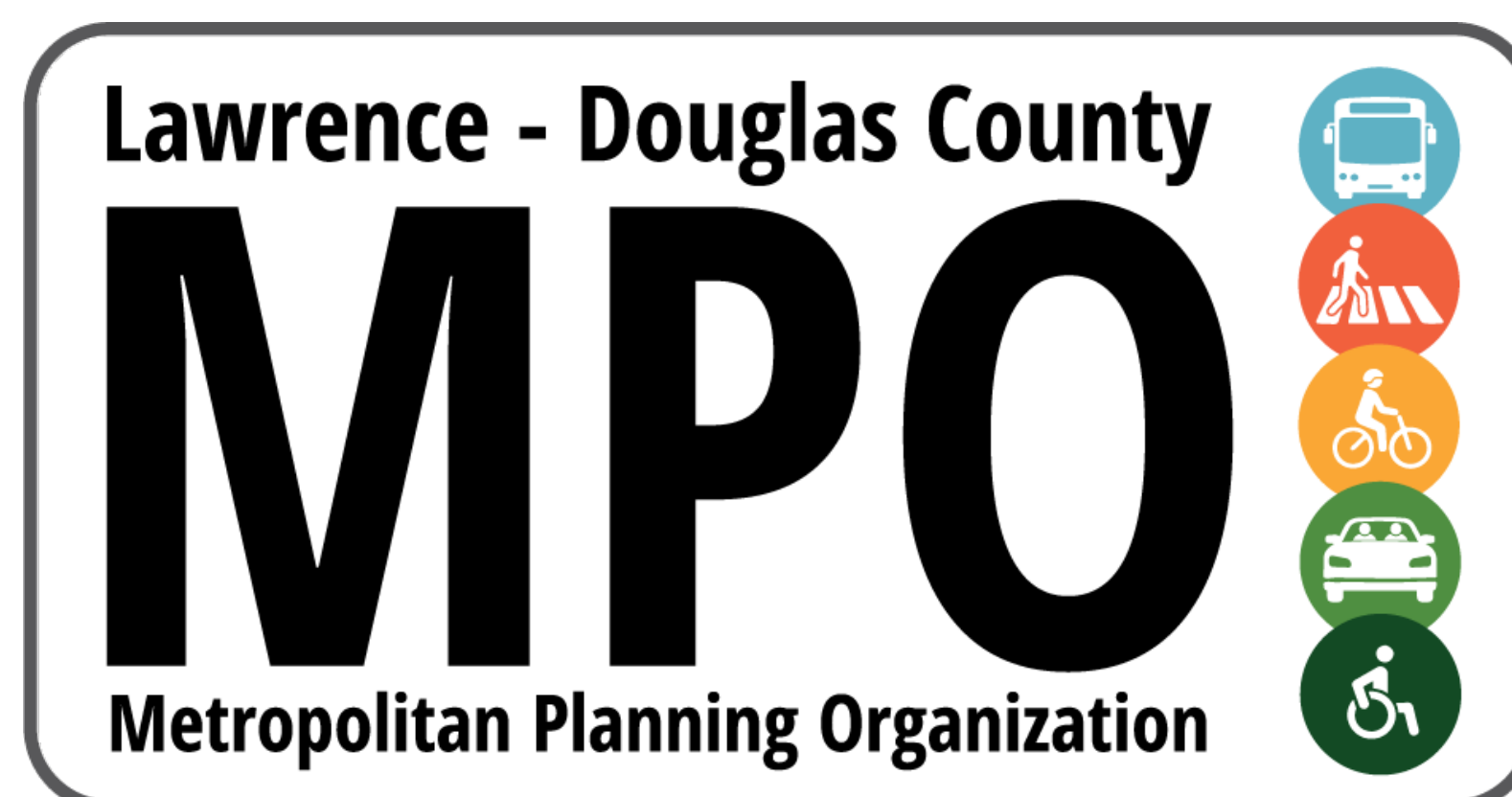


# Welcome!

Welcome to the 3rd Open house for the Lawrence Bikes Plan Update.

At this open house we invite you to review proposed Lawrence Loop alignments and share your feedback. Your input will be shared with the Lawrence Bike Plan Update Steering Committee to help guide their final recommendations for the plan.

Review the content presented and share your feedback through online or paper comment forms.





# Funding the Loop

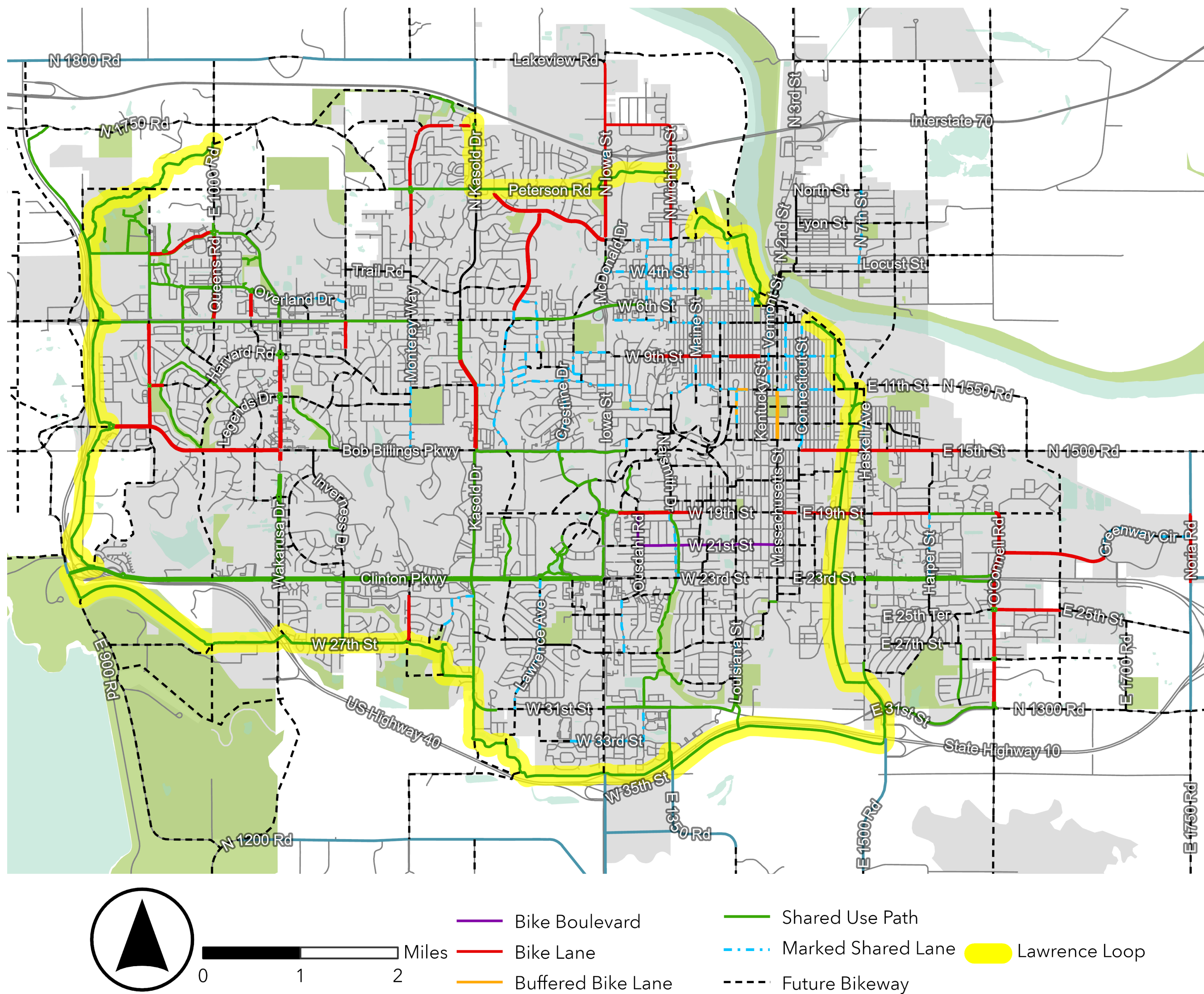
The Lawrence Loop is a critical part of the larger bikeway network plan for the City of Lawrence.

This process is designed to identify alignments to close gaps in the loop that are feasible and can be constructed with local funds and Transportation Alternative grants from KDOT.

The Capital Improvement Plan (CIP) is the City of Lawrence's multi-year plan for funding major infrastructure projects, such as streets, utilities, and trails. Lawrence Loop segments rely largely on CIP funding and must compete with other citywide needs, so progress depends on budget priorities, available funds, and grant support.

**The CIP currently has \$884,000 allocated to the Lawrence Loop in 2028.**

**To read the CIP, scan here!**



**DISCLAIMER NOTICE**  
The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.



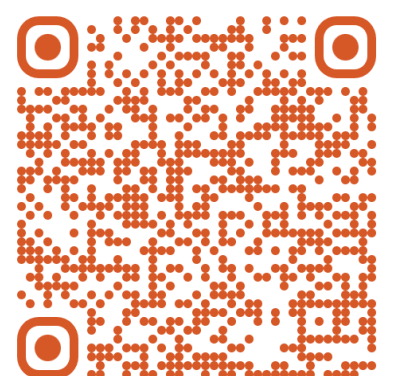
# Previous Loop Studies

In 2017, The Lawrence Loop Alignment Study was conducted to analyze alternative alignments for two incomplete segments of the Lawrence Loop shared-use path: Sandra Shaw Trail to Peterson Road, and Burroughs Creek Trail to Constant Park.

Since, the City has pursued implentation of the preferred routes and has been unsuccessful at finding a financially feasible and implementable alignment.

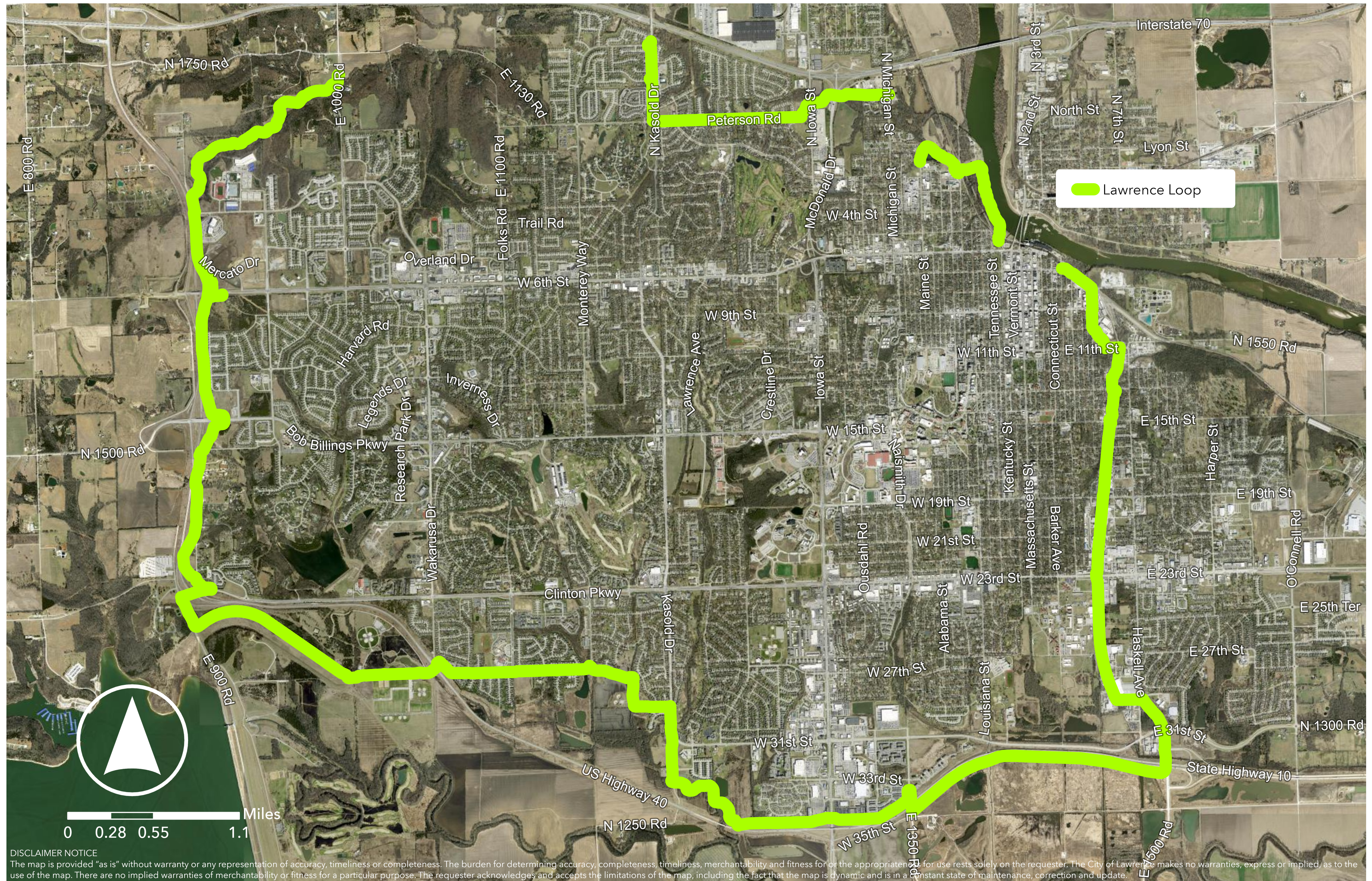


**To read the full study, scan here!**



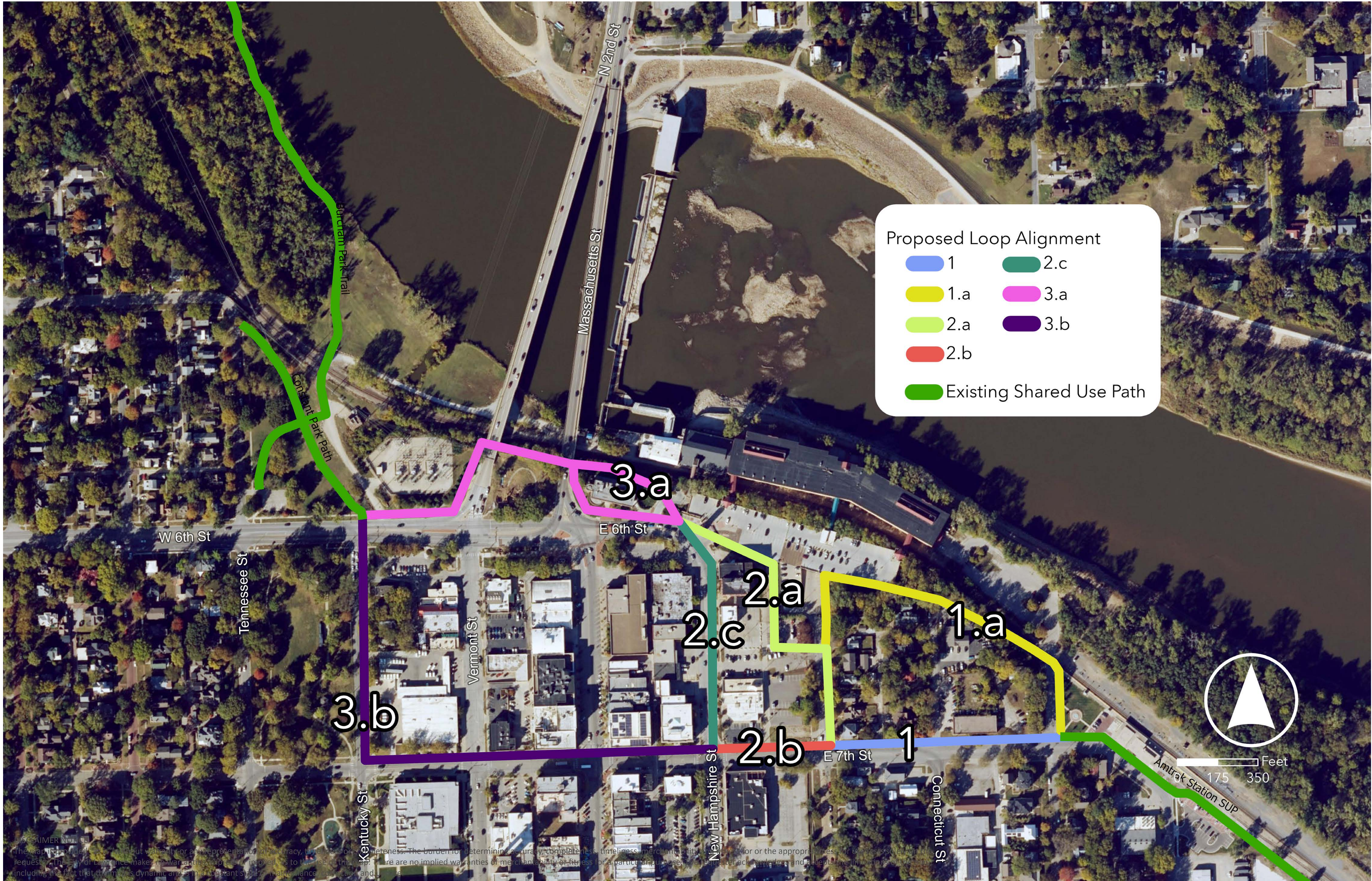


# Current Lawrence Loop





# Downtown Connection



\$ Standard Construction

\$\$ Modified Construction

\$\$\$ Advanced Construction

Alignment	Estimated \$\$\$	Street Adjacent or Separated Path?	Easement needed?	Street Parking Impacted?	Additional Construction Considerations
1	\$	Street Adjacent	No	Yes	None
1.a	\$\$	Separated Path	Yes	N/A	None
2.a	\$	Both	Yes	No	Grading and Retaining Wall
2.b	\$	Street Adjacent	No	Yes	None
2.c	\$	Street Adjacent	No	Yes	None
3.a	\$\$	Both	Yes	No	Grading and Retaining Wall
3.b	\$	Street Adjacent	No	Yes	None



# Northeast River Connection

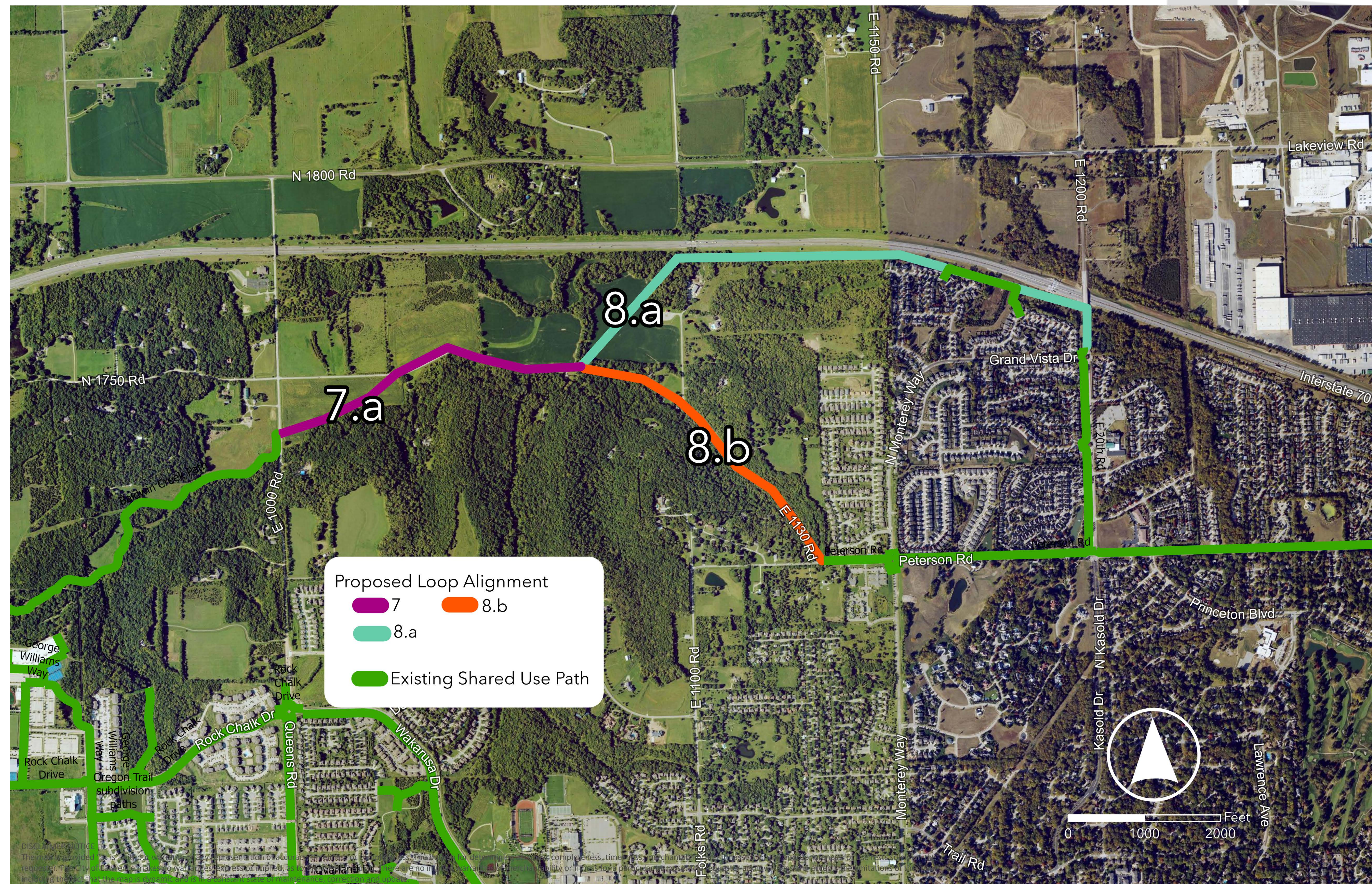


\$ Standard Construction  
\$\$ Modified Construction  
\$\$\$ Advanced Construction

Alignment	Estimated \$\$\$	Street Adjacent or Separated Path?	Easement needed?	Street Parking Impacted?	Additional Construction Considerations
4.b	\$\$	Separated Path	Yes	N/A	Bridge
4.c	\$\$	Separated Path	Yes	N/A	Tree removal
5.a	\$\$	Street Adjacent	No	No	Bridge, Park Impacts
5.b	\$	Street Adjacent	No	No	None
6.a	\$	Separated Path	Yes	NA	None
6.b	\$\$\$	Separated Path	Yes	NA	Bridge, Grading and Retaining Wall, Tree removal



# Northwest Corner Connection



\$ Standard Construction  
\$\$ Modified Construction  
\$\$\$ Advanced Construction

Alignment	Estimated \$\$\$	Street Adjacent or Separated Path?	Easement needed?	Street Parking Impacted?	Additional Construction Considerations
7.a	\$	Both	Yes	N/A	None
8.a	\$\$	Separated Path	Yes	N/A	Bridge
8.b	\$	Street Adjacent	Yes	N/A	Grading



Alignment	Estimated \$\$\$	Street Adjacent or Separated Path?	Easement needed?	Street Parking Impacted?	Additional Construction Considerations
<b>1</b>	\$	Street Adjacent	No	Yes	None
<b>1.a</b>	\$\$	Separated Path	Yes	N/A	None
<b>2.a</b>	\$	Both	Yes	No	Grading and Retaining Wall
<b>2.b</b>	\$	Street Adjacent	No	Yes	None
<b>2.c</b>	\$	Street Adjacent	No	Yes	None
<b>3.a</b>	\$\$	Both	Yes	No	Grading and Retaining Wall
<b>3.b</b>	\$	Street Adjacent	No	Yes	None
<b>4.b</b>	\$\$	Separated Path	Yes	N/A	Bridge
<b>4.c</b>	\$\$	Separated Path	Yes	N/A	Tree removal
<b>5.a</b>	\$\$	Street Adjacent	No	No	Bridge, Park Impacts
<b>5.b</b>	\$	Street Adjacent	No	No	None
<b>6.a</b>	\$	Separated Path	Yes	NA	None
<b>6.b</b>	\$\$\$	Separated Path	Yes	NA	Bridge, Grading and Retaining Wall, Tree removal
<b>7.a</b>	\$	Both	Yes	N/A	None
<b>8.a</b>	\$\$	Separated Path	Yes	N/A	Bridge
<b>8.b</b>	\$	Street Adjacent	Yes	N/A	Grading

\$ Standard Construction

\$\$ Modified Construction

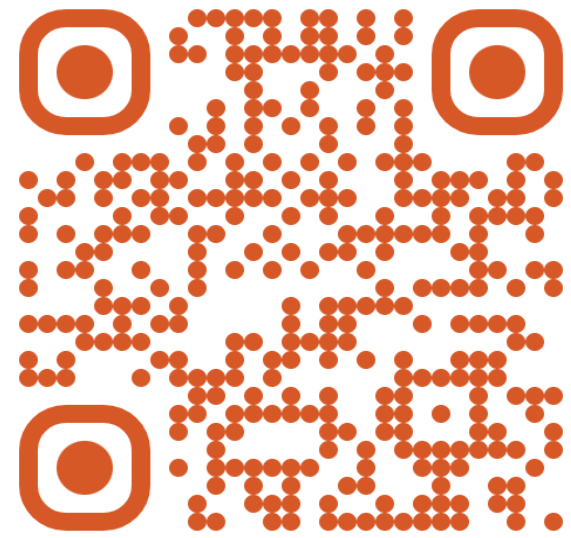
\$\$\$ Advanced Construction



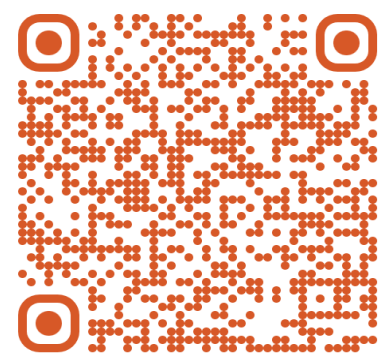
# Next Steps

Public comments will be shared with the Bike Plan Update Steering Committee as they make a recommendation about what alignments should be included in the Bike Plan. The final plan that will be presented for approvals will have a 15-day public comment period as part of the approval process.

**Take the survey now!**



**Lawrence Bike Plan Update Website**



**Lawrence Loop Website**

