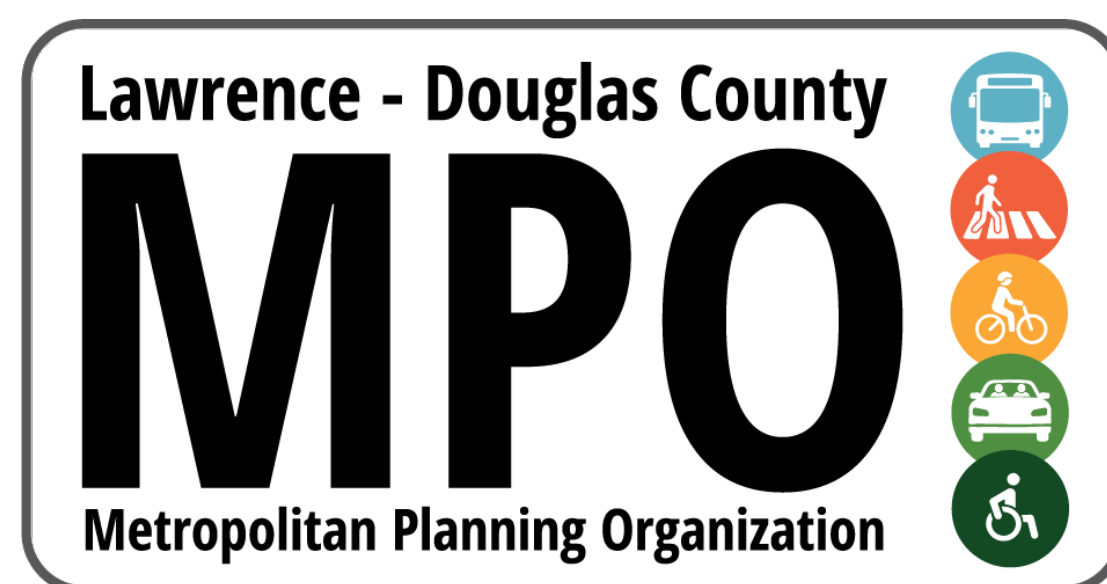


Lawrence Bike Plan Update Open House

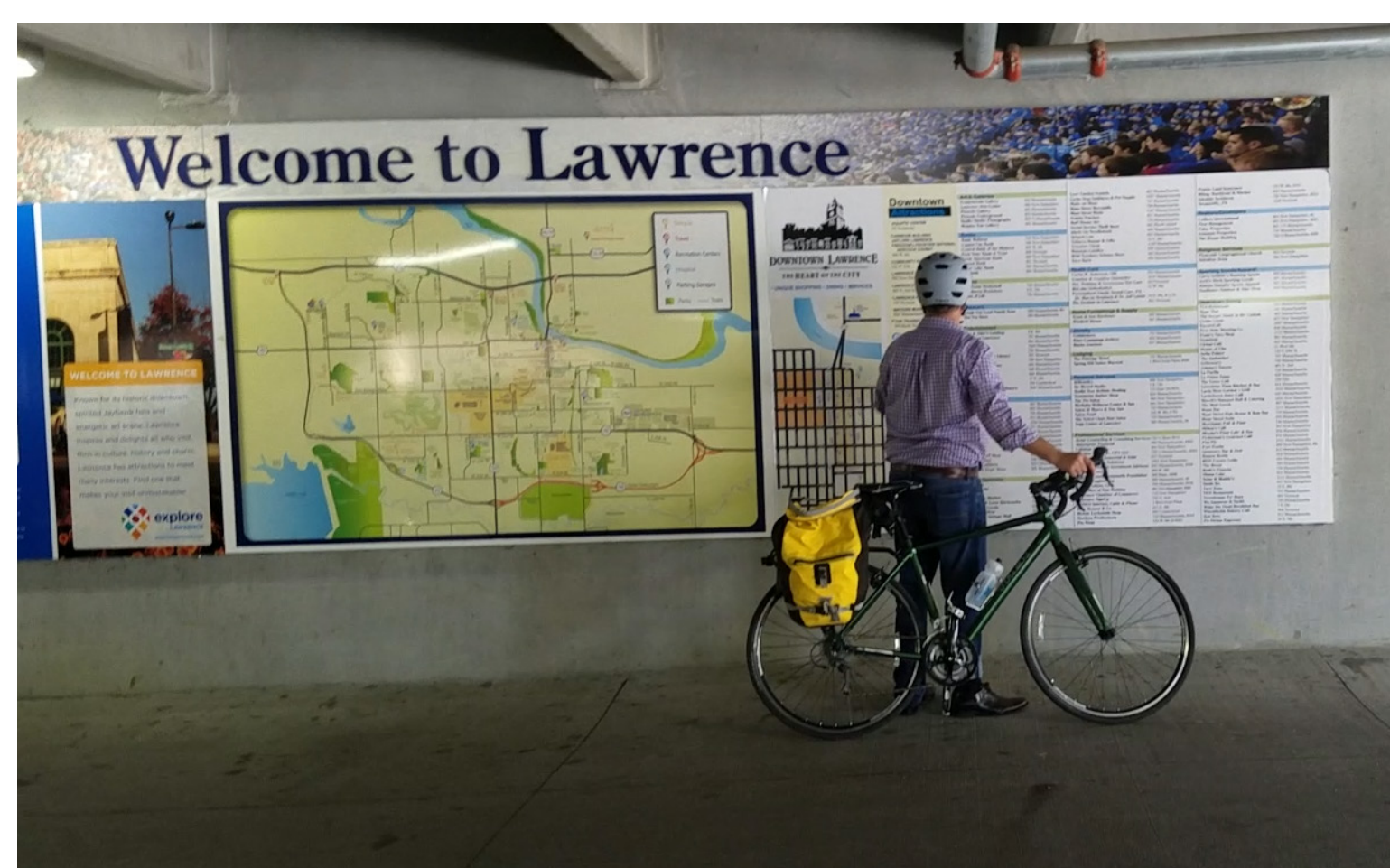
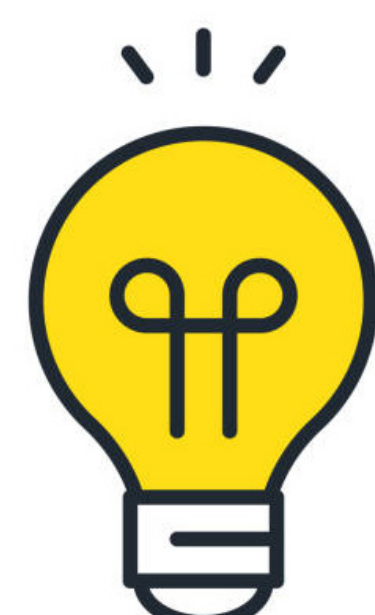
April 9th, 2025



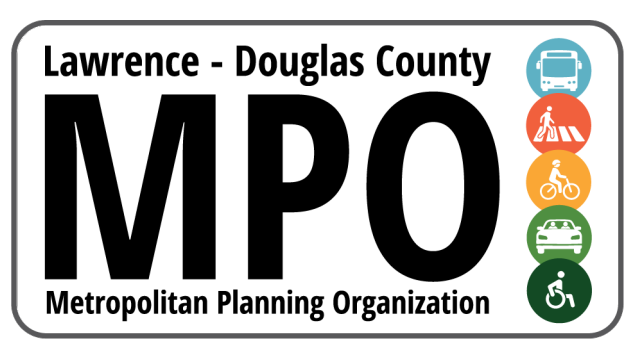
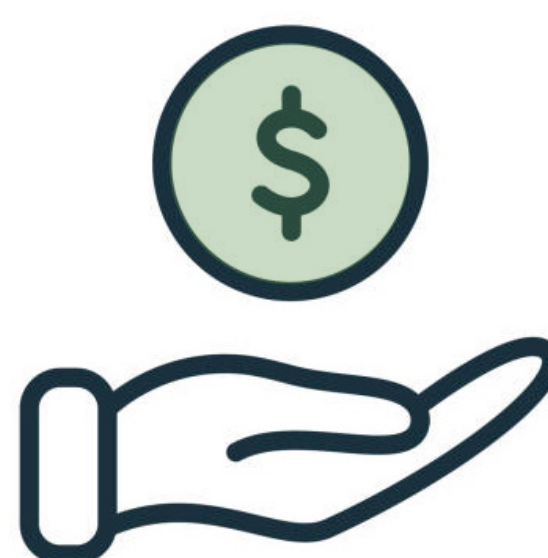
Envisioning the Future

Updating the Bike Plan is a chance to re-imagine how cycling fits into our community.

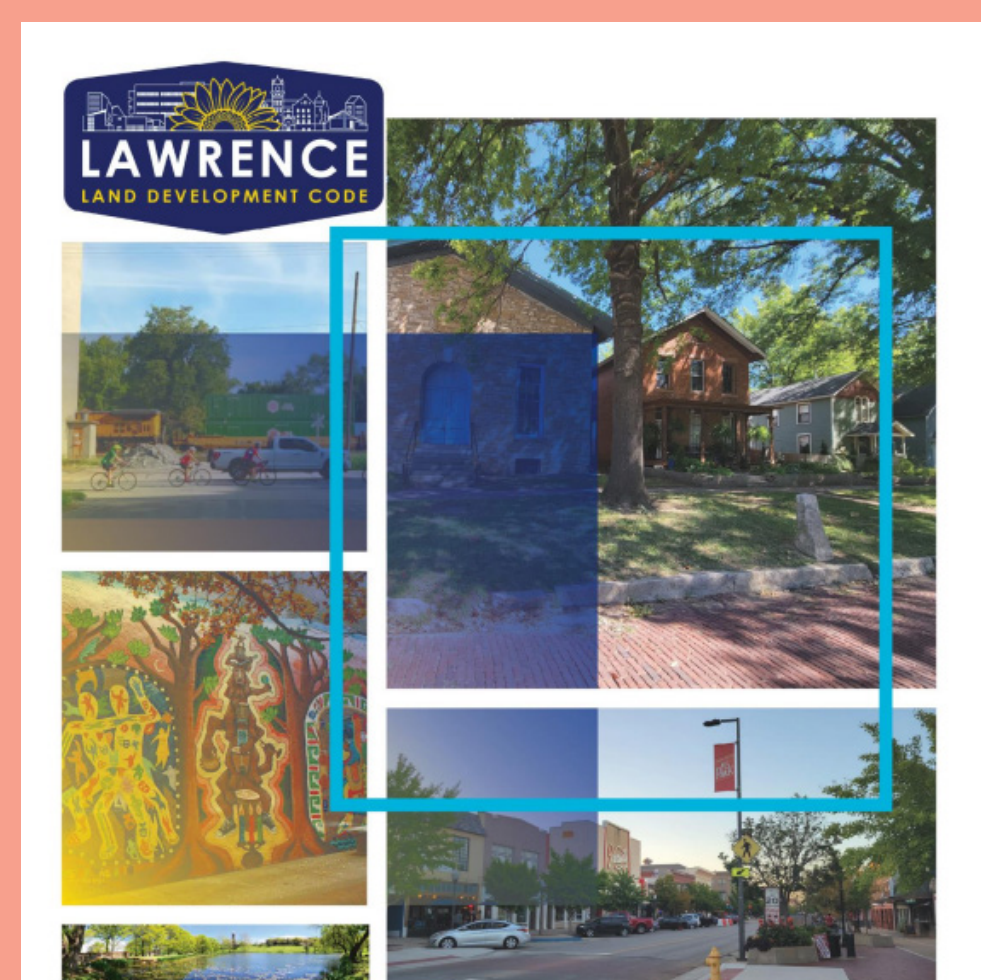
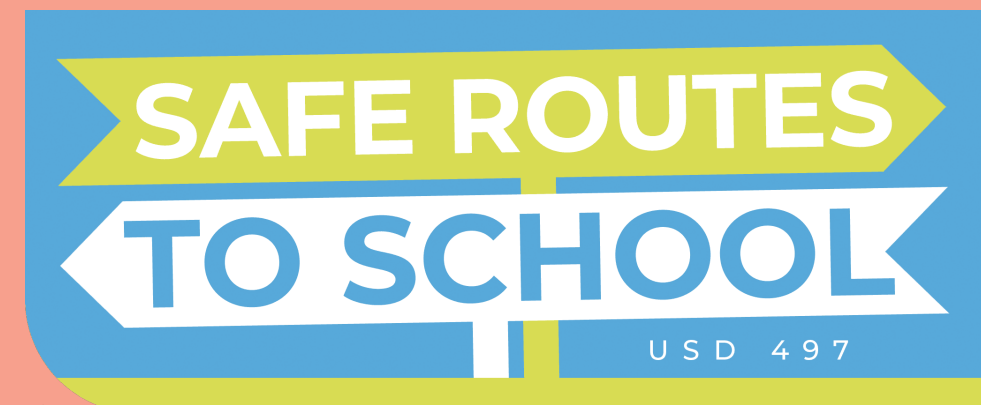
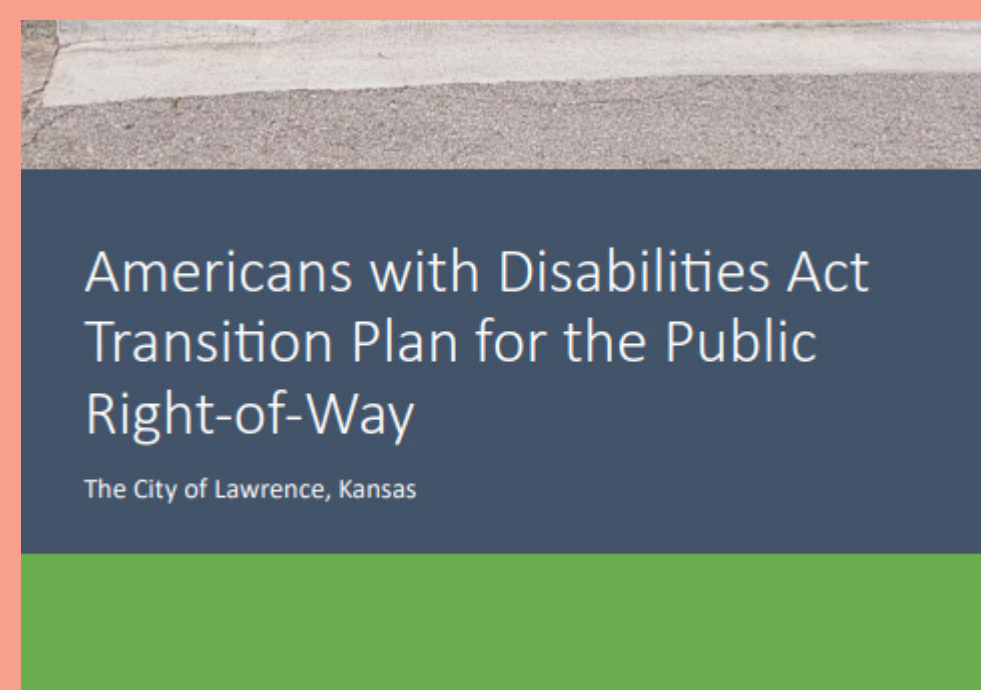
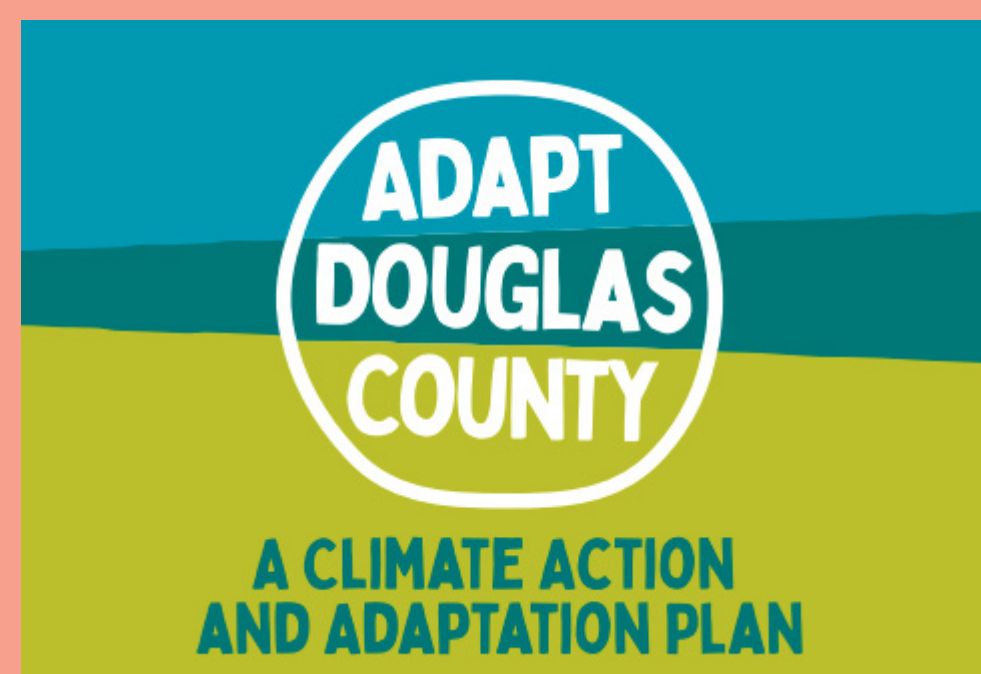
By listening to local voices and drawing on national best practices, we can create safe, comfortable, and accessible bike infrastructure that supports a vibrant cycling culture.



A clear, community-driven plan also strengthens our ability to secure grant funding—helping us expand the network faster and more efficiently.

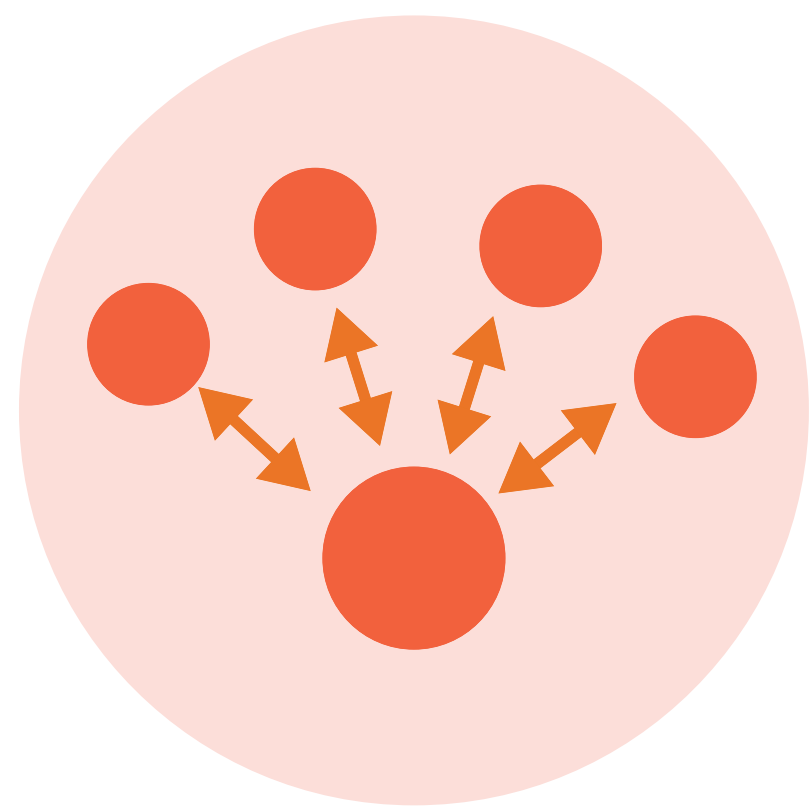


The Lawrence Bikes Plan is one of many plans that help guide decision making.



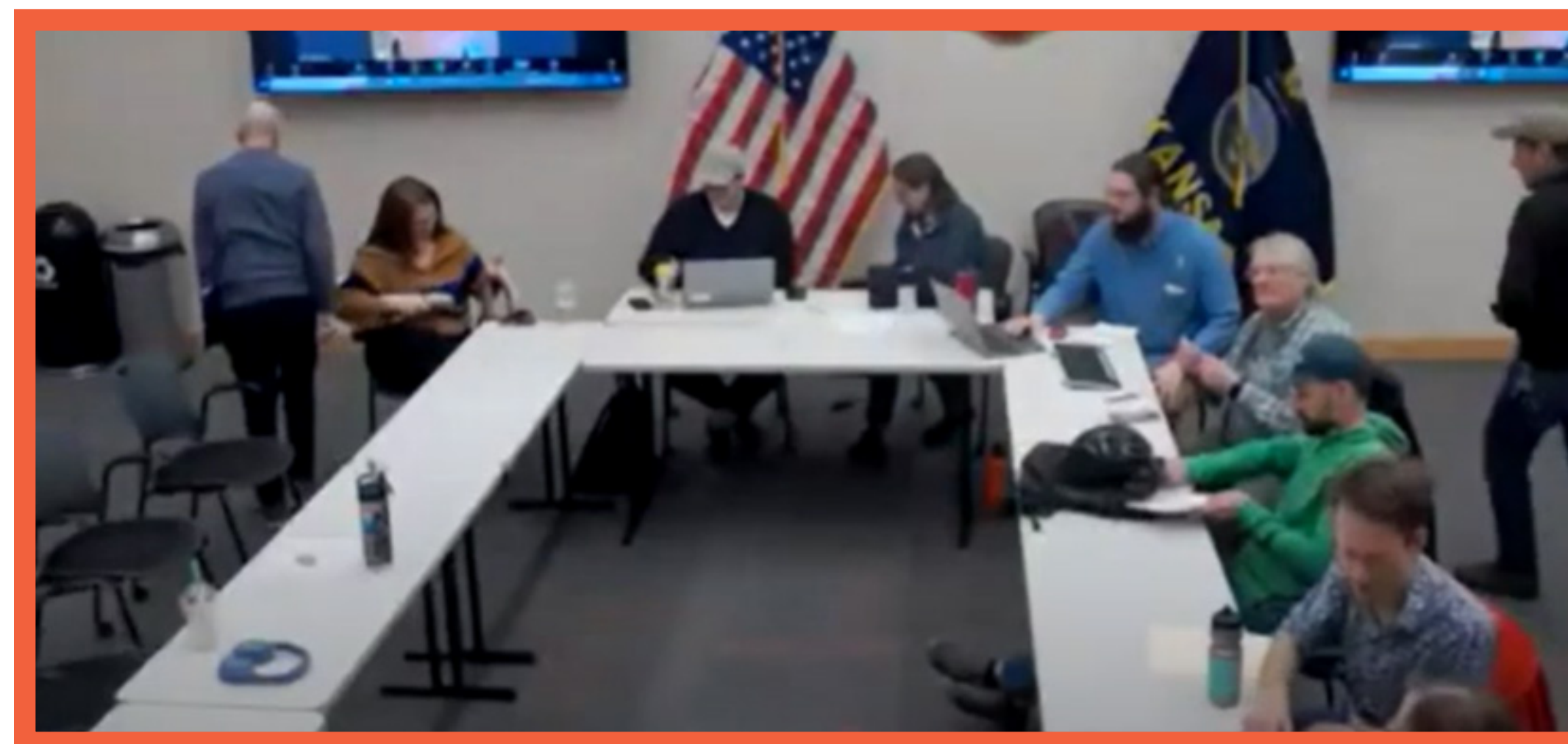
Community Engagement

We need to know your thoughts on bicycling in our community. The L-DC MPO cannot make good transportation planning decisions without knowing about your bicycling needs, concerns, and vision! The Lawrence Bike Plan Update community engagement process will engage the community in the decision-making process.




A steering committee made up of diverse bicycling perspectives was established by the MPO Policy Board. The committee helps guide staff's work, discussing community values and priorities. Staff will use this guidance to establish goals and strategies based on community input and best practices to meet community goals. Steering Committee members represent the following organizations: Connected City Advisory Board, Parks, Recreation, Culture Advisory Board, Lawrence Association of Neighborhoods, Lawrence Bicycle Club, Lawrence Mountain Bike Club, Friends of Lawrence Area Trails, Safe Routes To School, KU, Haskell, and Lawrence Coalition 4 Safe Streets.

There will be multiple opportunities for community engagement throughout the planning process including attending open houses, taking surveys, participating in a focus groups, and/or by going on a scheduled community ride.



Bikeway Plan Update Survey

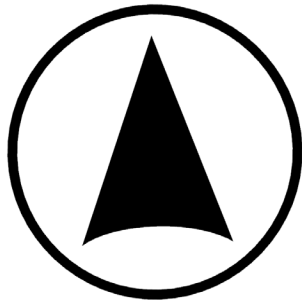
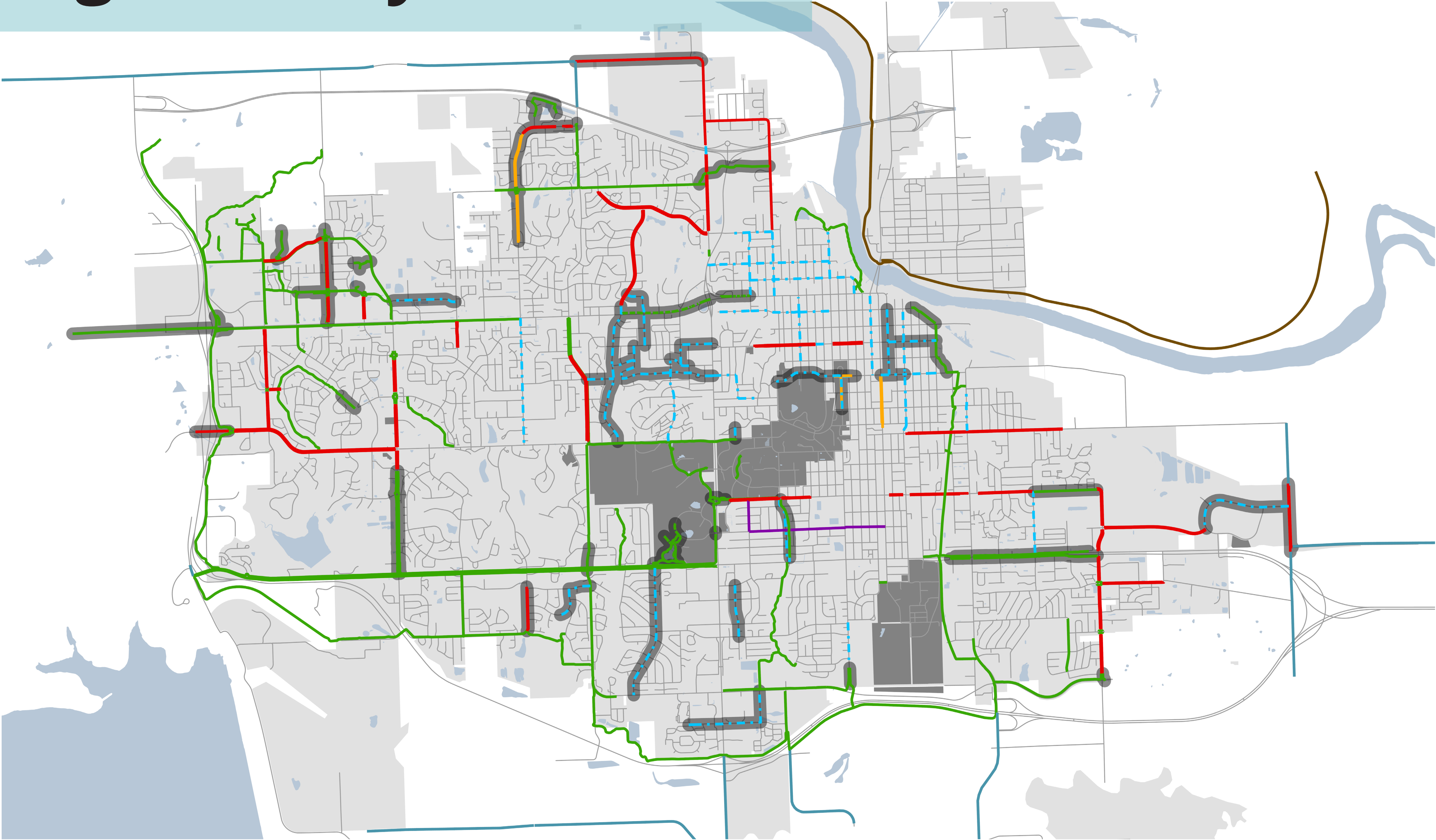


Lawrence - Douglas County
MPO
Metropolitan Planning Organization

The Lawrence- Douglas County MPO is updating the Lawrence Bikeway Plan. In this survey, we are asking you to view and respond to your comfort bicycling on various types of bikeways.
[This survey will close on May 4th, 2025.](#)



Existing Bikeway Network



0 1 2 Miles



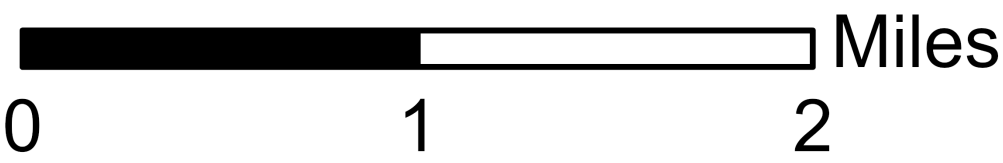
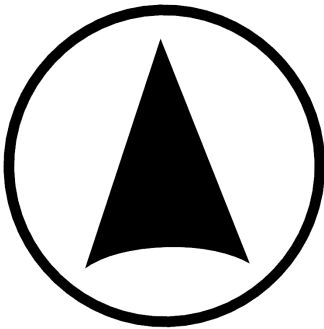
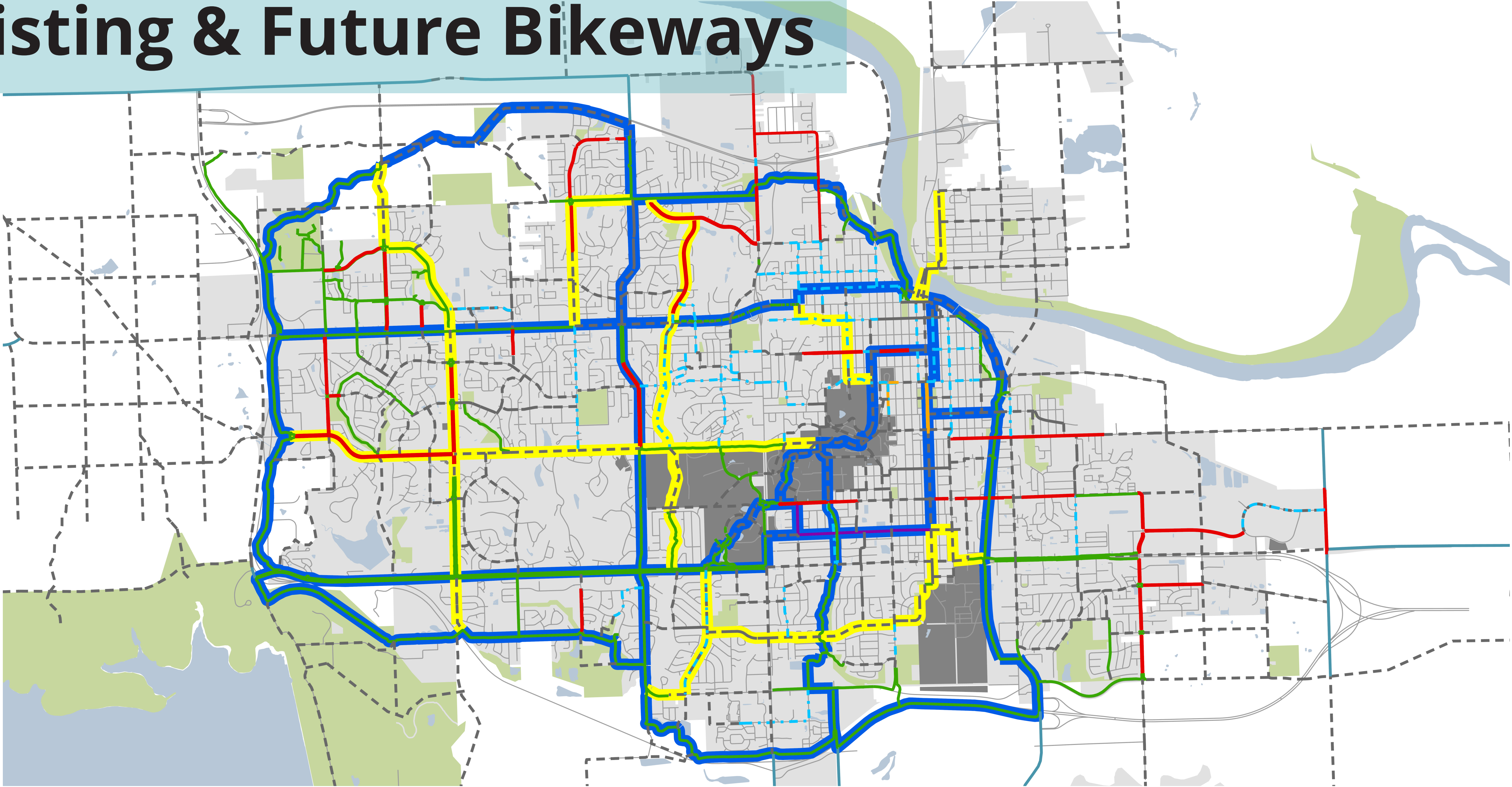
- | | | | |
|--------------------|--------------------|------------|--------------|
| Bike Boulevard | Marked Shared Lane | New Build | Water Bodies |
| Bike Lane | Paved Shoulder | University | Parks |
| Buffered Bike Lane | Shared Use Path | | |

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2019 Lawrence Bikes Plan

Existing & Future Bikeways

Future bikeways and the Priority and Secondary Funding networks will be considered in a second survey and open house later this year.



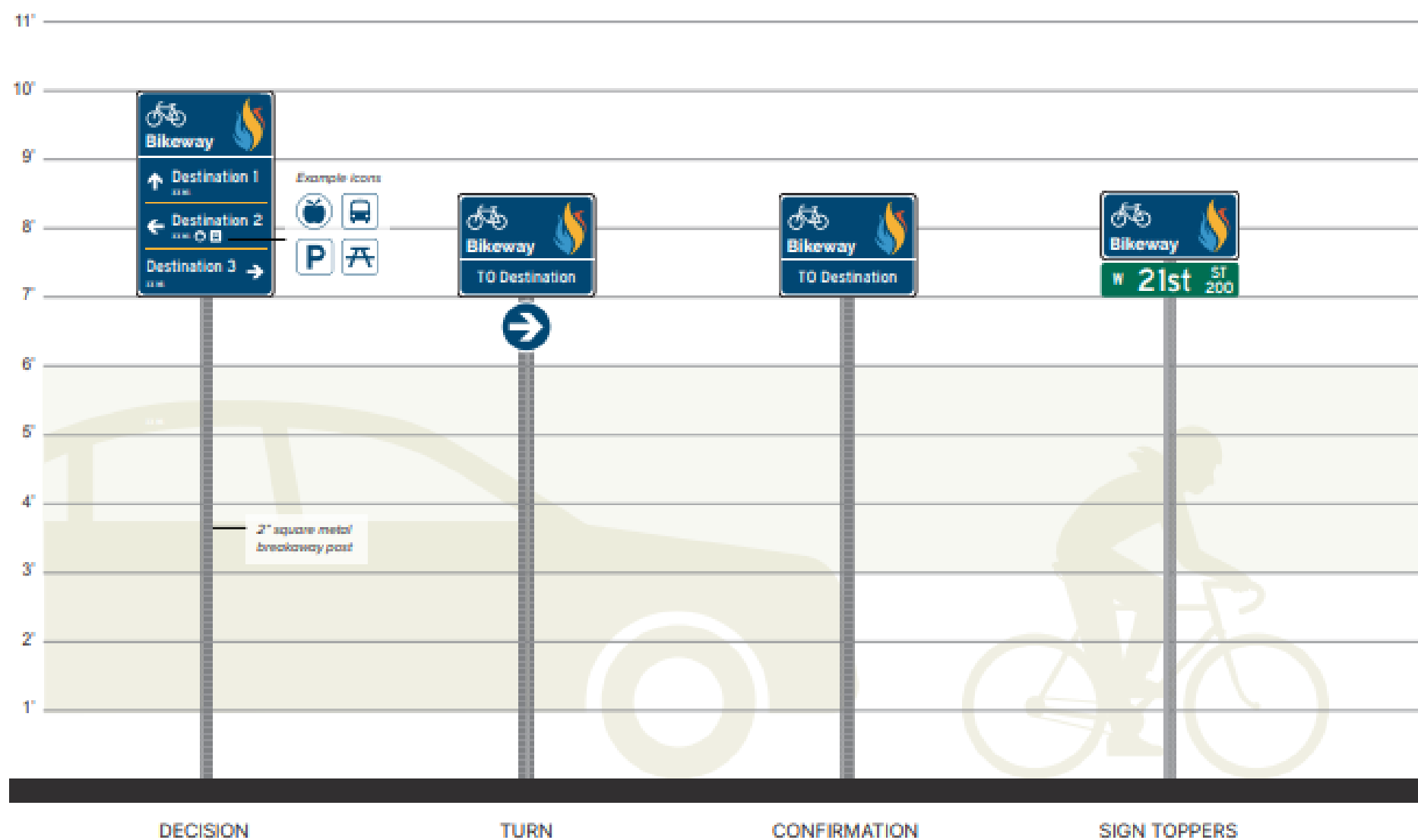
- Bike Boulevard
- Bike Lane
- Buffered Bike Lane
- Marked Shared Lane
- Shared Use Path
- Paved Shoulder
- Future Bikeway
- Priority
- Secondary

Since the last plan...



- **Safe Routes to School – Bicycle Education**
Lawrence Public Schools continue to prioritize youth bicycle education. 4th and 5th graders participate in BLAST (Bicycle Lesson and Safety Training), learning essential skills like starting/stopping, hand signals, and safe riding in traffic.
- **Bike Share**
In 2018, the City partnered with KU and VeoRide to launch a bikeshare program. While the Lawrence program ended in 2020 due to company closure, the planning and implementation process provided valuable insights. National trends indicate that future discussions about bikeshare programs may also consider scooter initiatives.
- **Community Bicycle Education**
The Lawrence Bicycle Club continues to offers weekly beginner rides during warmer months. Local bike shops also host maintenance clinics to support a cycling-friendly culture.
- **Bicycle Wayfinding**
A bicycle wayfinding strategy was developed in 2024. Implementation is on hold due to budget constraints, with grant funding likely needed.
- **Land Development Code Updates**
New code updates effective April 2025 include revised bicycle definitions and parking requirements, influencing future development and major redevelopment.

PREFERRED WAYFINDING FAMILY: ON-STREET

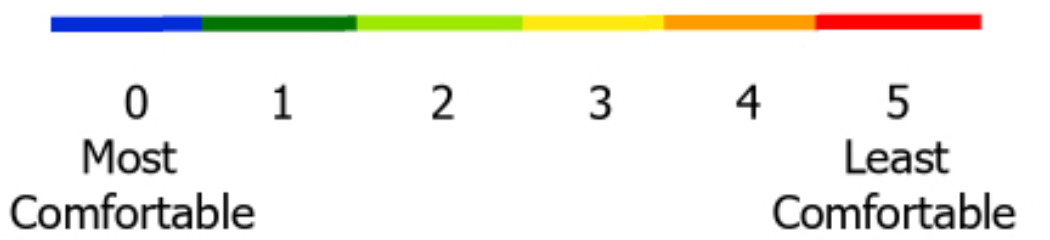
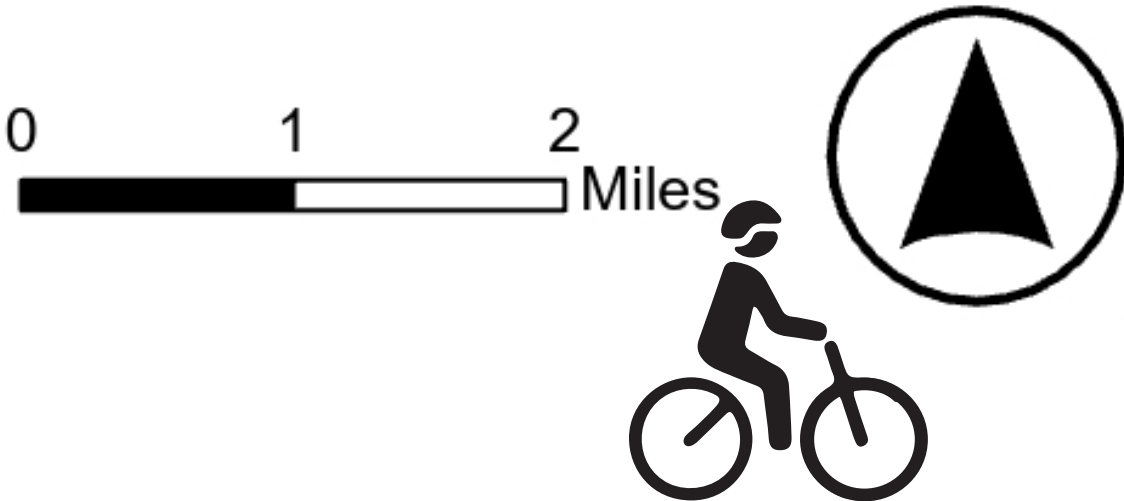
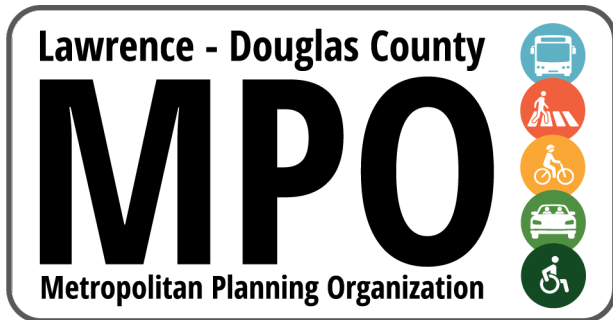
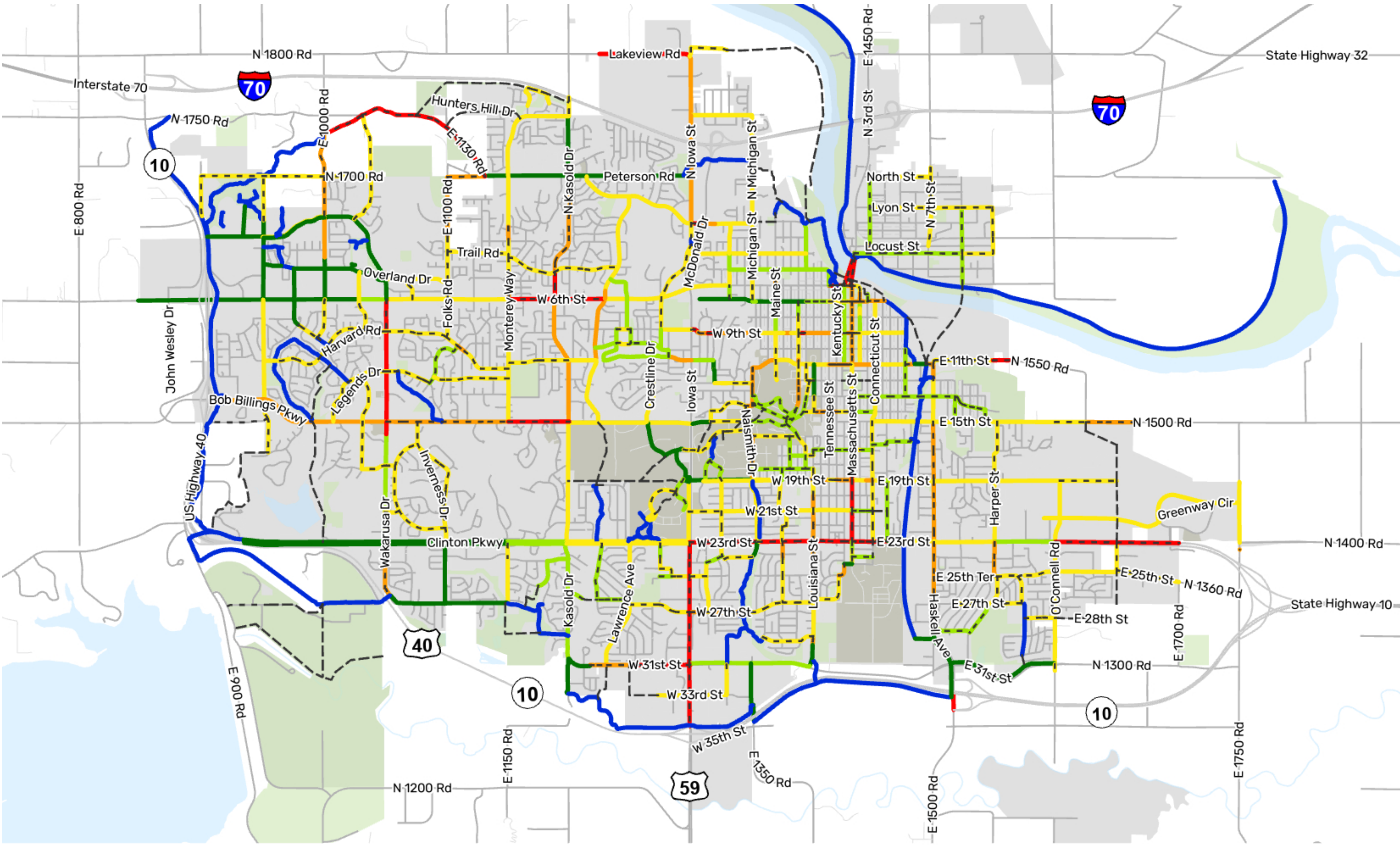


Level of Comfort

The Level of Comfort (LoC) and perceived safety of a bikeway are heavily influenced by both its design (bikeway type) and the surrounding roadway characteristics.

In the 2019 plan, these comfort levels were translated into a practical tool to help guide engineers and development professionals in designing better bikeways. The plan set a goal to expand the mileage of bikeways rated at Level 3 or lower, aiming to make cycling feel safer and more accessible for a broader range of users.

Existing Facility Type		0 (most comfortable)	1	2	3	4	5 (least comfortable)
major separation	shared use path	not side path	side path, <=13,000 vehicles, <=45 mph	side path, <=20,000 vehicles, <=45 mph	side path, > 20,000 vehicles OR > 45 mph		
	protected bike lane/cycle track		<=13,000 vehicles, <=45 mph	<=20,000 vehicles, <=45 mph	>20,000 vehicles OR >45 mph		
	buffered bike lanes		<=4,000 vehicles, <=30 mph	<=6,000 vehicles, <=30 mph	<=13,000 vehicles, <=30 mph	<= 20,000 vehicles, <=45 mph	>20,000 vehicles OR >45 mph
minor separation	conventional bike lanes		<=4,000 vehicles, <=25 mph	<=8,000 vehicles, <=25 mph	<=13,000 vehicles, <=35 mph	<= 20,000 vehicles, <=40 mph	>20,000 vehicles OR > 40 mph
	bicycle boulevards		<=1,500 vehicles, <=25 mph	<=3,000 vehicles, <=25 mph			
shared street	marked shared lanes		<=1,500 vehicles, <=25 mph	<=5,000 vehicles, <=25 mph	<=8,000 vehicles, <=30 mph	<= 13,000 vehicles, <=35 mph	
	no facility type		<=3,000 vehicles, <=25 mph	<=5,000 vehicles, <=25 mph	<=6,000 vehicles, <=30 mph	<=13,000 vehicles, <=40 mph	>13,000 vehicles OR > 45 mph



- No Level of Comfort
- Future Bikeways Not on Existing Road
- Future Bikeways with No Bike Infrastructure or LOC > 3
- City Limits
- Parks
- Water Bodies
- University

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What does *comfort* look like

MOST
COMFORTABLE



LEAST
COMFORTABLE



The City aims to build bikeways for all ages and abilities using guidance from the National Association of City Transportation Officials (NACTO). All Ages and Abilities Facilities are Safe, Comfortable, and Equitable. Studies have shown that improving comfort for cyclists has positive effects for all road users. Designs that create comfort for all users increase ridership which in turn further improves safety.



Existing Facility Type	0 (most comfortable)	1	2	3	4	5 (least comfortable)
major separation						
shared use path	not side path	side path, <=13,000 vehicles, <=45 mph	side path, <=20,000 vehicles, <=45 mph	side path, > 20,000 vehicles OR > 45 mph		
protected bike lane/cycle track		<=13,000 vehicles, <=45 mph	<=20,000 vehicles, <=45 mph	>20,000 vehicles OR >45 mph		
minor separation						
buffered bike lanes		<=4,000 vehicles, <=30 mph	<=6,000 vehicles, <=30 mph	<=13,000 vehicles, <=30 mph	<= 20,000 vehicles, <=45 mph	>20,000 vehicles OR >45 mph
conventional bike lanes		<=4,000 vehicles, <=25 mph	<=8,000 vehicles, <=25 mph	<=13,000 vehicles, <=35 mph	<= 20,000 vehicles, <=40 mph	>20,000 vehicles OR > 40 mph
shared street						
bicycle boulevards		<=1,500 vehicles, <=25 mph	<=3,000 vehicles, <=25 mph			
marked shared lanes		<=1,500 vehicles, <=25 mph	<=5,000 vehicles, <=25 mph	<=8,000 vehicles, <=30 mph	<= 13,000 vehicles, <=35 mph	
no facility type			<=3,000 vehicles, <=25 mph	<=6,000 vehicles, <=30 mph	<=13,000 vehicles, <=40 mph	>13,000 vehicles OR > 45 mph

Implementation of the Network

Bikeways in Lawrence are funded/ built through several channels:

Standalone Bikeway Projects

Since 2016, the City has dedicated budget funding specifically for bicycle and pedestrian projects. This investment allows for standalone bikeway projects that are not tied to broader roadway work. These projects are programmed within the 5-Year Non-Motorized Capital Improvement Plan. Projects on the Priority and Secondary Networks identified in the Lawrence Bikes Plan are evaluated through a data-driven process known as Non-Motorized Prioritization.

Examples: 21st St Bicycle Boulevard, planned buffered bike lanes on 9th St.

Capital Improvement Projects

The City's Complete Streets Policy applies to all capital projects and includes a checklist tool to ensure multimodal improvements, like bikeways, are considered during project planning. Bikeways may be integrated into larger street reconstruction projects or included as standalone items in the City's Capital Improvement Plan.

Examples: Shared Use Path along Wakarusa Dr., E. 23rd St improvements.



Private Development

Private developments can also contribute to the bikeway network. Depending on location, they may create valuable connections that enhance overall connectivity.

Examples: Shared Use Path linking the Naismith Valley Trail to 31st St., path connecting Lawrence Ave. at Clinton Pkwy to Crestline/Becker Dr.

Street Maintenance Projects

Although regular street maintenance is exempt from the Complete Streets Policy, the City still aims to apply its principles wherever possible. Because these projects typically lack the budget or scope for curb reconstruction, bikeway improvements are often limited to pavement markings within the existing roadway width.

Examples: Marked shared lanes and bike lanes on 9th St., N. Iowa St., Princeton Blvd., and Lawrence Ave.

"Next Best" Bikeways

As outlined in the 2019 Lawrence Bikes Plan, there are situations, especially during maintenance projects, where the ideal bikeway type isn't feasible due to limited funding or project scope. In these cases, the recommended approach is to implement the next best bikeway option to increase network connectivity. The goal is to provide connectivity now, with plans to upgrade comfort in the future. It's better to build a connection with some level of comfort than to miss the opportunity entirely.



Bikes (+) Evolution

Expanding Beyond Traditional Bicycles

Historically, bike plans have focused solely on human-powered bicycles. However, advances in technology, particularly electric motors and batteries, have introduced a range of new personal mobility devices that now share bikeways and public spaces. These include e-bikes, electric scooters, and other emerging devices. Across the country, cities are beginning to recognize these vehicles under the category of “Micromobility Plus” or simply “Plus” in bike planning.

While some of these devices are similar to traditional bikes, others present unique considerations. For example, e-bikes are typically faster and heavier than standard bicycles, which can influence design and safety considerations. Their higher cost also makes them more attractive targets for theft, highlighting the need for more secure bike parking options. As technology continues to evolve rapidly, it’s essential to design flexible policies that can adapt to new trends and vehicle types.

Bike and Scooter Share

Across the country there are numerous private companies that provide short term rental of bicycles and electric scooters. Lawrence had a bike share program from 2018 to 2020 but has not had e-scooter rentals.

Emerging Trends

Devices such as OneWheels, hoverboards, and other electric “rideables” that began as recreational gadgets are now being used for transportation. Their growing popularity raises important questions: *How do these devices fit into our existing network, and what policies or infrastructure updates are needed to support them safely?*



What are the 3 classes of e-bikes?



Class 1

Bicycle with a motor that only provides assistance when the cyclist is pedaling and doesn't provide assistance over 20 mph



Class 2

Bicycle with a throttle-actuate motor that doesn't provide assistance over 20 mph



Class 3

Bicycle with a motor that only provides assistance when the cyclist is pedaling and doesn't provide assistance over 28 mph

Planning Considerations

University Collaboration

Haskell Nations Indian University and the University of Kansas have campuses in Lawrence. While their bicycle facilities are not under the jurisdiction of the City of Lawrence, they are key destinations and trip generators in our community. Both universities have representation on the Steering Committee and have been invited to work with the city to update their bike plans. By coordinating efforts, we can increase both physical and social connections between the campuses and the community.



HASKELL INDIAN NATIONS UNIVERSITY



Parking

As bikes have gotten more common, complex, and expensive the expectations for secure bicycle parking has increased. Bicycle parking is regulated by the Land Development Code and Design Standards which have both been updated since the last bike plan. These changes include new regulations for long term parking and better clarity on design standards. Additionally, the Lawrence Bikes Plan planning process will explore city owned bicycle parking and options for improvements.



What's Next?

Winter 2024	★ Spring 2025	Summer 2025	Fall 2025	Winter 2025
<ul style="list-style-type: none">• Existing Condition Review• Initiate Steering Committee	<ul style="list-style-type: none">• Open House #1• Survey #1• Focus Groups	<ul style="list-style-type: none">• Analyze Community Input• Review Best Practice• Open House #2• Survey #2• Draft Plan	<ul style="list-style-type: none">• Draft Plan Review• Public Comment Period	<ul style="list-style-type: none">• Final Plan Review• MPO Policy Board• City Commission

Survey Review & Strategy Development

The steering committee and City staff will analyze survey feedback to refine community expectations around comfort levels and identify strategies to address barriers to bicycling.

Focus Groups

Targeted focus groups will explore key topics in greater depth, such as City-managed bicycle parking and the needs of Bike+ users (e.g., e-bikes, scooters).

Open House & Second Survey

The next public engagement phase will include an open house and a second survey. At the next open house, we will present what we've heard so far, share proposed recommendations, and invite feedback on the future bikeway network—including updates to the Priority and Secondary routes.

Stay up to date by visiting the project website
www.lawrenceks.org/bikeplan

Take the survey



<https://arcg.is/10LKvq0>

