Countywide Bikeway Plan

This study expands upon the existing bikeway system planning efforts to identify:

- Opportunities to expand the existing bikeway system network to cover all of Douglas County.
- Potential on-road and off-road bikeway improvements.
- Possible bikeway connections from Douglas County to other areas including Metro Kansas City and the Topeka Area.
- Improvements at key locations including:
  - 6th and Iowa Interchange Area in Lawrence
  - Burroughs Creek Trail/Hobbs Park to Riverfront/Constant Park Connector in Lawrence
  - Eudora Elementary and Middle Schools
  - Baldwin City Elementary
THE COUNTYWIDE BIKEWAY PLAN WILL EXPAND THE EXISTING BICYCLE INFRASTRUCTURE THROUGHOUT DOUGLAS COUNTY AND WILL CONNECT THE REGIONAL FACILITIES. HELP US IDENTIFY THE BEST CONNECTIONS AND AREAS OF CONCERN.
HELP US IDENTIFY ANY SAFETY AND CONNECTIVITY ISSUES.
YOU CAN MARK UP THE MAPS ON THE TABLE OR USE THE OUTLINE MAP.

Draft Figure

BIKEWAY SYSTEM - LAWRENCE AREA

MULTIMODAL STUDIES PROJECT

Legend

- Bike Lane
- Bike Route
- Recreational Trail
- Shared Use Path
- Bike Lane (Future)
- Bike Route (Future)
- Shared Use Path (Future)

Streets
- Interstate
- US Highway
- State Highway
- Street
- Future Road
- SLT Alignment
- Schools
- Parks
- City Limit

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Based on T2040 Metropolitan Transportation Plan

Kansas
### Multimodal Planning Studies

#### Bicycle and Pedestrian Facility Types

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Description</th>
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| **Bicycle Lane - Conventional**     | • Designates an exclusive space for bicyclists through pavement markings and signage  
• Located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic  
• Typically on the right side of the street, between the adjacent travel lane and curb, road edge or parking lane  
• Used on medium and high volume streets |
| **Bicycle Lane - Buffered**         | • Conventional bicycle lanes paired with a designated painted buffer space  
• Buffer may separate the bicycle lane from the adjacent motor vehicle travel lane, the parking lane or both  
• Increases operating space and comfort for bicyclists  
• Typically used on medium and high volume streets |
| **Bicycle Lane - Protected (Cycle Track)** | • Bicycle facility within the street right of way that provides physical separation from the adjacent travel lane  
• Separation may be provided with curbs, bollards, parked cars or other means  
• Cycle track may be at street level, sidewalk level or an intermediate level  
• Typically used on medium and high volume streets with few intersections or driveways |
| **Shared Lane Marking (“Sharrow”)** | • Street markings used to indicate a shared lane for bicyclists and motorists  
• Sharrows indicate to bicyclists where they should position themselves in a lane  
• Sharrows reinforce to motorists that bicyclists belong in the lane  
• Typically used on low- and medium-volume streets where bicycle lanes cannot be accommodated |
| **Bicycle Boulevard**               | • Streets with low motorized traffic volumes and speeds designated to provide priority to bicyclists  
• Designed to discourage speeding and cut-through traffic  
• Often used to connect schools and parks and as an alternative to a nearby busy street  
• May include traffic calming devices such as speed tables or traffic circles |
| **Shared Use Path**                 | • Path separated from street or road travel lane used by motor traffic  
• Typically paved and 10 feet wide  
• Open to most non-motorized uses  
• Often installed in urban areas in abandoned rail corridors, utility corridors or along waterway streams, rivers, land, drainages or other linear features  
• May be located in separate rights-of-ways or in part of highway/roadway rights-of-ways |
| **Sidewalk**                        | • The pedestrian designed facility adjacent to most streets  
• Typically concrete and 5 feet wide  
• May be used by bicyclists in Lawrence except in the downtown area where it is prohibited  
• Bicyclists should always yield to pedestrians when using sidewalks  
• Bicyclists should act as pedestrians when crossing streets from a sidewalk  
• Space commonly used by child cyclist when learning to ride |
| **Crosswalk - Marked**              | • A marked portion of a street for pedestrian use  
• Connect pedestrian facilities on one side of a street to facilities on the other side of the street  
• Pedestrians always have right-of-way in a crosswalk except at a signalized intersection where they must follow the appropriate signal |
| **Crosswalk - Unmarked**            | • The unmarked connection between a pedestrian facility on one side of a street to a pedestrian facility on the other side of the street  
• Pedestrians always have right-of-way in a crosswalk except at a signalized intersection where they must follow the appropriate signal |
| **Wayfinding Signage**              | • Signage to indicate to users the direction to specific locations  
• May include distance and approximate travel time  
• Placed at key intersections and decision points |
Bicycle and Pedestrian Plans commonly refer to the Five E’s: Engineering, Education, Encouragement, Enforcement and Evaluation.

Simply providing bicycle facilities will not ensure that people will bicycle more or that a community will be bicycle friendly. Plans and recommendations focused on the Five E’s help ensure that a plan is comprehensive and encourages bicycling and walking through a variety of means.

### Engineering
- Engineering refers to physical infrastructure. This is the category that is typically thought of when people think about plans.
- Engineering recommendations are typically divided into short-term, medium-term and long-term priorities based on cost, ease of implementation and other factors.
- Engineering recommendations may include:
  - On-street facilities such as bike lanes, sharrows and traffic calming
  - Off-street paths
  - Directional and wayfinding signage
  - Bicycle and pedestrian bridges and tunnels
  - Bike parking facilities
  - Anything physical in nature that facilitates walking and bicycling for travel

### Education
- Education efforts typically focus on educating people about the rules of the road.
- Education may focus on teaching bicyclists, particularly children, how to properly interact with motorists and how to avoid the most dangerous situations that commonly occur for bicyclists.
- Education may also focus on making bicyclists aware that they have the same responsibility as motorists to follow the rules of the road.
- Motorist education typically focuses on reminding motorists of the rules of the road and how to properly interact with bicyclists and pedestrians.
- Education efforts may include:
  - Bike rodeos and helmet fairs
  - Public Service Announcements (PSAs)
  - Workshops for planners, engineers and law enforcement officials
  - Driver education and safe cycling classes

### Encouragement
- Encouragement activities focus on increasing bicycling and walking through fun and interesting activities.
- Encouragement activities may include:
  - Bike to Work Week activities
  - Bike and Walk to School Day
  - Workplace wellness programs
  - Ciclovias
  - Community bike rides
  - Providing bicycling maps
  - Bike share systems

### Enforcement
- Enforcement activities focus on enforcing the rules of the road for all users - motorists, bicyclists and pedestrians.
- Enforcement also prioritizes having links between the law enforcement community and the bicycling community.
- Enforcement activities may include:
  - Efforts to reduce speeding
  - Efforts to increase yielding to pedestrians
  - Efforts to reduce bicycle theft

### Evaluation
- Evaluation efforts seek to quantify the impact of the other “E’s.”
- Evaluation efforts may include:
  - Measuring the growth of bicycle and pedestrian facilities in a region
  - Measuring the rate of bicycling in an area or the number of users on a specific facility
  - Evaluating crash data for patterns or frequency