

Lawrence Bike Plan Update Open House

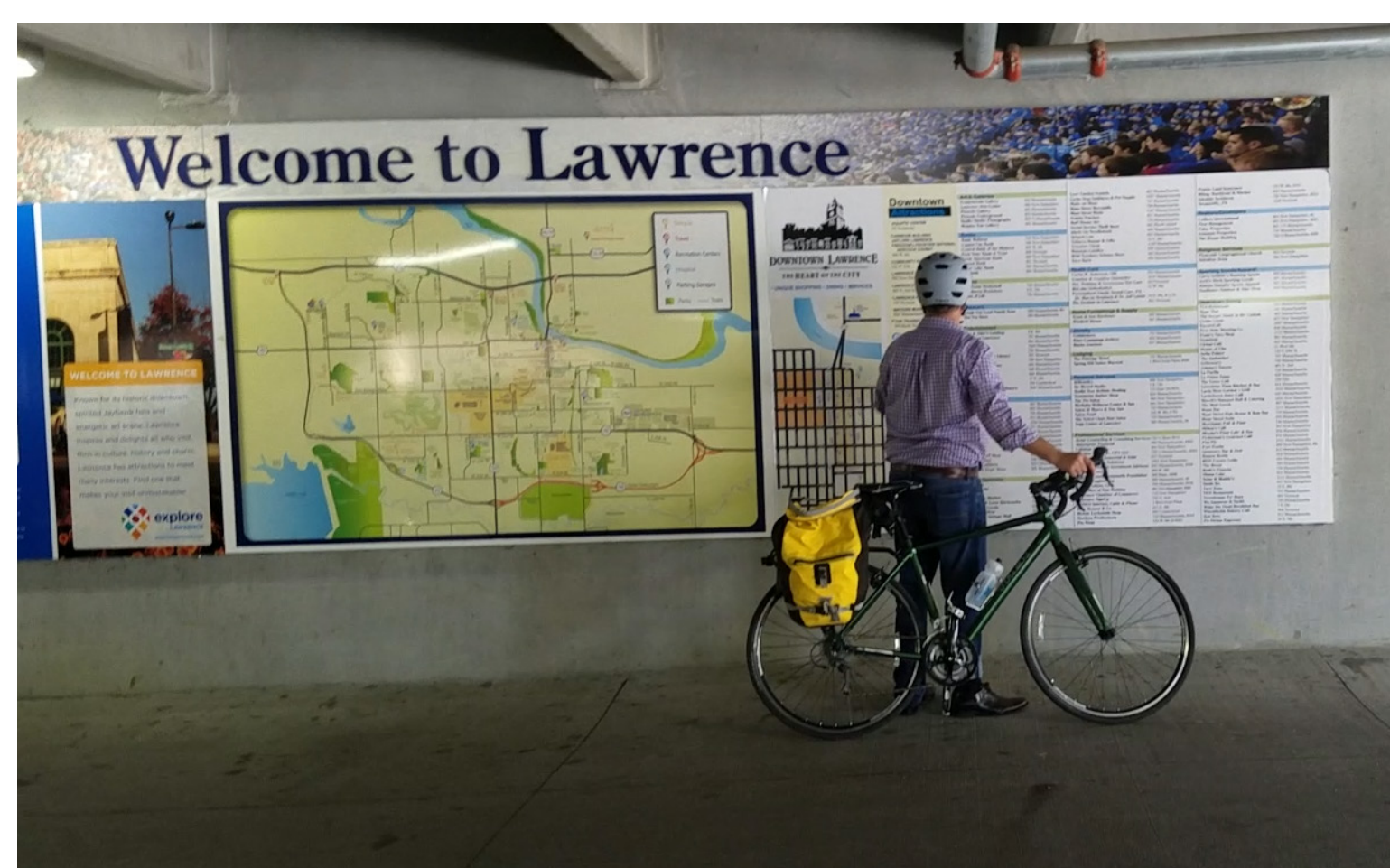
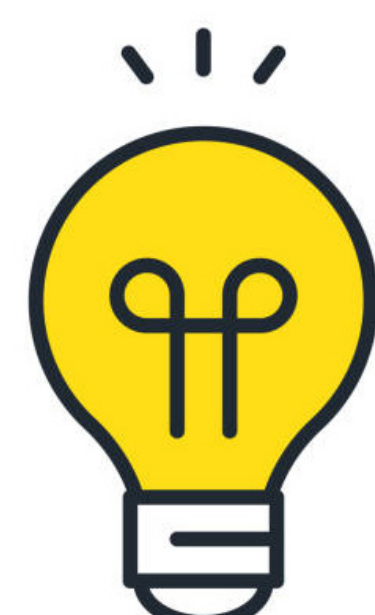
September 30th, 2025



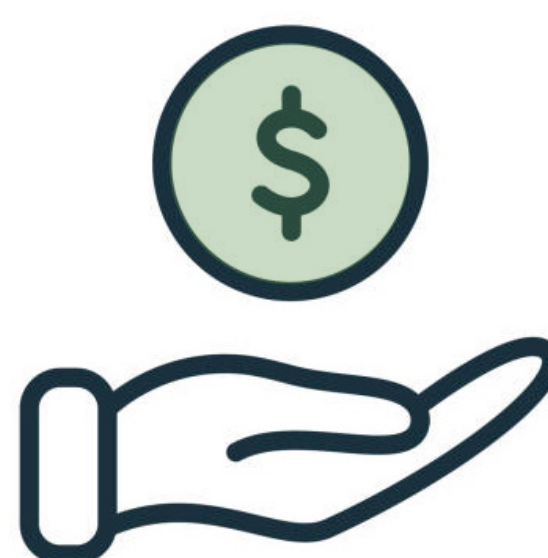
Envisioning the Future

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

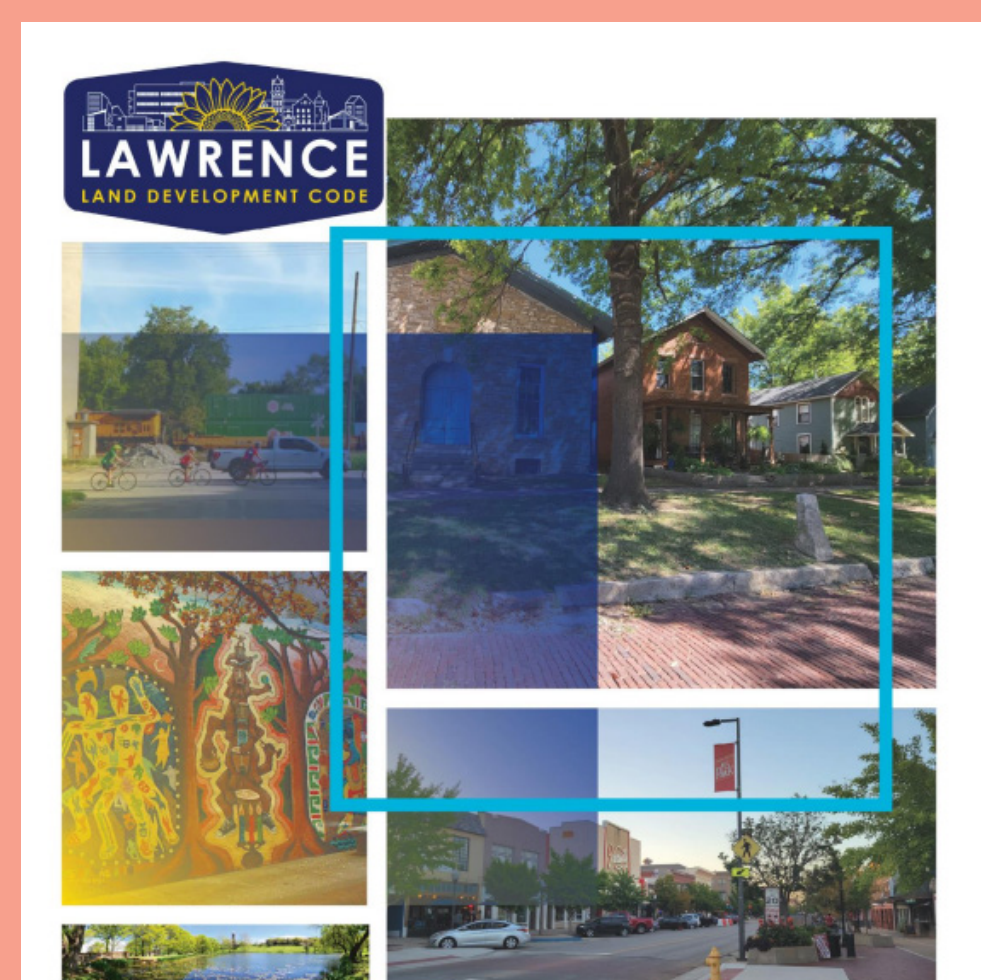
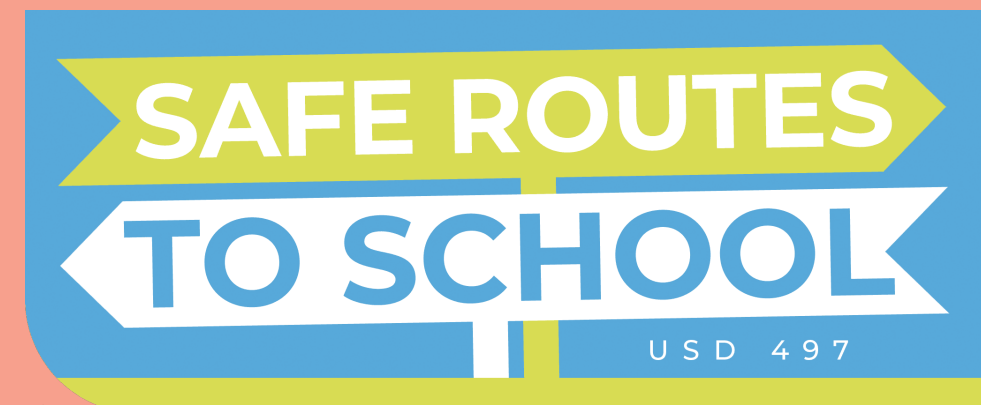
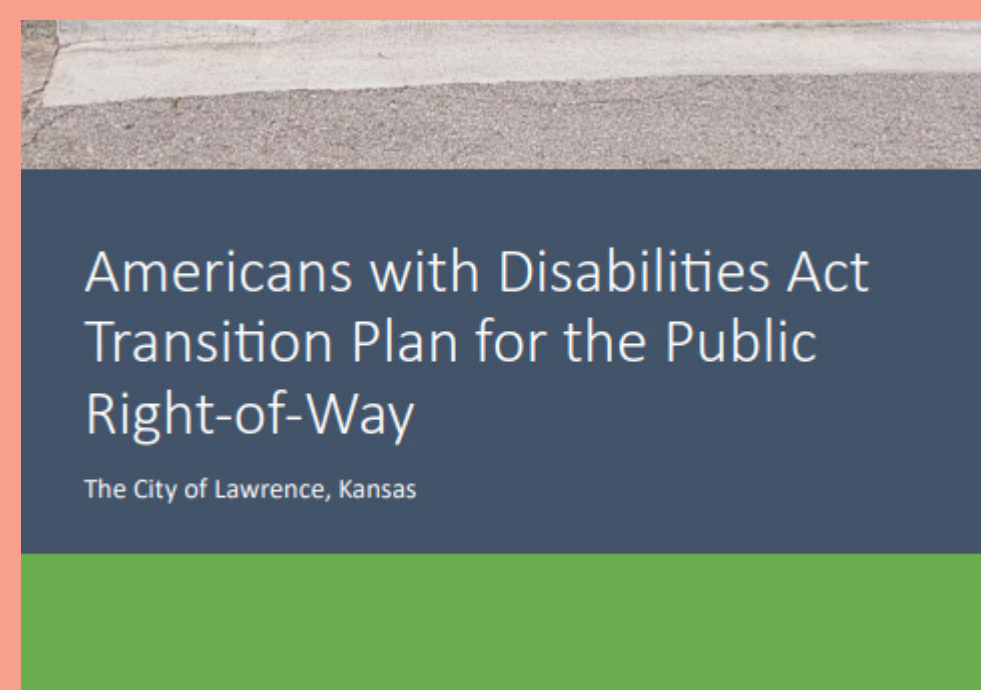
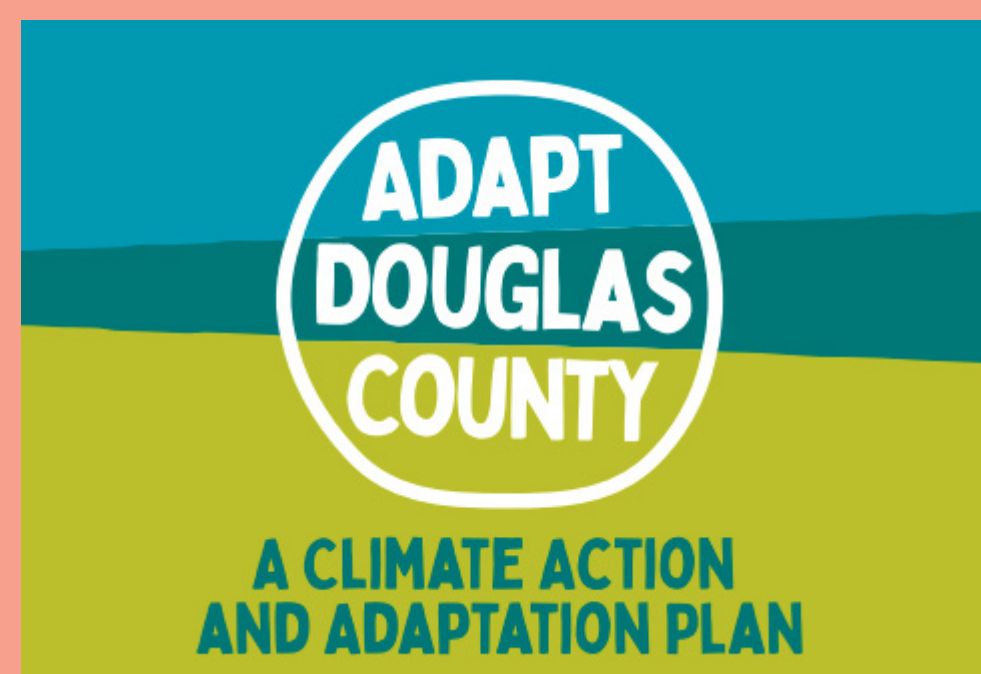
By listening to local voices and drawing on national best practices, we can create safe, comfortable, and accessible bike infrastructure that supports a vibrant cycling culture.



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

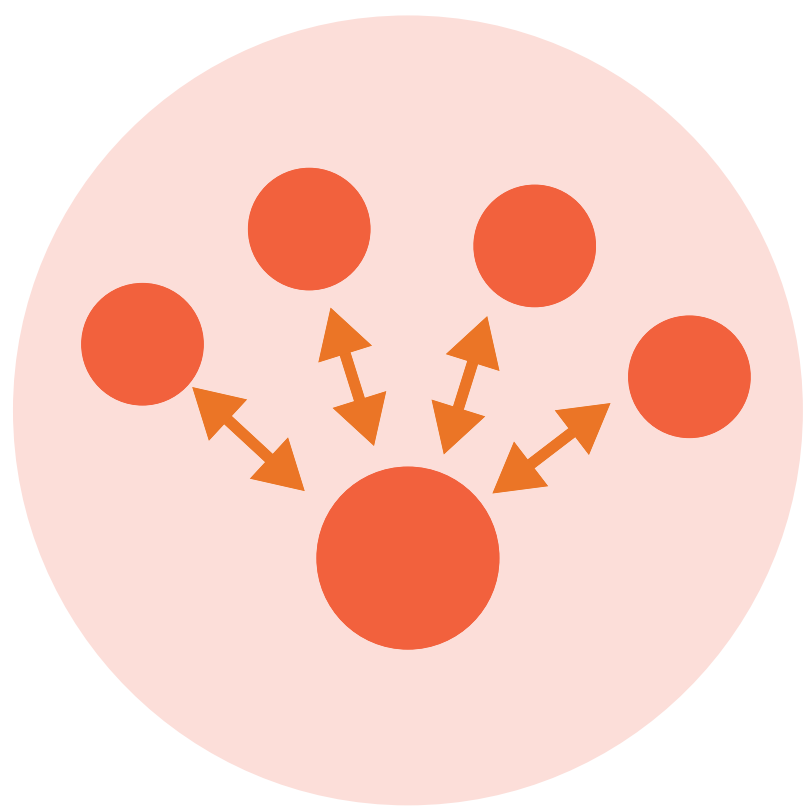


The Lawrence Bikes Plan is one of many plans that help guide decision making.



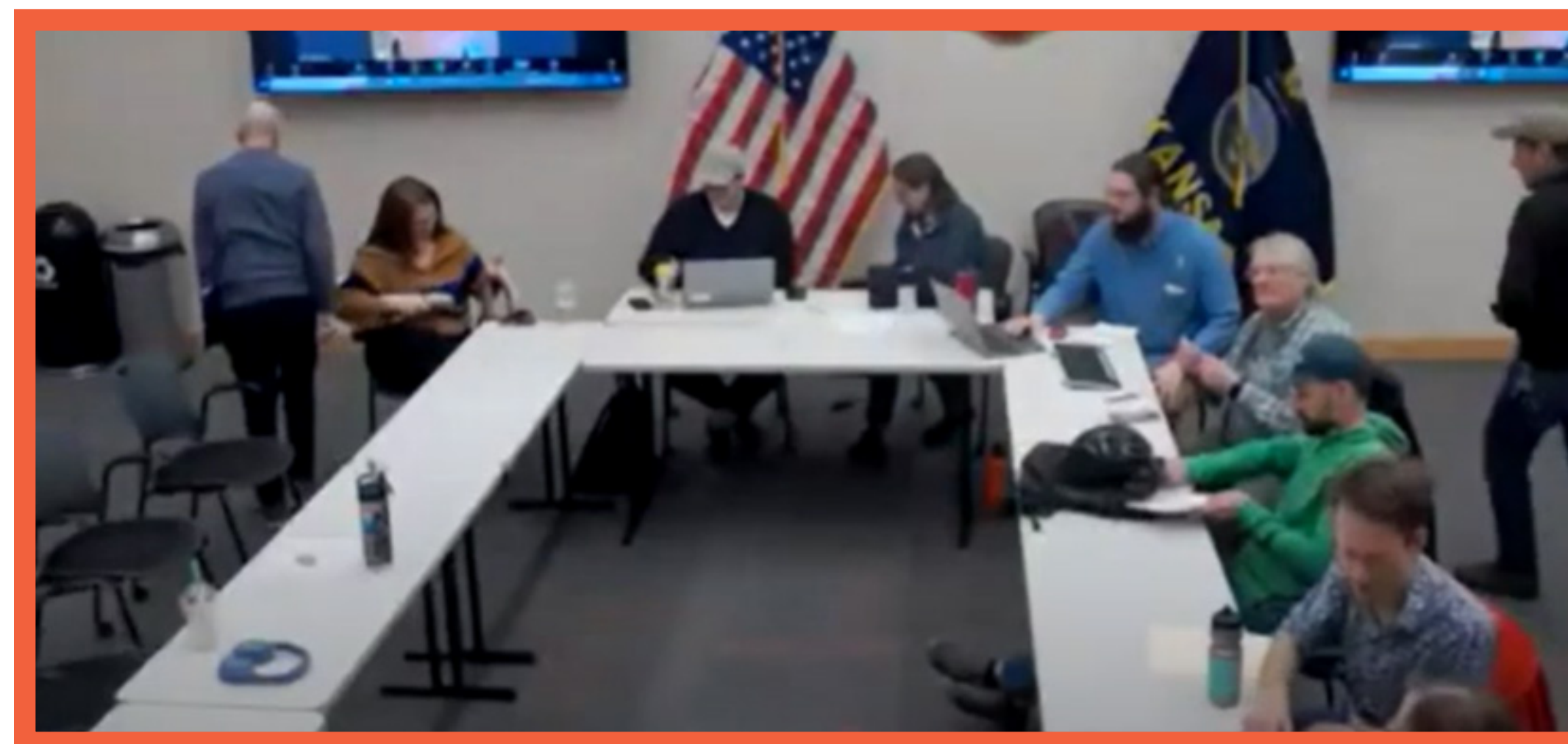
Community Engagement

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

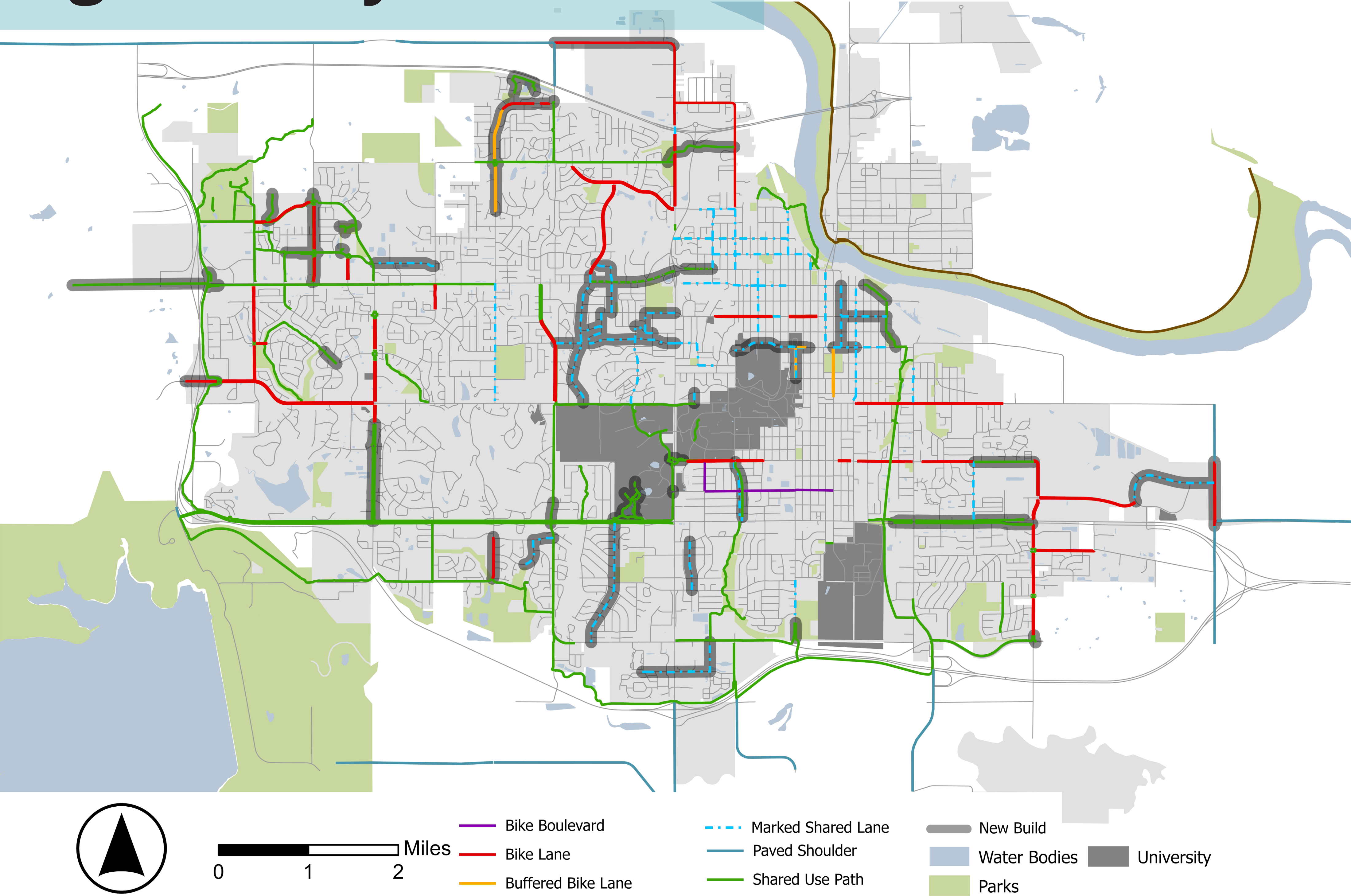


Lawrence - Douglas County
MPO
Metropolitan Planning Organization

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.](#)



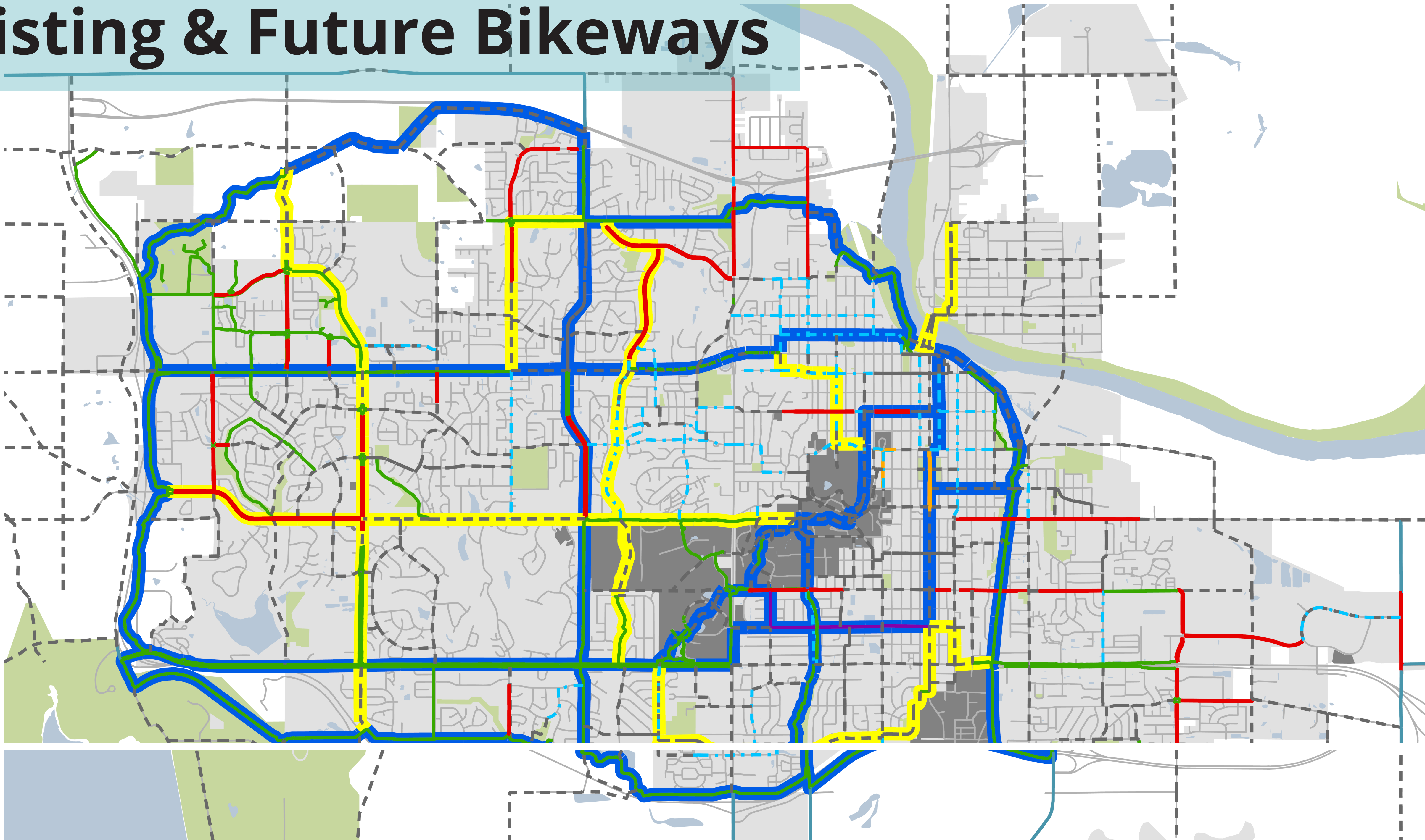
Existing Bikeway Network



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.



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 offer weekly beginner rides during warmer months. Local bike shops also host maintenance clinics to support a cycling-friendly culture.

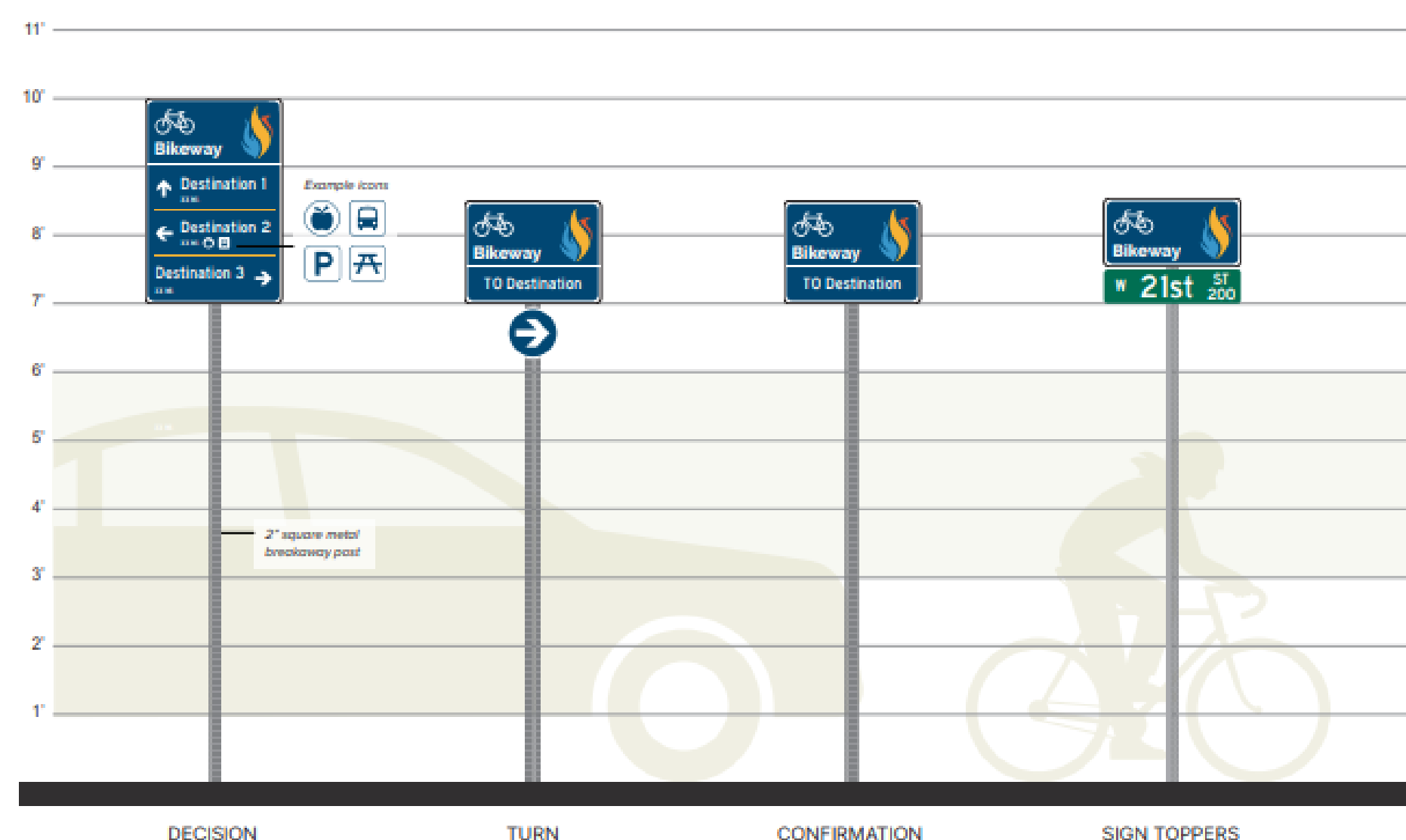
Bicycle Wayfinding

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



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.

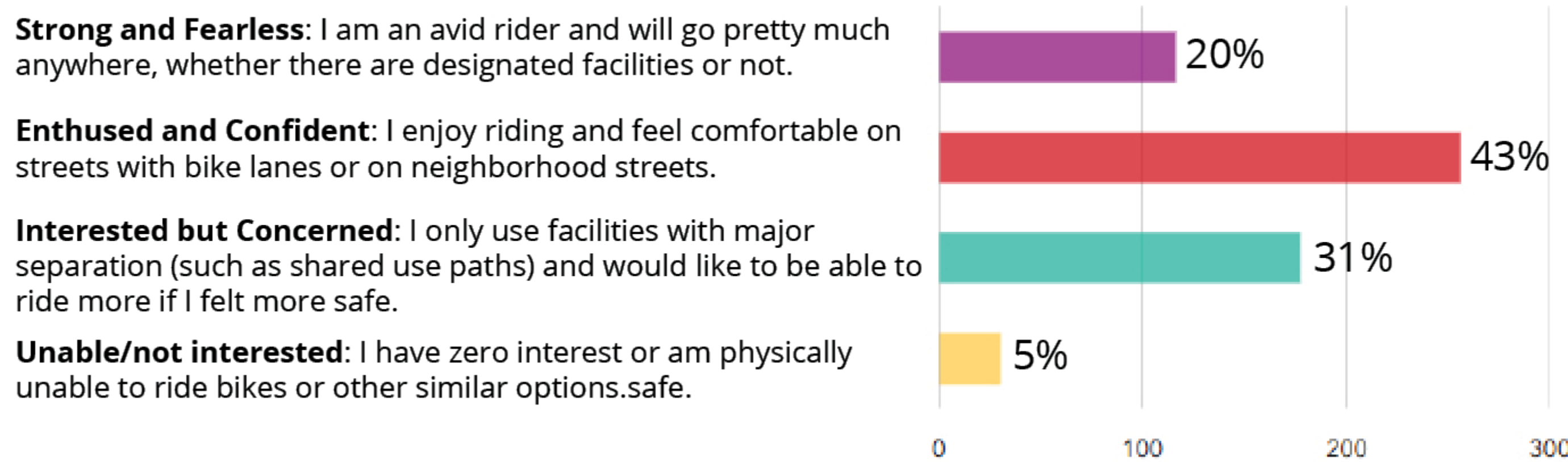


Existing Facility Type		0 (most comfortable)	1	2	3	4	5 (least comfortable)
major separation	shared use path	not side path	side path, <= 13,000 vehicles, <= 45 mph	side path, <= 20,000 vehicles, <= 45 mph	side path, > 20,000 vehicles OR > 45 mph		
	protected bike lane/cycle track		<= 13,000 vehicles, <= 45 mph	<= 20,000 vehicles, <= 45 mph	> 20,000 vehicles OR > 45 mph		
	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	<= 6,000 vehicles, <= 30 mph	<= 13,000 vehicles, <= 40 mph	> 13,000 vehicles OR > 45 mph

Phase One feedback

March 2025 - May 2025
581 responses received

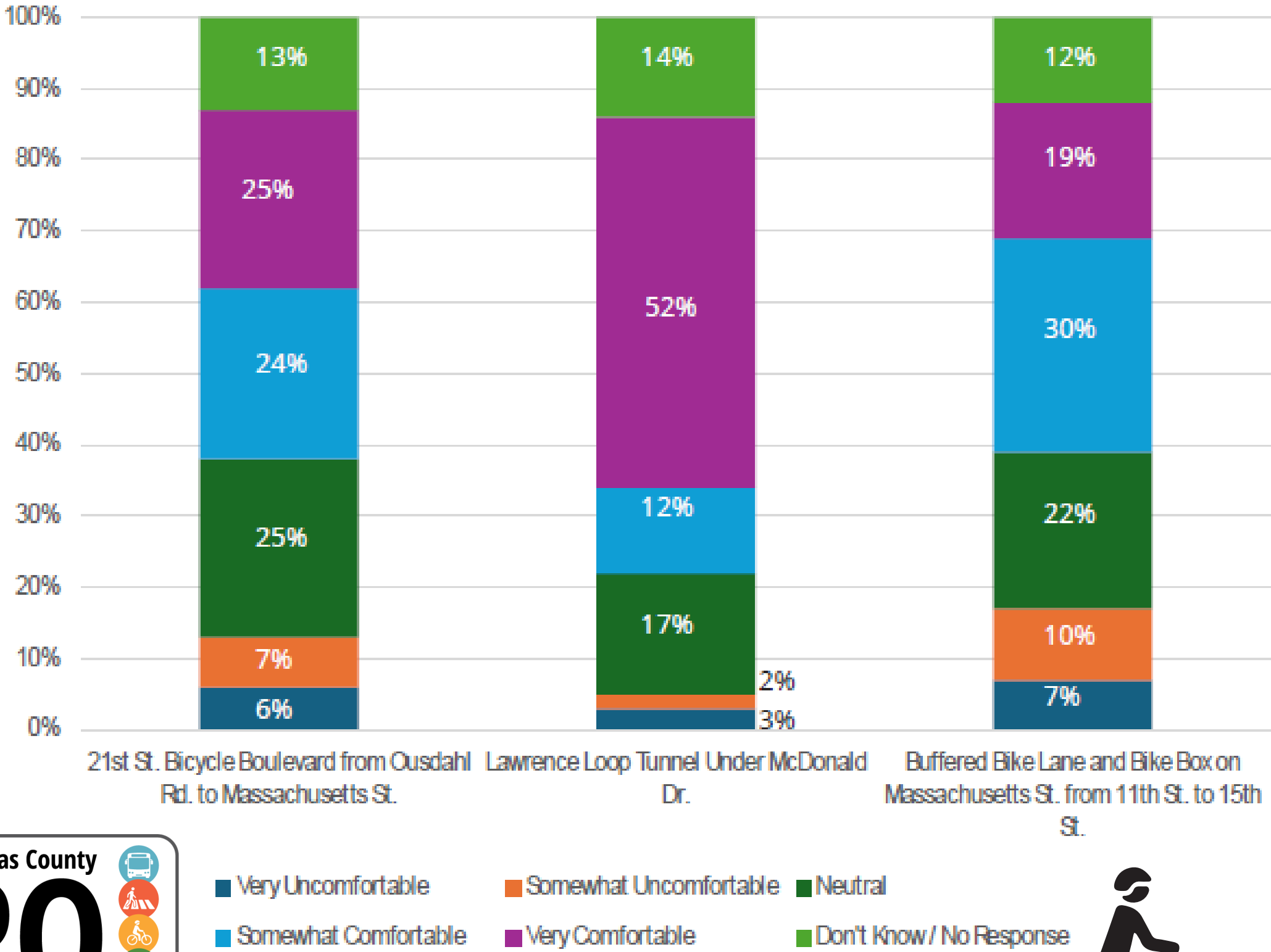
How would you classify/describe your approach to riding?



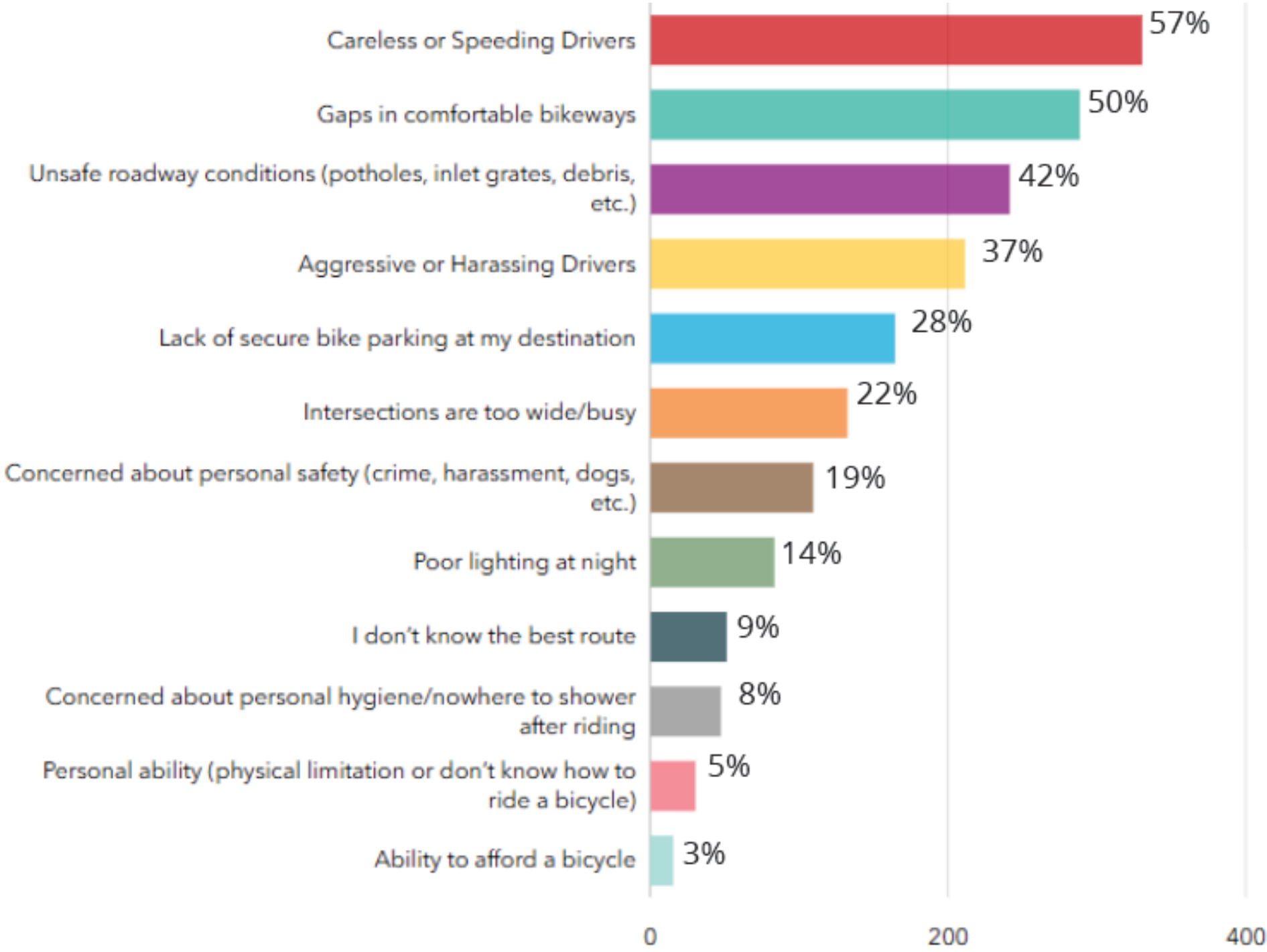
Key takeaways from the first phase of public engagement were ...

- Interest in cyclist/ driver education
- Support for the Lawrence Loop
- Reduced conflict points feels safer
- Desire for low-stress bikeways

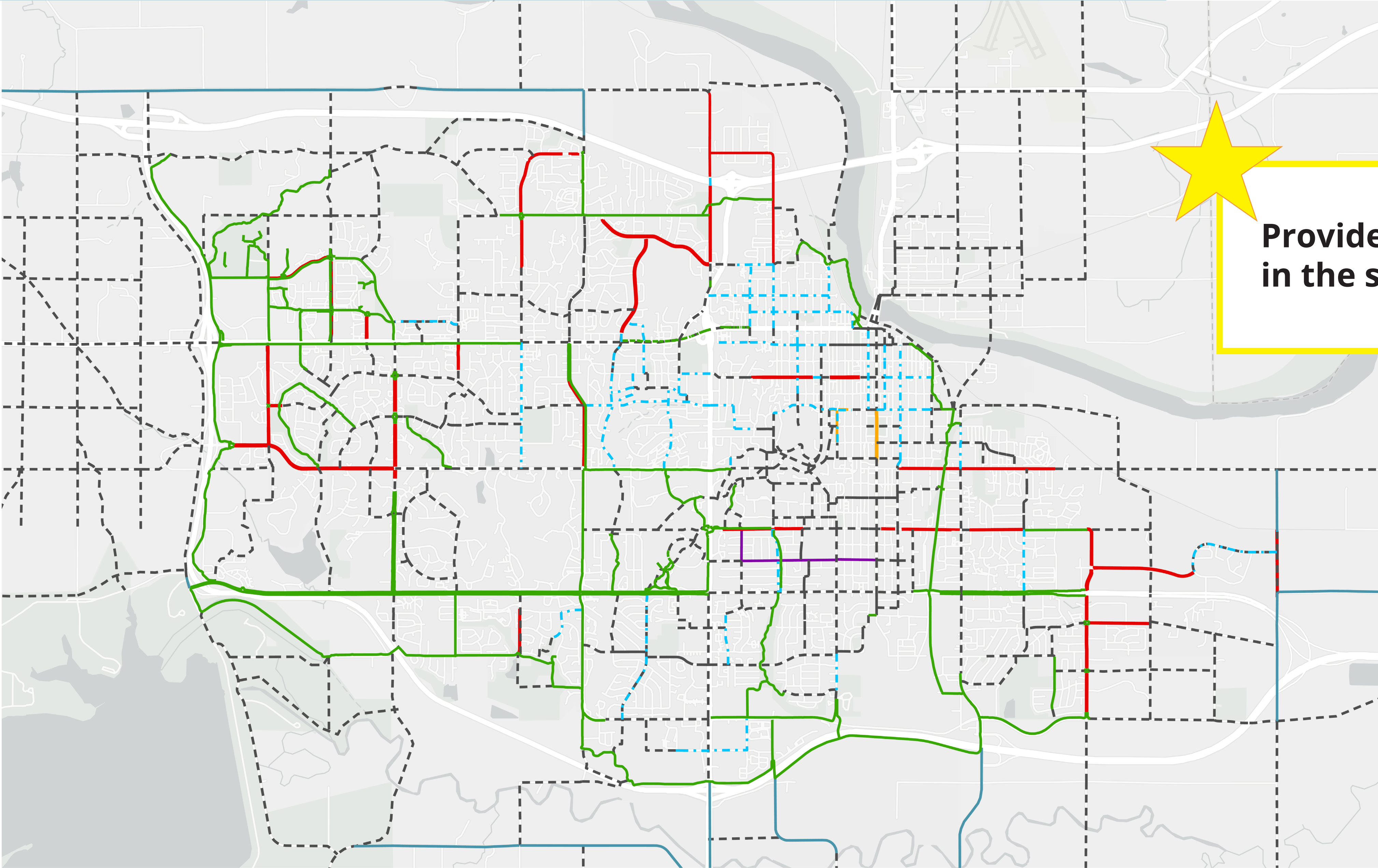
Rate your comfort when using these specific bikeways new to Lawrence since the last plan.



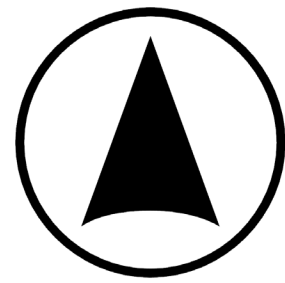
What prevents you from bicycling more? (select all that apply)



Where should we build connections?



**Provide your feedback
in the survey!**



0 1 2 Miles

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



DISCLAIMER NOTICE
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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.



Types of Bikeways

The City’s Bike Network includes three distinct classifications:

- 1) Physically Separated Bike Lanes;
- 2) Visually Separated Bike Lanes;
- 3) Shared Streets

These facility types are consistent with the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, and the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. They are designed to be implemented in varying roadway conditions and contexts. Characteristics such as posted speed, traffic volume, availability of rightof-way, costs, and future maintenance requirements influence which facility type is most appropriate in a given area.

	Physically Separated	Visually Separated	Shared Streets
Shared Use Path (10’ sidewalk)	•		
Protected Bike Lane/ Cycle Track	•		
Buffered Bike Lane		•	
Conventional Bike Lanes (painted)		•	
Marked Shared Lanes (sharrow)			•
Bicycle Boulevard			•
Low-Speed / Low-Volume Street			•



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Physically Separated



Photo location: Denver, CO

Visually Separated



Shared Streets



Strategies

The Lawrence Bike Plan Steering Committee discussed the various strategies for implementing the Bike Plan at length. From their conversation, a few key themes emerged.

Top Priorities Identified by the Bike Plan Steering Committee:

Implement Existing Plans: The committee emphasized the need to build infrastructure for all ages and abilities by continuing the work outlined in the Vision Zero Transportation Safety Action Plan, Complete Streets Policy, and Safe Routes to School Plan. These provide a strong foundation for creating a safer community for everyone.

Safe Routes to School: Prioritizing student safety and encouraging youth to walk and bike were seen as key opportunities. Education and skill training for young riders are essential parts of this strategy.

Driver Education: Teaching drivers how to safely share the road with people walking, biking, and using other modes of travel is critical for reducing conflicts and building a culture of safety.

Community Events: Members also supported open street events where streets are temporarily closed to cars. Community events should encourage walking and biking and should include plenty of bike parking.

Engineering

Education

Encouragement

Enforcement

Evaluation

[See the handout to learn more!](#)



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	<ul style="list-style-type: none">• Open House #2• Survey #2• 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 missing connections and the bikeway network.

Draft Plan Review

Once the first and second phase of community engagement are complete, staff will draft the Lawrence Bike Plan Update considering what the community has expressed as well as best practice. The draft plan document will be posted online for a 15-day public comment period, followed by MPO Technical Advisory Committee review and MPO Policy Board consideration.

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

Take the survey



Closes: 10/20/25

