Map



# 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