

RESOLUTION

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive planning program, including transportation planning; and,

WHEREAS, the MPO regional transportation planning process is conducted in order to foster the development of a multi-modal transportation system for the region that includes several forms of transportation including bicycling; and

WHEREAS, the current Metropolitan Transportation Plan (MTP) for the Lawrence-Douglas County Region (Transportation 2030 - Long Range Transportation Plan) includes recommendations for the update of the Lawrence–Douglas County Bicycle Plan and the Bicycle Facilities Map; and,

WHEREAS, Lawrence has established a Bicycle Advisory Committee to assist City and MPO staff in reviewing bicycling issues in Lawrence and in making recommendations to the MPO Policy Board and City Commission for the establishment of transportation policies regarding bicycle travel in Lawrence; and

WHEREAS, the Lawrence-Douglas County MPO Technical Advisory Committee (TAC) has reviewed the recommendations from the Bicycle Advisory Committee and concurred with the BAC recommendations related to the Bicycle Facilities Map changes noted below.

NOW, THEREFORE BE IT RESOLVED, that in accordance with the provisions of 23 CFR Part 450.210, the Kansas Department of Transportation and the Lawrence-Douglas County Metropolitan Planning Organization hereby agree that the public involvement activities carried out in response to 23 CFR 450.324 (b) satisfy the public involvement requirements to make this change to the Bicycle Facilities Map and consequently to the current Metropolitan Transportation Plan (MTP) for the Lawrence-Douglas County Region (Transportation 2030 - Long Range Transportation Plan) as noted below and shown on the attached bicycle facilities map.

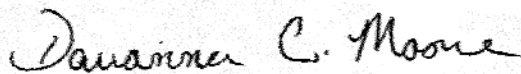
- Remove the bicycle route following the Vermont and Kentucky alignments (with a few jogs) between 11th Street and Indian Avenue
- Add a bicycle route following Massachusetts Street from 11th Street to Indian Avenue with connections back over to Vermont and New Hampshire on the north end and back over to Vermont on the south
- Replace the future bike lanes designation along Rockledge Road between 6th Street and 5th Street with a future shared use path designation to provide a pathway connection between the 6th/Rockledge and 3rd/Iowa intersections
- Replace the bike lanes designation along Folks Road between Larissa and Harvard with a bike route designation

- Replace the future bike lanes designation along Vermont Street between 6th Street and 11th Street with a bike route designation
- Replace the future bike route designation along Trail Road between Monterey and Folks with a bike route designation
- Add a bike route designation to Wellington between Stevens and Harvard
- Replace the future bike lanes designation along 29th Street between the Haskell Rail Trail and Haskell Avenue with a future shared use path designation along 28th Street between the Haskell Rail Trail and Haskell Avenue, and a future shared use path along Haskell Avenue between 28th Street and 29th Street
- Replace the future bike lanes designation along Monterey Way between Aspen Lane and just south of Hunters Hill Drive with a bike lanes designation
- Replace the future shared use path designation along Peterson Road between Kasold Drive and East 1130 Road with a shared use path designation
- Replace the future shared use path designation along Kasold Drive between Peterson Road and Grand Vista Drive with a shared use path designation
- Replace the future bike route designation along 25th Terrace between O'Connell and Franklin Roads with a bike route designation
- Add a future shared use path designation to a route following city owned property and easements part of which will follow utility/pathway easements between Kasold Drive just south of I-70 to a point of connection with the South Lawrence Trafficway Path north of the SLT-K10/6th Street/US40 interchange
- Replace the future bike route designation along N 1200 Road between the Wakarusa Drive alignment and E 1150 Road with a future shared use path designation
- Replace the future bike route designation along N1750 Road between K-10 and E 800 Road with a future shared use path designation
- Replace the future bike route designation along E 800 Road between N1750 Road and N 1800 Road with a future shared use path designation
- Replace the bike lanes designation along Harvard Road between Stoneridge Drive and April Rain Road with a future bike lanes designation
- Replace the shared use path designation along Overland Drive between Stoneridge Drive and George Williams Way with a future shared use path designation
- Replace the future bike route designation along N 1500 Road between the eastern Lawrence city boundary and E 1750 Road with a future bike lane designation
- Replace the future bike route designation along E 1500 Road between N 1100 Road and N 1175 Road with a future shared use path designation
- Replace the future shared use path designation along George Williams Way between w 6th Street and N 1700 Road with a future bike lane designation
- Replace the future shared use path designation along N 1700 Road between Dole Drive and George Williams Way with a future bike lane designation
- Remove the future bike route designation east of Queens Road and north of Overland drive that followed a future roadway identified in T2025 that was reconfigured in T2030.
- Remove the future bike lanes designation from N 1500 Road between K-10 and George Williams Way

- Remove the future bike lanes designation from George Williams Way between Bob Billings Parkway and Bobwhite Drive
- Remove the future bike lanes designation from Bobwhite Drive between George Williams Way and Bob Billings Parkway
- Remove the future shared use path designation from the KU campus east of Louisiana Street
- Remove the shared use path designation along 6th Street between K-10 and the South Lawrence Trafficway Trail
- Remove the shared use path designation south of the future park (former Lichtwardt property) northeast of the intersection of N 1700 RD and Dole Drive.
- Remove the future bike route designation from 10th Street between Indiana Street and Delaware Street
- Add bike lane and shared use path designation to the future road network identified in T2030 west of K-10
- Add a future shared use path that connects the western edge of Bob Billings Parkway with the intersection of E 700 Road and Highway 40
- Add a future bike route designation on 11th Street between Indiana Street and Delaware Street.
- Add a future bike route designation along 11th Street between Straford Road and Maine Street
- Add a future bike route designation along N 9th Street between N 1650 Road and US 24/40
- Add a future bike route designation along Lyon Street between N 8th Street and N 9th Street
- Add a future bike route designation along North Street between N 7th Street and N 3rd Street
- Add a future bike route designation along N 3rd Street between Lyon Street and North Street
- Add a future bike lane designation along US 24/40 between N 7th Street and the Douglas County line
- Add a future bike route designation along E 1150 Road starting at N 1800 Road and follows the route north designated as collector streets in the T2030 Future Thoroughfares Map.
- Add a future bike route designation along N 1550 Road between E 11th Street and E 1625 Road
- Add a future bike route designation along E 1625 Road between N 1550 Road and N 1500 Road
- Add a future bike lane designation along Haskell Avenue between E 23rd Street and E 11th Street
- Add a future bike lane designation along E 1750 Road between N 1500 Road and N 1100 Road
- Add a future bike lane designation along N 1100 Road between E 1750 Road and E 1200 Road
- Add a future bike lane designation along E 1200 Road between N 1100 Road and N 1200 Road

- Add a future bike lane designation along E 1400 Road between N 1100 Road and N 1250 Road
- Add a future bike lane designation along N 1250 Road between E 1400 Road and Lawrence city limit boundary
- Add a future bike lane designation along W 9th Street between Rockledge Road and Vermont Street.
- Add a future shared use path designation to the south of the Wakarusa River along N 1200 Road and N 1175 Road between E 1150 Road and E 1600 Road
- Add a future shared use path designation to E 1600 Road between N 1175 Road and 31st Street
- Add 3 future shared use path designations west of K-10 and North of Clinton Lake. One crosses diagonally the future thoroughfares street network and two start at Clinton lake and follow streams north into the future thoroughfares street network
- Add a future shared use path designation to E 1500 Road and along an alignment approximately 1/3 mile east of E 1500 Road from a point along E 1500 Road south of the Wakarusa River at approximately the N 1175 alignment to a point at or near the 31st Street/Harper Street intersection
- Add a future shared use path designation along 15th Street between Engel Road and Naismith Drive
- Add a shared use path designation in DeVictor Park north of Harvard Road
- Add a future shared use path designation extending the Burroughs Creek Trail north across the Kansas River to North Lawrence
- Revise the legend of the Bicycle Facilities Map to show Bike Routes, Bike Lanes, Shared Use Paths, Future Bike Routes, Future Bike Lanes, and Future Shared Use Paths
- Approve this revised map (BAC Approved 12-16-08) as the official map for use by City, County, MPO and State officials for bikeway planning and development in the Lawrence-Douglas County MPO metropolitan planning area, and rename this map as the Bikeway System Map
- Incorporate this map change into the current Metropolitan Transportation Plan (MTP) for the Lawrence-Douglas County Region (Transportation 2030 - Long Range Transportation Plan)

The Lawrence-Douglas County Metropolitan Planning Organization hereby approves this Bikeway System Map and MTP change on this 16th day of April 2009.



Davonna Moore, L-DC MPO Chairperson



Scott McCullough, L-DC MPO Secretary

Chapter 8: Bicycle System Plan

For many types of trips, bicycling represents a healthy alternative to using an automobile. Bicycling can also play an important role in helping the city to reduce congestion, improve air quality and develop a more balanced transportation system. The recommendations of *Transportation 2030* propose improvements to existing on-street and trail facilities and development of an expanded system of bicycle-friendly roads and trails for the City of Lawrence and Douglas County's future.

As a vital component of the transportation system in Lawrence and Douglas County, bicycles provide both commuter and multiuse transportation. Lawrence and Douglas County offer some of the best cycling opportunities in Kansas. Over the last five years Lawrence has continued to improve conditions for bicycling and to increase education about cycling issues. Accomplishments include:

- An ongoing, active Bicycle Advisory Committee;
- Installation of new multiuse trails and on-street bicycle lanes;
- Designation as the 51st Bicycle Friendly Community in America; and,
- Designation at the Bronze Level from the League of American Bicyclists for being a bicycle friendly community in 2004, 2006 and redesignation in 2008.

What we've heard...

There is a need for additional bicycle facilities in Lawrence, Eudora, Baldwin City and Douglas County.

What is the Lawrence/ Douglas County Bicycle Advisory Committee?

The Lawrence/ Douglas County Bicycle Advisory Committee (BAC) was established as a seven-member group of citizens interested in the promotion of bicycle transportation and safety. The BAC makes recommendations on the location and design of bicycle paths, expenditure of City funds, promotion of bicycle use and safety, street design issues related to bicycle use, and other bicycle and transportation issues. The Committee was instrumental in obtaining the City's Bicycle Friendly Community designation.

The Bicycle Work Program was developed by MPO staff with oversight from the BAC. The Work Program identifies:

- Bicycle goals, objectives, and activities,
- The bicycle system and facility needs for the Lawrence/Douglas County region, and
- Bicycle education and safety awareness programs.

The Bicycle Work Program was last updated in 2004 by the MPO. Its Bikeway System Map was updated in 2009 and is summarized in this chapter. It has been adopted as the recommended Bikeway System Map as a component of T2030.



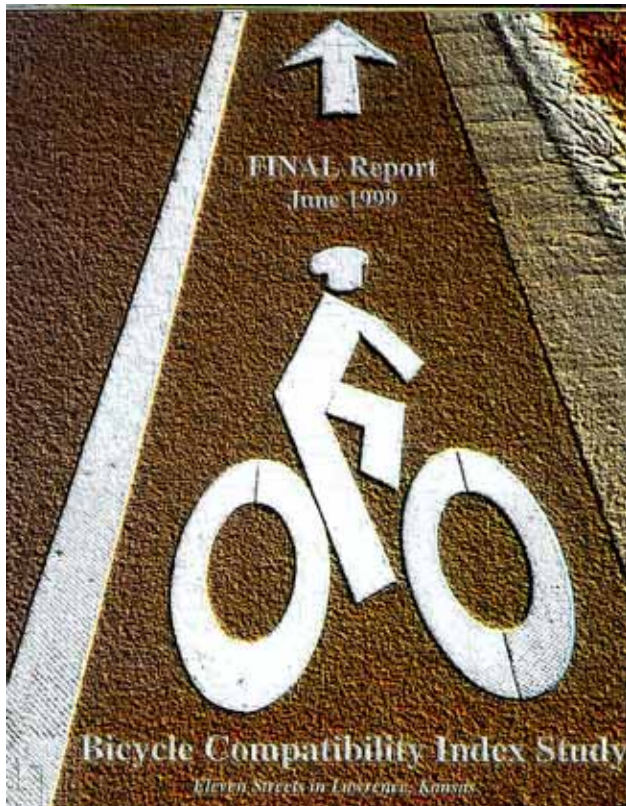
History

The City of Lawrence has emphasized bicycle planning for over 30 years, starting with the creation of *PedalPlan* in 1976. *PedalPlan* outlined some of the deficiencies in the system, recommended bicycle routes, and proposed a signage scheme for the Lawrence community. These recommendations were implemented between 1976 and 1995. By the mid-1990s, increasing citizen concern about cycling issues prompted the City Commission to form the Bicycle Advisory Committee.

Lawrence was named the 51st Bicycle Friendly Community in 2000 by the League of American Bicyclists, a symbol of Lawrence's commitment to providing the best cycling opportunities in Kansas. The City was also the recipient of the award in 2004, 2006, and 2008, receiving recognition at the bronze level. As a recognized Bicycle Friendly Community, the City of Lawrence is working on enhancing existing facilities while planning for the future needs of cyclists in Lawrence. The Lawrence/Douglas County Metropolitan Planning Office takes seriously its role to create, develop, and educate the community about cycling and its facilities.

The City of Lawrence's existing inventory of bicycle facilities includes:

- 80 miles of on-road designated routes, includes bike lanes and bike routes;
- 63 miles of additional on-road facilities are planned;
- 41 miles of hard surface multiuse paths;
- 40 miles of off-road paths, including the 10 miles from the Kansas River levee;
- 0.8 miles of rail trail (Haskell Trail) w/ approximately 1.5 miles planned (Burroughs Creek Rail Trail-TE funds are being requested this year); and,
- 29 miles of trails at Clinton Lake and additional off-road trails east of North Lawrence (along the Kansas River). These trails are rated by NORBA, (National Off-Road Mountain Biking Association). Off-road trails along the Kansas River are considered some of the best trails in the country. Cyclists come from surrounding states to ride these trails adding to the local tourist economy.



Bicycle Facility Needs

Facility needs identified in the Lawrence-Douglas County Bicycle Plan are based on general principles of safe and convenient bicycling, as well as specific location needs for various situations in Lawrence. These are summarized as follows:

Safety and Convenience

Whichever route a bicyclist may choose or need to use, that route should be as safe as possible for bicycling. Issues may include hazards (e.g., drainage grates, overhead obstructions, etc.), lighting, vehicular conflicts, or conflicts with other users. Routes should also provide access to various destinations by a reasonably direct means.

Connections between Destinations

The typical cyclist in Lawrence requires safe and convenient access to connect their residence with school, employment, or entertainment and shopping destinations. These linkages must provide safe access across high volume arterial streets. Some connections specific to Lawrence include:

- Access to the University of Kansas, primarily from residential areas;
- Access to Lawrence's downtown area, a destination for shopping, dining, and entertainment; and,
- Routes well suited for the commuter, multiuse rider, or fitness rider. These routes should provide a medium- to long-range round trip, safe access, and variety.

Bicycle Level of Service Performance Measures

The City of Lawrence has all the makings for a community with high bicycle mobility: a large University population, a relatively compact urban area, and a good climate. Although the City has done a good job of implementing a bicycle network, significant improvements are necessary to complete it to provide safe and direct connections.

Determining how existing traffic operations and geometric conditions impact a bicyclist's decision to use or not use a specific roadway is the first step in defining the bicycle compatibility or performance of the roadway. In December of 1998, the U.S. Department of Transportation in association with the University of North Carolina-Chapel Hill Highway Safety Research Center developed a Bicycle Compatibility Index (BCI) to evaluate existing facilities. This index also assists in determining what geometric improvements may be required for new facilities to achieve the desired level of service performance for bicycles. The BCI Compatibility Index can be applied to the City of Lawrence in the following three ways:

- (1) Evaluation of all existing and planned bicycle routes using the BCI index will provide for an accurate assessment of the bicycle network.
- (2) The BCI index is the first of its kind to provide a direct correlation of facilities to performance, which allow bicycle facility designers to examine the field variables to improve bicycle lane performance. Weak links in the existing and planned network can be determined, and sites needing improvements can be prioritized on index values.
- (3) The BCI index provides for performance measures that can be used in combination with traffic engineering standards to balance a street or corridor's level of service. As an example, one could argue that widening a roadway to improve automobile level of service must be done in balance with the bicycle level of service. Hence new roadways or roadways that are being redesigned or retrofitted can be assessed to determine if they are bicycle compatible. If the roadway does not meet the desired level of performance, the model can be used to evaluate changes that improve performance for bicycles.



Options

Different levels of bicyclists feel comfortable on different types of facilities. The experience commuting bicyclist may prefer on-street facilities, while a less experienced rider may be more comfortable on a multiuse path. Some bicyclists have different access requirements to various locations at varying times of day. Maximum flexibility is important in accessing all parts of the community.

Signage

Bicyclists require clear and consistent signs to mark bicycle facilities. These signs not only assist the cyclist in choosing the most appropriate route, but also alert the motorist to the presence of cyclists, thereby increasing safety.

Maps

The City's "Planned Bikeways Map (2006)" provides information on existing and future facilities, safety, and related information. The MPO should continue efforts to disseminate these maps to schools, recreation centers, libraries, and other locations.

Bicycle Parking

Bicycle parking needs include the following:

- The downtown area should have an adequate amount of dedicated, secure bicycle parking for commuters and business patrons; and,
- Safe and secure bicycle parking should be provided as necessary near schools, universities, libraries, recreational centers, other public buildings, at activity centers, and along activity corridors, as well as in City parks, especially where high use is anticipated (e.g., Holcomb, Lyons, Veterans, etc.).

What we've heard...

Additional funding is needed for bicycle facilities.

Ancillary Facilities

To effectively use the bicycle as a transportation mode, the cyclist requires facilities in addition to routes and parking. Bicycle commuters require showers and lockers at their place of employment. Other needed ancillary facilities include access to other public transit modes (buses, carpools, etc.), and rest areas with water at suitable intervals or locations.

Recommended Bicycle System Plan

Lawrence-Douglas County Bicycle Plan Recommendations

The 2004 Lawrence-Douglas County Bicycle Plan includes recommendations for existing and future bike lanes, routes, and trails within the City of Lawrence. Although popular and heavily used, the existing bike system does not yet provide a continuous system that serves the entire city. These paths, lanes, and routes serve both commuter and multiuse bicyclists. Bicycle commuters might use their bicycles daily for work and shopping trips and view their bicycles as vehicles. Multiuse bicyclists tend to ride their bicycles on a more occasional basis, seek attractive and safe routes, and view their bicycles as multiuse and exercise equipment.

The majority of Lawrence's street bike facilities are on-street bike routes. These routes tend to be located along lower volume streets where the routes are shared by automobiles and bicyclists. There are very few separate on-street bike lanes in the city. To the extent possible, bike lanes should be promoted because the separate lane provides a defined physical space for the rider, which improves safety for the bicyclist. This physical lane also helps define the importance of the bicyclist as a means of travel within the community.

Bicycle Action 1: *Implement 2004 Lawrence-Douglas County Bicycle Plan Recommendations*

Implement the Lawrence-Douglas County Bicycle Plan, recommendations include the following:



What we've heard...

Bicycle facilities lack continuity at some locations.

- Further develop bicycle facilities that extend into future growth areas as land uses are identified and continue to explore opportunities that provide connections to schools, parks, the downtown, and other activity areas.
- Establish a dedicated funding plan to complete implementation of a bicycle facilities plan and for maintenance of these facilities.
- Prioritize and implement critical segments that provide continuity for the system and provide connections to major activity centers, schools, Kansas University, etc.
- Evaluate existing bicycle routes and other corridors for opportunities to provide bicycle lanes, routes, or trails.
- Maintain existing route maps for all trails, lanes, and routes and provide appropriate signage.
- Implement a public information and education program that encourages this alternative mode of transportation.



Bicycle Action 2: Update the Lawrence-Douglas County Bicycle Plan and Bicycle Facilities Plan Every Five Years

The Lawrence-Douglas County Bicycle Plan should be updated every five years to address changing needs and priorities. The Bicycle Facilities Plan was updated and renamed the Bikeway System Map in 2009.

Public and Private Development Proposals

To create multimodal opportunities, two specific actions are required. The more difficult of the two is repairing and/or retrofitting areas within a City where facilities for bicyclists were not originally considered but are now needed. The easier opportunity is to establish standards and guidelines to accommodate bicycling in future private and public development.

From the standpoint of public development, particularly in construction of new roads and reconstruction of existing roads, considerations related to bike lanes and routes, street crossings, and other design features should be addressed and embraced in all new projects.

In order to assure that new private developments consider the bicyclists, there should be standards and checklists from which the applicant and the City can review the proposed development and be assured that future bicyclists that desire to travel to, from, and within that development can do so.

These standards and guidelines do not need to be onerous, but they do need to be realistic. Requirements should include recognition of on- and off-site destinations and connections between the development and other activity centers. Particularly important destinations would include schools, parks, neighborhoods, citywide trails, libraries, recreation centers, bike lanes and routes, and activity areas.

Bicycle Action 3: Adopt Bicycle Standards and Guidelines for New Developments

Standards and guidelines should be adopted that

- Develop minimum bicycle standards and guidelines for all new roadways and reconstruction of existing roadways and
- Incorporate private development standards by providing bicycle facilities connecting to key destinations such as schools, parks, trails, and activity centers.

Bicycle Action 4: Implement a Bicycle Demonstration Project

Select a short-term demonstration project that embraces best engineering practices, bicycle design standards, and minimum Federal guidelines for bicycle facilities.

Bicycle Action 5: Consider Bicycles in Development Review

The City's development review process should be modified to include requirements for on- and off-site bicycle connections, facilities, and amenities.

Bike Routes, Lanes, and Paths – How Are They Different?

Bikeway – A general term for any street or trail which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Multiuse Paths – This is a bikeway or trail that is physically separated from motor vehicle traffic by open space or a barrier and is either within the road right-of-way or within an independent right-of-way. These are also referred to as a shared-use, multiuse trails, or Class I bikeways.

Bicycle Lane – This is a bikeway on a portion of a street that has been designated by signage, and pavement markings for the preferential or exclusive use of bicycles. Also referred to as a Class II bikeway.

Bicycle Route – A segment of a system of roadways signed for the shared use of automobiles and bicyclists without pavement markings. Sometimes referred to as a Class III bikeway.

What we've heard...

Parking lots are needed at trail heads.

What we've heard...

At some locations there are missing connections between multiuse trails and the rest of the transportation system.

What we've heard...

There should be more bicycle and pedestrian crossings over the Kansas River.

Douglas County Bicycle Recommendations

There is a recognized lack of bikeways between Lawrence and surrounding Douglas County. Currently the only means of connecting these communities is by travel along the country roads and streets. For example, in Eudora bicyclists use Main Street coming from the north as well as 10th Street, neither of which is designed to accommodate bicycles. Many jurisdictions elsewhere in the United States have elected to widen the shoulders of these connecting roads to five or six feet to allow room for the bicyclist, rumble strip, and edge debris. This is typically done at the time of resurfacing or reconstruction but in some cases can only be accomplished during major reconstruction due to existing geometric and physical constraints (e.g., ditches). Additional protection to the bicyclist can be accommodated with edge-line rumble strips that separate the vehicle lane from the shoulder. Where shoulder rumble strips are provided a six-foot wide shoulder is desirable.

Bicycle Action 6: *Implement Douglas County Rural Bicycle Plan Elements*

- Identify potential rural bicycle corridors based upon existing and future demand.
- Identify potential bicycle corridors in the county's smaller cities.
- Identify connecting corridors that integrate with existing and future city bicycle facilities with those in the county and potentially, adjacent counties.
- While addressing safety, explore the opportunity for widening the shoulders of county roads that lead into and out of Lawrence at the time of resurfacing and reconstruction.

Bicycle Amenities

A major element of the overall bicycle plan is the provision for adequate bicycle facilities as part of the manmade environment. A place to park a vehicle at the end of a trip is almost always provided, but rarely is there a place where the bicyclists can lock or store their bicycle. There is a wide range of facility designs available that can be public or part of a private development.

Bicycle Action 7: Plan and Construct Bicycle Amenities

- Develop bicycle rack and storage requirements for new developments. Requirements should address design, location, and number. Requirements should also consider covered bicycle parking for major proposed developments.
- Provide functional bicycle racks and storage facilities at activity centers and along activity corridors.
- Explore the opportunity for trailhead restoration, information, and parking facilities for high demand trails.

Bicycle Education, Safety, and Enforcement

A functional bicycle plan needs ongoing education on air quality, laws for bicycles and motor vehicles, the health benefits of bicycle transportation, and its contribution to the reduction of congestion. This should be part of the overall City and MPO communication and education program. In addition, enforcement of the vehicle code for both bicyclists and automobile drivers is necessary to promote a safe environment.

Bicycle Action 8: Develop a Bicycle Education Program and Enforce Traffic Laws

- Develop bicycle education program as part of City's overall communication and education program.
- Provide police resources and manpower to enforce bicycle and vehicular traffic laws.
- Use the City's Web site and local access television as information and education tools.

Opportunities and Constraints for Bicycle Use in Lawrence

There are many opportunities to increase the use of alternative modes of transportation, including bicycling:

- **Demographics** – The presence of the University of Kansas and its students, faculty and staff, in addition to the general population provide a large base of potential users.
- **Climate** – The climate in the Lawrence area is generally conducive to bicycling approximately nine months a year.
- **Geography** – The relatively small land area of the immediate Lawrence metropolitan region makes cycling a feasible transportation choice.
- **Incomplete Existing Bicycle System** – The City of Lawrence already has a series of trails and existing bicycle routes.

Some constraints to bicycling in the City of Lawrence include the following:

- **Existing Bicycle System** – While this system is an opportunity, it is also a constraint to cycling in many areas. Many routes do not provide a safe means across busy streets. Some routes do not have sufficient signage. Other routes have conflicts with multiple users or they may not provide complete linkage to desired destinations.
- **Topography** – The steep topography of several areas of the city creates obstacles to bicycling. These include the University of Kansas (especially the eastern edge of campus); 9th Street near Avalon Street; areas of western Lawrence (such as 15th Street west); and the area around the 6th and Iowa Streets intersection.
- **Barriers** – Barriers may be manmade or natural. Topographic constraints are considered a barrier. Other barriers include major arterials (e.g., 23rd Street/Clinton Parkway, Iowa Street, and 6th Street), railroad tracks, and the Kansas and Wakarusa rivers.

Lawrence/Douglas County Bicycle System

The establishment of bicycle performance measures will be of little utility unless coupled with concerted action by the City to fund the comprehensive network of bicycle facilities. The Map shown in Figure 8.1 is the recommended T2030 Bikeway System Map. This bicycle network has been designed to provide direct connections between neighborhoods and activity centers. It includes bike lanes along streets and highways and off-street bicycle/pedestrian paths. The Updated Map was approved by the L-DC MPO in 2009.

Bicycle Action 9: Implement the Bicycle Plan of the Lawrence-Douglas County Bicycle Plan

Improvements include new bicycle trail, paths, lanes, and routes. Signage recommendations should also be considered and implemented to increase awareness of the city's bicycle network.



Bicycle Action 10: Adjust Short-Term Funding Allocations for Bicycle Facilities

T2030's Financial Plan identifies \$7.4 million to fund bicycle and pedestrian improvements. Consideration should be given to providing additional local funding for bicycle facilities. Project priorities in the region's Transportation Improvement Program should be adjusted annually to reflect the funding allocations of T2030. The Bicycle Advisory Committee should prioritize bicycle improvements and expenditures annually.

Bikeway System Map

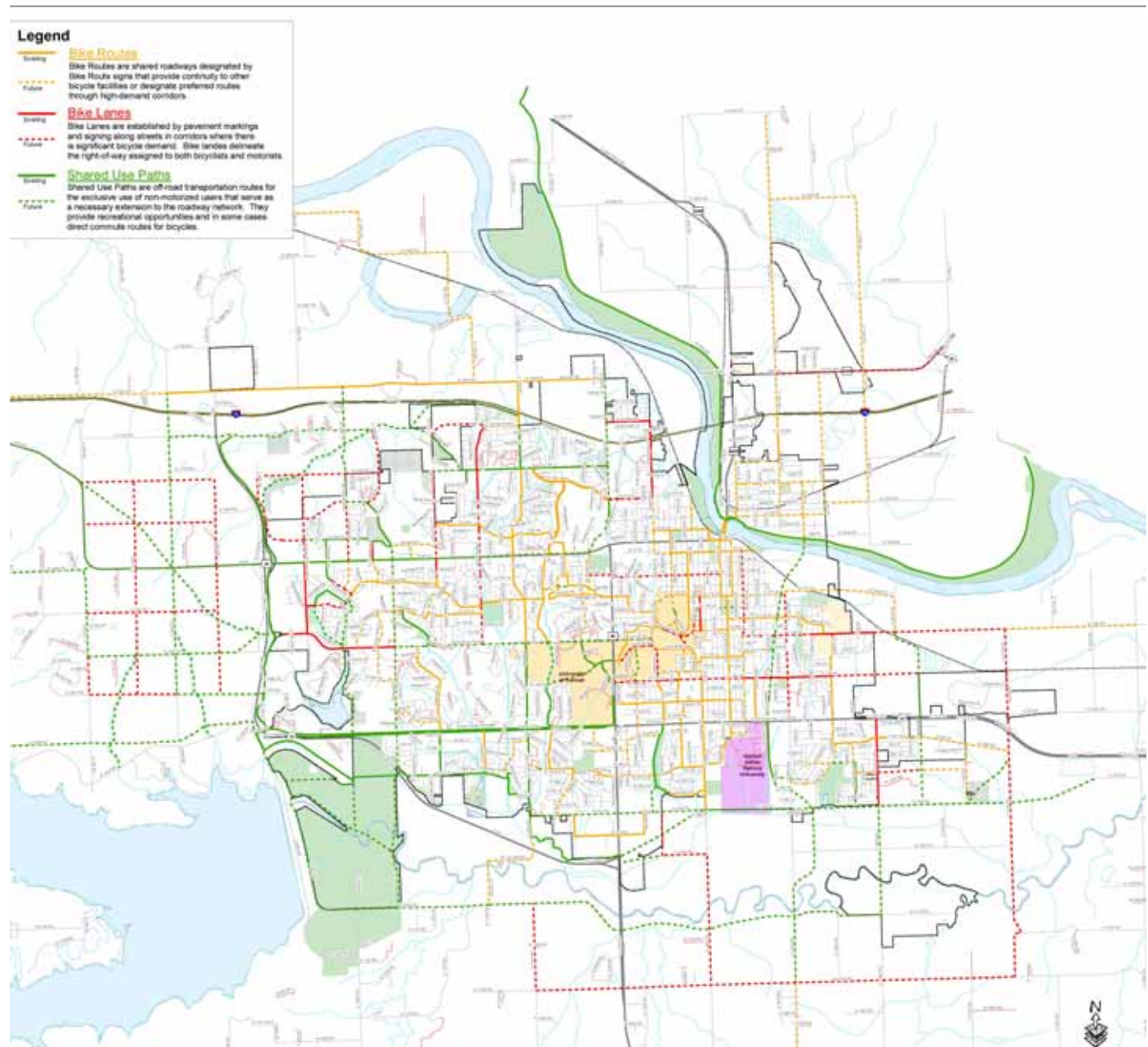


Figure 8.1
T2030 Bikeway System
Map

Source: Lawrence-Douglas
 County Bike Plan 2004

(Map updated in 2009)

<http://www.lawrenceks.org/pds/tr-tranmaps>

This page intentionally left blank.