
LAWRENCE BIKES

Adopted by
Lawrence-Douglas County MPO Policy Board: August 20, 2026
Lawrence City Commission

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EXECUTIVE SUMMARY

The Lawrence Bikes Plan serves as a guide for the City to achieve the vision of making Lawrence a safer, more comfortable bicycle network and Silver level bike-friendly city over the next 5 years.

The vision is supported by 5 goals:

- **Improved Safety;**
- **Increased Ridership;**
- **Increased Access;**
- **Development of a Network of Low-Stress Bikeways; and**
- **Bicycle Friendly Community Silver level recognition.**

The Plan provides recommendations on the bikeway network, types of bicycle facilities, projects, policies, and programs that support the goals and vision, including a vision for a bikeway network that can be developed over time. For the purposes of this Plan, “bicycle” refers to conventional bicycles and electric bicycles (e-bikes) where permitted by applicable laws and regulations. For more information on other micromobility devices, please see Appendix D: Plus Users & Downtown Bicycle Parking.

Implementing the plan requires strategic partnerships across various sectors to secure funding, ensure infrastructure connectivity, and build support to deliver the diverse programs and projects.



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INTRODUCTION

BIKE PLAN UPDATE SUMMARY

The 2026 Bike Plan reflects the community feedback gathered throughout the public engagement process, including a strong desire for bikeways that feel more comfortable and safe. The Steering Committee shared these concerns and others, and together to identify strategies to meet our communities bicycle goals. These major updates from the previous plan are highlighted below:

Revised Bikeway Network

- Updated Future Bikeway Network to refine Lawrence Loop gap closure alignment preferences.

Refined Priority and Secondary Funding Networks

- Refined the Priority/Secondary networks to ensures the standalone bicycle project funding is prioritized to improve these segments.

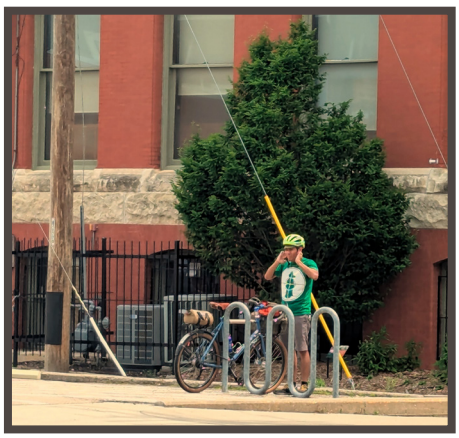
Evolution of the Bicycle Level of Comfort Methodology

- Aligns the Bicycle Level of Comfort framework more closely with current best practices and NACTO All Ages and Abilities bicycling principles.
- Implements design guidance for separation and protection for streets with more traffic speed and volume to offer greater comfort for bicyclist.
- Establishes a new focus on achieving Level of Comfort 2 or below.

Expanded Partnerships and Implementation Strategies

- Recognizes partnerships as an important component of implementation
- Identifies opportunities for collaboration with non-profits, community organizations, educational institutions, advocacy groups, and other stakeholders to support funding, education, encouragement, and network development.







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VISION & GOALS

Vision

A bikeway network that supports safe and comfortable riding for all.

Goals

Improved Safety

- Eliminate traffic fatalities and serious injuries for all bicyclists by 2050.
  2021–2024 fatalities were 0 each year. Serious injuries were 0 (2021), 2 (2022), 2 (2023), and 0 (2024). Total fatal and serious injury crashes were 0 (2021), 2 (2022), 2 (2023), and 0 (2024).

Increased Ridership

- Increase bicycle to school mode choice by 1% each year through 2030.
  2024 bicycle to school mode choice was 3%, 2023 was 2%.

Increased Access to Bikeways

- Increase the percentage of population within ¼ mile of Level of Comfort 2 or below bikeway network to 80% by 2030.
  The current percentage of population within ¼ mile of Level of Comfort 2 or below is 73%.

Development of a Network of Low-Stress Bikeways

- Increase the mileage of low-stress bikeways (Level of Comfort 1 & 2) to 55% by 2030.
  2026 total percent of low-stress bikeways is 41% which represents 135 miles.
  2026 percent of low- stress bikeways on Priority Funding Network is 15%.
  2026 percent of low-stress bikeways on Secondary Funding Network is 3%.

Bicycle Friendliness Recognition

- Achieve League of American Bicyclists Silver level Bicycle Friendly Community or higher by 2030.
  The City of Lawrence has been a Bronze level Bicycle Friendly Community since 2004.

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STATE OF BICYCLING



Lawrence is a regionally recognized leader in active modes of transportation and has been a Bronze Level Bicycle Friendly Community since 2004. Our city has made progress on bicycle safety, infrastructure, and multimodal mobility through support from a variety of state, regional, and local plans. The Lawrence Bikes Plan fits into this larger planning context by providing an analysis of existing conditions, strategies to achieve a safer, more comfortable bicycle network, and a vision for the future of biking in Lawrence.

Lawrence's unique culture and location, as well as two major universities, draw in residents of diverse ages and backgrounds. Multimodal infrastructure must account for a variety of skill levels and types of travelers. From young students traveling to school, to adults who have chosen to go car free, to seniors looking for low impact exercise; Lawrence aims to make cycling safe, welcoming, and accessible to everyone.

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PROGRESS SINCE 2019

The Lawrence Bikes Plan has been the City's guide for implementing a system of on and off-street bike facilities. Since the Plan was adopted in 2019 there has been significant development of bikeways. Those bikeways established since the last plan's adoption are highlighted in gray in Figure 1.1.

	2019	2025
Protected Bike Lanes	0	0
Buffered Bike Lanes	0.39	1.16
Conventional Bike Lanes	16.90	19.54
Bike Boulevards	0	1.58
Marked Shared Lanes	11.30	21.05
Shared Used Path	54.33	67.00

Note: Measurements in miles.

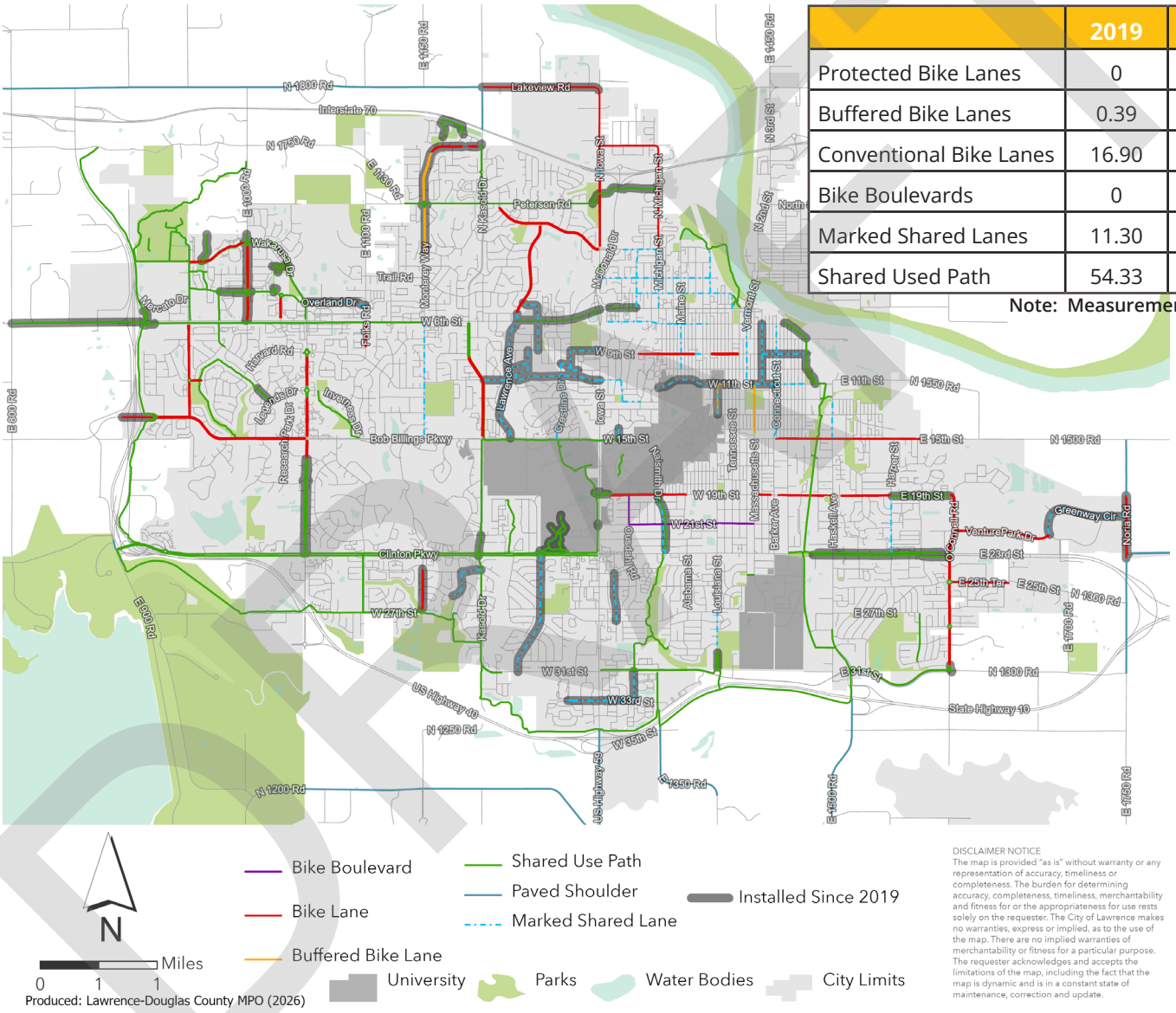


Figure 1.1: Bikeway Progress Since 2019

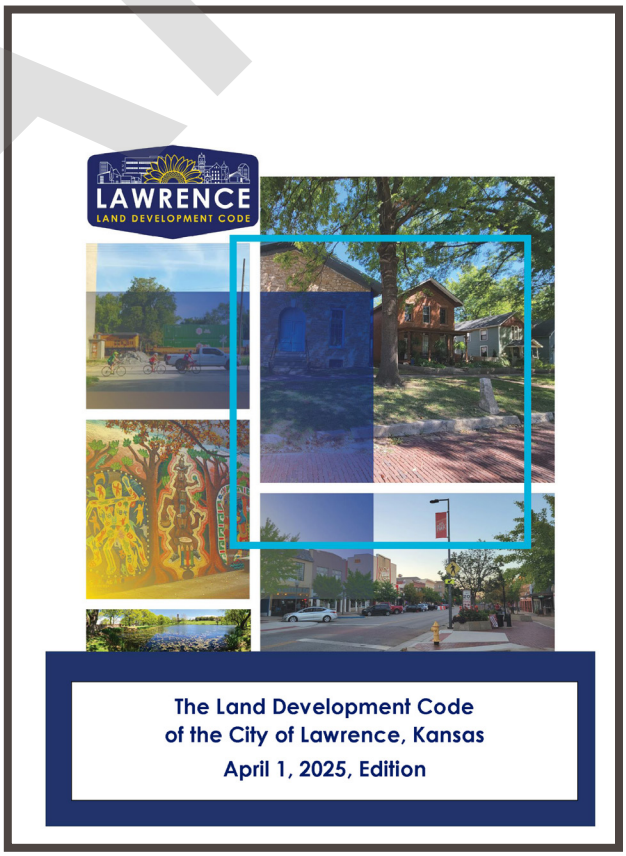
Related additional planning processes have also been completed since the 2019 plan. A bicycle wayfinding strategy was developed and adopted in 2024. The Land Development Code was updated in 2025, changing expectations around vehicle parking and encouraging more bikeable development patterns.

The City also developed and adopted a Vision Zero Safety Action Plan. Vision Zero is a national program that aims to eliminate traffic related fatalities and serious injuries. While this plan is focused on all modes, pedestrians and cyclists are disproportionately affected by traffic collisions. This plan provided a wide range of both short- and long-term strategies to improve safety on the roadways in Lawrence.

Lastly, the local bike share program that was just getting started during the planning process for the 2019 plan has shut down. The partnership between the City of Lawrence and the University of Kansas provided excellent insight to the advantages and disadvantages of a dockless bike share system in the community. These lessons can be used to guide future programs if and when there is a desire from the community.

For a more detailed review of existing plans and policies visit Appendix B: Plan and Policy Review.





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THE PLANNING PROCESS

To provide high-level guidance and oversight throughout the planning process, including continuity with other planning initiatives, the Bike Plan Update Steering Committee and a Staff Working group were formed.

The Lawrence - Dougals County Metropolitan Planning Organization Policy Board appointed steering committee members to represent diverse bikeway users.

The Steering Committee met at key decision-making points throughout the planning process in order to provide feedback that guided the direction of the Bike Plan Update. Members included representatives from 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 Champion, University of Kansas (KU), Haskell Indian Nations University, and the Lawrence Coalition 4 Safe Streets.

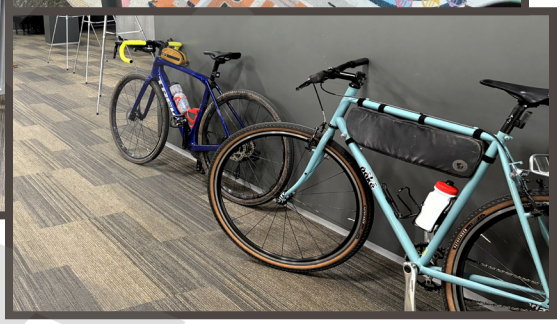


Staff Working Group members included representatives from the City of Lawrence and other intergovernmental partners. The Staff Working Group members provided the project team with detailed knowledge of local bike infrastructure conditions and bike safety concerns, to ensure consistency of this plan with other City initiatives and ongoing infrastructure projects. This expertise and local experience helped verify the plan addressed local community issues and concerns about safety of bike facilities.

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The bike plan update public engagement was divided into two phases. The first phase of public engagement spanned from March to early May 2025. It consisted of tabling events, an open house on April 9, and a survey to better understand the comfort levels of riders in Lawrence. The survey gathered 581 responses who self-reported as Lawrence residents. 61% of respondents reported bicycling multiple times a week and provided valuable insights as to what bicycle facilities felt most comfortable.

Phase two of the public engagement process began with hosting meetings with two different focus group topics. These focus groups sought insight from “plus” users (e.g. e-bike, scooter, one-wheel, etc. riders) and those who are familiar with downtown bike parking. Additionally, a second survey was held to identify gaps within the bike network, with an interactive map allowing community members to drop pins where they self-identified gaps or barriers. The second survey gathered 102 responses who self-reported as Lawrence residents. A third open house and comment form gathered 365 response to identify priority alignments for the gaps identified in the Lawrence Loop. During this phase, community members were asked to review feasible closure solutions identified by city engineers, and to give our team their preferences.

The Staff Working Group and Steering Committee reviewed public input to make recommendations on final network alignments and prioritized strategies across the five E’s of bicycle planning: Engineering, Education, Encouragement, Enforcement, and Evaluation. The final plan was reviewed by the Connected City and Parks, Recreation & Culture Advisory Boards, Technical Advisory Committee (TAC) and was approved by the MPO Policy Board on August 20, 2026 **and the Lawrence City Commission on _____.**

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PUBLIC INPUT

Community feedback has provided valuable insights which helped shape this plans update. Three surveys were carried out, for a complete report on survey responses see Appendix A: Public Input.

Survey 1: Comfort = Separation

Paint alone does not feel like protection.

84% **of respondents reported feeling comfortable riding on shared use paths separated from traffic.**

- Protected lanes rated more comfortable than standard bike lanes.
- Busy streets reduce comfort even with bike lanes.
- Shared lanes rated lowest comfort level.



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Survey 2: Connectivity = Usability

Gaps in the network discourage riding.

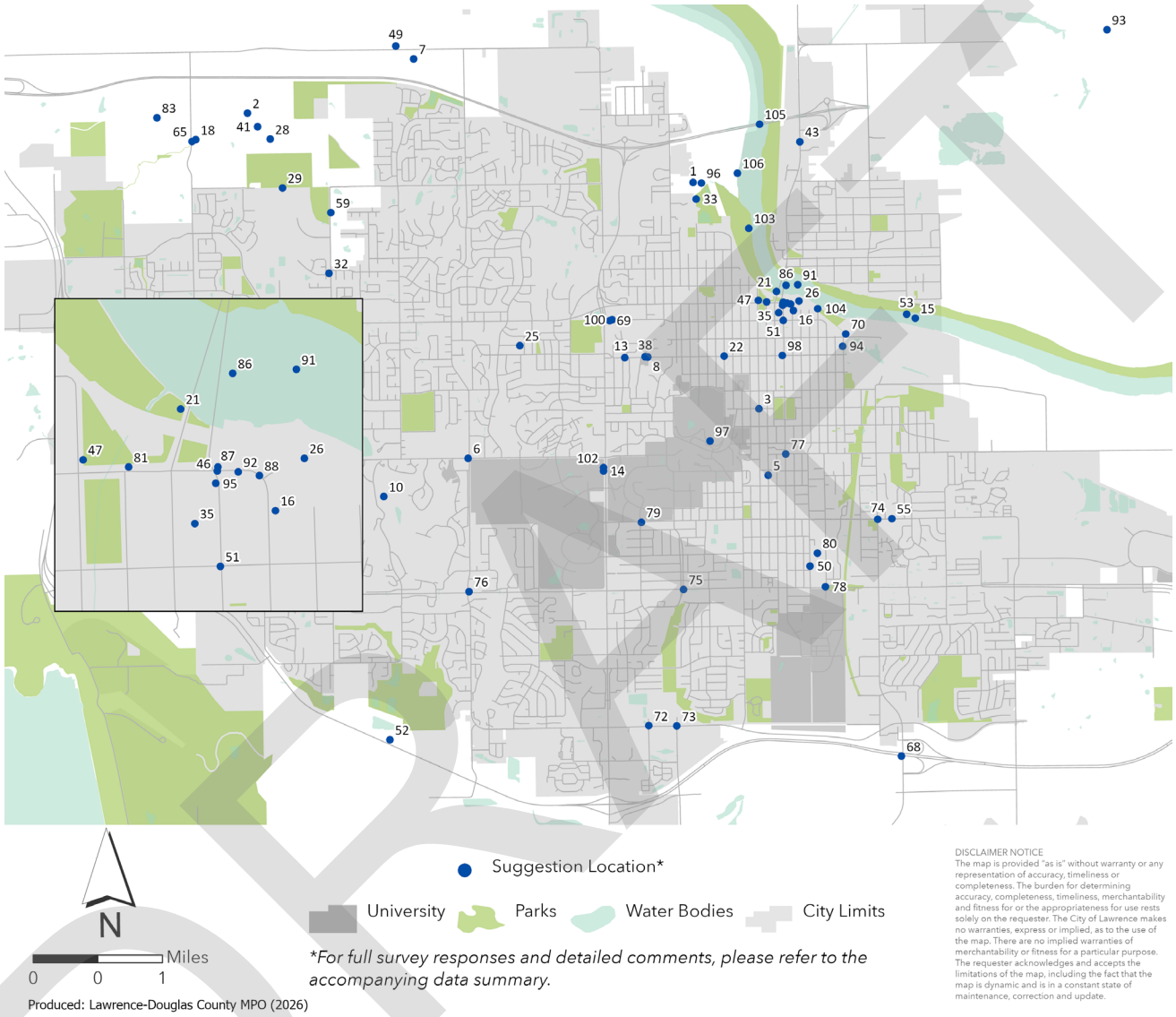


Figure 1.2: Survey 2 Results

Users were asked to place map pins identifying gaps and missing connections in the bikeway network. Comments associated with each pin can be found in Appendix A: Public Input.

- Gaps between trails and bike lanes limit usability.
- Intersections are key stress points.
- Routes often do not connect to destinations.
- Abrupt facility endings reduce safety.

Survey 3: Lawrence Loop Preferences

Preferred alignments prioritize safety, separation, and access to nature.

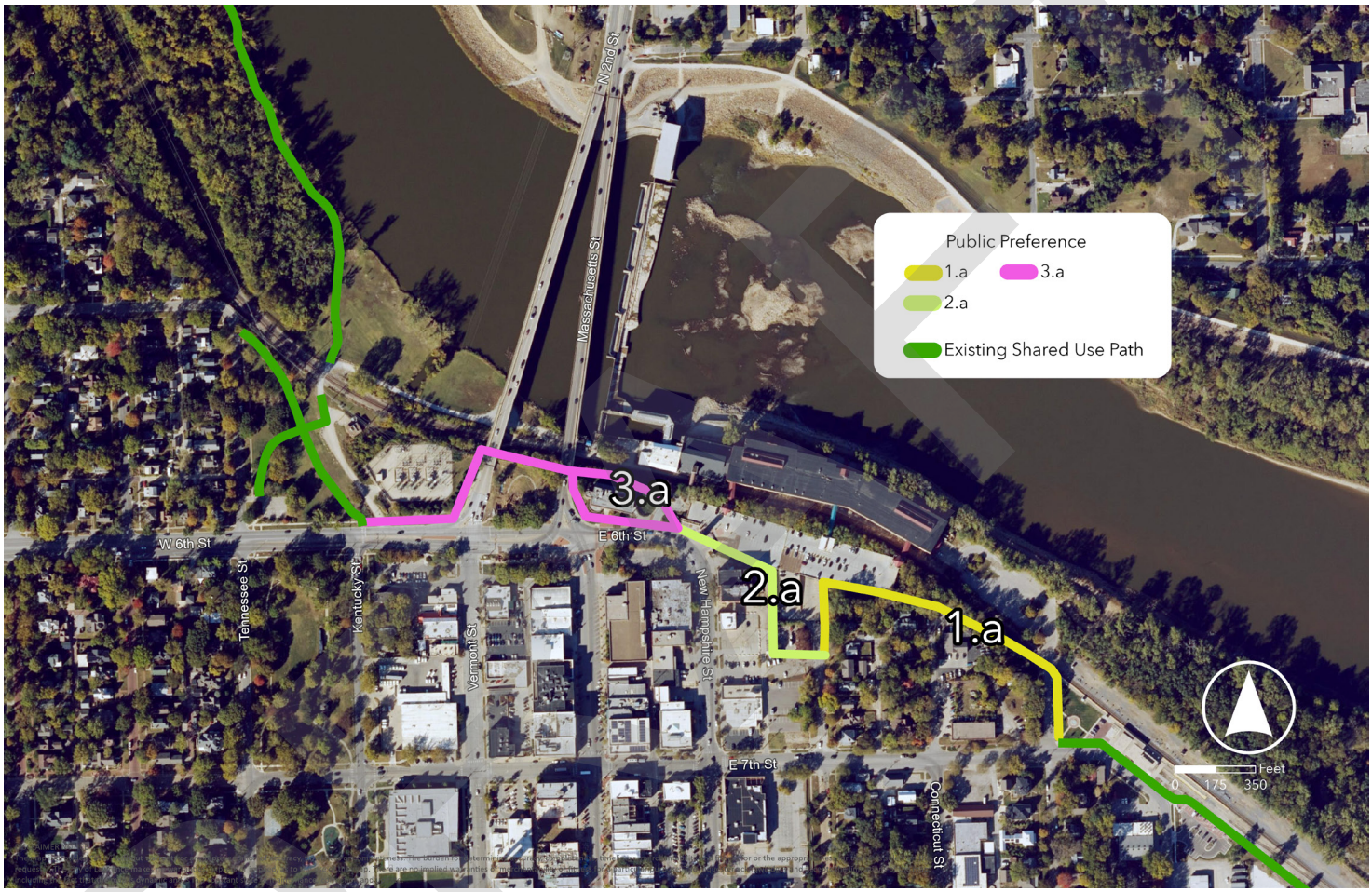


Figure 1.3: Downtown Connection Loop Alignment Public Preference

Users selected preferred segments to identify priority alignments for completing the Lawrence Loop.

- Preferred routes emphasize separation from traffic.
- Alignments prioritize connections to key destinations.
- Natural corridors were frequently selected.



Figure 1.4: Northeast River Connection Loop Alignment Public Preference

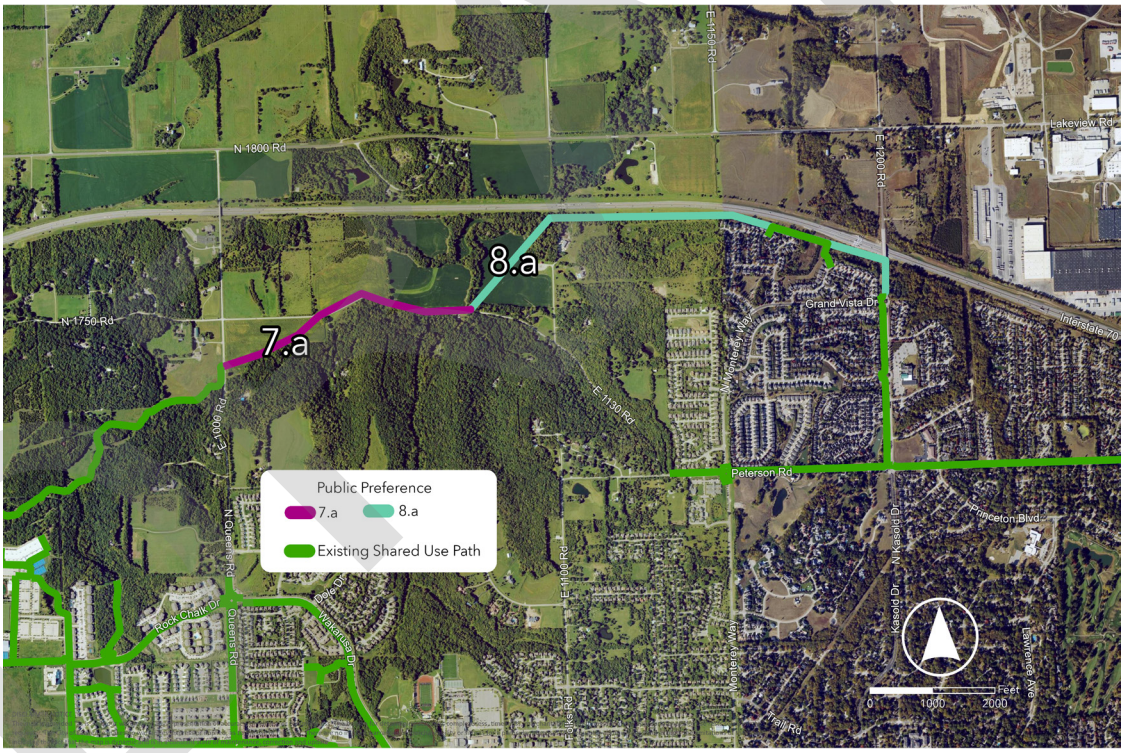


Figure 1.5: Northwest Corner Connection Loop Alignment Public Preference

What we heard from the public was used by the Steering Committee member to shape the drafted plan to help identify bikeway network priorities and inform the Action Plan elements selected from the Toolbox, as described in Appendix D: Policy and Program Toolbox.



EXISTING CONDITIONS

THE STREET NETWORK

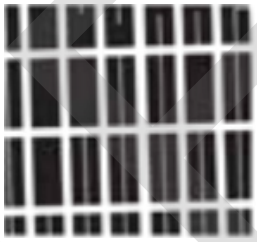
Like many American cities, Lawrence originally developed with a compact street grid. But as the city expanded westward, the street network shifted to a more disconnected suburban layout with winding roads and cul-de-sacs. This change in neighborhood design has made it harder to get around without using major roads. Instead of traveling through connected local streets, people often have to exit their neighborhood onto a main road just to reach nearby destinations. For people biking, this means taking longer routes and often being forced onto busy streets like West 6th Street, Clinton Parkway, Wakarusa Drive, and Kasold Drive; roads that carry heavy vehicle traffic and can feel unsafe or uncomfortable to ride on.

CURVILINEAR



Curvilinear street patterns are good at limiting through traffic on residential streets, but often lack connectivity. Trips that are relatively short typically require a person to travel long distances to get to a road that connects to their destination

GRID



Traditional grid networks typically provide more continuous routes over long distances, provide numerous route options to destinations, and are generally easy to navigate for all modes of transportation.

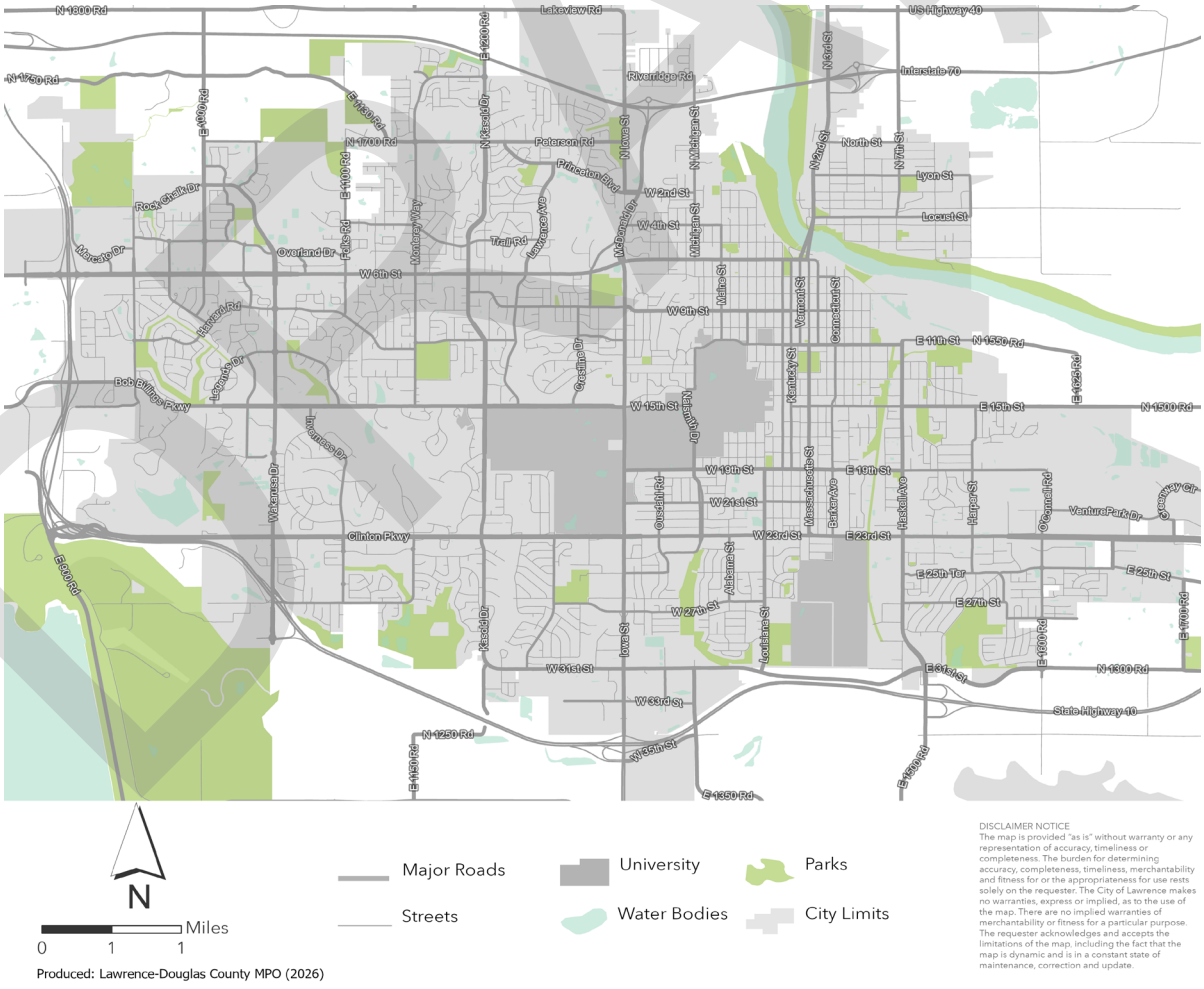


Figure 2.1: Lawrence Street Network

LATENT BICYCLE DEMAND

Latent bicycle demand explores where people would be most likely to ride if biking was safe, comfortable, and convenient. Instead of trying to predict exact trips, it highlights the areas with the highest potential for cycling based on what's nearby- like schools, universities, community centers, and neighborhoods with higher housing density.
As shown in Figure 2.2 the analysis also considers how close these places are to existing bikeways, whether they're fully separated, partially separated, or shared streets. The result is a map of where better bike facilities could expand comfortable options for trips by bicycle where they would be most likely.

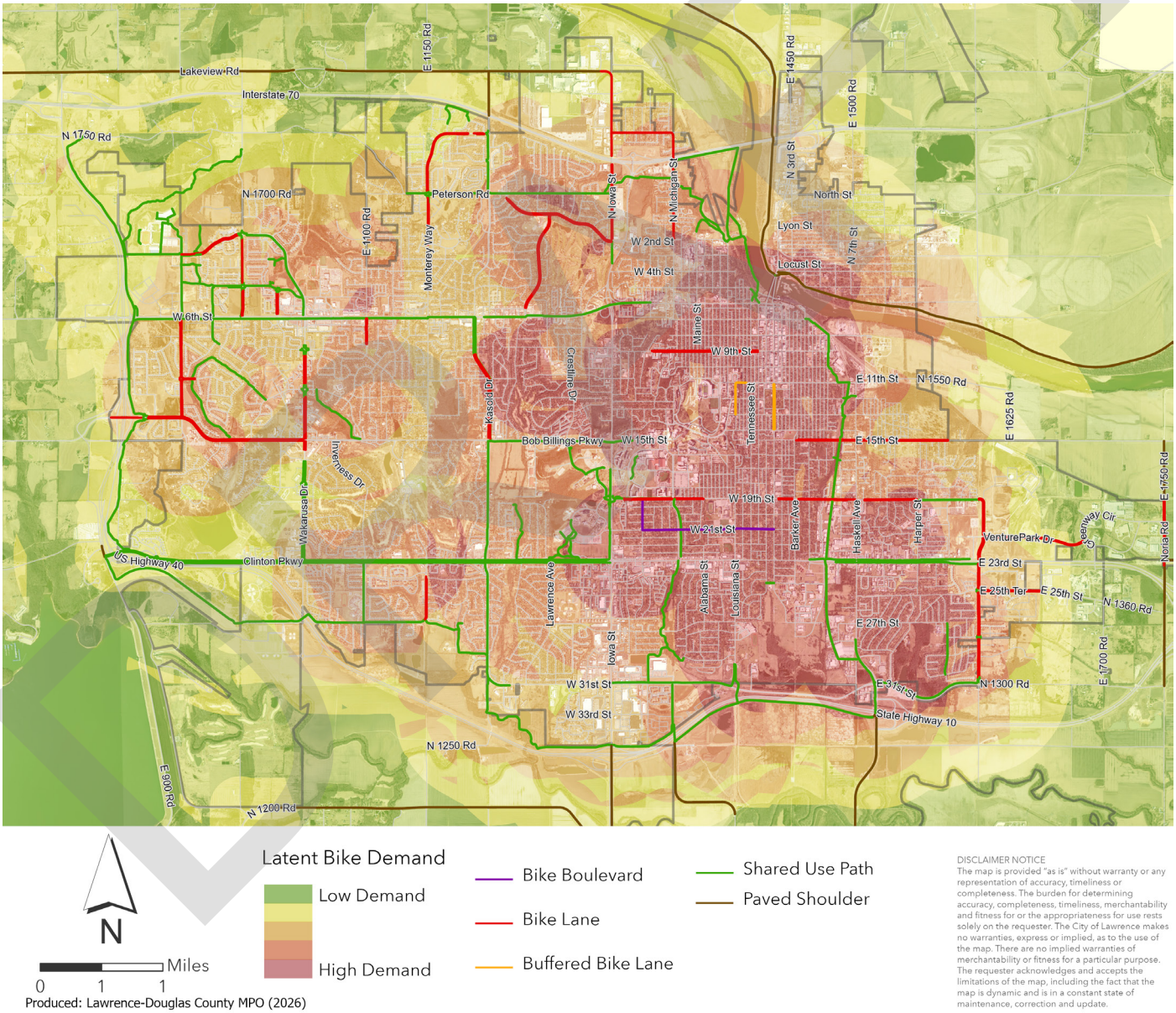


Figure 2.2: Latent Bicycle Demand with Lawrence Bikeway Map

BICYCLE LEVEL OF COMFORT

The Bicycle Level of Comfort (LOC) framework was developed as part of the 2019 plan to better guide engineers, planners, and others in the development and design of bikeways in Lawrence. Bicycle LOC reflects that not all bicyclists feel the same level of comfort when riding. This plan considers all ages and abilities as the target cyclist group.

	Non- Bicyclist	Interested but Concerned	Somewhat Confident	Highly Confident
Bicycling Preferences	Uncomfortable bicycling in any condition, with no interest in bicycling, or physically unable to ride.	Often not comfortable with bike lanes. May ride on sidewalks where permitted or in low-stress environments such as separated facilities or quiet residential streets. May not bicycle if facilities do not meet comfort needs.	Generally prefers separated facilities but is comfortable riding in bicycle lanes or on paved shoulders when needed.	Comfortable riding in traffic and on most roadway types, including streets without dedicated bicycle facilities.

Figure 2.3: Types of Bicycling Preferences

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The analysis recognizes that different types of bikeways- such as shared use paths, bike lanes, and others offer varying levels of comfort for bicycle riders. These comfort levels are influenced by factors like motor vehicle volumes, vehicle speeds, and the proximity of adjacent traffic.
A rider's individual experience also plays a role and may change over time. To support the analysis, a model was created to evaluate roads and existing bikeways based on motor vehicle volume and posted speed limit data. The resulting guidance and results are shown in Figures 2.4 and 2.5.

	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	side path, <=20,000 vehicles <= 45 mph	side path, > 20,000 vehicles OR > 45 mph		
	Protected Bike Lane/ Cycle Track		<=13,000 vehicles <= 45	<=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	<= 20,00 vehicles, <=45mph	> 20,000 vehicles OR > 45 mph
	Conventional Bike Lanes		<=4,000 vehicles <= 25 mph	<=8,000 vehicles <= 25 mph	<=13,000 vehicles, <= 30 mph	<= 20,000 vehicles, <=40 mph	> 20,000 vehicles OR > 40 mph
shared street	Bicycle Boulevards		<=1,500 vehicles <= 25mph	<=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	> 13,000 vehicles OR > 45 mph

Figure 2.4: Bicycle Level of Comfort Matrix (2019)

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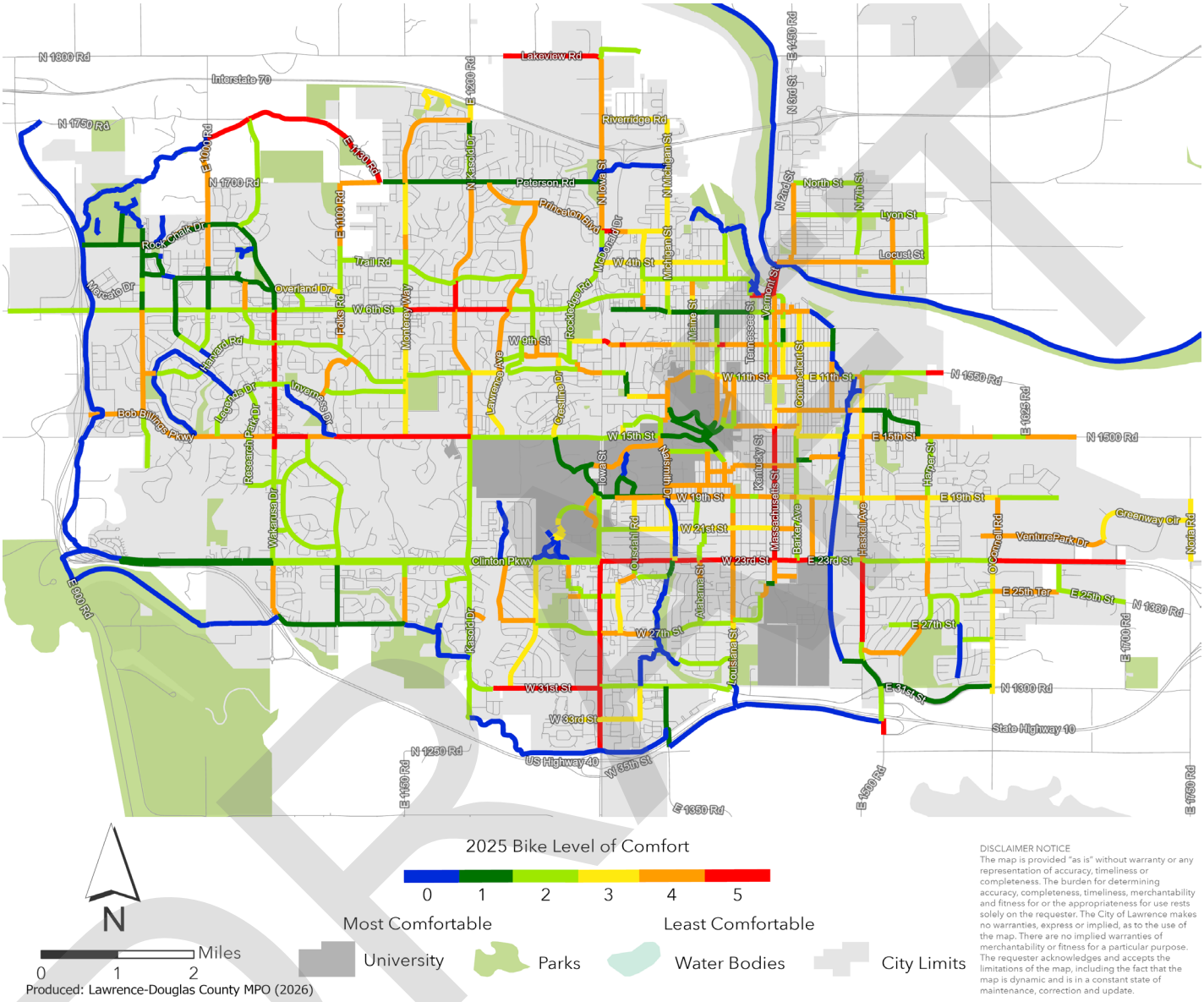


Figure 2.5: Bicycle Level of Comfort (2025) *
* Based on 2019 LOC Matrix

The previous goal was to increase the mileage of bikeway that met a comfort level of 3 or higher. Since adoption of the original LOC framework, the share of existing and planned bikeway mileage meeting a comfort level of LOC 3 or below has increased over time. In 2019, approximately 58.7 percent of the combined existing and planned network met this threshold. By 2021, that share had increased to 71.8 percent, reflecting continued implementation of lower-stress facilities. The upward trend continued in 2024, with 77.8 percent of the network meeting LOC 3 or below, and reached 79.5 percent in 2025. Similar improvements are reflected within the priority and secondary networks, indicating gradual progress toward expanding comfortable bikeway conditions across the system.

As part of this plan update, the Steering Committee reviewed the Bicycle Level of Comfort (LOC) framework and updated the LOC matrix to better align with the All Ages and Abilities (AAA) guidelines developed by the National Association of City Transportation Officials
(NACTO). NACTO's AAA Matrix is shown in Figure 2.6.

GUIDANCE FOR SELECTING ALL AGES & ABILITIES BIKEWAYS

Bikeway	Target Motor Vehicle Speed	Motor Vehicle Volume per day	Motor Vehicle Volume Peak Hour in Peak Direction
Protected Bike Lane	Any	Any	Any
Shared Spaces	≤10 mph ≤15 km/h	≤ 1,000	≤60
Bicycle Boulevard	≤ 20 mph ≤ 30 km/h	≤ 500 - 2,000	<50-150
Advisory Bike Lane	≤ 20 mph ≤ 30 km/h	≤ 500-2,000	<50-150
Constrained Bike Lanes	≤ 20 mph ≤ 30 km/h	≤ 1,500-3,000	≤ 300
Constrained Bike Lane *with Buffer*	≤ 25 mph ≤ 40 km/h	≤ 6,000	≤ 600

Figure 2.6: NACTO All Ages & Abilities Bikeways (2025)

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The revised matrix updates the comfort scale, refines facility classifications based on levels of separation, and adjusts traffic volume and speed thresholds to better reflect lower-stress riding conditions. While the previous matrix used a LOC scale ranging from 0 to 5, the updated matrix uses a 1 to 5 scale and places greater emphasis on facilities that provide comfortable conditions for a broader range of riders. Consistent with these changes, the plan establishes a new goal of achieving a Bicycle LOC of 2 or below on priority corridors, replacing the previous objective focused on increasing mileage at LOC 3 or higher. The revised matrix is shown in Figure 2.7.

	Existing Facility Type	1 (Most Comfortable)	2	3	4	5 (Least Comfortable)
Physical Separation	Shared Use Path	<=6,000 vehicles <=25mph mph	side path, >6,000 vehicles >25mph			
	Protected Bike Lane/ Cycle Track	<=6,000 vehicles <=25mph mph	>6,000 vehicles			
Visual Separation	Buffered Bike Lanes	<=2,000 vehicles <=20mph	<=6,000 vehicles <= 25	<=8,000 vehicles	<= 13,00 vehicles <=30	>13,000 vehicles OR >30 mph
	Conventional Bike Lanes	<=3000 vehicles <=20 mph	<=5,000 vehicles <=25 mph	<=8,000 vehicles <= 25 mph	<=10,000 vehicles <=30 mph	>10,000 vehicles >30 mph
Shared Street	Bicycle Boulevards	<=1,500 vehicles <= 25mph OR <=2,000 vehicles <=20mph	<=3,000 vehicles <=20 mph	<=3,000 vehicles <=25mph		>5,000 vehicles >25mph
	Street with Traffic Calming	<=2,000 vehicles <=20mph	<=3,000 vehicles <=20 mph	<=4,000 vehicles <=25mph		>25mph
	No Facility Type			<=6,000 vehicles	<=10,000 vehicles <=25	>10,000 vehicles >30 mph

Figure 2.7: Bicycle Level of Comfort Matrix (2026)

2019 Level of Comfort Matrix

- Used a LOC 0–5 comfort scale, with LOC 0 representing the most comfortable conditions.
- Goal focused on increasing bikeway mileage at LOC 3 or higher.
- Broader facility categories with less distinction between separation types.
- Higher allowable motor vehicle speed and volume thresholds.

2026 Level of Comfort Matrix

- Uses a LOC 1–5 comfort scale aligned with NACTO All Ages and Abilities (AAA) guidelines.
- Establishes a new performance goal of LOC 2 or below on priority corridors.
- Refines facility classifications (major separation, minor separation, shared street).
- Updates speed and volume thresholds to emphasize lower-stress riding environments.

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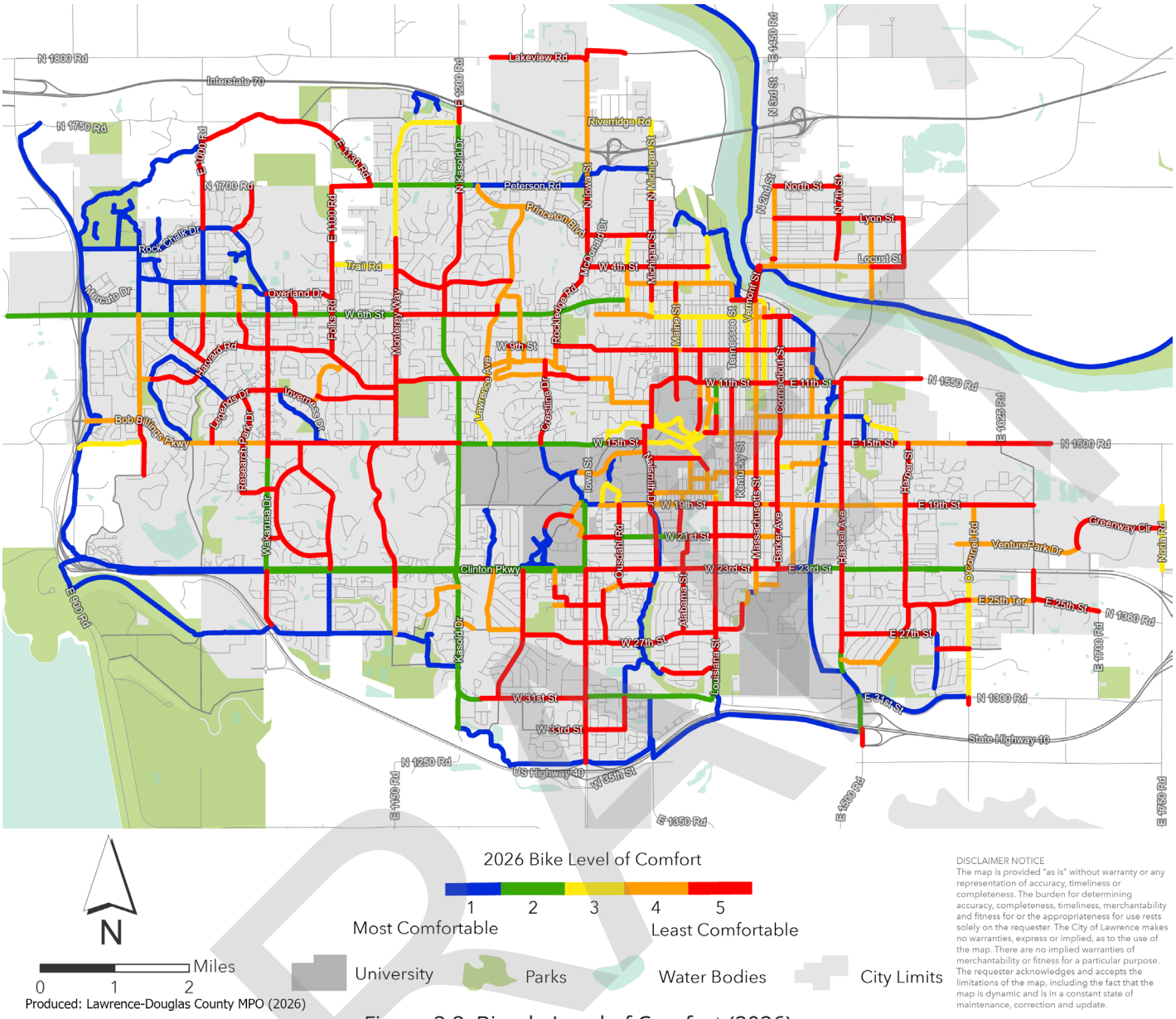


Figure 2.8: Bicycle Level of Comfort (2026)

The 2026 Bicycle Level of Comfort (LOC) map reflects a reclassification of several corridors compared to the 2025 map due to application of the updated LOC matrix. Most notably, a number of arterial streets show shifts toward higher LOC values. Portions of West 6th Street, 23rd Street, and Iowa Street that previously appeared at lower LOC levels are now more consistently classified at LOC 3 or higher. Similar shifts are visible along segments of Massachusetts Street, Haskell Avenue, and Kasold Drive, where comfort levels increase under the revised speed and volume thresholds.

In contrast, corridors previously identified at the highest comfort levels no longer appear as LOC 0, as the updated matrix now begins at LOC 1. As a result, some segments that were previously mapped as the most comfortable are now classified at LOC 1 or 2. Additionally roadways with marked shared lane were previously considered as an infrastructure type and they no longer are under the 2026 LOC model.

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BICYCLE SAFETY

Vision Zero

The Vision Zero Safety Action Plan outlines a strategic framework for eliminating traffic-related deaths and serious injuries within a community. Rooted in community engagement, the plan defines specific goals, priority focus areas, and actionable steps to improve transportation safety. In addition to setting clear objectives, the plan incorporates evidence-based technologies and practices to enhance safety for all road users. Vision Zero is a national movement aimed at eliminating all traffic related fatalities and serious injuries through the use of the Safe Systems Approach shown in Figure 2.9.



Figure 2.9: U.S. Department of Transportation Safe Systems (2025)

Who are Vulnerable Road Users?

Vulnerable Road Users (VRUs) are defined as individuals utilizing non-motorized transportation modes, including pedestrians, cyclists, and those rolling by means such as wheelchairs or scooters, as well as pedestrians within work zones

High Injury Network (HIN) are areas where dangerous crashes are concentrated and can include corridors and intersections throughout the community. The HIN is based on crash density, crash severity, and crash frequency.

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High Injury Network & Vulnerable Road User High Injury Network

Lawrence's High Injury Network (HIN) is a tool utilized to identify road segments where crashes are concentrated based on crash density, severity and frequency. The HIN is developed using a crash analysis of crashes spanning from 2013-2023. There are currently 37 miles (representing 6.5% of roadway) of High Injury Network where 65% of fatal and serious injury crashes have occurred in Lawrence.

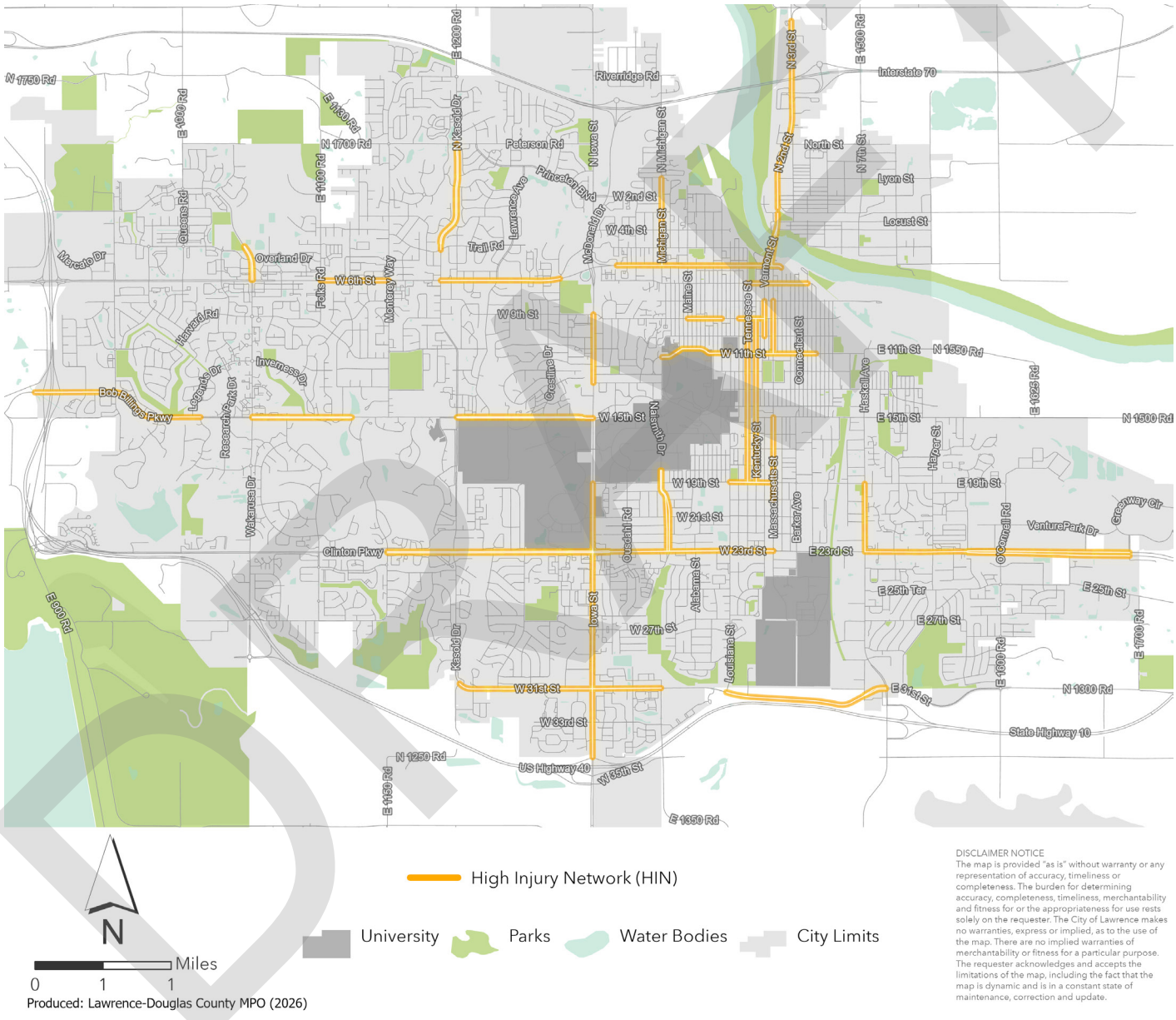


Figure 2.10: Lawrence High Injury Network

Vulnerable Road User High Injury Network

The Vulnerable Road User High Injury Network (VRU HIN) is another tool utilized to identify road segments where crashes involving VRUs are concentrated based on crash density, severity and frequency. The VRU HIN was developed using crash data from 2013- 2023. There are currently 4 miles of Vulnerable Road User High Injury Network in Lawrence. Thirty percent of fatal and serious injury VRU crashes have occurred on just 1% of the roadways.



Figure 2.11: Lawrence Vulnerable Road Users High Injury Network

Vulnerable Road User High Injury Network vs. Level of Comfort

The map shows how bike comfort levels across Lawrence align with areas identified in the Vulnerable Road User High Injury Network (VRU HIN). Segments rated as least comfortable (in red and orange) often overlap with corridors in the VRU HIN, such as stretches of Massachusetts Street, 6th Street, and 23rd Street. This overlap suggests that areas perceived as less comfortable for biking also tend to be places with higher rates of serious crashes involving people walking or biking. In contrast, many of the most comfortable segments (shown in blue and green) are located away from these high-injury corridors, often on lower-volume residential streets or off-street paths.

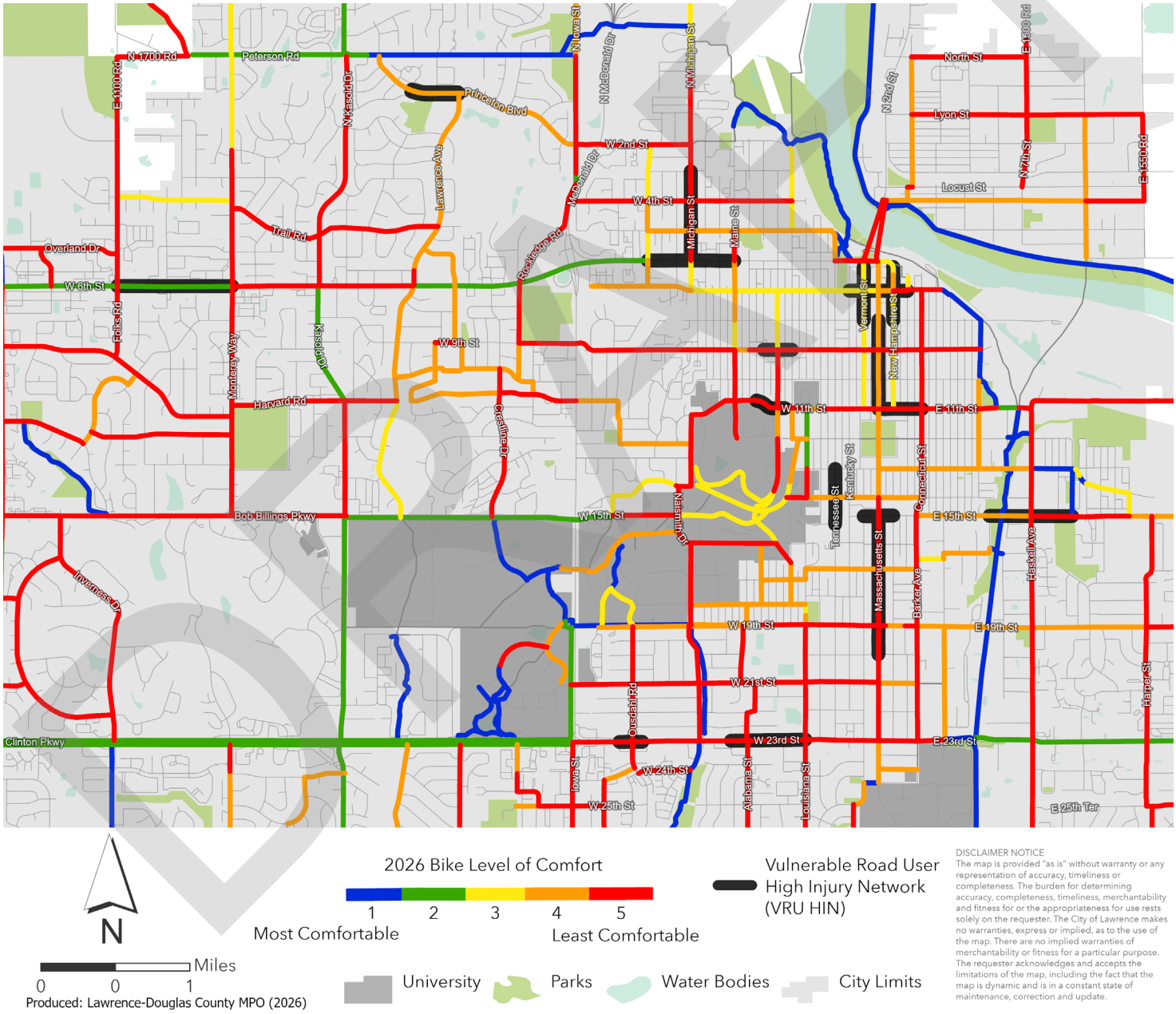


Figure 2.12: 2026 Bike LOC with Lawrence VRU HIN

Kansas Department of Transportation Vulnerable Road Users

The Kansas Department of Transportation (KDOT) has conducted a Vulnerable Road User Safety Assessment (VRUSA) to identify safety risks faced by pedestrians and cyclists. The Kansas VRUSA Tool is designed to assist local public agencies in addressing and improving safety for vulnerable road users (VRUs) by providing data-driven insights and strategies for mitigating risks and enhancing overall road safety.

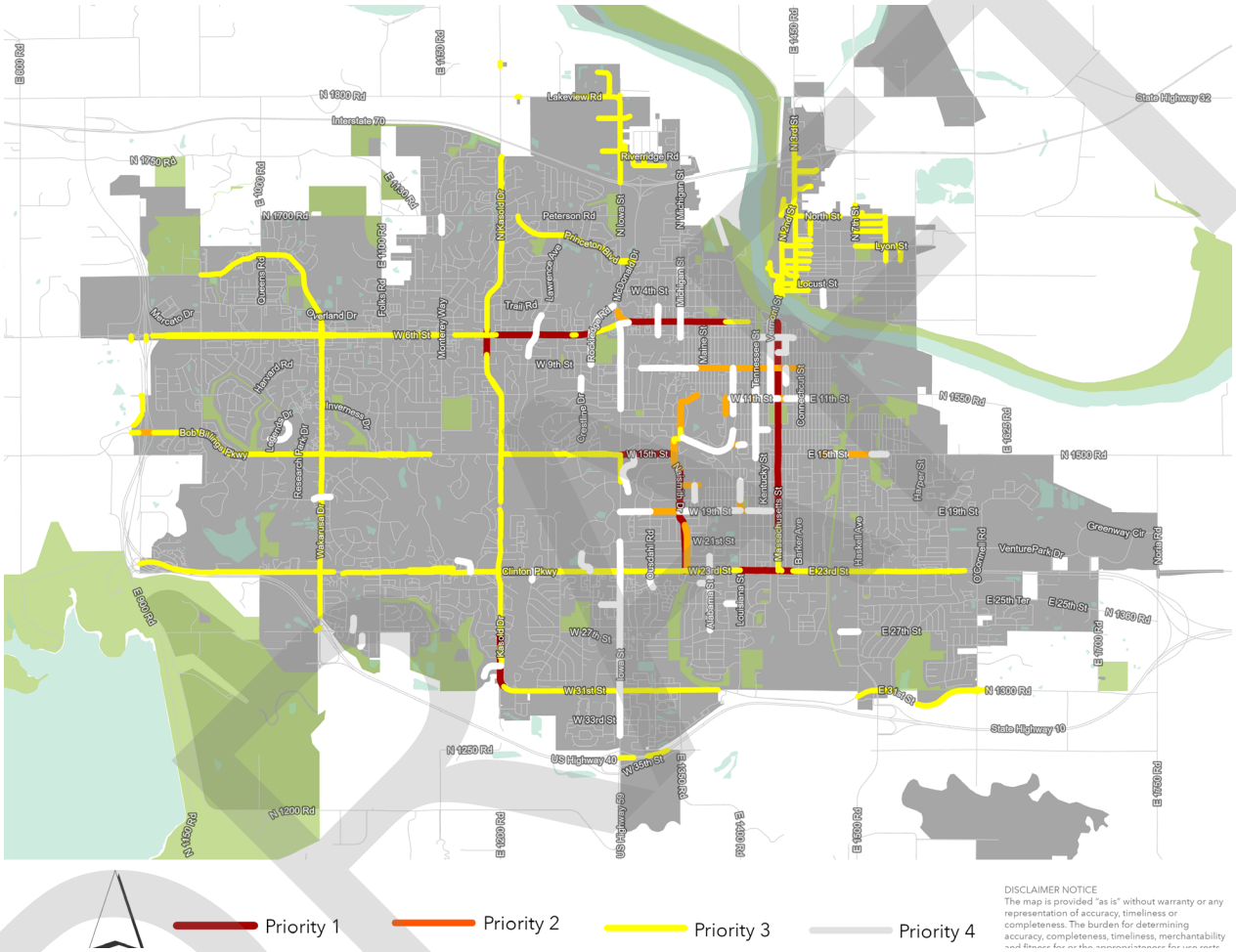


Figure 2.13: KDOT Vulnerable Road Users (2025)

- Priority 1 = Segment is on both the HIN (any level) and the HRN (High Risk Network)
- Priority 2 = Segment is on the HIN (highest) or the HRN (highest)
- Priority 3 = Segment is on the HRN (moderate–higher) but not on the HIN
- Priority 4 = Segment is on the HIN (moderate–higher) but not on the HRN

HIN Designation	HRN Designation			
	Highest	Higher	Moderate	Not on HRN
Highest	Priority 1			Priority 2
Higher				Priority 4
Moderate				
Not on HIN	Priority 2	Priority 3		-

Figure 2.14: KDOT Vulnerable Road Users Matrix (2025)

Bicycle Crash Density

This crash density map, based on bicycle crash data from 2014 to 2024, highlights where bicycle-related incidents are most prevalent. Yellow areas indicate zones of particularly high crash volume, which are notably clustered in commercial districts. These areas are predominantly located along roadways with speed limits between 20 and 35 mph, suggesting that environments with moderate-speed traffic and increased interaction between vehicles and cyclists may contribute to a higher risk of incidents.

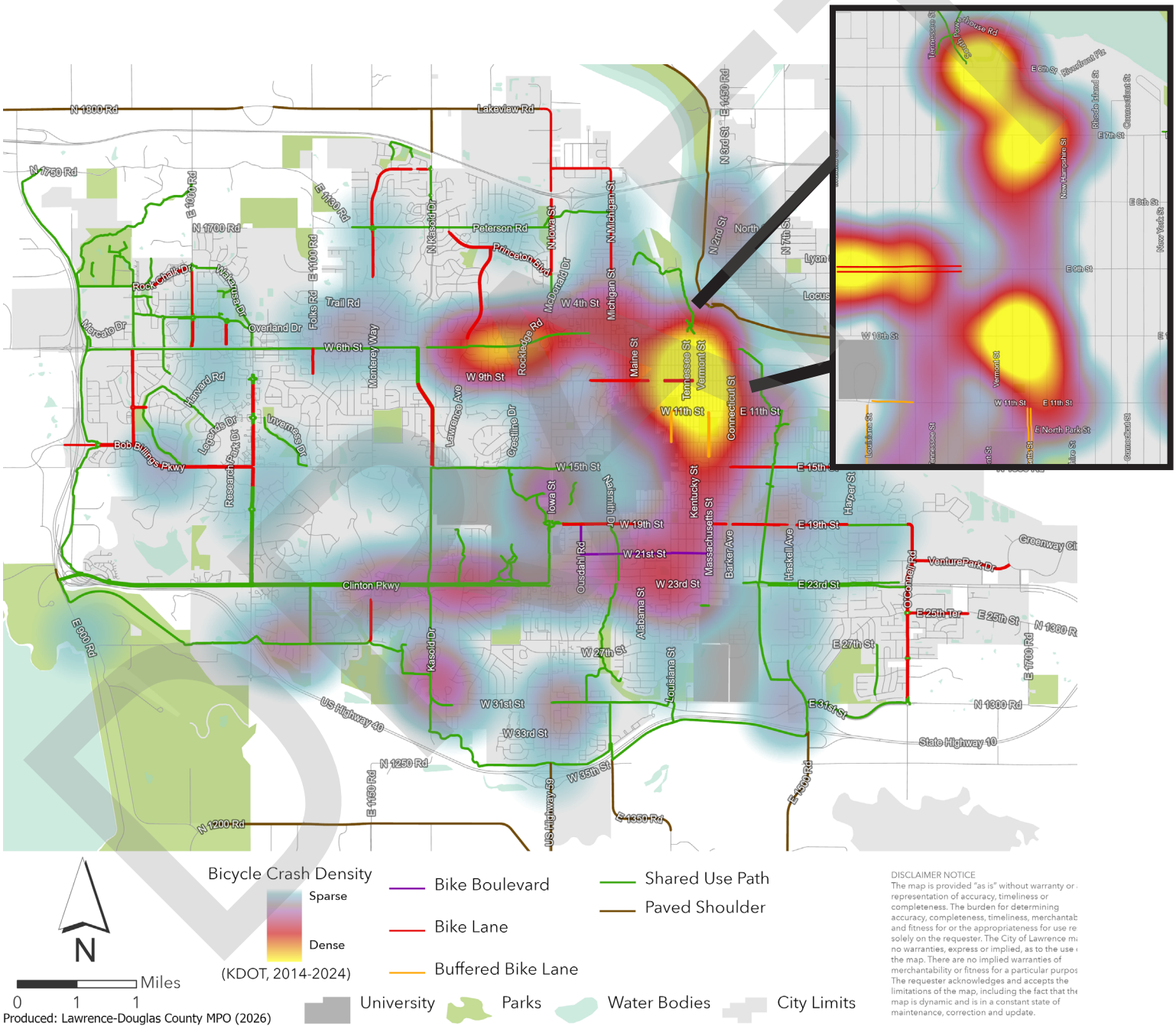


Figure 2.15: Lawrence Bicycle Crash Density

Road Speed of Bicycle Road Crashes

An analysis of bicycle crash data by posted speed limit indicates that the highest proportion of incidents—46%—occurred on roadways with a 30 mph limit. This was followed by 27% of crashes on roads limited to 35 mph. Incidents on roads with 20 mph and 40 mph speed limits each accounted for 8% of the total, while 11% occurred on 45 mph roads. These findings suggest that the majority of bicycle-related crashes take place in areas with moderate speed regulations, potentially reflecting higher volumes of mixed traffic or increased cyclist activity within these zones.

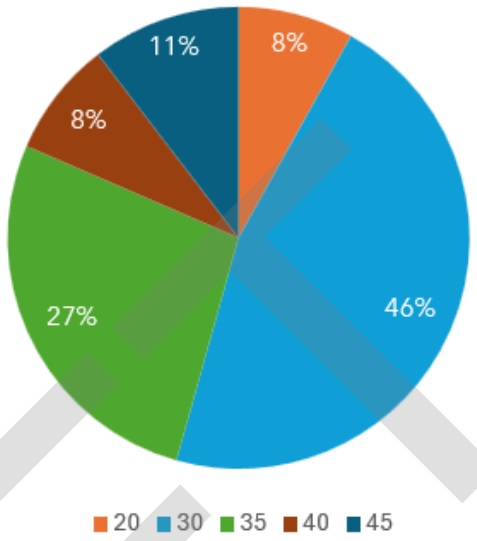


Figure 2.16:Road Speed of Bicycle Crashes

Crash Patterns by Posted Speed

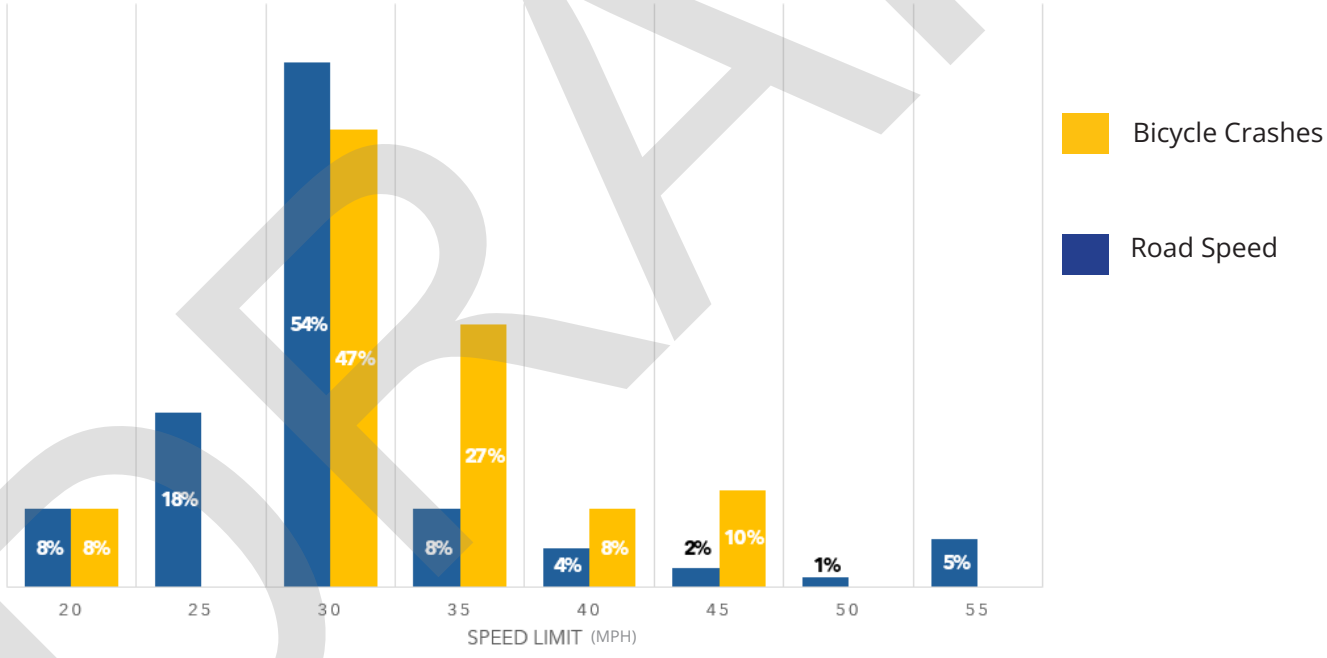


Figure 2.17: Bicycle Crashes vs. Network by Posted Speed

Bicycle network roads are primarily concentrated at 30 miles per hour (54%), with additional portions at 25 mph (18%) and 55 mph (5%). Bicycle crash locations show a broader distribution: 47% of crashes occur on 30 mph roads and 27% on 35 mph roads. Notably, crashes also occur on higher-speed roads—10% at 45 mph—even though those speeds are rare in the overall bike network.

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Signal Indicators

According to data collected by the Kansas Department of Transportation (KDOT), approximately 31% of all cyclist-involved traffic incidents reported since 2014 in Lawrence have occurred at intersections controlled by traffic signal indicators.

Crash Narratives

The majority of cyclist-involved traffic incidents in Lawrence between 2014-2024 were attributed to driver-related factors, with right of way violations (37%), general inattention (23%) making up over 60% of all occurrences. Less frequent factors included improper turns, unknown causes, and various forms of distraction both inside and outside the vehicle. Rarely cited reasons, each accounting for less than 1%—include actions like improper lane changes, failure to signal, and mobile phone use.

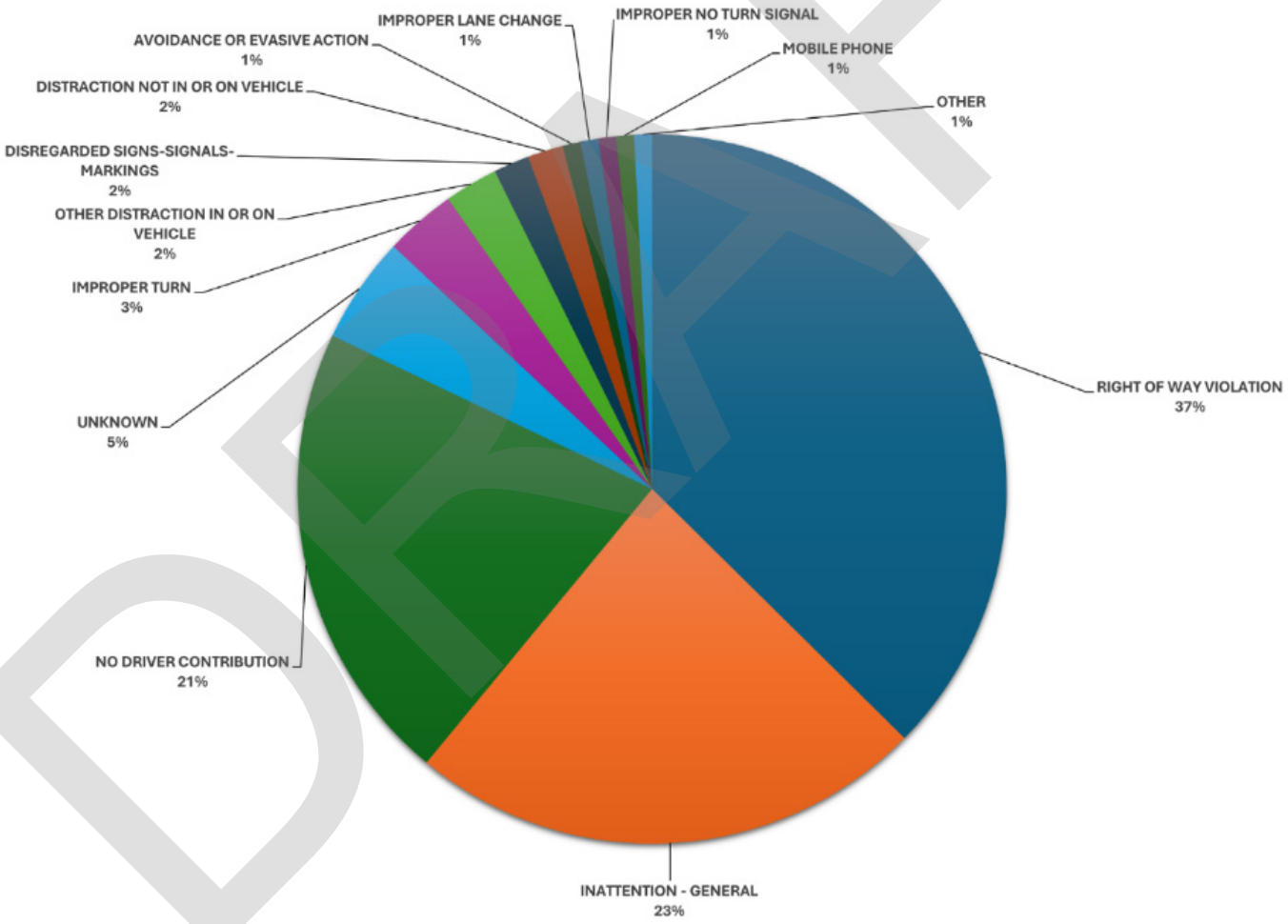


Figure 2.18: Reported Contributing Factors in Bicycle Crashes

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Unreported Crash Types

Several types of crashes, according to BikeLaw.com, are generally not reported. Underreporting of bicycle crashes limits the accuracy of safety assessments, impeding the development of targeted infrastructure and policy responses. Similarly, insufficient bicycle count data hinders the ability to evaluate usage patterns and the effectiveness of existing facilities, making it difficult to draw informed conclusions.

- **No contact crashes** – Crashes where a car runs a bicycle rider off the road, turns in front of or next to a bicycle rider and the bicycle rider takes an evasive action and crashes.
- **Minor bodily injury crashes** – Crashes where a bicycle rider is not transported to the hospital from the scene; crashes where the cyclist or officer does not immediately identify a significant head injury; crashes where bicycle rider goes into "superhuman" mode and reports being okay, when they are not and needs to be checked out.
- **Stationary motor vehicle crashes** – "Dooring" crashes and crashes where bicycle rider hits parked—or allegedly parked—motor vehicle.
- **Animal-related crashes** – Unleashed dog runs in front of bicycle rider or attacks bicycle rider; deer, squirrel and other wild animal crashes.
- **Work zone crashes** – Crashes caused by unmarked hazards in a work zone and/or failure to warn of upcoming work zone hazards.
- **Surface condition crashes** – Crashes caused by potholes, sand, gravel, etc.
- **Criminal or intentional crashes** – Bicycle rider harassment that results in a crash.
- **Hit and run crashes** – Both contact and no contact hit and runs, meaning sometimes the motor vehicle actually hits the bicycle rider and leaves and sometimes the motor vehicle causes the bicycle rider to be run off the roadway without actually colliding with the bicycle rider and then leaves.
- **Mechanical and/or user error crashes** – Brakes don't work; bicycle rider loses control of bike.

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ACTION PLAN

The Lawrence Bikes Plan aims to provide significant benefits to those who bike by developing a city-wide network of connected low-stress bikeways that serve riders of all ages, skill levels, and backgrounds. Implementing this plan will have positive effects on health outcomes, mobility, economic development, and community cohesion.

Implementing Bikeways for All Ages & Abilities

The 2019 plan supported the concept of "next best" regarding bicycle infrastructure. While the complete streets policy applies to all roadways the scope of work for a specific project does not always provide opportunities for the desired bikeway. For instance a repaving project is unlikely to involve rebuilding curbs or expanding right of way to add shared use path. But roads that are wide enough could add striped bike lanes during a repaving process. This approach added miles of shared lane markings and striped bike lane since 2019. The NACTO All Ages and Abilities addresses this concept stating: **Users of this guidance should recognize that, in some cases, a bicycle facility may fall short of the All Ages and Abilities criteria but still substantively reduce traffic stress. Jurisdictions should not use an inability to meet the All Ages and Abilities criteria as reason to avoid implementing a bikeway and should not prohibit the construction of facilities that do not meet the criteria.** As such, if a desired bikeway facility is not feasible in a project, project managers must provide a clear explanation for why a lower level facility must be used instead. This explanation should be included on the Complete Streets Checklist as part of the design process. Reasonable safety measures should still be included where possible. The corridor will continue to be considered a future bikeway and not designated infrastructure until the desired level of comfort can be reached.

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The Existing and Planned Bikeways Map represents the long term bikeway vision for roadways where the community desires bikeway connections. Bikeway infrastructure improvements are constructed over time and are funded in three primarily ways; Dedicated pedestrian and bicycle funding, street construction or maintenance, and private development.

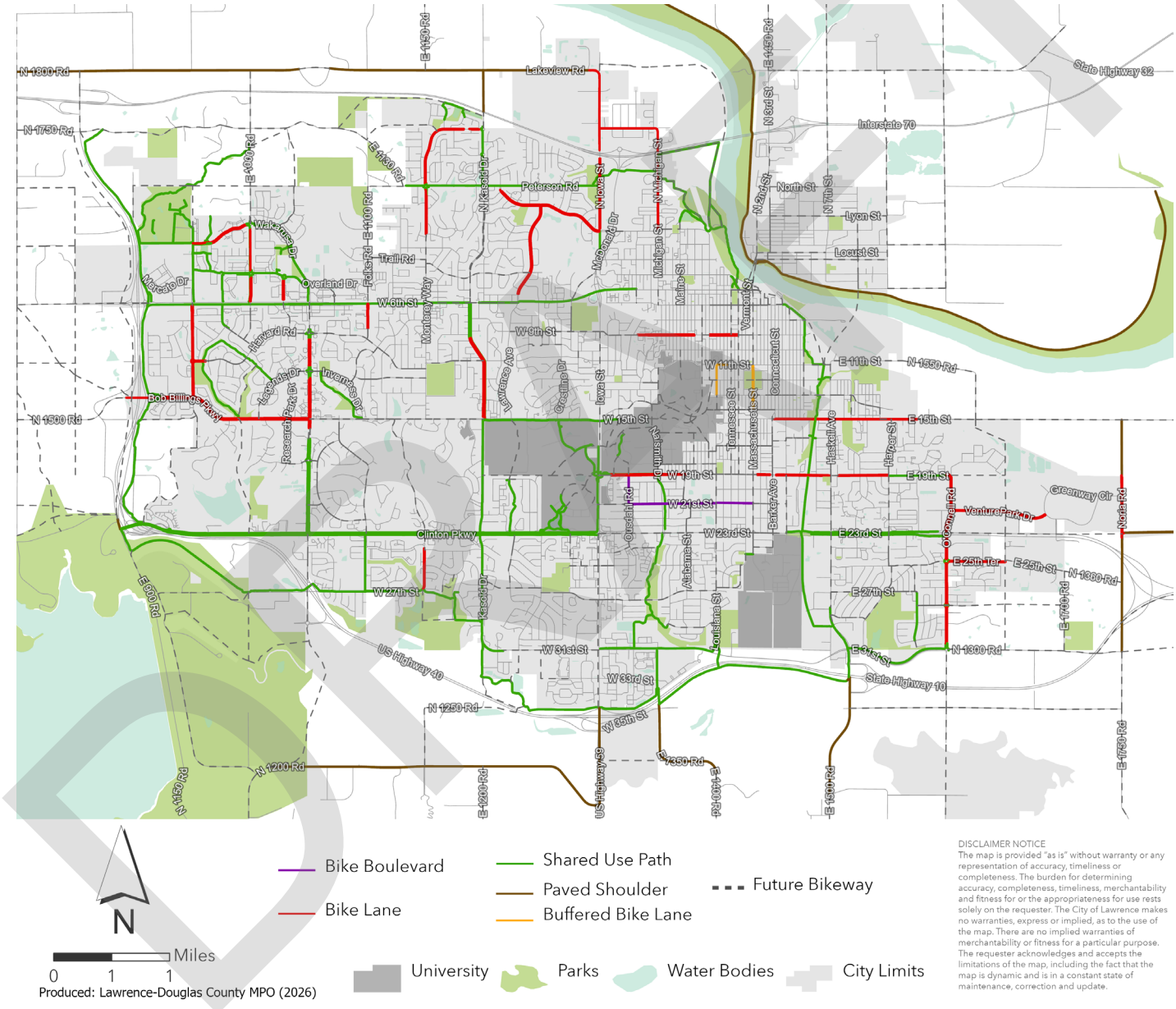


Figure 3.1: Existing and Planned Bikeways (2026)

Implementing Bikeways for All Ages & Abilities

The Priority & Secondary Bikeway Funding Networks are the high-level networks that have been identified to prioritize local funding and efforts to complete key connections in the community. Since there are limited resources for implementing standalone projects, it is critical to prioritize the projects that provide the greatest benefits and meet the community's needs. The plan identifies the priority and secondary network. These networks represent connections the community values to prioritize for bikeway implementation. The network identifies areas that do not meet the current LOC goals as a way to develop a project list. This project list is used in the data-driven non-motorized prioritization process that evaluates projects based on their ability to connect residents to desired destinations.

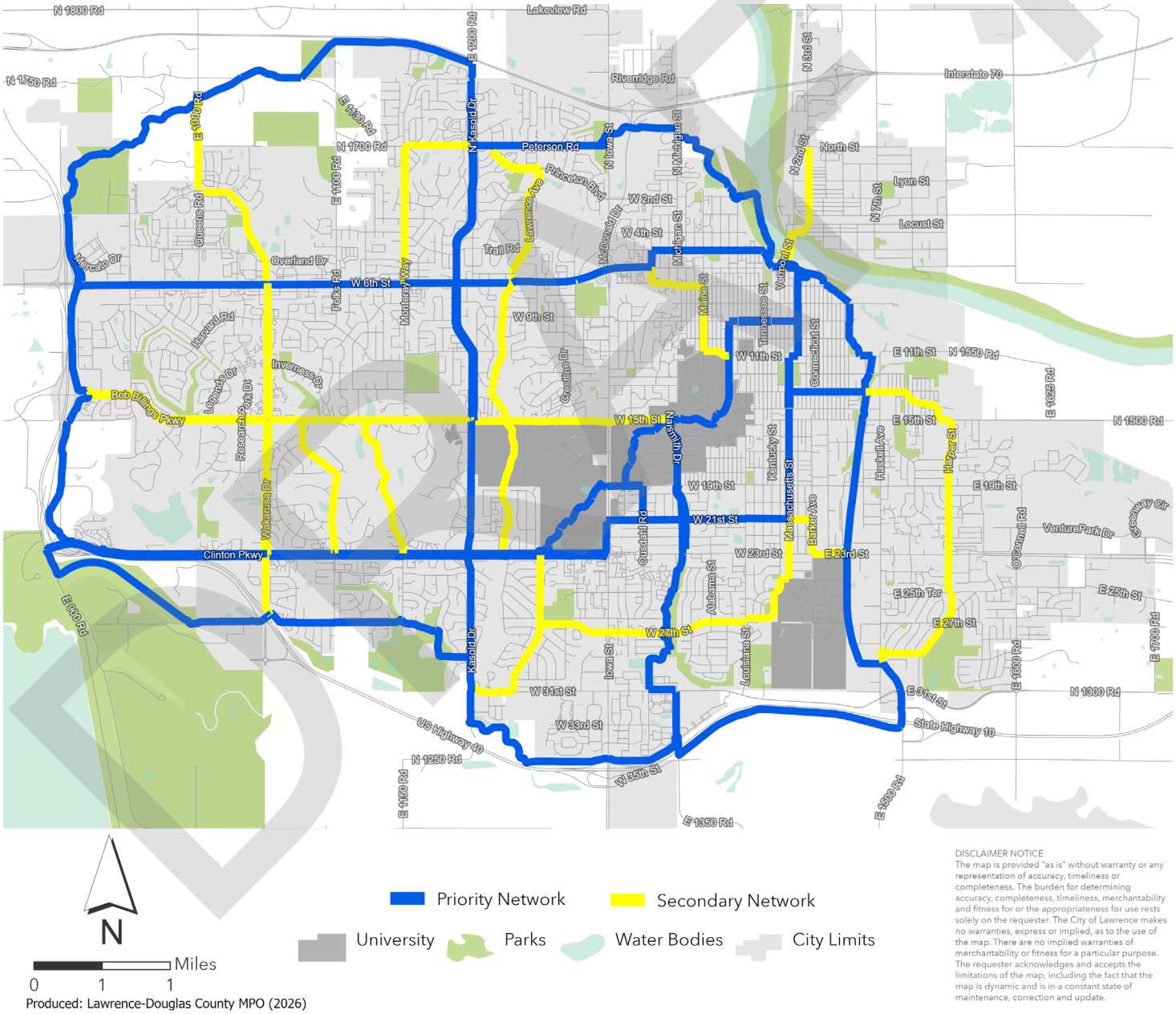


Figure 3.2: Priority and Secondary Funding Networks (2026)

The City of Lawrence's annual budget includes funding dedicated to bicycle and pedestrian projects. This funding is allocated using the Non-Motorized Prioritization Policy. This prioritization process recognizes bikeways prioritized in the Bike Plan and assigns scoring to rank and select projects. This local funding often is used in conjunction with grant funding to build standalone bikeway projects.

Bikeway Improvement Projects

Segment	From	To	Project ID
21st Iowa to Ousdahl	Iowa St	Ousdahl Rd	B363
Inverness Dr	Clinton Pkwy	Bob Billings Pkwy	B364
21st Ousdahl to Mass	Ousdahl Rd	Massachusetts St	B365
Monterey Way	Aspen Dr	Peterson Rd	B366
Ousdahl 21st to 19th	21st St	19th St	B368
Lawrence Ave	W 31st St	W 27th St	B369
Naismith Dr	19th St	19th St	B370
Crossgate Dr	Clinton Pkwy	Bob Billings Pkwy	B371
Princeton Blvd	Lawrence Ave	Peterson Rd	B372
Ellis Dr	19th St	18th St	B373
Irving Hill Rd	Jayhawk Trail	Naismith Dr	B374
Wescoe Hall Dr	Naismith Dr	Sunflower Dr	B375
5th St	Tennesee St	Wisconsin St	B002
Lawrence Ave	Harvard Rd	Mesa Way	B003
Mississippi	Jayhawk Blvd	9th St	B005
New Hampshire St	9th St	6th St	B006
Lawrence Loop Northwest Corner Connection	Queens Rd	Kasold	B010
9th St	New Hampshire St	Kentucky St	B016
Lawrence Ave	W 19th	Bob Billings Pkwy	B019
Wisconsin	6th St	5th St	B022
New Hampshire	11th St	9th St	B024
13th St Mass to Burroughs Creek	Burroughs Creek	Massachusetts St	B026
Lawrence Ave	Bob Billings Pkwy	Harvard Rd	B028
6th St Monterey Way to Kasold	Kasold Dr	Monterey Way	B029
Kasold	Lawrence Loop (NW Corner Connection)	Grand Vista Dr	B032
Lawrence Loop Downtown Connection	-	-	B118
Lawrence Loop Northeast River Connection	-	-	B120
Queens Rd	Baldwin Creek Path	Wakarusa Dr	B130

Figure 3.3: Bikeway Improvement Project List

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Massachusetts St	Indian Ave	23rd St	**B132**
21st St	Barker Ave	Massacusetts St	**B134**
Barker Ave	23rd St	21st St	**B135**
Maine St	11th St	9th St	**B136**
Maine St	9th St	7th St	**B137**
7th St	Maine St	Wisconsin St	**B138**
Wisconsin St	7th St	6th St	**B139**
River Crossing (Mass St Bridge Northbound)	-	-	**B140**
River Crossing (Mass St Bridge Southbound)	-	-	**B141**
Elm St	3rd St	2nd St	**B142**
N 3rd St	Elm St	North St	**B143**
Vermont/Montana/Park Hill Terrace 23rd to Louisiana	-	-	**B144**
27th St	Naismith Valley Trail	Louisiana St	**B145**
27th St	Iowa St	Naismith Valley Trail	**B146**
27th St	Lawrence Ave	Iowa St	**B147**
Lawrence Ave	W 27th St	Clinton Pkwy	**B148**
Lawrence Ave	W 31st St	W 27th St	**B149**
31st St	Lawrence Ave	Atchison Ave	**B150**
Wakarusa Dr	27th St	Clinton Pkwy	**B151**
Monterey Way	Peterson Rd	6th St	**B154**
Bob Billings Pkwy	Inverness Dr	Inverness Dr	**B160**
Bob Billings Pkwy	Inverness Dr	Monterey Way	**B162**
Bob Billings Pkwy	Wakarusa Dr	Inverness Dr	**B163**
15th St	Naismith Dr	Engle Rd	**B165**
Kasold Dr	6th	Trail Rd	**B166**
Kasold Dr	Trail Rd	Peterson Rd	**B172**
Wakarusa Dr	Harvard Rd	6th St	**B173**
Bob Billings Pkwy	George Williams Way	Research Park Dr	**B174**
Bob Billings Pkwy	Research Park Dr	Wakarusa Dr	**B175**
Wakarusa Dr	Brandon Woods Terrace	Bob Billings Pkwy	**B176**
Wakarusa Dr	Bob Billings Pkwy	Oread West Dr	**B177**
Bob Billings Pkwy	K-10	George Williams Way	**B178**
Wakarusa Dr	Inverness Dr	Harvard Rd	**B179**

Figure 3.3: Bikeway Improvement Project List (continued)

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Wakarusa Dr	Oread West Dr	Inverness Dr	B180
23rd St	Leanard Ave	Barker Ave	B353
E 28th Terr	Haskell Ave	Harper St	B387
Harper St	28th Terr	27th St	B388
Harper St	27th St	25th Terr	B389
Harper St	25th Terr	23rd St	B390
Harper St	23rd St	19th St	B391
Harper St	19th St	15th St	B392
15th St	Harper St	Elmwood St	B393
Elmwood St	15th St	Oak Hill Ave	B394
Oak Hill Ave	Elmwood St	Brook St	B395
13th St	Haskell Ave	Burroughs Creek Trail	B396

Figure 3.3: Bikeway Improvement Project List (continued)

Bikeway Improvement Projects In Progress

Segment	From	To	Project ID
Massachusetts St	14th St	21st St	B027
Massachusetts St	21st St	23rd St	B131
9th St	Illinois St	Indiana St	B033
6th St	Kasold Dr	Lawrence Ave	B030
Bob Billings Pkwy	Kasold Dr	Monterey Way	B161

Figure 3.4: Bikeway Improvement Projects In Progress



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Intersection Improvement Projects

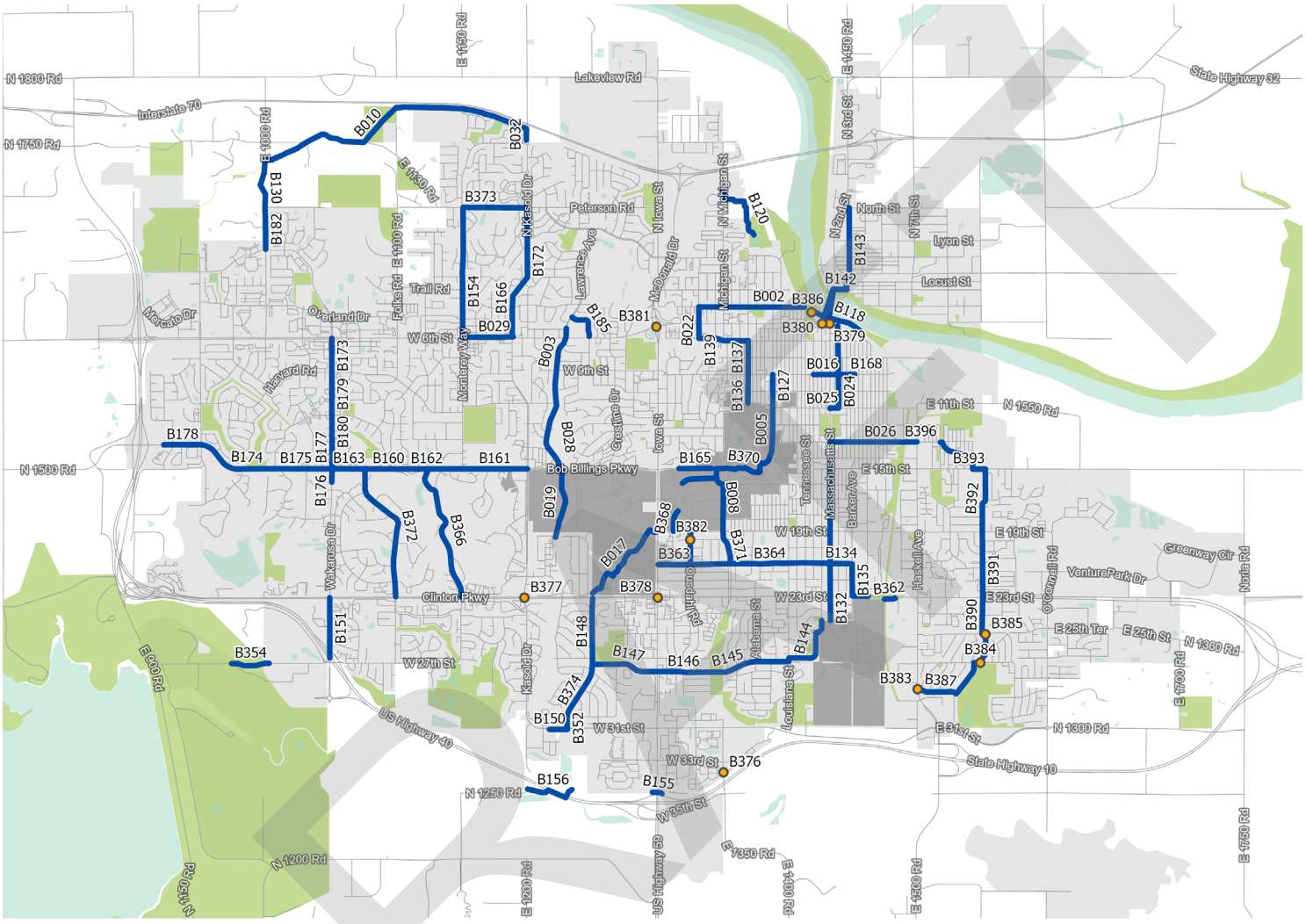
Segment	Project ID
S Michigan St and the Lawrence Loop	B376
Clinton Pkwy & Kasold	B377
Clinton Pkwy & Iowa St	B378
6th St and Massachusetts St	B379
6th St and Vermont	B380
6th St and Iowa St	B381
19th St and Ousdahl Rd	B382
W 31st and Lawrence Ave	B352
Haskell Crossing- 28th Terr	B383
27th and Harper St	B384
25th Terr and Harper St	B385
Constant Park Crossing	B386

Figure 3.5: Intersection Improvement Projects





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Produced: Lawrence-Douglas County MPO (2026)

Bike Projects on Priority and Secondary Funding Networks

Intersection Projects on Priority and Secondary Funding Networks

University Parks Water Bodies City Limits

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.

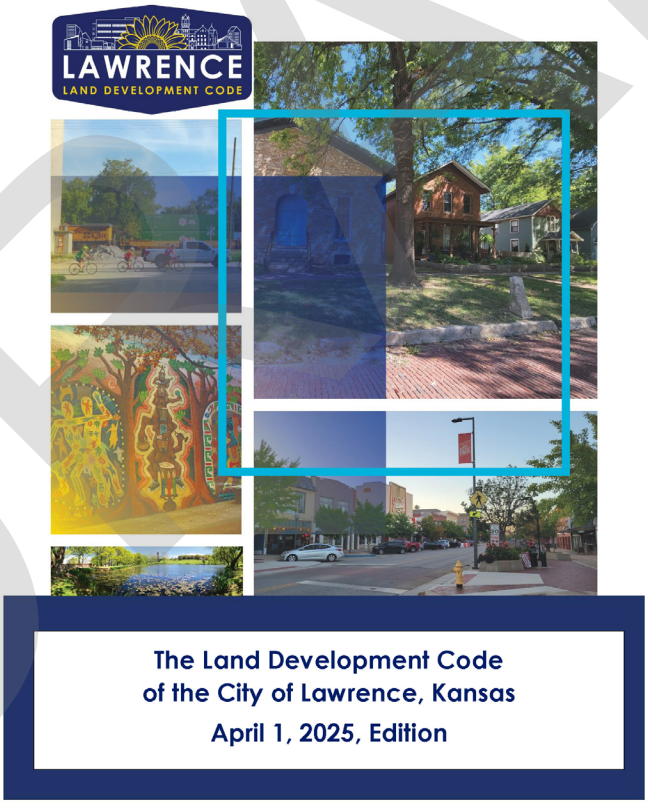
Figure 3.6: Bikeway & Intersection Project Map

Bikeways Implemented through Complete Streets

Lawrence has had a complete streets policy in place since 2012 with a checklist added in 2018. This policy has greatly accelerated the development of bikeways by formalizing their consideration in all street construction and maintenance projects. This approach has led to some of the larger projects completed since the last bike plan including the addition of shared use path along east 23rd street and the southern portion of Wakarusa Drive. All streets that are identified as existing and future bikeways explore bikeway implementation as part of the Complete Streets Policy.

Bikeways Implemented through Private Development

Private development can also add to the local bicycle network when a property is initially developed or when it is redeveloped. While some of these additions are guided by the Land Development Code or other City standards, others are done voluntarily by those seeking to encourage connectivity to a new business or development



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Strategies

Through community engagement the planning process identified community concerns or areas for improvement related to cycling. The steering committee then curated and prioritized a list of potential strategies to address these concerns. Strategies were created for each of the five categories: Engineering, Education, Encouragement, Enforcement, and Evaluation. Committee members prioritized the strategies by their perceived level of importance to improve rideability. Staff provided an estimated resource intensity for each strategy based on the anecdotal cost of implementation, staff time, environmental impact, and political feasibility. For implementation strategies that scored high on priority and have low resource intensity should be pursued first and most quickly, while more challenging approaches should be selected for budgetary and community focus over the long term.

Engineering

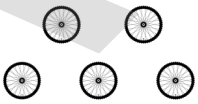
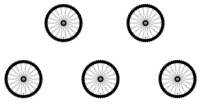
Strategy	Description	Priority	Resource Intensity	Responsible Party/ Partners
Construct low stress bikeways along the priority and secondary networks to achieve Level of Comfort goals.	Design and implement bikeways and crossing improvements to achieve bikeway Level of Comfort "1" and prioritize projects on the priority/secondary network for standalone funding. The NACTO All Ages and Abilities guidelines inform the Level of Comfort matrix and should be used to determine appropriate bikeways based on desired traffic speed and volume. Funding networks are based on community priorities and aim to develop a connected bikeway network across the community.		$$$$$	Municipal Services and Operations
Follow the Complete Streets Policy.	The Complete Streets Policy and Checklist facilitates consideration of multi-modal transportation in the design and implementation of street and related infrastructure projects. This policy ensures streets are designed for everyone, not just drivers. The City of Lawrence should follow the Complete Streets Policy to include safe options for people biking, walking, rolling, or taking transit.		$$$	Municipal Services and Operations
Evaluate the Land Development Code, Subdivision Regulations and Design Standards to ensure regulations are aligned with community needs and best practices.	The Land Development Code establishes rules and regulations for how land can be used and developed in Lawrence, including standards for bike parking, circulation, and connectivity. This code is amended regularly; the standards directly impact the built environment.		$$	Planning and Development Services, Municipal Services and Operations

Figure 3.7: Lawrence Engineering Strategies

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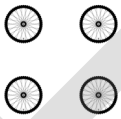
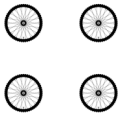
Develop and implement On- and Off- Street Wayfinding System	A Wayfinding Design Guide and strategy has been developed and requires funding for implementation.		$$$$	Municipal Services and Operations, Parks, Recreation and Culture
Update cyclist specific signage in the roadway.	Seek to install and replace signage consistent with MUTCD and national best practices. Examples include: Bicycles May Use Full Lane (R9-20), No Parking in Bike Lane (R7-9), Trail Crossing (W11-15).		$$	Municipal Services and Operations
Explore solutions to retrofit existing facilities with adequate bike parking.	The Land Development Code applies to new development and major redevelopment; therefore, existing structures may not meet standards for bike parking. These existing facilities may not have adequate end-of-trip facilities for cyclists to safely and securely park their bicycles. Reducing the barriers for property owners to build bike parking outside of the development process would be beneficial for all parties.		$$$	Planning and Development Services, Parking Division
Explore long term bike parking options downtown in City owned garages.	Users of long-term parking generally place high value on security and weather protection. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar needs for storing their bicycles for several hours. By increasing the long-term bike parking options within the city owned garages, there may be increased economic development opportunities.		$$$$	Municipal Services and Operations, Parking Division
Identify and prioritize signal improvements for cyclists' safety at VRU crash locations.	Use the Vulnerable Road User High Injury Network (VRU HIN) developed as part of the Vision Zero Transportation Safety Action Plan process to identify and improve signal timing and responsiveness at high-risk intersections.		$$$$	Municipal Services and Operations
Demonstrate and test improvements through quick build projects.	Quick build projects provide a low-cost way to "test drive" potential projects. There is generally a 3-step process to quick builds where a temporary design is demonstrated, public feedback is collected, and then there is a semi-permanent/ permanent installation completed. Projects could include temporary protected bike lanes, painted pavement, or turning restrictions.		$$$	Municipal Services and Operations

Figure 3.7: Lawrence Engineering Strategies continued

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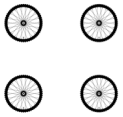
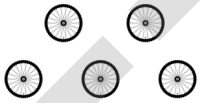
Update Right Of Way Permitting Guidance.	Create supplemental guidance to address common scenarios like bike lane closures, shared-use-path detours or temporary bike facilities. This should clarify expectations for when a pedestrian detour may be more suitable than a bike detour that requires more travel time/distance.		$$	Municipal Services and Operations
Update the Complete Streets and Non-motorized Prioritization Program to reflect recommendations from the Vision Zero Action Plan	Update the Complete Streets and Non-motorized Prioritization Program to reflect recommendations from the Vision Zero Action Plan . The Vision Zero Transportation Safety Action Plan provides recommendations for policy development that incorporate safety into existing processes. The plan developed a High Injury Network (HIN) and including the Vulnerable Road Users HIN identifying roadways that account for disproportionate numbers of fatality and serious injury crashes. Incorporating these findings into existing policy will elevate safety for vulnerable road users.		$	Municipal Services and Operations

Figure 3.7 Lawrence Engineering Strategies continued

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Education & Engagement

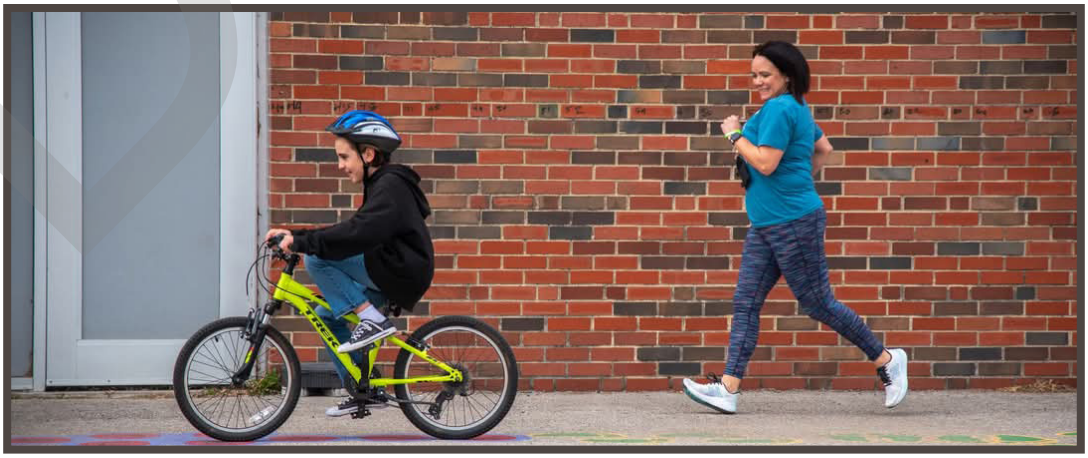
Education and engagement has an equal or greater effect as infrastructure and policy on improving cycling culture. Comprehensive education programs give cyclists the knowledge and skills to feel confident riding, while targeted education campaigns can also improve drivers' awareness of cyclists and improve safety for all modes.

Lawrence has a strong foundation for cycling education. All 4th graders in USD497 participate in LBEST, which teaches riding and traffic safety. Local clubs hold beginner rides during the spring and summer. Additionally, there are two competitive youth cycling teams in Lawrence that teach riding skills. Continuing to implement the Safe Routes to School Plan was a high priority for the steering committee.

While these existing programs should continue, some may need additional support or a refresh. In school cycling education has considered expanding to additional grade levels. This would give students to ability to continue practicing and add additional skills as appropriate based on age. Weekly rides often struggle to secure enough experienced volunteers to help teach larger groups. One way to increase the volunteer pool available and increase opportunities for education is to coordinate a League Cycling Instructor training through the League of American Bicyclists. This training teaches a basic set of skills and curriculum that is useful for all ages. Trained instructors also receive continuing education opportunities and support for hosting classes.

The community feedback shared the importance of educational programs focused on drivers—particularly those that help drivers understand why cyclists operate the way they do on the road, and programs that highlight the dangers of distracted or impaired driving. One strong example is the Bicycle Friendly Driver curriculum developed by Fort Collins, Colorado. This program was later adopted by the League of American Bicyclists as the national standard for educating drivers on how to safely interact with cyclists. It represents a promising model the City could use as a foundation for expanding local educational efforts.

Community groups will be essential in facilitating and promoting cycling education in the community. There are a variety of groups already in place and new community organizations focused on safety just starting. Cooperation and coordination should be encouraged and the City should provide resources where possible to support these groups leading educational efforts.



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Education

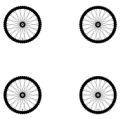
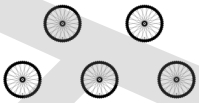
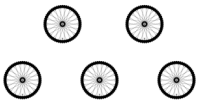
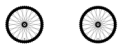
Strategy	Description	Priority	Resource Intensity	Responsble Party/ Partners
Educate cyclists to empower safe riding.	Efforts should help riders of all ages and abilities feel confident and informed while biking. Many cities are expanding community education to include youth safety programs, commuter skills training, bike maintenance workshops, demographic-specific outreach, and e-bike handling courses. The League of American Bicyclists offers a League Certified Instructor (LCI) program that can support the development and delivery of local cycling education.		$$$$	Parks, Recreation and Culture, Communications Division, Civic Organizations, Cycling Clubs, Private Business
Educate automobile drivers to promote safety for all road users.	Driver education should focus on safely sharing the road with people walking, biking, and using other modes of transportation. The League of American Bicyclists offers a Bicycle Friendly Driver training program that teaches key principles for driving safely around cyclists. This or similar programs can be used to train new drivers, transit operators, and the public at large. In addition, targeted safety campaigns or traffic citation diversion programs can raise awareness and promote respect for all roadway users. Educating drivers is a critical step in fostering a culture of safety and reducing conflicts across all modes of travel.		$$$$$	Parks, Recreation and Culture, Communications Division, Transit, Parking Division, Civic Organizations, Cycling Clubs, Municipal Court
Implement the Safe Routes to School Plan	The Lawrence Safe Routes to School (SRTS) program includes education and encouragement strategies for walking and bicycling to school. There are opportunities to expand programming by integrating age-appropriate education in schools, offering bike skill training, and hosting walk/bike to school events.		$$$	Municipal Services and Operations, USD 497 School District, Lawrence-Douglas County Public Health, Parking Division, Private Schools
Encourage a Community Bike Cooperative	Bike co-ops are typically nonprofit or volunteer-run and offer low- or no-cost services to support biking. They help fill gaps left by public and private sectors through programs like shop nights, clinics, group rides, and earn-a-bike opportunities that exchange bikes for participation in education.		$$$	Parks, Recreation and Culture, Economic Development Office, Civic Organizations, Cycling Clubs

Figure 3.8: Lawrence Education Strategies

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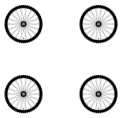
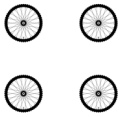
Ensure that the public can find and access information to support bicycling.	Support the creation of a centralized online hub with up-to-date maps, resources, events, and other essential information to help people bike confidently and comfortably around Lawrence.		$$$	Communications Division, Parks, Recreation and Culture, Explore Lawrence, Civic Organizations, Private Business
Report bikeway detours in the weekly traffic update.	MSO Communications staff produce a Weekly Traffic Update email blast designed to inform the public of upcoming road closures or other work that would affect travel. Bikeway related closures should be included in this process.		$$	Municipal Services and Operations, Communications Division
Promote use of See Click Fix	Concerns with temporary traffic control can be submitted online through See Click Fix. This platform allows citizens to report concerns 24/7 and creates trackable work tickets for staff, helping ensure concerns are addressed and tracking where resources are most needed.		$$	Municipal Services and Operations, Communications Division
Develop a "Where the Wheels Go" Pubic Education Campaign.	Implement age-appropriate safety education and device specific Operating guidance. Curriculum should focus on promoting safety through predictable behavior and reducing user conflicts.		$$$$	Police, Fire and Medical, Parks, Recreation, and Culture, Sustainability Office.

Figure 3.8 Lawrence Education Strategies continued

Encouragement

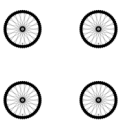
Strategy	Description	Priority	Resource Intensity	Responsible Party/ Partners
Encourage local businesses to apply for Bicycle Friendly Business designation through the League of American Bicyclists.	The Bicycle Friendly Business designation recognizes employers for their efforts to encourage a more welcoming atmosphere for bicycling employees, customers and the community. The business community can have a strong influence on improving cycling culture for all.		$$	City Manager's Office, Economic Development Office, Lawrence Chamber of Commerce, Downtown Lawrence Incorporated, Lawrence-Douglas County Public Health, Civic Organizations
Continue helmet give aways.	Coordinate with Lawrence-Douglas County Fire and Medical (LDCFM) and other community groups to provide free helmets to the community.		$$	Lawrence-Douglas County Fire and Medical, Parks, Recreation and Culture, Explore Lawrence, Civic Organizations, Cycling Clubs

Figure 3.9: Lawrence Encouragement Strategies

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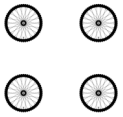
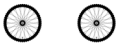
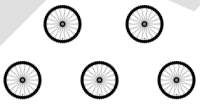
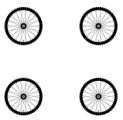
Leverage cycling events for Economic development	Recognize the economic benefits of cycling and related events by developing or attracting activities that promote cycling culture. Events like family rides, local races, and national or international competitions can draw visitors, support local businesses, and engage the broader community.		$$$	City Manager's Office, Parks, Recreation and Culture, Explore Lawrence, Civic Organizations, Cycling Clubs
Maintain and update rideability information	Manage the bikeway network data and regularly update public-facing maps. This could include the Lawrence Atlas, Google Maps, Open Street Maps. and printed maps.		$$$$	Municipal Services and Operations, Parks, Recreation and Culture
Consider bike and/or scooter share programs	Shared micromobility programs can help make end of trip connections and encourage active transportation. Previous efforts to host a bike-share program in collaboration with KU provided valuable insights.		$$$	Transit, Parking Division, University of Kansas, Haskell Indian Nations University
Host Open Street Events	Host events which temporarily close streets to motor vehicle traffic. Parks or venues along the route can host food, vendors, activities, and entertainment. Events are an opportunity to highlight health benefits of walking and biking and help people envision healthier lifestyles that include active transportation. Typically, events feature an iconic street with connectivity to community destinations like retail, libraries, and parks. Open Streets events are designed to be inclusive of people of all ages and abilities and be free and open to the public.		$$$	Parks, Recreation and Culture, Municipal Services and Operations, Explore Lawrence, Downtown Lawrence Incorporated, Lawrence Chamber of Commerce
Supplement bicycle parking at large/community events	Large events can cause traffic congestion, providing an opportunity to promote alternate modes. Providing scalable, portable, temporary bike parking for events can encourage cycling and mode shift. Examples include movable bike racks and bicycle valets.		$$$	Parks, Recreation and Culture, Municipal Services and Operations, Cycling Clubs, Civic Organizations, University of Kansas
Promote and celebrate Bike Month	Bike activities are hosted throughout the month of May to encourage community members to bike for transportation. Activities can include free breakfast for bicyclists, safety workshops, Bike to Workday, and free bike maintenance		$$$	Parks, Recreation and Culture, Human Resources Department, Cycling Clubs

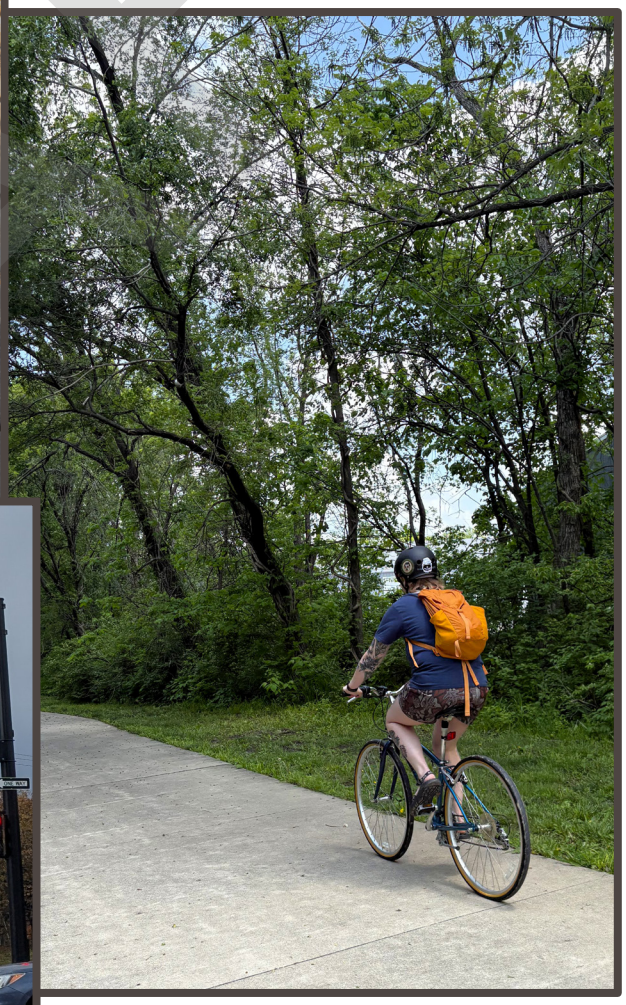
Figure 3.9 Lawrence Encouragement Strategies continued

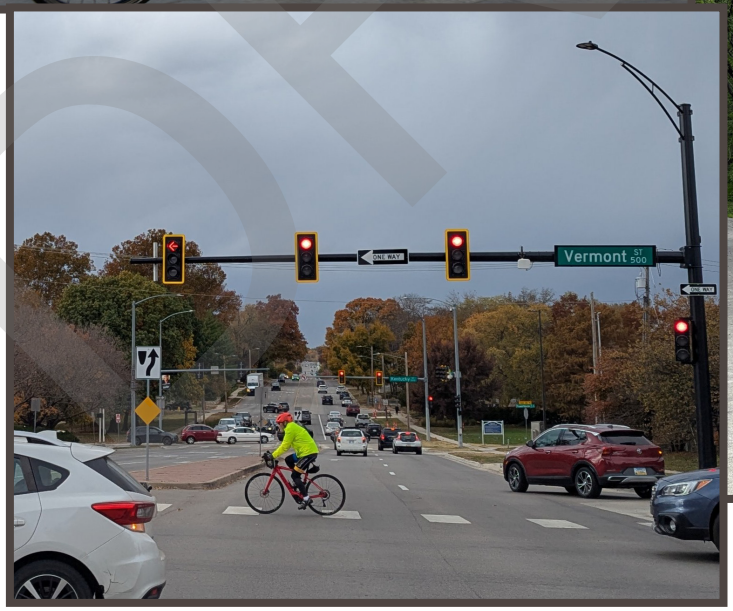
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Create organized rides, and curated routes to promote cycling to new riders and encourage tourism	Regularly held public rides can encourage cycling and create a sense of community. Programs that target specific demographic groups can create a strong sense of support and cohesion. While curated routes can attract tourism and provide guidance for new riders.		$$	Parks, Recreation and Culture, Explore Lawrence, Civic Organizations, Cycling Clubs
Encourage health providers to prescribe active transportation	Active transportation prescriptions are a fun way to encourage people to be active and healthy. Health care providers are given a special prescription pad and other tools to help promote healthy lifestyle changes for their patients.		$$$	Parks, Recreation and Culture, Lawrence-Douglas County Public Health, Senior Resource Center

Figure 3.9 Lawrence Encouragement Strategies continued







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Enforcement

Traffic enforcement is an important tool for supporting cycling culture, especially when used in conjunction with other efforts. Traditional enforcement of traffic laws helps reduce dangerous situations on the roadway improving safety in an immediate sense. Targeted operations and coordinated efforts can lead to behavior change that creates long lasting safety.

Day to day enforcement actions should prioritize addressing dangerous behaviors such as speeding, distracted, or aggressive driving over lower-level offenses or equipment concerns such as cracked taillights and outdated registration. Focusing on the issues most likely to cause harm to other road users, especially cyclists, is the most efficient use of resources. High Visibility Enforcement techniques can be used to increase the effectiveness of patrols. Combining enforcement of problem areas with public messaging such as signs and media posts can multiply the safety benefits. This is already common practice with enforcement around impaired driving and seatbelt use but can be expanded to address all types of traffic violation.

Special operations can have substantial impacts as well. Concentrating enforcement around construction areas and schools helps improve visibility and protect those who are most vulnerable in the roadway. One drawback of enforcement is the improvements in safety benefit decrease once enforcement in a specific area stops. Combining enforcement with education and engineering solutions is shown to result in more long-term behavior change. For example, when new traffic calming features are installed or speed limits are updated, officers can help distribute educational information to drivers. First helping them understand the new rules in an area before starting to distribute citations.

There are increasing opportunities to use technology for traffic enforcement as well. The City should stay up to date with what technologies are allowed by the State and look for opportunities to pilot new solutions to traffic concerns. Consistent and equitable enforcement is key to creating a safe and well-functioning transportation network.

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Enforcement

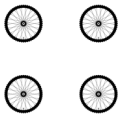
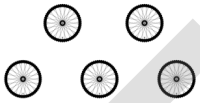
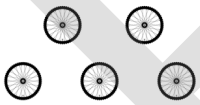
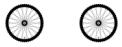
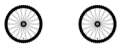
Strategy	Description	Priority	Resource Intensity	Responsible Party/ Partners
Target coordinated Education and Enforcement efforts	Use crash data, the High Injury Network, and Vulnerable Road User High Injury Network to guide coordinated education and enforcement campaigns that focus on driver behaviors like speeding, failure to yield, and unsafe passing		$$$$$	Police Department, Municipal Services and Operations
Create ordinance restricting driving in the bike lane.	Develop and adopt an ordinance specifically restricting motorized vehicles from traveling in bike lanes.		$$$	Police Department, City Manager's Office
Improve ability to enforce Distracted Driving to save lives	Advocate for a hands free local ordinance that discourages distracted driving. A hands-free ordinance, also known as a hands-free driving law, prohibits drivers from using handheld electronic devices while operating a motor vehicle.		$$$$	Police Department, City Manager's Office
Advocate for automated enforcement options	Support/advocate for State efforts to pilot automated enforcement as part of the Drive to Zero traffic Safety campaign.		$$	City Manager's Office, Police Department.
Use Bicycle Registration to aid in return of lost or stolen bicycles	Support the development of a bicycle registration program that allows individuals to register their bike's serial number to be referenced in cases of loss or theft.		$$$	Police Department, Parks, Recreation and Culture, Lawrence Public Library, Civic Organizations
Coordinate with the Neighborhood Traffic Management Program	The Neighborhood Traffic Management Program is designed to improve the environment and quality of life in Lawrence's existing neighborhoods by increasing driver awareness management and traffic control on neighborhood streets.		$$	Municipal Services and Operations, Police Department

Figure 3.10: Lawrence Enforcement Strategies

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Evaluation

Strategy	Description	Priority	Resource Intensity	Responsible Party/ Partners
Apply to national 3rd party organizations to evaluate bicycle progress and use Envision framework for comprehensive development framework.	Third party organizations (such as including Bike Friendly Communities or People for Bikes) can provide data, feedback, and best practices being implemented successfully around the country and the world. These tools can be used to improve cycling infrastructure and culture in Lawrence. There are also professional organizations that promote sustainable growth and development such as Envision which the City can use for guidance on its project development processes.		$$$	Municipal Services and Operations
Facilitate and maintain robust counts and participation data.	Coordinate with internal staff and partners to gather counts and participation data for bicycles and pedestrians in the community, including SRTS travel tally data, manual and automatic bicycle and pedestrian counts. Pursue automated or smart counters where possible.		$$$$$	Municipal Services and Operations, Lawrence Douglas County Public Health
Continue tracking plan performance through annual performance measures	Tracking Bike Plan and Transportation 2050 Performance data leads to better decision making and prioritization of projects.		$$$	Municipal Services and Operations

Figure 3.11: Lawrence Evaluation Strategies



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Utilize pre- and post- evaluation of on road bicycle projects.	Before and after bicycle and pedestrian counts can help give credibility to Complete Streets efforts while promoting a better understanding of the impact different types of infrastructure improvements can have on bicycling rates.		$$$$$	Municipal Services and Operations
Promote and maintain Vision Zero crash and safety dashboard.	As part of the Vision Zero Transportation Safety Action Plan process a dashboard was created to track crashes and their results as well as safety projects and their benefit in an easily accessible and understandable format. Promoting and maintaining this tool will help people better understand the effect that different types of infrastructure have on safety in our community.		$$$	Municipal Services and Operations
Track programming and best practices related to Plus users.	Evaluate programs and policies related to plus users regularly to ensure transportation infrastructure and regulations evolve to accommodate emerging mobility options while maintaining safety and accessibility for all.		$$$	Police, Fire and Medical, Parks, Recreation, and Culture, Legal, Sustainability Office.

Figure 3.11: Lawrence Evaluation Strategies continued



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Partnerships

Developing a strong cycling culture at the local level requires more than just building bike lanes or organizing community rides—it demands collaboration. This plan contains a wide variety of potential actions to encourage and support cycling in the Lawrence community and will require an equal variety of support and partnerships. These partnerships help align resources, amplify impact, and lead to cycling initiatives that are community-driven and sustainable.

Cycling clubs and advocacy groups, such as local bike coalitions or nonprofit bike shops, play a crucial role in building grassroots momentum. Comprised of and working directly with cyclists, these organizations are closely connected to local issues and rider concerns. They also tend to have established communication networks that can be leveraged for advocacy, education, outreach, and community events.

Because these groups are typically more nimble than public institutions, they can act quickly, pilot new ideas, or demonstrate proof of concept in ways that support or accelerate larger governmental or institutional initiatives. While programs led by local governments or educational institutions can have significant long-term impacts, they often require lengthy processes and approvals. Clubs and nonprofit organizations help fill this gap by responding rapidly and flexibly to community needs.

The business community also has a powerful role in advancing a strong cycling culture. Employers can encourage bike commuting by providing secure bike parking, showers, flexible work hours, or by participating in commuter challenges. Businesses that pursue and achieve Bicycle Friendly Business designation contribute to improved cycling-friendly rankings, bring positive national attention to the community, and can enhance talent recruitment efforts. Retail businesses, in particular, often benefit from increased bicycle traffic, which has been shown to boost sales and customer engagement. Moreover, businesses hold political and economic influence that can help sustain momentum on long-term cycling initiatives.

At the local level, no single entity can create a thriving cycling culture alone. It requires collaboration across sectors. When government agencies, schools, businesses, clubs, and nonprofit organizations work together toward a shared vision, they establish the foundation for a vibrant, healthy, and bike-friendly city. These partnerships help ensure that cycling becomes not just a transportation option, but an integrated and valued part of everyday life.



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Partners Clubs and Organizations

Clubs	Black Girls Do Bike; Kansas Cycling Club; Lawrence Bicycle Club; Lawrence Mountain Bike Club
Teams	GP Velotek; Sunflower Devo
Bike Shops	Cycle Works; Lawrence Community Cycles; Sunflower Outdoor and Bike; Trek Lawrence
Civic Organizations	LiveWell Douglas County; Lawrence Central Rotary Club
Advocacy Organizations	Coalition for Safe Streets; Friends of Lawrence Area Trails; Sustainability Action Network
Public Organizations	Lawrence-Douglas County Public Health; USD 497





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Evaluating Progress: Performance Measures & Targets

Performance measures are used to assess progress toward meeting established goals and objectives. These measures help evaluate the outcomes of completed projects and strategies, providing valuable insight into their effectiveness. The region's Long Range Transportation Plan, Transportation 2050, includes four bicycle-related performance measures, which will be reported as part of the Bike Plan. Additional measures were drawn from the Bicycle Friendly Community program, Places for Bikes metrics, and public input gathered during the development of the 2019 Lawrence Bikes Plan.

Figure 3.12: Percentage of people who have access within a ¼ mile to the Level of Comfort 3 or below bikeway network

	Marked Shared Lane	Bike Boulevard	Bike Lane	Buffered Bike Lane	Protected Bike Lane	Shared Use Path	Total Bikeway Network
2019	16%	-	29%	4%		54%	79%
2020	-*	4%	34%	4%		56%	85%
2024	-*	4%	35%	5%		55%	89%

Source: L-DC MPO LOC Map, Bikeway Map, City of Lawrence, Lawrence Population Model using 2019, 2020 and 2030 population estimates.
*Data under development

Figure 3.13: Percentage of public streets with bikeway network

	Marked Shared Lane	Bike Boulevard	Bike Lane	Buffered Bike Lane	Protected Bike Lane	Shared Use Path	Total Bikeway Network
2019	3%	-	5%	.10%	-	7%	14%
2020	-*	-	5%	.10%	-	7%	14%
2024	-*	0.30%	9%	.50%	-	10%	32%

Source: City of Lawrence
* Data under development

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Figure 3.14: Miles of high speed (> 35 mph) roads with bike facilities

	Bike Lanes (≥4 feet)	Buffered Bike Laned	Protected Bike Lanes	Raised Cycle Tracks	Shared Use Path
2019	3.5	-	-	-	13.8
2020	3.5	-	-	-	14.0
2021	4.2	-	-	-	14.9
2024	8.2	0.3	-	-	16.6

Source: L-DC MPO

Figure 3.15: Miles of each facility type per year

	2020	2024
Protected Bike Lanes	0	0
Buffered Bike Lanes	0.39	0.39
Conventional Bike Lanes	17.25	19.54
Marked Bike Boulevards	1.3	1.3
Shared Use Path	49.95	67
Marked Shared Lanes	-*	-*

Source: City of Lawrence
* Data under development

Figure 3.16: Percentage of bicycle mode choice

	Bicycle Mode of Choice	Margin of Error
2013	1.6%	± 0.5
2014	1.3%	± 0.4
2015	1.0%	± 0.5
2016	0.9%	± 0.4
2017	1.0%	± 0.4
2018	1.0%	± 0.4
2019	1.10%	± 0.4
2020	1.10%	± 0.4
2021	1.40%	± 0.5
2022	1.30%	± 0.5
2023	1.10%	± 0.5

Source: American Census Survey 5-year estimates (S0801)

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Figure 3.17: Number of bicycle rider fatalities and serious injuries

	Fatalities	Serious Injuries	Total
2011	0	1	1
2012	0	2	2
2013	0	1	1
2014	0	2	2
2015	0	1	1
2016	0	0	0
2017	0	0	0
2018	0	2	2
2019	0	0	0
2020	0	0	0
2021	0	0	0
2022	0	2	2
2023	0	2	2
2024	0	0	0

Source: KDOT

Figure 3.18: Bike to School Participation

Semester	Bike %
Fall 2014	3%
Spring 2015	3%
Fall 2015	4%
Spring 2016	3%
Fall 2016	3%
Spring 2017	3%
Fall 2017	4%
Spring 2018	3%
Fall 2018	3%
Spring 2019	3%
Fall 2019	4%
Spring 2020	COVID-19 No Count
Fall 2020	COVID-19 No Count
Spring 2021	4%
Fall 2021	4%
Spring 2022	2%
Fall 2022	3%
Spring 2023	2%
Fall 2023	3%
Spring 2024	2%
Fall 2024	3%

Source: Lawrence Public Schools (school participation is voluntary and varies by year)

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Figure 3.19: Low-stress bikeway (level of comfort of "3 or below")

2019			
	Priority	Secondary	Existing and Planned Network
Miles "3 or below"	38.9	10.9	116.3
Total Miles Planned	52	20.7	198.1
% Comfortable	75%	52%	59%

2021			
	Priority	Secondary	Existing and Planned Network
Miles "3 or below"	40.8	11.5	143.2
Total Miles Planned	52.5	20.7	199.5
% Comfortable	78%	56%	72%

2024			
	Priority	Secondary	Existing and Planned Network
Miles "3 or below"	41	12.5	165
Total Miles Planned	54	20.4	212
% Comfortable	76%	61%	78%

Source: L-DC MPO LOC Model

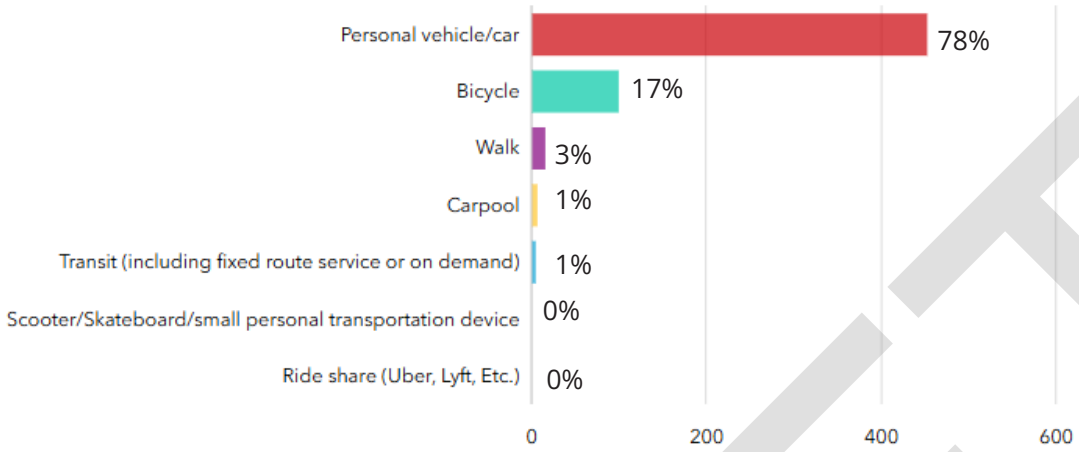
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APPENDIX A: PUBLIC INPUT

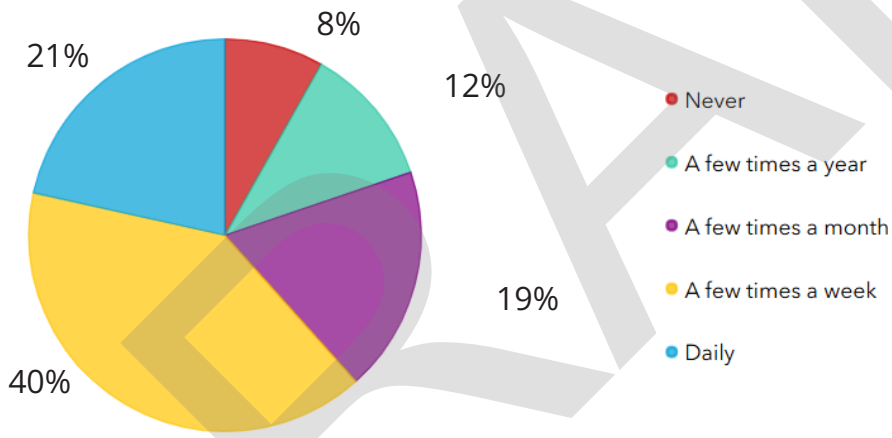
Survey 1 Responses

Question 1 - What is your primary mode of transportation? (select one)



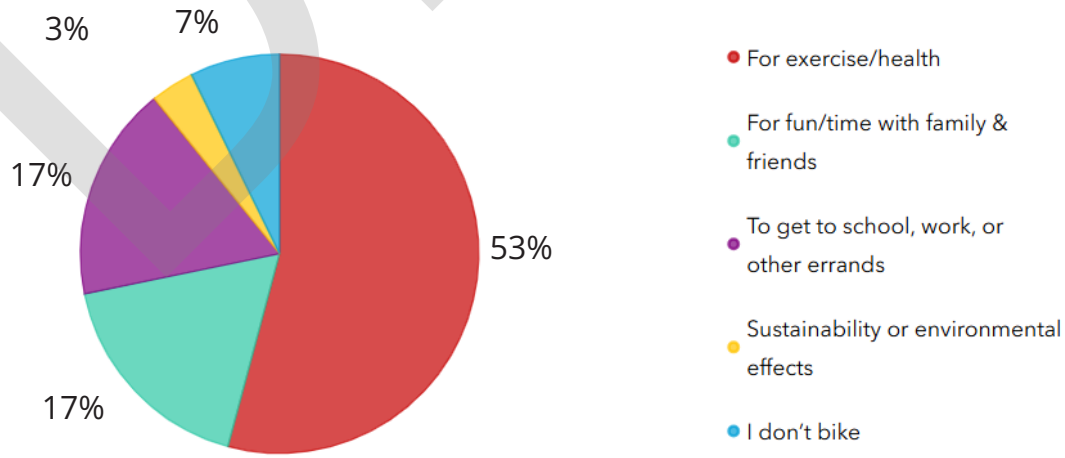
Responses: 576 Skipped: 5

Question 2 - How often do you ride a bicycle(in good weather)? (select one)



Responses: 579 Skipped: 2

Question 3 - What is your primary reason for bicycling? (select one)



Responses: 566 Skipped: 15

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Question 3 - "Other" Responses

Health

- Exercise and to get to work
- Exercise, health and social
- To get away, have some time alone
- I used to bike and need to get on one.
- I'd say equally for exercise and for fun with husband and friends.
- Also exercise/health and sustainability

Barriers

- I CANNOT bike.
- I have heart failure and am on oxygen. I support bike paths and any improvements.
- I would love to use it for everyday commuting but it feels unrealistic/unsafe with needing to take my small child to/from daycare.
- Biker riders do not follow the rules of the road. It is not safe for bikers to be in next to car lanes.
- I would like to begin biking for sustainability but there aren't enough protected bike lanes at present

Social

- Meet chicks
- We bike for all of the above reasons. Even my 3-year-old is a fantastic pedaler.
- Also ride with friends
- I also do many social bike rides

Economic

- To avoid the $12,000/year expense of owning a second car.
- High gas prices
- Running errands with added exercise benefit
- Mostly to run errands while exercising and caring for the environment
- The crazy cost of regaining a license.
- I also bike to work but and for transportation but it is secondary to my car.
- Commuting downtown (leisure) or to campus (work)

Environment & Enjoyment

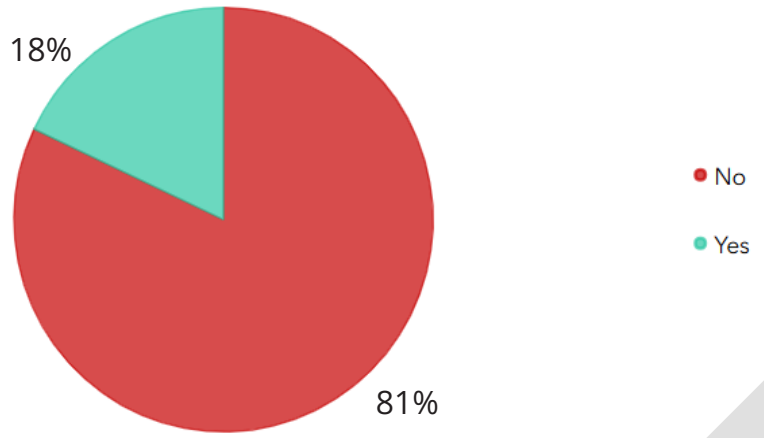
- To enjoy being outside in nature
- Because biking in the woods is a spiritual experience.
- I love to bike in the LRT and be in the center of nature. My endorphins kick in which makes me happy.
- It's more fun to run errands and get around on a bike than in the car.
- But also because it's way more fun than driving around

All

- All of them. (x8)

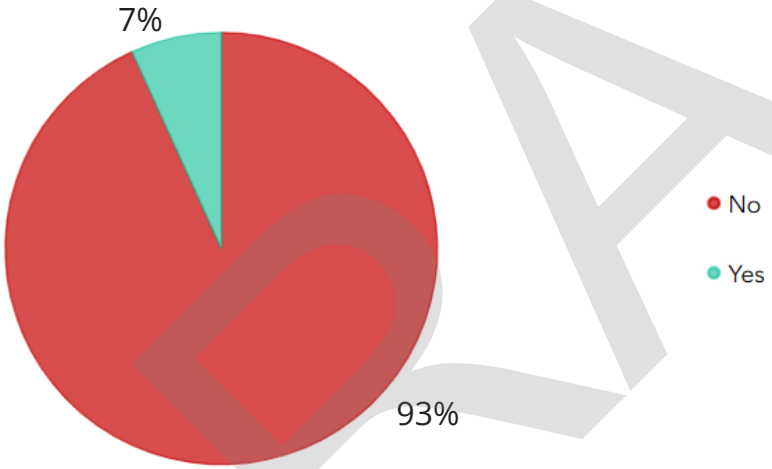
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Question 4 - Do you ride an E-bike?(select one)



Responses: 576 Skipped: 5

Question 5 - Do you ride small, lightweight vehicles such as scooters or skateboards either motorized or human powered? (select one)



Responses: 578 Skipped: 3

Question 5- If yes what type of vehicle?

Skateboard	14
Scooter	11
Rollerblade	2
Moped	1
Hoverboards	1
Honda	1
Wheelchair	1
Vespa Scooter	1

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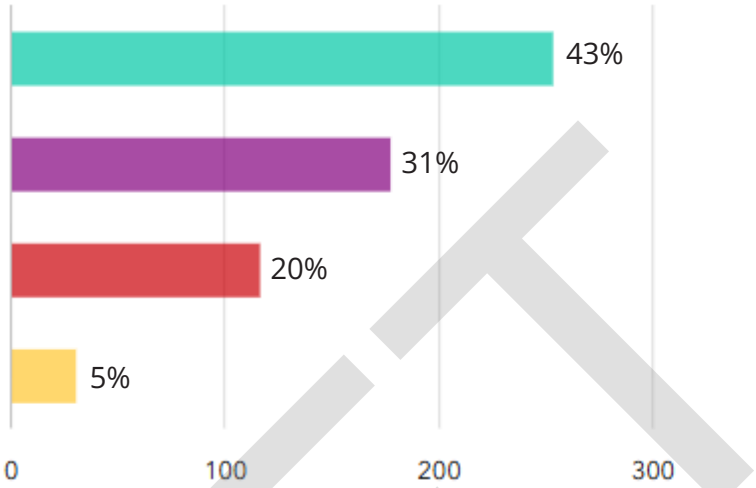
Question 6- How would you classify/describe your approach to riding? (select one)

Enthused and Confident: I enjoy riding and feel comfortable on streets with bike lanes or on neighborhood streets.

Interested but Concerned: I only use facilities with major separation (such as shared use paths) and would like to be able to ride more if I felt more safe.

Strong and Fearless: I am an avid rider and will go pretty much anywhere, whether there are designated facilities or not.

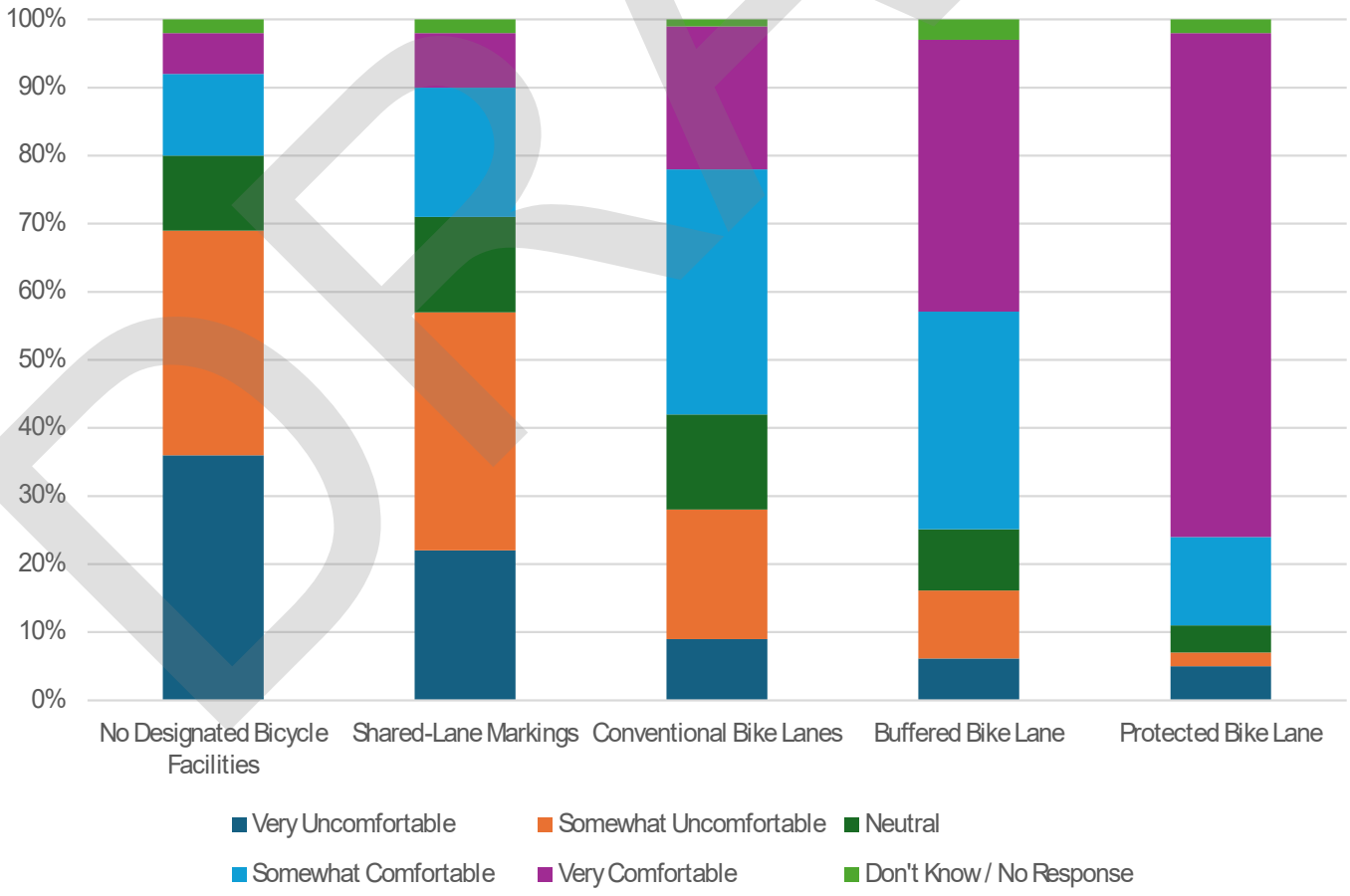
Unable/not interested in bikes or electrified personal transportation options: I have zero interest or am physically unable to ride bikes or other similar options.



Responses: 576 Skipped: 5

Question 7 - How comfortable do you feel bicycling, or using other mobility devices, with these bicycle facilities on busy commercial streets? (select one)

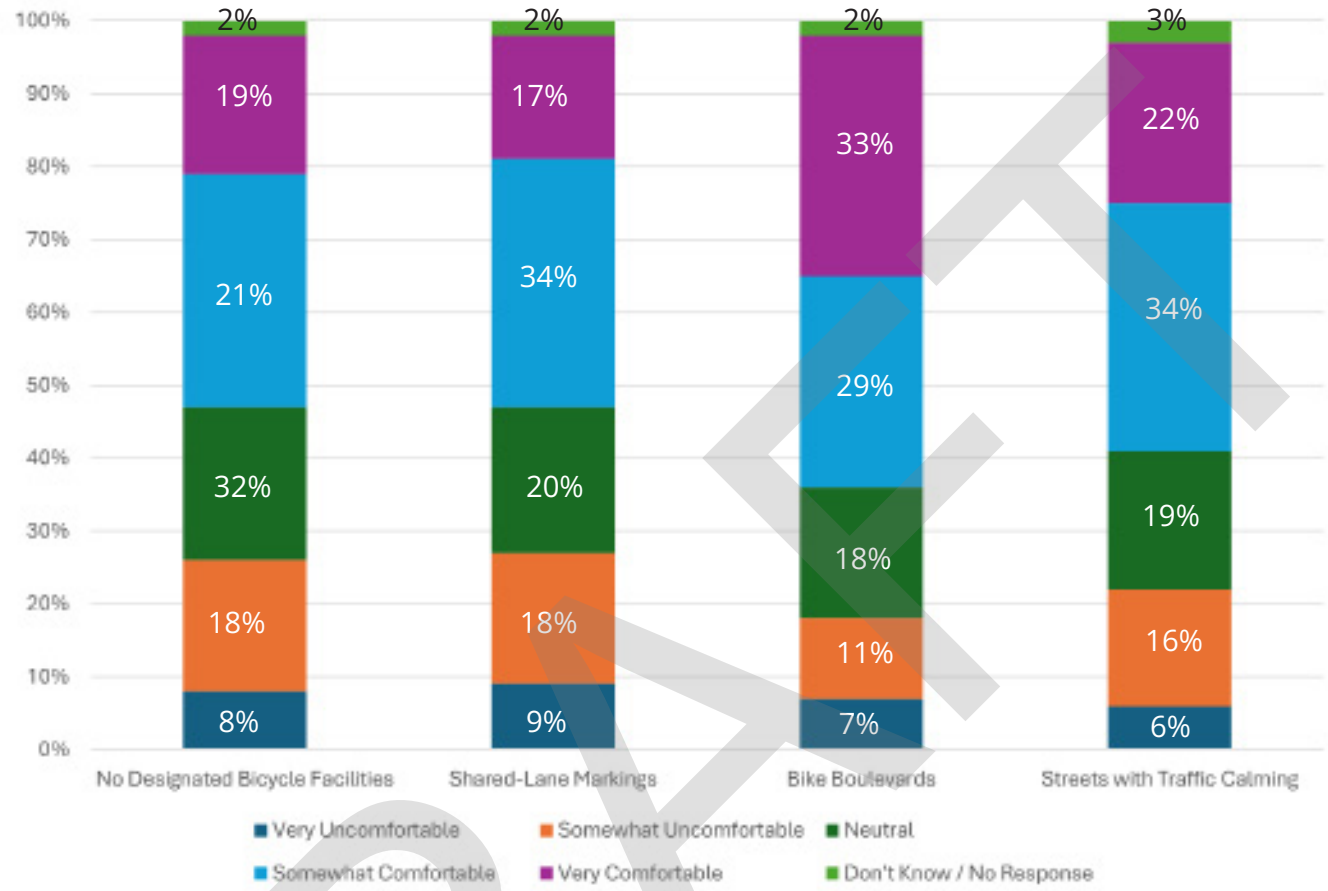
(such as Massachusetts St., Wakarusa Ave., or 9th St.)



Responses: 577 Skipped: 7

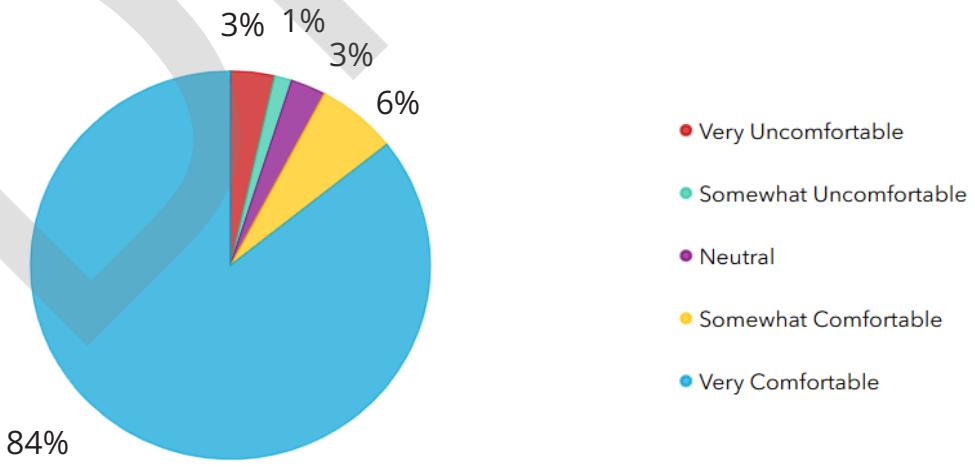
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Question 8 - How comfortable do you feel bicycling with these bicycle facilities on residential/neighborhood streets?
(such as Harvard Rd. or Lawrence Ave.)



Responses: 574 Skipped: 10

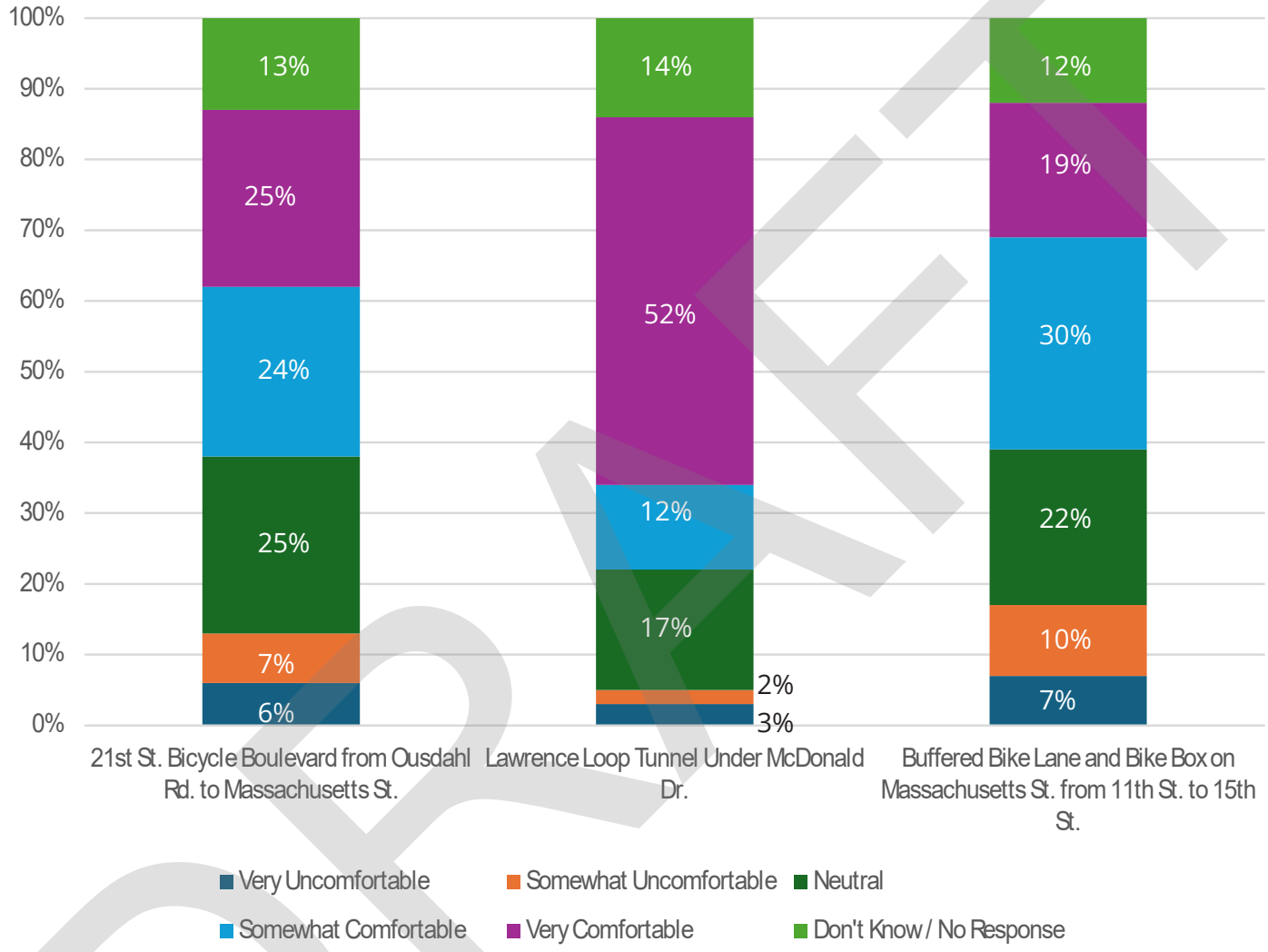
Question 9 - How comfortable do you feel using shared use paths separated from traffic?
(such as the Burroughs Creek Trail or DeVictor Park Trail)



Responses: 569 Skipped: 12

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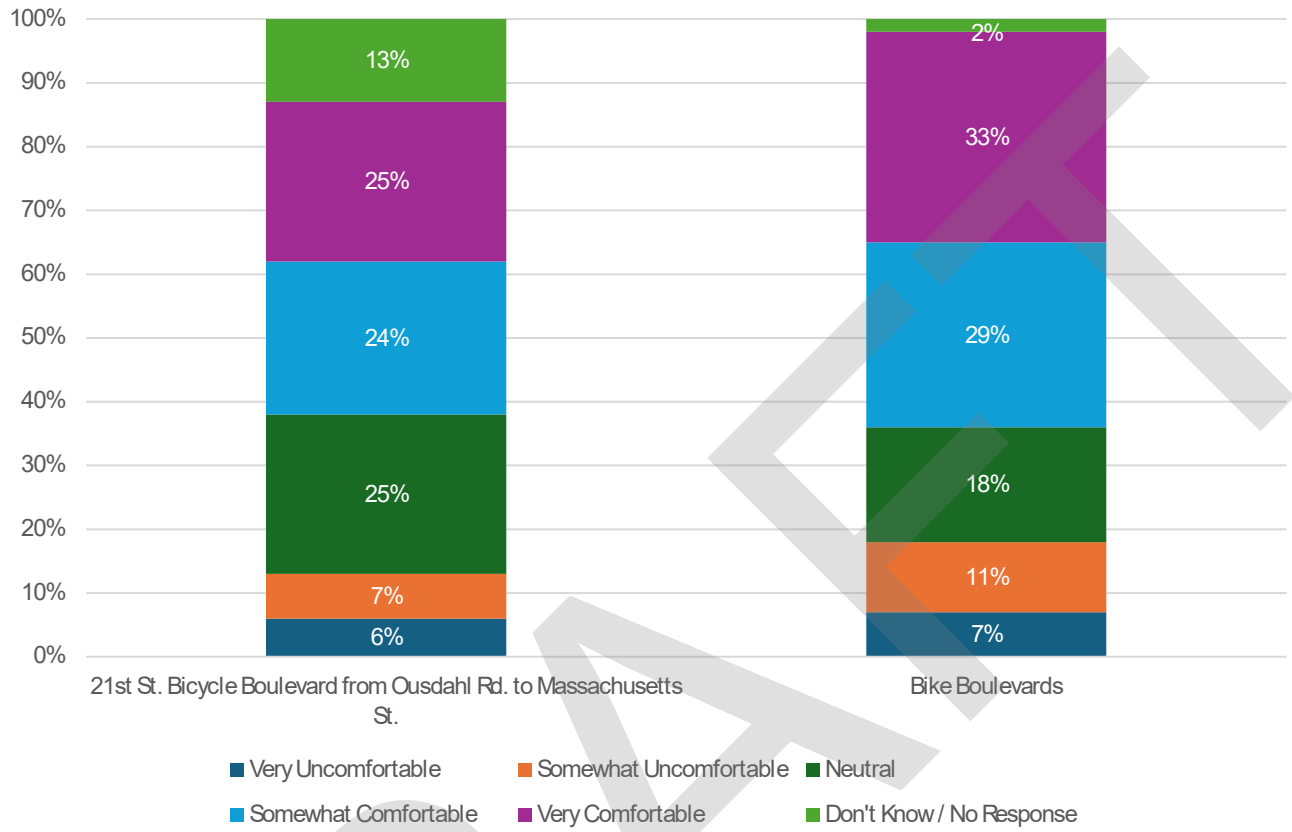
Question 10 - Rate your comfort when using these specific bikeways new to Lawrence since the last plan.



Responses: 504 Skipped: 80

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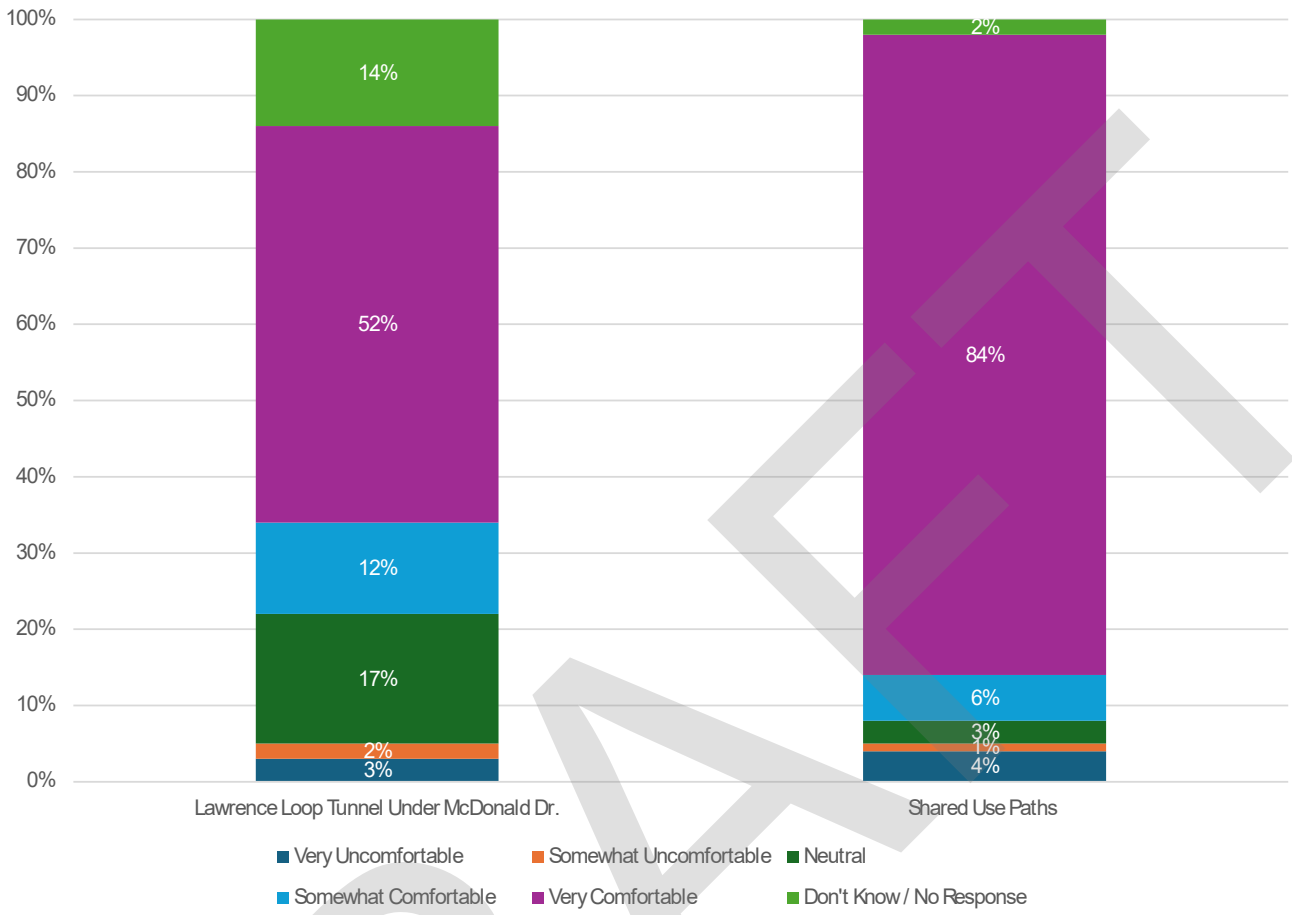
Question 8 & Question 10 Answer Comparision: Bike Boulevards



The 21st Street Bicycle Boulevard comfort ratings represent responses tied to a specific, existing facility, whereas the general Bike Boulevards category reflects impressions based solely on visual preference without reference to a particular location. Compared to the generalized design concept, the 21st Street corridor yielded slightly lower reported comfort levels, with a smaller proportion of respondents indicating they felt "Very Comfortable" (25% compared to 33%) and a higher percentage selecting "Neutral" or "Don't Know."

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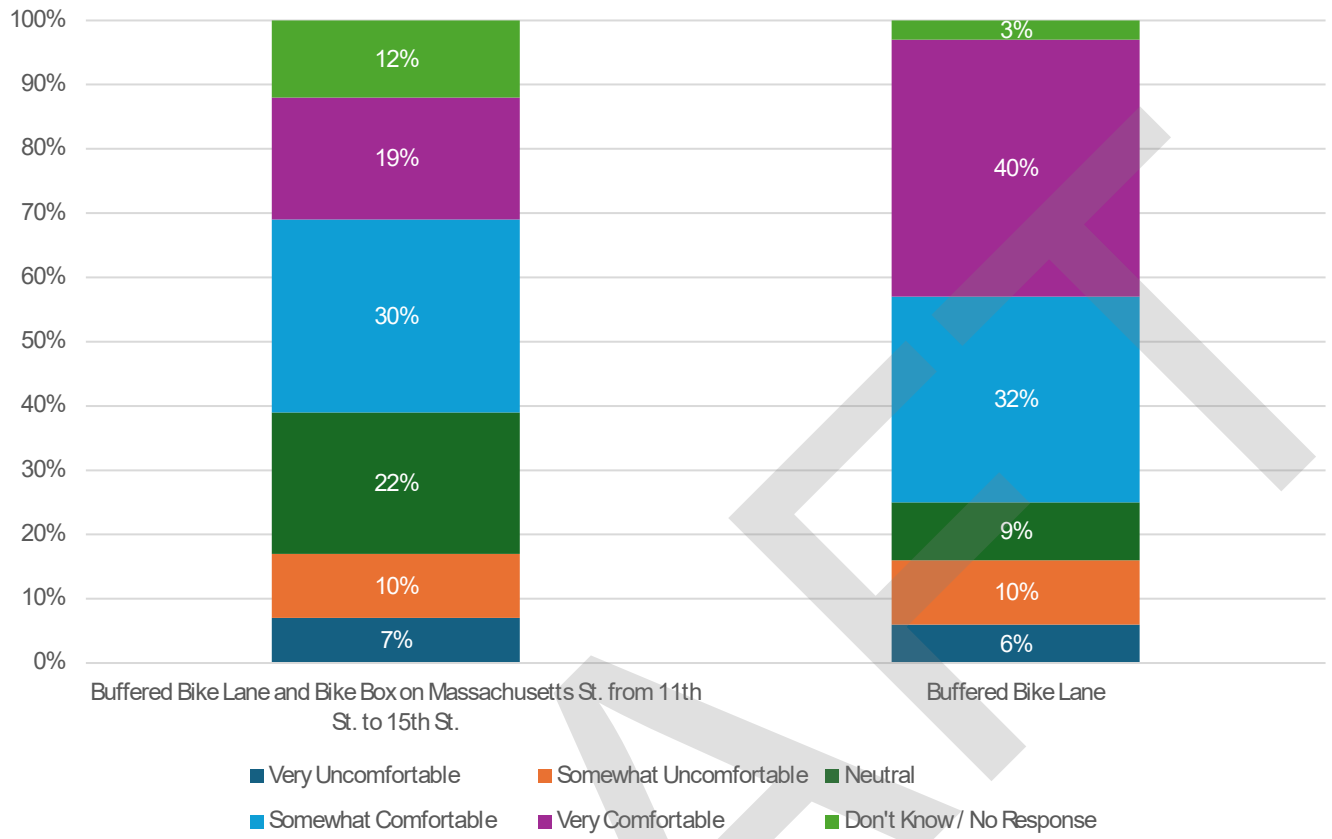
Question 9 & Question 10 Answer Comparision: Shared Use Paths



The comfort ratings for the Lawrence Loop Tunnel under McDonald Drive are based on feedback about a specific location, while the Shared Use Paths category reflects responses to a general facility type. Compared to the general Shared Use Paths category, the tunnel had a lower percentage of respondents selecting “Very Comfortable” (52% compared to 84%) and a higher percentage selecting “Neutral” (17% compared to 3%). The tunnel also had a greater share of “Don’t Know / No Response” selections (14% compared to 2%).

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Question 7 & Question 10 Answer Comparision: Buffered Bike Lanes



The comfort ratings for the Buffered Bike Lane and Bike Box on Massachusetts Street (from 11th St. to 15th St.) reflect responses about a specific corridor, while the general Buffered Bike Lane category represents a broader facility type without location context. A smaller share of respondents rated the Massachusetts Street facility as “Very Comfortable” (19% compared to 40%) and a larger portion selected “Neutral” (22% compared to 9%). The percentage of “Don’t Know / No Response” was also higher for the specific corridor (12% versus 3%).

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Question 10 - Is there anything else you'd like to share about using these specific Lawrence bikeways?

Staff have sorted all responses to this question into their best fit categories. Responses were generally of the following nature: bike infrastructure, safety concerns, lawrence loop, community awareness/ education, opposition/ trade-offs, general support, maintenance/ operations, and other.

Bike Infrastructure

- Sharrows are useless, a waste of money. Intersections would be better with constrictions for cars.
- The 21st St. Bicycle Boulevard varies wildly in comfort level. The Boulevard segment between Louisiana and Massachusetts is generally Very Comfortable, though traffic can be erratic at either end of the segment. Cars do not always stop or respect the Mass and 21st Street PHB, which leads to dangerous and scary scenarios. The lane-diverter at 21st and Louisiana is generally good, but heavy traffic can be lead to long wait times, and there are still cars that will try to turn left (northbound) off of 21st. This is scary. The Boulevard segment between Louisiana and Naismith is generally Somewhat Uncomfortable. The Chicanes do not have enough of an effect to bring most vehicle speeds down to posted limits of 15 or 20 MPH. Speeding is the norm in this segment, which makes it uncomfortable. The Boulevard segment between Naismith and Ousdahl is generally Somewhat Comfortable. The Ousdahl traffic diverter is effective. Need safe option to cross 19th St. by bike from Ousdahl, however.
- One of my biggest frustrations cycling in Lawrence is the intersection 23rd and Naismith. That is an intersection that connects two major cycling paths but you cannot get from the Naismith trail to Naismith street without pressing the button to trigger the light. There is no sidewalk on the Dillons side, so I need to be in the street then like get off my bike to get onto the sidewalk to press the button, and then even when I press the button cars can't see me and I have almost been hit by a turning car multiple times.
- Slightly out of scope, but I ride regularly from 18th/Ousdahl to 21st EB. Crossing 19th and left onto 21st (on a bike) are both contrary to signage but it seems like exactly what you'd want me to do, so I do it anyway.
- Overland sidewalk in front of Free State is a joke. All other blocks of overland are wide sidewalks. Does that make sense?
- 21st St road surface is in need of immediate attention. There are holes and ripples that are hazards to even an experienced cyclist. This corridor should be a showpiece, but a neglected afterthought. There should be a bike bridge at 21st and Iowa for the same reasons one is needed at Loop and Iowa.
- 21st St is probably the most comfortable road to ride on. Buffered bike lane on Mass doesn't feel great.
- Shared use lanes are pointless it's just like being on any road and gives a false sense of confidence to people. We need more protected bike lanes. Try biking in a standard bike lane with a semi truck 2 ft or less from you. Not to mention how all the road debris ends up in the lane making in the most unsafe surface area of the road.
- The bike lane on Massachusetts from 11th to 14th is great. 14th to 15th is horrendous.
- The drive lanes with sharrows do nothing. The sharrows are everywhere and driver completely ignore them. It may even be worse. Also share the lanes signs are not helpful. I feel like both those options give cities the stats to say so much of their roads are bike friendly and they are not effectively bike friendly.

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- The bike boulevard on 21st is awful. Cars are veering all over trying to figure out where to drive and swerve. I'm on my bike also veering all over the place to miss cars and miss the stupid curbs and extra concrete that is sticking out, just waiting for me to run into it. Please rip that extra concrete out and don't ever do that again. Just either: widen the sidewalk to a shared path, or, give us a bike lane on the street. Speed humps will help to calm traffic without encouraging cars to swerve around.
- The 21st St. bicycle boulevard has weird concrete curb bump-outs and a confusing lane layout that makes it hard to know where to ride and how to let cars pass; it's always a little stressful to navigate. I haven't used (or even seen) the tunnel under McDonald Dr. The buffered bike lane and bike box on Mass are ok—appreciated and definitely better than nothing!—but paint by itself doesn't really make a safe bike lane.
- I think the protected bike lanes are not worth the additional cost relative to buffered or conventional bike lanes - assuming a fixed budget, it is better to have more normal bike lanes than a smaller number of protected bike lanes. In my opinion, there are many more north-south bike routes and relatively fewer east-west routes in town. Bike lanes on 9th St between Avalon and Iowa should be a top priority.
- Buffered bike lane on Mass is great, but the bike box isn't great. That intersection is tricky, both entering and exiting the bike lanes from Mass, I was glad to see the problems addressed in the public meetings about the Mass St redesign.
- On the Ousdahl to Mass bike boulevard, the bump outs that are intended to calm traffic actually create more danger for cyclists because they force cyclists over into the vehicle lane. Fortunately there is reduced traffic, but in situations when a car approaches a cyclist from behind in the locations of these bump outs, the vehicle has to move left into potentially oncoming traffic to avoid hitting the cyclist, who has to move left to avoid hitting the bump out. I know it was well intentioned but it is a seriously terrible design.
- Better bike lane/box markings at intersections for the adjacent blocks to the East and west of Mass St through downtown.
- Would prefer more protected/separated lanes or paths whenever possible
- We need more bike paths with no cars.
- Look I understand the difficulty of installing a fully protected / barrier-walled bike lane along major throughways but I honestly ride as if the paint-marked bike ways didn't exist on these roads because I feel like they offer a false security. On quiet roads they're great. By a long shot my favorite bike routes are the 21st St style of a restricted street or a dedicated wide path like you see along Iowa or Clinton Pkwy. I'd love to see modifications to Barker and Connecticut St to make them more like 21st. With that, you could safely ride from the loop at K10 all the way to downtown on protected routes
- HATE the concrete curb triangles on 21st. Forces riders and drivers to swerve. Takes up space a clear bike lane would be safer.
- More bridges over major intersections like the Lawrence loop at Wakarusa
- "Sharrows" are unsafe. The first time I rode on New Hampshire with the shared-use arrow with my young daughter, someone in a car yelled at us to "get off the road" and almost hit us. These sharrows just encourage people to bike in traffic with angry drivers. I'm never doing that again. Give us protected bike lanes. Painted lanes and sharrows are worthless.
- Get rid of the bike lanes on roads and streets. Build wider mixed use walking/cycling lanes on sidewalks to get bicycles off the streets. Most cyclists fail to adhere to and obey traffic laws. Or take up

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an entire lane requiring a car to move into oncoming traffic to pass the bicyclist.

- As someone who rides often and appreciated shared lanes and "sharrows", as well as designated bike lanes, I'd offer this observation: Whatever it is you did on 21st between Ousdahl and Mass., don't do it again. That's a confusing mess for drivers and riders alike. When drivers are confused, bikers are at higher risk in EVERY situation. Also, when you construct roundabouts, consider making the lanes wider for bikers. Those can be death traps.
- The traffic calming devices are crap. They do nothing to slow people down and are a huge waste of money. I also no longer feel safe riding anywhere on the loop that is isolated due to being harassed by vagrants, including by the tunnel under McDonald. Until the city gets that under control I will not be using most of the loop unfortunately. It is just not safe for a woman riding alone.
- Would prefer if the bike lane on Mass Street was parking protected alongside South Park instead of having to worry about cars pulling in/out
- Buffers need to be bigger, wider and more permanent. make a berm with grass/landscaping not just rubber/plastic cones
- I'm still nervous using the buffered bike lane with my child (6 years old) biking--would love to have that be a protected bike lane
- The crossing on North Iowa is great for pedestrians, who can easily press the button as needed, but it is not ideal for cyclists, because of the hill from the overpass over 1-70 and trees.
- Love the mass St 11-15th changes and found that I use it A LOT more now. I was surprised that I was a lot more comfortable. 21st ST seems over the top and silly. I ride all of Mass street except 17-19th, which feels dangerous.
- We use the 21st bike boulevard a lot and the path in the wetlands. It is hard to get to some of those paths though especially with kids. Crossing 23rd is really hard on bike.
- It would be more convenient if the 21st street bike boulevard had a connector to the Burroughs Creek Trail. A connector from Naismith Valley Trail to 21st Street (is that the new Naismith Sidewalk?)
- Buffered bike lanes are generally good, protected lanes of course are ideal and should be pursued where appropriate and incorporated into the city roadway development in subdivisions and as part of regular street maintenance, ie mill and overlay.
- I like what we did with 21st street but the bump outs suck. Please don't do that again.
- Putting prints of bikes in the road doesn't make it any more safe because no one enforces cars to respect the people on bikes. I have experienced this, a lady in a car tried to pass me in the middle of a traffic circle, she almost hit me.
- It would be nice if the buffered lane on mass started at 21st street so I could take the boulevard all the way to mass.
- Please keep adding more shared use path connections as a priority whenever possible!
- Buffered bike lanes suck.
- Do not shut down Mass St from four lanes to two lanes for cars
- It would be awesome if the bike lane extended down to 23rd on Mass St. I bike on Vermont until 17th where there is a light to turn left on Mass St. - I've been almost hit by a car on that gap of road there before the bike lane starts on Mass.

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- The termination of the bike lanes on Mass St in both directions, but especially going north, presents some difficulties. Heading toward downtown, the bike lane stops just before 11th and cars are not expecting bikes to merge into their lane. It can be dangerous, unless I completely stop and wait for traffic to open up. It is a little easier when it stops going in the other direction, because Mass is a little wider at the stoplight at 14th, but with the parking there and the rough road, it still presents issues when merging onto the road.
- I have only biked from 14th to 11th on mass. We live at 11th and Tennessee. So I want to turn left at 11th. With light traffic I can go into the left turn lane. Otherwise, I have gone on the sidewalk and walked my bike until my dog and I are headed west on 11th. Don't have a solution, but since 11th St has some bike friendly lanes from Ohio to Indiana, better access would be appreciated.
- More bike boulevards and traffic calmed side streets!
- Buffered bike lane starts at 14th St, not 15th. Transition from buffered bike lane to shared-lane marking south of 14th is uncomfortable as Mass is still single-lane at that juncture, and cars typically do not leave space for a bicycle.
- Buffered bike lane and box on Mass from 11-15 is confusing to drivers and bicyclists. Drivers many times lack awareness of bicyclists on streets and county roads. Congestion and excessive speed creates a dangerous environment for all.
- Wish the bike blvd had room for bikes when the jut out goes out for cars because the cars get mad and zoom past at those points.
- One thing I would like to see is greater continuity (I don't like when bike lanes/ paths just end or transition into sharrows). Additionally, maybe you could look into grade-separated paths (bike paths at sidewalk level, adjacent to streets) so that amateur riders or children would feel more comfortable.
- The more marked bike lanes, the better, although some streets like Iowa, 23rd, 6th, Wakarusa, and 15th (B Billings) should always be avoided by bikers, regardless. I tend to use the sidewalks on those busy, fast avenues.
- The design of the buffered bike lanes has a lot left to be desired. I bike to downtown frequently, and some paths made me wonder whether the designers have tried out the buffered bike lanes. Here is an example. In the north-bound buffered bike lane section right in front of the Liberty Memorial Middle School, a truck cut me off to take the right turn to the E. 14th st. The buffered bike lane didn't make me feel safe, despite wearing a helmet (MIPS safety). For the shared lanes, some cars are respectful, but recently I have noticed that cars are driving excessively fast, even on the 21th st. bike lane. I understand that a car-dependent society will take time to transform to respect a biking culture, and I know that Lawrence isn't setting its bar high to the Paris or Amsterdam standards. Right now, though, Lawrence has a long way to go, and the design itself needs to be revamped with more protected bike lanes.
- Having at least bike lanes builds confidence with the extra space.
- The chicanes on the 21st st bike boulevard make me feel uncomfortable on a bike. I feel they throw one out into car traffic. since you can't ride to the right of the obstruction. The shared bike lanes are essentially no different from an unmarked street. I don't feel that automobile drives pay any attention to the markings.
- Bike lanes that end suddenly, like at 9th and Indiana, are also a hazard. Suddenly you have to ride in a shared lane, not knowing if a car is right behind.
- 21st curbing is not a good design past Louisiana.

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- The way the bikeway ends on Mass St. causes confusion and anxiety for cyclists.
- Designated bikeways like the ones mentioned above send a strong message to our community that we encourage cycling and that we understand the importance of providing safe modes of alternative transportation.
- Extend them
- I wish the buffered lane on Mass went to 19th. There are often service trucks parked on the bikeways
- Having a bikeway for 4 blocks that ends suddenly is more dangerous than not having one at all. • Make these more continuous.
- I love shared use paths and when there is some distance between cars and bikes.

Safety Concerns

- Bicycles and Cars on the same pavement are dangerous for the bicycle rider everywhere.
- I used to commute daily when I worked at KU. I would take neighborhood streets, no matter the weather. Billings and Ninth became too busy and too narrow to use. Wakarusa is now impossible with the speed limit and constant decelerations and accelerations because of the roundabouts with no space for bikes. Bike routes using 'sidewalks' like 27th and like Delaware are extremely dangerous. To go up on the sidewalk at the Wakarusa roundabouts would be suicide. Further, this use of sidewalks clearly sends the message to drivers that bikes are not legitimate vehicles of the road.
- I mostly commute within town so the loop isn't helpful from that standpoint. I cannot tell you how many times I have been almost hit simply because people driving vehicles do not anticipate bikes. In face I would say that the fact I am on a bike frequently incites anger from drivers. I will not feel safe within any of these models above until drivers anticipate and make room for bikers. Even in bike lanes drivers frequently cross the white lines. I bike with three young children and that is a terrifying feeling. Moreover the traffic lights frequently do not account for us so we have to figure out how to get up to the pedestrian signals. Can we get easier access from the road?
- I've only used the 21st St and I felt it was unnecessary and possibly made me feel less safe.
- I ride on the sidewalks or I ride on side streets I do not like using lanes and riding that close to a moving vehicle it is incredibly dangerous and I would not do it ever. But I do write on the sidewalks on major streets and I appreciate the handicapped access for a bicycle. I also just stick to side streets where there's no traffic. I don't like competing with cars and I think Bike Lanes on busy streets are a fallacy bike Lanes that lead people to think they're safe and they are not there's nothing preventing a car from crossing that little line or that little buffer nothing
- Is there any discussion to stop forcing high levels of car and bicycle traffic and creating true safer bike boulevards parallel to these busy streets? A great example of this is N Street in downtown Lincoln NE
- When the bike lane runs between the parked cars and traffic, it is incredibly dangerous because cars pulling out of parking don't see cyclists. The parking should be the buffer protecting the bikes. Paint on the road offers no protection. We need barriers. If Boulder Colorado can make biking in a college town safe, so can we! I would bike to work if I felt safe. Also, the 21st street boulevard needs just as much care as car roads. The potholes are unacceptable. How will The Crossing @ KU affect crossing Iowa?
- Simply painting lines on a street to designate a bike lane doesn't make cycling any safer. It's important to have streets that are wide enough to accommodate bike lines, to have appropriate signage for drivers, and to keep markings updated and clearly visible.

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- Painted lines on the road can only do so much for drivers who aren't paying attention. I feel much safer with protected bike lanes or separate infrastructure.
- It's ALWAYS nerve-wracking to ride on a road with cars. Distracted driving, aggressive drivers and running red lights is a huge problem and being on a bike is scary.
- The painted lines on busy streets don't make me feel all that much more comfortable. The less traffic, the lower the speeds in general the better. I generally do not like biking next to cars.
- The buffered traffic slowing on 21st is more dangerous than anything because cars try to race bikes through the pinch zones creating extremely unsafe scenarios. This happens every time I ride on 21st.
- Lines of paint are not sufficient protection for bikers. Extra-wide sidewalks (like on 6th St, 23rd St, etc.) are also not recommended for safety. Separated, physically-protected bike lanes are the answer.
- I do not like the blocked parking lanes and forced curves on 21 between Naismith and Louisiana. I ride it daily. The narrow road allows less space for the passing cars. I think it makes the road more dangerous. I also believe that this system builds ill will amongst drivers. So not only do these features make me feel less safe, car drivers are angry at me because of their existence. Please remove them.
- While the bikeway between 11th and 15th streets on Mass is very nice, there is no way to continue south on pedestrian streets (Vermont) without a block on Mass with no bike line and cars biking out of spaces. It feels very unsafe for that one block until you can turn right on 16th.
- I avoid biking anywhere where I have to use bike lanes, as those lanes are often full of debris (sticks, rocks, dirt, sand, etc.), uneven (because half of the lane is asphalt & half is concrete), & on roads with high speed limits (40 to 45 mph). I think it's far safer to bike on shared-use paths. George Williams Way is a perfect example of a road on which it would be far safer for bicyclists were there a shared-use path instead of bike lanes. I wish the city would put the bulk of its resources into creating shared-use paths, as opposed to adding bike lanes or creating bike boulevards. In particular, I am deeply concerned about the city's plan to add bike lanes to 9th. 9th is congested enough. There is a lot of traffic coming from & going to those side streets. I fear that adding bikes on the road is only going to make it more dangerous for everyone.
- Transitioning from street to shared use path is always difficult. A lot of times I default to using the road because getting on and off the path can either be dangerous or make no sense. Many times I feel that vehicles won't acknowledge you if you try to get on or off or don't see you through a crossing like around 27th st.
- I personally still prefer to take less busy side streets when possible when navigating from Point A to Point B rather than bike lanes or other accommodations on busier streets.
- I avoid using Mass in favor of using side neighborhood streets...
- But it is more dangerous when Lawrence high students get out of school.
- It is good to have three options to cross Iowa: 23rd path, 21st light, and 19th Tunnel.
- The back way into Schwegler should stay open after the new construction nearby.
- My comfort level more depends upon the street speed limit and the amount of traffic. No traffic = comfortable. The more the traffic, the less the comfort level, because while sections of the bikeways are great, I have to get to them somehow. And, it is probably more the getting to the bikeways that would be the challenge vs. the actual section itself.
- I would never ride my bike on any type of road on Lawrence because drivers here are insane, have road rage and do not follow traffic rules. Due to the crime in all of Lawrence and the increase in

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bike theft, including an individual pushing people off of their bicycles on Lawrence trails, as well as the amount of off leash dogs running all over town and attacking people, I no longer ride my bike anywhere in Lawrence ever. I drive my bike to Johnson County and use their trails.

- Unprotected bike lanes are unsafe in Lawrence. I have been cut off and screamed at while using a designated bike lane on 19th.
- I'm not entirely comfortable biking without an substantial physical barrier separating me from fast-moving cars and trucks.
- Honestly, the bikes should not be on major traffic thoroughfares. They are already too congested and backed up to be safe - a bike going 10mph should not be holding up traffic on those streets even if it's legal to use the lane. Decreasing traffic lanes on major arteries will make that congestion worse and drivers will respond more impatiently than they do now. Shift bikes to lesser-used streets where everyone will be safer.
- Biking on shared surfaces with cars does not feel safe in this town.
- I moved here from Colorado where they were investigating in completely separate paths for bikes. Bikes and pedestrians sharing paths feels much safer than bikes and cars. I biked a lot there.
- These are small distances that then transition into terrible conditions. Mass heading south turns into a dangerous situation where the uneven sidewalk is safer. Mass heading north has an asphalt road with a concrete parking apron. The joint between them is EXACTLY where the bike tires should be creating a hazard.
- In areas where there is on-street parking for motor vehicles, the risk of doors opening, children walking out from between cars and cars/truck pulling out across the bike lanes requires careful, astute defensive riding attentiveness.
- I don't think just paint on the road qualifies as a safety feature/designated bike lane. Oftentimes cars/trucks will veer close, park there, or the lane is simply closed off for construction.
- I live in NW Lawrence and ride downtown for errands. I avoid major streets, preferring streets with much less traffic (7th st from Iowa through Old West Lawrence) because drivers are not looking for bikes. I use the 10' shared paths when possible.
- Cars weigh 3000-4000# and are a danger when there is no barriers.
- The biggest challenge is when these bikeways cross vehicle traffic.
- Do not allow any type of motorized vehicles, including bikes on bike pathway on the loop. There have numerous times I have almost crashed because of their speed, etc.
- Even with dedicated facilities, biking on Mass will always be a little difficult due to the amount of foot and vehicular traffic. I usually prefer taking New Hampshire and "going in the back way" when I bike somewhere on Mass at peak hours.
- It is not safe for bike riders to share the road with cars. Bikers do not follow rules of the road.
- Everyone I know absolutely hates the bike boulevards. Please do something about them they do not help as much as you think but rather negatively affect the community. It worries me driving around bikers there, as I am constantly swerving to stay on track with the road, even going under the speed limit.
- I feel very uncomfortable using city streets for bicycling activities due to the unsafe activity of larger motor vehicles that share the road. Many motorists don't respect bicyclists and would just as soon run

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them over than share the road.

- Also, I feel the City of Lawrence has overspent tax and grant dollars to appease a small group of cyclists by creating city streets or bike routes that disrupt traffic flows for larger vehicles, i.e. - Bike Blvd on 21st Street, and future reconstruction of 9th Street to accommodate cyclists by reducing traffic flow down to one lane for motor vehicles.
- I have personally witnessed cyclists ignore standard traffic laws by running stop signs, stop lights and not signaling turns because they feel empowered and protected by the City's treatment of cyclists. Also, I've experienced cyclists riding after dark without benefit of bike lights, reflectors or blinking helmets to show their preference on the roadway. Lawrence Police should issue citations.
- I find streets with traffic calming devices to really not be worth it. It some times puts me in a less safe position and cars so stupid things when they encounter a bicyclist near a traffic calming device.
- I marked somewhat comfortable for any of the questions in which cars WOULD be present in a way that a distracted driver could collide with me while on my bike. I lost a close friend as a result of a car-bicycle collision, so my "comfort" level always recognizes that I am still relying on drivers to be obeying those sharrows and bike lanes etc.
- We need more bikeways so one can comfortably ride completely across Lawrence from West to East and also from North to South. The road conditions are very inconsistent from terrible to good.
- The only thing that makes me uncomfortable on the shared use path is cruising with headphones playing and a homeless person jumping out of the camp they set up over night. Needles laying every where.
- Still uncomfortable biking on Mass from 11th to 15th Streets due to vehicles' potential to back out of parking. The 21st St. Bicycle Blvd intersection with Mass is great with the right-turn-only for vehicles onto Mass. However, the push-buttons should be regularly assessed for timeliness and accuracy. The push button interval often takes so long that drivers wave the cyclist through before, and by the time the cyclist is told to proceed, their already long gone, so the vehicles have to wait for no reason, further exacerbating poor cyclist-vehicle relations and misunderstandings.
- Personal automobiles do not belong in the same space as bicycles or pedestrians when speed limits and ignorant driving practices go unenforced and ignored.
- The larger cars and trucks become the more they need to be regarded as the potential cause for injury to anyone not inside of them, both physically and mentally due to unenforced volume both physically and aurally of the vehicle.
- This survey is so off? Wakarusa Avenue? Where's that? Wakarusa Drive has bike lanes on some of it. Harvard has sharrows and is a designated bike route. I am a strong rider and can navigate busy streets, etc. But I have become more risk averse in my old age. Give me a bike lane that at least has a white line and I believe that I am safer. Don't make me ride in the same lane as traffic as on bike blvds and narrow traffic calming devices. Bike blvd means I constantly have to look out for cars and hope they yield (slow down) for me and don't try and pass unsafely. Same with sharrows. Bike lanes, protected bike lanes and buffered, and shared use paths are the way.
- I live in NW Lawrence & ride downtown for errands. I avoid major streets, preferring streets with much less traffic (7th St from Iowa thru West Lawrence) Because drivers are not looking for bikes. I use the 10' shared paths when possible.
- There is a lot of speeding on the 21st Boulevard. I like the traffic calming, but it doesn't seem to be enough. The speed on Mass still makes it a bit terrifying.

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Lawrence Loop

- Some spots on the 22 mile Lawrence loop dump you out onto some less than desirable places to 'share the road' with cars since they see it as their road and some still drive very aggressively after getting into town like the section of the loop from Peterson that goes under busy McDonald street, which is an awesome feature but then it just to dumps cyclists on N Michigan which is too narrow and the bike lane is full off dangerously uneven potholes that will swallow a bike tire, glass and general loose debris for average-skilled cyclists to maneuver. The best safest options would include redesigning areas that connect to the existing loop and ensuring those intersections it meets with the roads have separate designated bike lanes/ roads, would make it much safer for cyclists and pedestrians to get around town.
- The Lawrence Loop is the jewel of Lawrence! When I moved here in 2019 it was partly because this city and this community values recreation and bikes. Having a dedicated bike path that (almost) encircled the city is AMAZING. I ride it all the time. Some days I use it to get around town to run errands after work. Some days I just ride it for recreation and exercise. Please finish it.
- I wish there were better maps to show where all these paths are for bikes, like the Lawrence loop, it can be hard to know how construction is impacting or closing down parts of the loop that are shown on the Lawrence loop map as completed. This then causes me to have to go on roads that I don't feel safe biking on because I have to do a detour.
- Significant challenges with off leash dogs on the Lawrence Loop. More signage would help.
- As the car traffic gets heavier and heavier we need even more protection. I use the loop anytime I can for that reason but it adds a lot of time. I would bike more frequently if there were more protected bikeways throughout the city.
- Connectivity is key. Riding on the Loop can be awkward when busy; I feel like I'm bothering people walking.
- Hopefully the loop will get finished. I like the planned over pass
- Close the loop!
- Love the loop and busses with bike racks.
- I need more signage for the Loop. Additional comment written next to tunnel question "Can't find it!"
- Finish the Lawrence Loop.
- Too many walkers, strollers, dogs and e-bikes on the Loop. I would also very much prefer asphalt over concrete.
- Please finish the Lawrence Loop!
- The Lawrence loop is a wonderful place to ride with exception of the area along the Wakarusa river and areas around the Sandra Shaw park due to the number of houseless people. I will not ride in these areas alone for safety reasons.
- The Lawrence loop is a wonderful example of what bike infrastructure should look like. Whenever possible bike lanes should be separated from traffic or minimally be redirected to streets where car traffic is minimal and slow. Great examples both can be found in bike friendly EU countries. Preferably, bike lanes should be planned prior to or in conjunction with new developments. Make it a requirement for the developers. The bike boulevard is simply dangerous. Forcing bicycles out in the road with the car traffic seems quite the opposite of its intended purpose, namely to make cycling safer. It's also unsafe in that it puts obstacles on a cycle route that a cyclist might not see (e.g., at

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night) or will not be able to avoid (e.g., a car is passing). Judging neighborhood streets as one category does not make sense. Some neighborhood streets are very busy while others have little traffic. Some neighborhood road surfaces have deep potholes that affect safe cycling.

- The one I use the most is the loop & it is very well kept, so pretty,
- FINISH THE LOOP!
- I would very much like the Lawrence Loop to be completed. This is my top wish and hope.
- I strongly prefer to bike on trails such as the Kansas River levee and the Lawrence Loop. It's safer. I keep wishing that the city would finish the Lawrence Loop. I look forward to riding it in it's entirety if it ever gets finished.
- The section of the Lawrence Loop that has the tunnel under McDonald drive runs from Peterson Park to Michigan Street, and is disconnected from the rest of the loop. I would like to see this section extended so that I could ride more of the loop. The entrance to the loop at Peterson Park is the most accessible one from where I live, i.e. only a mile from my home, and I have really appreciated having access to the loop through this entrance, but would be able to ride much farther if it was connected to the rest of the loop.

Community Awareness/ Education

- Motorists do not know how to navigate any of these special new marked spaces.
- The biggest problem is car traffic. Even at the bike box, cars loom and zig and zag.
- I've had a few spills which set me back for weeks. I enjoy biking and don't want to lose enjoyment due to down time. And cars/trucks seem to mostly not care because they feel they own the road. Sadly Not on those specific Lawrence bikeways, however.
- Speed of cars is a major factor. If speeds were enforced many roads would be safer for biking.
- I have experienced many times motorists (traveling the same direction as me) accelerate to high speeds on the opposite side of the traffic calming medians on Barker Ave to pass me. Which is pretty alarming for anyone around not in a car. I am skeptical as to how effective that specific form of traffic calming is in a neighborhood.
- The public has not been educated about our bike usage, we have been honked at for riding on the bike boulevard. Many drivers do not think we have a right to be on the road. Shared use signs are pretty useless. Most drivers do not pay attention to them.
- I don't use the Bike box at all and I don't get the feeling that anyone (especially drivers) understands what it is there for or what it means for cyclists.
- Lawrence is one of the best cities for cycling, both for commutes and recreation. It is essential to create separate bike lanes on all main and side streets. Educating the public about bike infrastructure is also important.
- Increasing public knowledge of them, and having clear and concise signage will always be the best way to feel safe.
- The more the restricted areas are for bikes, the less drivers will pay attention to those who use them. The level of attention of motorists with shared use plans is reduced.
- I love the pavement markings and bike lanes but my experience is that some drivers do not pay

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attention to these and will buzz cyclists no matter what paint is on the ground. Divided lanes or bike/ped only paths are the only way to ensure that people are as safe as they can be.

- Bicyclists are not paying attention in this town and making it difficult to drive. When they are on the roadways they often are slowing down traffic and not following road laws.
- I would love to bike more for a fun Saturday afternoon activity. I have a stellar bike I haven't ridden longer than 10 minutes in 5 years. These are my issues/concerns: 1) I don't know how to get a bike to safe trails because I can't ride to them - too many busy streets and no bike rack on car. 2) I don't feel confident about knowing bike safety culture. I'm too novice to know how to interact with traffic - hand signaling motions, right-of-ways in these bike lanes. I feel like I could cause an accident easily right now. Therefore, I avoid streets. I also don't feel confident that my bike won't get stolen. I don't know how or where to secure it properly. 3) I don't know who to talk with when I have a bike maintenance issue.
- It is the careless and distracted drivers that make me nervous. There are way too many people glued to their phones while they are driving.
- Use to bike frequently. After many close calls only biked on bike paths with proper head protection. Drivers do not watch for bikers- never have. Bike paths are fairly safe. Lawrence is a great place to bike on the paths but I would not want to use biking as a main form of transportation because of the unawareness of drivers. I have biked in several states and cities and find this true across the board.
- I just want to make sure bike riders are using the bike lanes. I get tired of see it not being used. My tax money is a waste if there is no enforcement of those you choose not to use the lane as they are intended for. We have build all these trials and side walks and there are still so many people walking and riding on the road.
- All bikers/users of non-vehicular objects and pedestrians should receive continuing awareness about all "Rules of the Road" for all traffic, be it vehicular or pedestrian! Forexample: Is it with or against vehicular traffic in undesignated areas? Is it single file or side by side with vehicular traffic? Is it pedestrians and loose pets first when crossing traffic or not?
- You can't leave these and similar questions to "common sense" because that only develops with years of experience and maturity!
- Cars do not follow the 20 mph speed limit or the controlled entrances on 21st St bike boulevard. This is such an important and safe path East/West, but cars don't make it feel safe.
- Also, cars drive in the bike lane all the time, especially on 19th St.
- The uncomfortable part comes from drivers of. Vehicles not paying attention or become aggravated by biker presence
- 21st is odd and cars don't know how to drive on it or treat other cars or bikes, kind of scary.
- I didn't know we had a bike boulevard and not sure what exactly it is. The reason I chose neutral when i did is while I might feel comfortable using these using with s
- Younger children is a different feeling and while some drivers are ok others still have problems
- 21st People ignore/cut around the barriers
- It is not safe for bike riders to share the road with cars. Bikers do not follow rules of the road.
- So long as the cars are aware of the bikes then it's ok

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- Speed and announcing when passing is my concern on protected bike paths. Some may communicate or simply fly by when I'm out walking with my family.
- I believe there is a general lack of knowledge and understanding about various features, but especially bike boxes, among both cyclists and drivers.
- Lawrence drivers are frightening. So are the gremlins and trolls in the tunnels.
- It's mostly car drivers that make me uncomfortable riding among traffic. Drivers are distracted, if not downright hostile.

General Support

- 21st Street is really great. It's a good useful route that is well protected. It has one hard intersection on Louisiana Street that could be improved.
- Please keep making them better and safer.
- I am grateful for any efforts in this direction.
- I love them and Lawrence needs more! :)
- I appreciate this topic being a priority
- I appreciate the work that went into making this bike infrastructure. Buffered bike lanes and dedicated bike boulevard's are the goal but these are great steps.
- 21st St bike boulevard is great! I use it every day riding to work.
- Love the underground tunnel at MacDonald Drive. Better for bicyclists and cars
- I have not used the tunnel the others are great. Obviously more safety is key, but if the difference is too high in cost to make optimal updates, it is better to do something than nothing at all!
- I want Lawrence to be more bike friendly
- That 21st street bike boulevard has been a real treat for biking my son to hilltop west from East Lawrence. I love it.
- Any improvements are appreciated. The neighborhoods seem quite travel-able, but the busier streets need something to protect cyclists from vehicle traffic.
- They are great. Let's see more and similar all around town!
- I like having lights in the tunnel.
- I love protected bike lanes!

Opposition/ Tradeoffs

- With a growing population, we need more 4 lane roadways with an extra turn lane instead of sacrificing car lanes for bike lanes. To protect bicyclists, we need completely separate by ways through neighborhoods. Stop trying to force us to ride bikes--we pay taxes too to have roadways that get us across town in a timely manner. You did not adopt the "zoom to zero" until AFTER you started this agenda. I am not alone and we OBJECT. PUT IT UP FOR A GENERAL ELECTION VOTE.
- PLEASE REPAIR OUR STREETS RATHER THAN INVESTING MORE TAX DOLLARS INTO BIKE LANES THAT

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FEW PEOPLE USE.

- I don't find these particularly useful. False sense of safety lulls you into unawareness of your surroundings.
- Seems like a bad expenditure for the amount of bike traffic we have!!
- I wouldn't say that these areas made me more comfortable. I didn't have any issue with these sections before these improvements.
- With all the bike lanes in the city, I seldom see people using them. The cost to build them does not equal the use. If people want to bike, use the trails. They are safe. The funds used to serve the bikers, need to be reallocated to maintaining the streets. Our streets are in horrible condition (just look at 21st street to Ousdahl). It is terrible. So many of our streets are in need of repair. The streets are used for all, just not to accommodate the bikers!
- Lawrence does not need to be spending money on this!!! You are cutting parks and recreation program from our children, but then willing to spend money on something like this which benefits a small amount of the population that bikes. If you don't have money to continue making good on the tax paying members of Lawrence like keeping the sports pavilion free, then you need to stop the frivolous spending.
- 21st seems like a waste. Rarely see bikes on that street.
- This should be put way back considering the huge budget cuts!! People no longer pay attention, biking no matter what is dangerous.
- Yeah, the one at lime 22 and Ousdahl right by my house is useless! I live there, and no one ever I mean ever uses it! It sucks for cars, and is useless. Do something meaningful, like a lane. Take this garbage out! I literally, have never seen anyone use this! Love one block away for 6 years, and travel this rout several Times daily!
- As a long-time resident of the Centennial Neighborhood, I have NEVER seen any bicyclists use the 21st street bike way. It's a boondoggle! Please stop creating any more bike paths because our over-burdened City budget can't afford it.
- These bikeways should not come at the expense of motorists. Traffic calming is government oppression.
- When are you going to tax the bike riders for the bike lanes that the people of vehicles are paying for?
- Please put all efforts into fixing the Kansas River bridge. It is bad for bikes and bad for walkers runners/pets/etc. Can we expand the pedestrian area or make a bike lane in the road section?
- I would like to know how many bicycles use out Lawrence roadways for main transportation and that same for leisure. It is not very common to see that many and you spend a lot of money redoing roads and consulting so show me the numbers please.
- I'm terribly scared that this new Dillon's development will ruin the safety of biking there.

Other/General

- Dude humans might be on the brink of building something more amazing than Utopia See nanotechnology and Rosie the riveter robots Hopefully we can get to Utopia without a prison surveillance state replete with roving bands of dudes with cages cameras chains and guns. Make it

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more like a Dutch countryside with the happier healthier freer humans

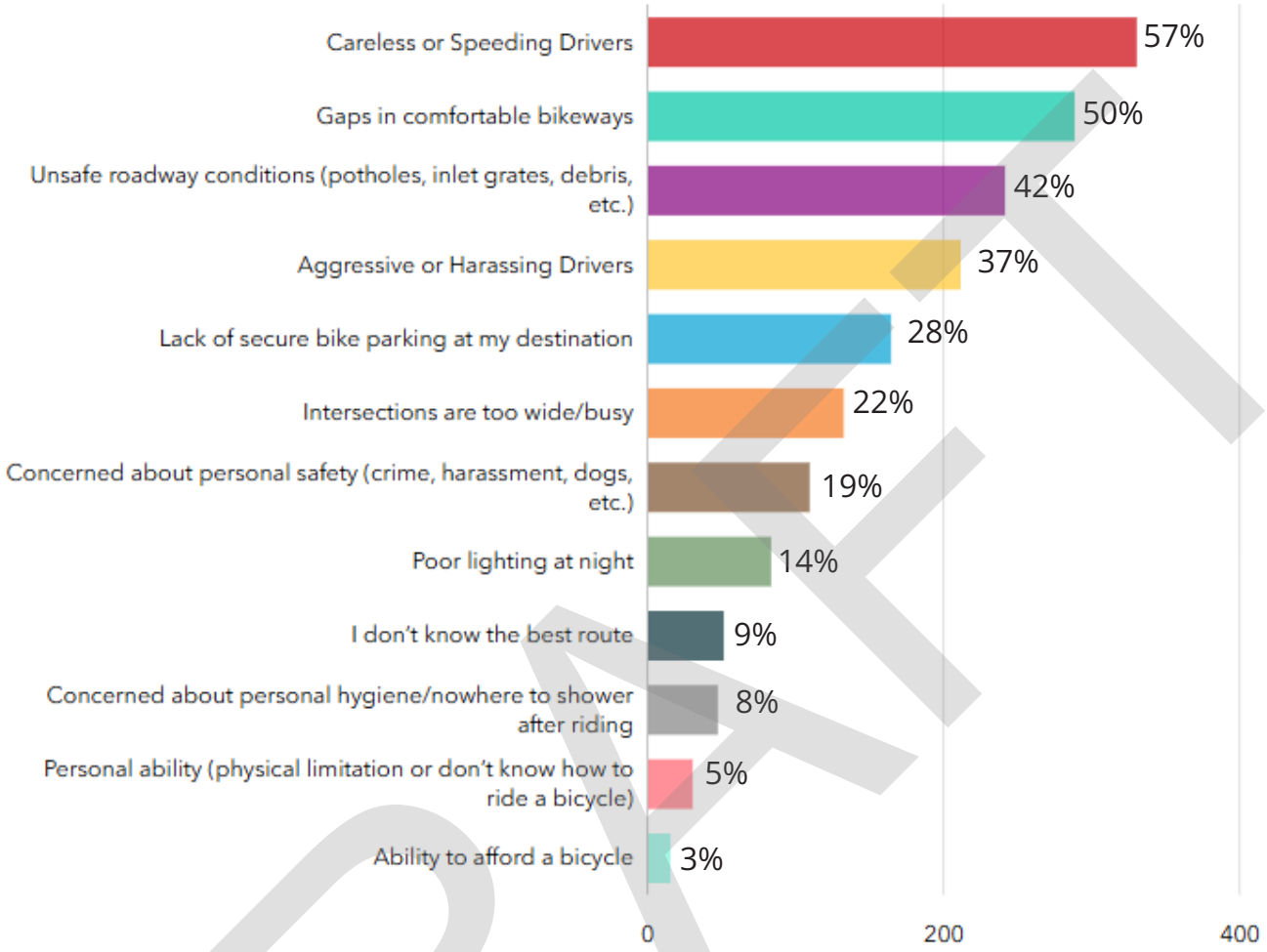
- I haven't used them yet
- The only one I've used is the tunnel
- I do not know the last 2.
- Steve
- I've marked neutral on the areas I have not used before. The more buffering from cars, the better. The more educational outreach for auto drivers, the better. I don't ever anticipate shared usage on the busiest Lawrence roads becoming a reality. Separate, buffered, dedicated bike lanes or shared used paths seem best. I'm sure it would take a significant investment (and maybe the overall community interest level just still isn't there yet), but most of Europe have a pretty robust cycling infrastructure and culture. I think we should look to their solutions/practices as much as possible to inform our improvements and programs. As climate change (and our national economy) worsen, alternate transportation will only become more important. Best to invest while we can.
- I've never used them, so I'm not able to comment in good faith.
- I have not used these yet.
- I want to use them more! I haven't ridden them since I moved out to the country on gravel roads with steep hills and my dogs.
- In a perfect world there would be well marked bike routes off street and on that get you to and from major parks and locations.

Maintenance and Operations

- Please do a better job of cleaning the bike lanes. Trash, debris, broken glass all tend to accumulate in the bike lanes. I worry a lot about getting a flat tire when I ride in bike lanes.
- It took about 3 weeks for the snow to melt from the bike lanes on my commuting route over the winter. It would be nice if these were plowed.
- The buffered bike lanes get too much debris (limbs, trash) that is not very well maintained and becomes dangerous to ride within.
- Debris tends to collect in some bike lanes, making them difficult to navigate safely in traffic.
- We need to pay special attention to the build up of debris such as sand, tree branches, etc.

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Question 11 - What prevents you from bicycling more? (select all that apply)



Responses: 506 Skipped: 75

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Question 11 - "Other" Responses

Staff have sorted all responses to this question into their best fit categories. Responses were generally of the following nature: safety concerns/ comfort levels, infrastructure issues, personal preference, other.

Safety Concerns / Comfort Levels

- I will not ride when there is not a safe route. Drivers generally do not respect crosswalk signals--all Shared Use Paths need leading pedestrian intervals to give cyclists an opportunity to enter intersection before being bullied by drivers.
- Unprotected bike lanes on major streets such as 6th, 9th, Kentucky, 23rd, etc.
- We still bike, but it feels really dangerous every time.
- Drivers who are unaware of how to treat bikes on the road.
- The hill on 9th street and the wide streets and shaky sidewalks on 6th street makes getting to/from downtown fairly challenging.
- I have a kid and I would use a bike to ride with them to school, then I would head to work. But I won't until there are safe routes and protected routes.

Infrastructure Issues

- Brick streets bumpiness.
- You can't stop aggressive drivers, but we can build bike rider infrastructure separate from these cars.
- Shared Use Paths need leading pedestrian intervals to give cyclists an opportunity to enter intersection before being bullied by drivers and sides of roads often enough.
- Narrow sidewalks and dog walkers

Personal Preferences

- I do not WANT to bike anymore.
- Carrying necessities with me, or returning home with items (i.e. shopping).
- Commute too long.
- Running out of water on a trip. Difficult to find public water fountains, or ones that are working.
- Hills.
- Although I have biked in the rain/snow before, I prefer warm, sunny weather for biking.

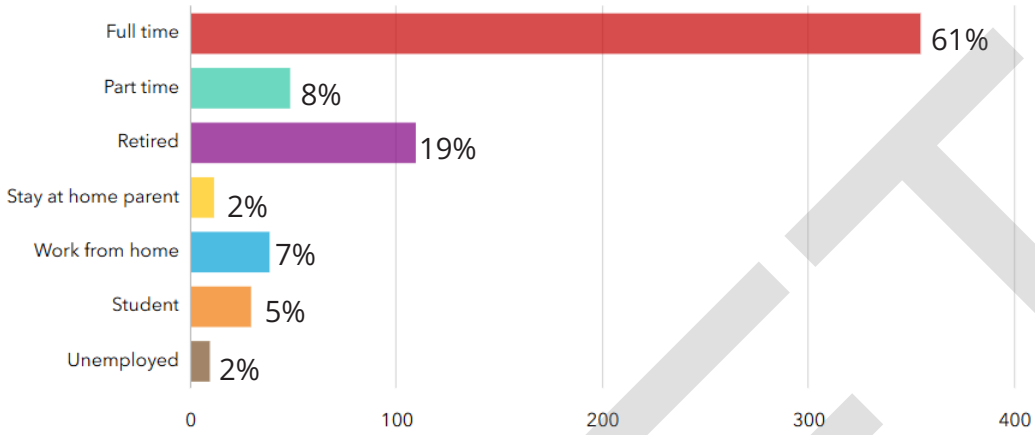
Other

- Laziness.
- This survey is biased having no questions against expanding bicycle routes.

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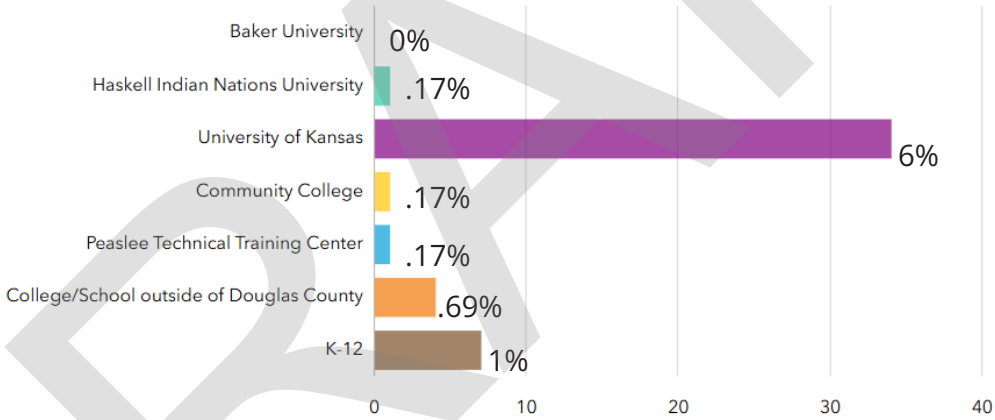
Demographics

What best describes your employment status?



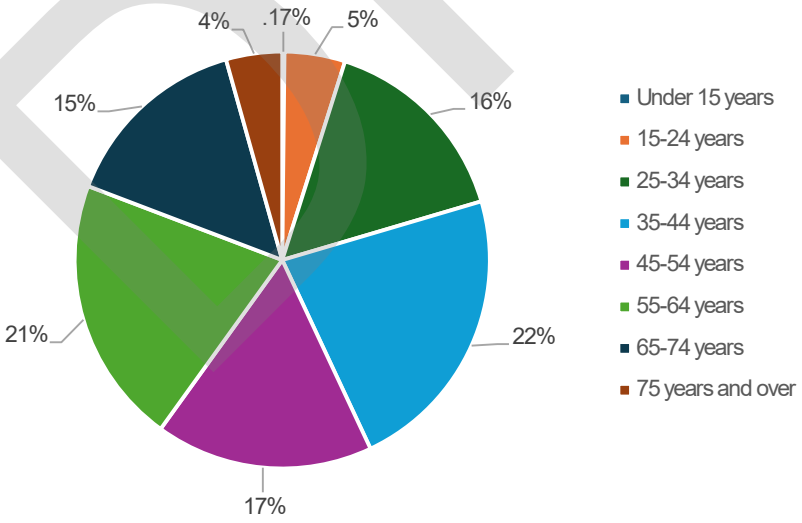
Responses: 569 Skipped: 12

If you are a student, where do you go to school?



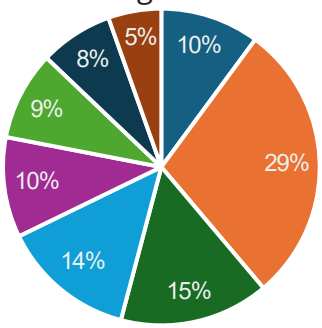
Responses: 50 Skipped: 531

What is your age?



Answered: 569 Skipped: 12

Lawrence Age Estimates



Source: American Community Survey (2023)

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Is there anything else you'd like to share about biking in Lawrence?

Staff have sorted all responses to this question into their best fit categories. Responses were generally of the following nature: bike infrastructure, safety concerns, lawrence loop, community awareness/ education, other/general, supportive of bicycling.

Bike Infrastructure

- Improvements to infrastructure are needed for safer cycling.
- The city should add more bike lanes, especially along major roads.
- Adding bike racks in more areas would encourage biking.
- More dedicated bike lanes are needed to feel safe biking on busy roads.
- A bike lane on Iowa Street would be beneficial.
- Improve bike access to more neighborhoods.
- Adding bike lanes on major roads would help cyclists feel safer.
- A dedicated bike lane downtown would make biking more enjoyable.
- Many streets in town don't feel bike-friendly due to lack of lanes.
- There should be bike lanes on 23rd Street to make the ride safer.
- More bike racks would encourage cycling for short trips.
- A designated bike lane on Sixth Street would help reduce accidents.
- Increasing the number of bike lanes near schools would keep students safer.
- I plan routes to 1. Minimize traffic, and 2. Use protected crossing with major streets. I do not like the 21st street bike boulevard- 21st street was excellent for bikes before, and is confusing after being made into a bike boulevard. Please don't do this to 13th street in East Lawrence.

Safety Concerns

- Biking on busy streets without bike lanes feels dangerous.
- There should be more bike traffic lights to keep cyclists safe.
- I worry about getting hit by cars on streets without bike lanes.
- Some areas of town have no clear paths, making biking dangerous.
- Pedestrians often don't look out for bikers, creating safety issues.
- Cyclists need more protection from distracted drivers.
- Lack of bike lanes makes cycling on major roads feel unsafe.
- There needs to be more signage to remind drivers of cyclists.
- I feel unsafe biking near fast-moving traffic on streets like Iowa.

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- More signs alerting drivers to be cautious around cyclists would help.
- Not enough police enforcement for drivers who don't yield to bikers.
- I've had close calls with drivers who don't respect bike lanes.
- I love biking in Lawrence, but I have been biking on roads for my entire life and am comfortable being in cycling-unfriendly places. My partner is not as experienced and the street design restricts her use of a bike due to the focus on speed and convenience for cars, and lack of safe routes for cyclists.

Lawrence Loop

- The Lawrence Loop is a fantastic addition to the city for cyclists.
- The Loop has helped make biking in Lawrence much more enjoyable.
- Connecting more neighborhoods to the Loop would be ideal.
- The Loop could be extended to better serve different areas of the city.
- I'd love to see the Loop have better lighting for night biking.
- The Loop needs better maintenance in certain spots where it's damaged.
- Expanding the Loop to connect more parts of town would be great.
- The Loop is a great asset for recreational cyclists.
- I love riding the Loop, but wish it were longer.
- The Loop would benefit from more access points in central locations.
- More signs along the Loop would help guide riders who aren't familiar with it.
- It's great that the Loop connects different parks and areas, but better connections would make it more useful.
- The Lawrence Loop could use more maintenance, especially during the winter months.
- The Loop should have more places to stop and rest, especially for long rides.
- More bike parking around the Loop would make it more convenient to use.
- I feel safer biking on the Loop than on busy streets, but it's not long enough for serious cyclists.

Community Awareness/Education

- More biking education programs could help make drivers more aware of cyclists.
- The city should run events to raise awareness about safe biking.
- There should be a campaign to educate pedestrians on bike lanes.
- We need more community events that promote biking and bike safety.
- Cyclists should be educated on how to navigate streets with heavy traffic.
- More awareness about bike safety and infrastructure would encourage more people to ride.
- Drivers need to be better educated about how to safely share the road with cyclists.

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- I think bike safety programs for kids would be great.
- The city should host workshops or classes on safe biking techniques.
- More effort should go into teaching people about how to properly use bike lanes.
- Education about how to park bikes without blocking walkways would improve the experience.
- Public service announcements about bike safety would help, especially in high-traffic areas.
- More awareness of the rules of the road for both cyclists and drivers would help.
- There needs to be more community outreach to get people excited about biking.

Other/General

- I don't think there's enough support for bike infrastructure from the city.
- I mostly bike to stay fit, not for commuting purposes.
- I prefer biking in the morning when there's less traffic.
- Biking is my main form of exercise, but I wish it were safer.
- More bike shops would be helpful for people who ride often.
- I love biking, but there aren't enough places to ride safely in my neighborhood.
- I wish there were more local bike clubs or groups to join.
- The biking community in Lawrence feels disconnected at times.
- I don't feel like there are enough people supporting cycling as a viable mode of transportation.
- I'd love to see more recreational bike paths for casual riders.
- Cycling around town would be better if more people rode bikes and shared the road.
- It would be great if there were more incentives to encourage biking as a primary mode of transport.
- I usually bike on quiet streets because they feel safer, but I want more options.
- The city should do more to create a biking culture and make it easier for people to choose cycling.
- I feel like cycling is still seen as more of a hobby than a legitimate form of transportation.

Supportive of Bicycling

- Lawrence has some great biking routes already, and the city is moving in the right direction.
- I really enjoy using the Lawrence Loop for biking—it's a well-thought-out path.
- I love biking through the city when the weather is nice; it feels refreshing.
- The improvements to bike lanes have made my rides much safer.
- I enjoy how easy it is to get from one part of town to another on a bike.
- The city is starting to prioritize biking more, which is awesome.

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- I think Lawrence is doing a good job of integrating cycling into the overall transportation plan.
- I really appreciate the bike lanes that have been added near major shopping areas.
- The city's efforts to make biking easier are noticeable and improving.
- I love that there are more options for bike-friendly transportation now.
- The city's bike lane updates are a great step toward making biking safer and more accessible.
- I like the direction Lawrence is going with its bike infrastructure, even though there's still room to grow.
- Lawrence has great weather for biking, and the roads are mostly good for cycling.
- I enjoy the scenic bike paths around town and hope there will be more of them.
- Thank you for what you do!

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Survey Two Responses

Staff have sorted all responses to this question into their best fit categories. Responses were generally of the following nature: bike infrastructure, safety concerns, lawrence loop, community awareness/ education, other/general, supportive of bicycling.

Open House Comments

- Streets with more traffic should have the bike lanes and shared use path (N.Iowa) + Rockledge sidewalk up to dog food plant
- Visually separated- using color is much more effective for bikes and drivers, would like to see more increased use. Physical separation- I consider the low physical barriers used to define the bike lanes a danger for bikes. If I run into an obstacle in the lane, there is no safe exit into the road. The same barriers present no challenge to cars entering the bike lane.
- More people might commute to work, play, errands if the smaller, local street were in better connection.
- I would like to see the city designate (on wider sidewalks or shared use paths), visually, where bikes ride and pedetrians walk! I have seen this in parks in Chicago. It honestly made travellling so much easier. And if the bike bridge happens, model it after the ones in Austin, TX. It would also be good to have this for those that ride e-bikes. I'm not a fan of nearly being hit by those.

Comments Received by Email

- As you know, 21st street has a limited stretch of bike lane which seems to get positive reviews from riders. My sketch (attached) is an idea for extending that link east to intersect the Burroughs Creek Trail and continue further east.

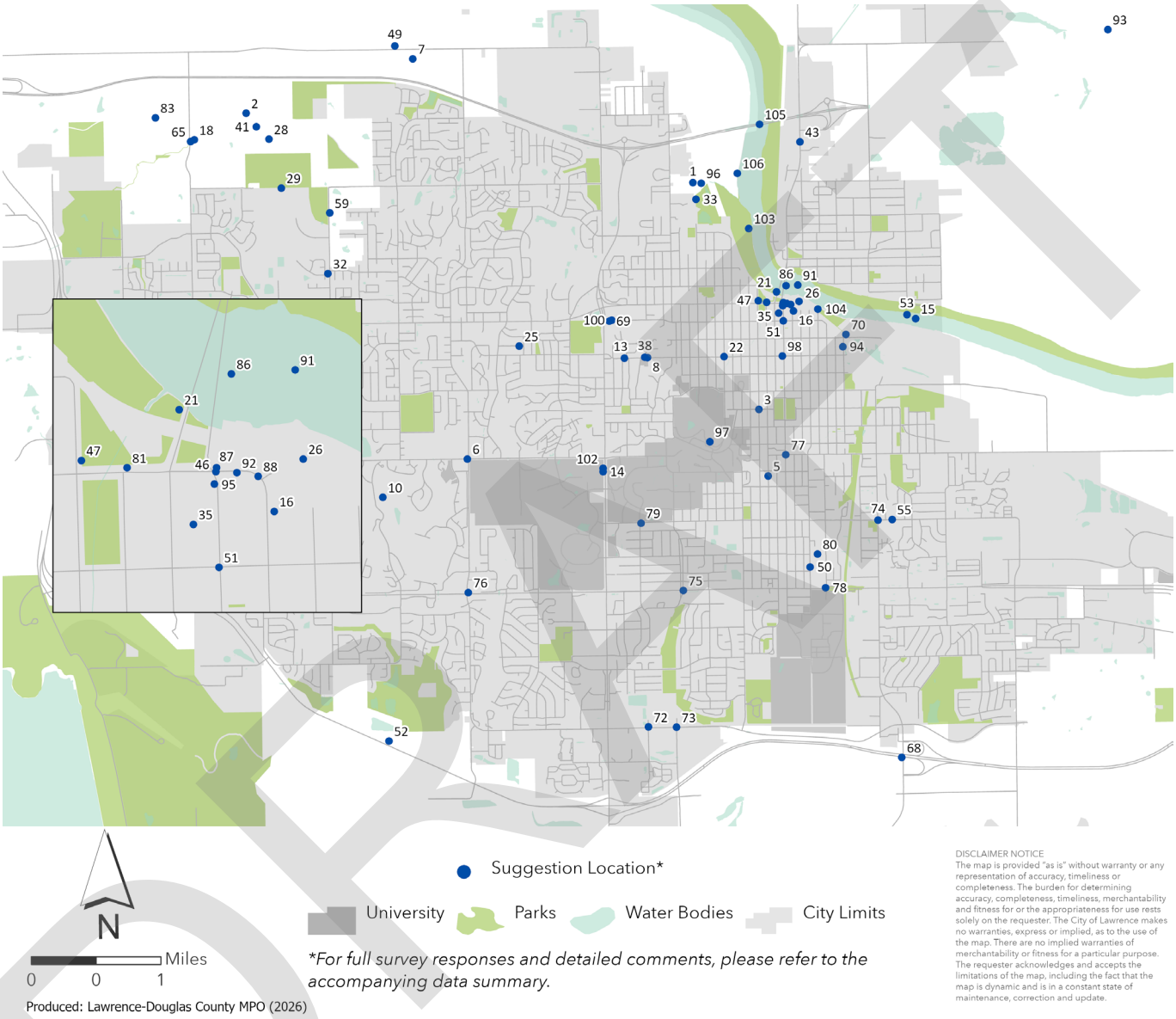


A.2: Survey 2 Public Comment

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Survey Two Results

The following maps show community input gathered during the second phase of engagement using the spatial data submitted through the second survey.



A.3: Survey 2 Results

To see comments assocaited with each point, refer to the table below. Comments not within plan scope are not shown on the map.

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Map ID	Tell us more about your suggestion.	Is there anything else you'd like to share?
1	The section of the Lawrence Loop near Sandra Shaw Park needs completed. The whole Loop needs completed so that cyclists, skaters, and pedestrians are able to circumnavigate the entire loop without breaks.	
2		There have been some added apartments on the Loop along K10. There drivers need a warning sign as they approach the exit of their complex. The exit crosses the loop path and none of them look for bikers or walkers.
3	East West protected Bike Lanes and cross walks at intersections should be added to Tennessee and Kentucky Street to provide a reliable north south connection through town and help reduce traffic speeds.	Lawrence suffers from some of the worst bike infrastructure I've experience. Even where bike lanes exist, they are not interconnected. As an example, the eastbound bike lane on 9th street terminates into a right hand turn lane at Tennessee putting bikes in peril.
4		There are many bike lanes that need remarking as they are fading.
5	Having a safe North/South travel route West of Mass street, but East of the hill would encourage the student population in that neighborhood to cycle. This would improve cycling access to housing, downtown, and points of interest without requiring a climb up the hill. Kentucky and Tennessee are neighborhood streets that currently carry cars at nearly highway speeds (regardless of the speed limit) and are two lanes each. The capacity these roads are built for vastly exceeds their real world usage.	Cycling in Lawrence only feels safe if you are an able bodied and confident cyclist. Accessibility to safe cycling routes should be available to a larger percentage of our community.
6	it would be great to get a lane on 9th (between the Merc and downtown). it should be a big bike thoroughfare to get downtown but gets pretty hairy once the bike lane ends	
7	This is a very busy highway in which case I live right in front of. I have watched bicyclist be hit by vehicles driving at fast rates on this specific portion of the bike path. As a parent who would love to allow my children to ride on that bike path it feels incredibly dangerous still	

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8	Leaving the loop on 6th and riding downtown until the loop starts again is too dangerous. Additionally the road that goes past Martin Park is dangerous, blind curves and cars go too fast. Need painted lanes and signage that flashes. Especially downtown	More signs that flash or grab drivers attention about cyclists. Also painted lanes, not just white lines but the entire lane painted.
9	Stop wasting money and resources for making bicycle Lanes on public roads. You don't have money for other needed resources but you're wasting money on this so you can feel good	
10	I would not want the bike path near my house	I mostly would not ride on the trails that are infested with homeless beggars
11	You have map the map and bike routes impossible to discern ….as an educated population you ca do better!	Lawrence is failing its population at EVERY intersection. People breeze through the hold line and the pedestrian walks wanting to make a right-hand turn . ALL intersections should be painted so the lefthand turn lanes and straight ahead lanes are painted further back, so the righthand turn lane has a clear vision of those in the walkway, as well as, the traffic. Paint doesn't cost much…those of us who ride have either been hit or many close calls with these situations …it doesn't take much to see how this small adjustment would help everyone!!!!!
12	There should not be bike lanes next to cars…I'd like to see bike pathways created separately from streets, leaving streets to vehicles, and providing pedestrians and bicyclists separate accommodations and trails…there are many of these in Boulder, CO.	Bicyclists sharing roads should have to take a test, receive a license, and carry insurance. They should adhere to road rules---many do not even know them.
13	Getting from downtown to Iowa on 9th, going up the hill	
14	North/south along Iowa Street	
15	A pedestrian bridge over the river (away from the 2nd street bridge) would allow for better routes and access to the level system. The loop should have really been completed 5+ years ago. Other city seem to invest more outside activities. The river mtb trail is a true gem.	More usable green space should be incorporated in outward expansion projects
16		
17	I would like to see finishing the loop as a priority with some added signage. Once this is done, could start a regular Ride the Loop group say Saturday mornings.	The river trail managed by dirt bike group is not friendly to pedestrians. Bikers come fast in both directions. If it is meant to be multiuser then perhaps their should be pedestrian only hours.

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18	I think you're already planning this, but the 2nd connection over the river in East Lawrence, and connecting downtown to the lawrence loop are most important. I'm also excited about the MTB expansion onto the right bank of the river, but that seems far off.	we are a one-car family and 2/3 of us depend on bike to get to school/work every day!
19	Too much local taxpayer dollars going into cycling concerns.	The city is already spent untold money on cycling paths particularly on major streets.
20		Thank you for focusing on bikes. 23rd is difficult for cyclists. Downtown somewhat too bc people back out and don't see you. Education for drivers around bikes, awareness. Thank you.
21	Coming from North Lawrence, there's not a great option to go south and cross 6th street after the bridge if you need to head west, ex. toward KU campus. If I'm going downtown or heading east on the the Lawrence Loop, I can turn east and go past City Hall. But crossing at Vermont is tricky. Right on red traffic turning west from the bridge onto 6th does not stop at the crosswalk, and it feels unsafe being stuck on the tiny traffic island waiting to cross.	
22	Bike lanes on 9th street need to either be continuous or eliminated. I would never ride there as-is because they end abruptly and spit you into unexpecting traffic.	
23	I'm disturbed to see 1400 road marked as a bikeway. It is extremely dangerous, and multiple people have been hit by cars this summer. It needs to have improvements such as a wider shoulder and signage at minimum, or it should not be promoted as a bike route at all.	
24	I really look forward to the proposed alternatives to the Martin park hill. That is a narrow road and is dangerous to climb at the super slow speed I go up it when vehicles are present.	
25		The e bikes are not being enforced on not using the sidewalks. It is unsafe for them to be on the sidewalks and they go ignored.
26	Need bike lanes along both sides of river.	

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27		I feel like the most need for me would be to provide decent street conditions in East Lawrence. I'm not an advocate of bike lanes on busy streets. They are not very useful with cars driving fast and all of the debris, cracks, and potholes that accumulate next to curbs. They are dangerous. As an avid cyclist and commuter, we should discourage bikes on busy roads (including the use of bike lanes) and facilitate biking on side and residential streets.
28		Need to finish the loop from the Gavel road to the st on the north side of Rocjchalk Park
29	It's hard to tell what is what on this map so I am having difficulty marking any one place. I believe all arterials should have a shared use path or at the very least a buffered bike lane. This would include, (N-S) Wakarusa, Iowa, Kasold, Haskell and (E-W) Sixth, Ninth, 15th, 23rd). These are best routes to get across town.	
30	I appreciate that there is already plans for a future bikeway across the river from North Lawrence to East Lawrence at N 8th St.	Our family of 6 enjoys biking in Lawrence on the paths, but some areas without paths make this mama nervous for her young kids. More pedestrian/bike only areas would be appreciated.
31		Just need more protected bike spaces. Lots of crazy drivers out there
32	The intersection of Trail and Folks can be tough to turn from West bound Trail to southbound Folks even though both have signage as shared paths.	
33	The Michigan street crossing needs to connect with Sandra Shaw Park. Perhaps temporary bike lanes can be established while the city is figuring out where to locate that connector as a permanent link in the Lawrence Loop. Thanks!	The Trailhead near where the bypass intersects 1750 Rd needs a better connection heading east. Not sure if an established bike lane is possible, but I did not feel safe riding my bicycle along that stretch of 1750 Rd
34	Fix sidewalks on Tennessee, and around city. Not all bike friendly. Curbs that need to be hopped, brick, grass, branches, etc.	
35		

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36		The 21 Street bike boulevard, while a worthy idea, is an awful design. Both bikes and cars have to swerve back and forth and that's especially dangerous for cyclists. I know there will eventually be a better and safer crossing for cyclists at south Iowa street when it intersects with the Lawrence Loop, but for now, could you increase signage and add a flashing light to the traffic that is exiting off 59 and turning north onto Iowa? It is dangerous! Vehicles have limited sight to see cyclists crossing. And honestly, they're only looking south, not north where the cyclists are. We need a crossing light for the Lawrence loop where it intersects Michigan St. since those new apartments opened up on the east side of the road, traffic has increased probably a hundred fold.
37		My background as it relates to bicycling. Before Mt. bikes became a thing I rode a Trek 520 between 100 and 150 miles a week. I commuted from Linwood to Lawrence two to three times a week weather permitting. I rode Mt. bikes at the river and lake Clinton and did maintenance on both. My opinion on bike routes in Lawrence: 21st is a mess. The bike lanes and markings on parts of Mass Street are confusing and in some cases contradictory to traffic laws. The money spent on bicycle projects is excessive in proportion to users. I have one question. Has an actual count of bicycle riders been done on the various sections of the routes, counting users two to three times a month for two years.
38	9th street has no bike lanes in several locations, especially between Avalon and Iowa. Obviously not safe either direction.	I would like to see better education of cycle rider laws as well vehicle driver behavior when encountering cyclists.
39	I can't tell if the pin dropped or not but I would like to see the Lawrence loop connected to Clinton state park.	Don't forget to add me n better signage and maps. They are both hard to find.
40	We need more protected bike lanes, drivers in town act as if they're the only ones who pay taxes on the roads and protected lanes are the only way to ensure safety of those 8 and 80years old.	The "bike lanes" we have are glorified painted bike gutters. If you wish to keep citizens safe you NEED to spend money to do so. I've been hit 2 times since I moved back a year ago...
41	I use the paths to run on & having a connection at the north end of town would be really nice.	I worry about sharing the road with inattentive drivers

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42	If dotted lines indicate routes already proposed, I don't have any additional routes to suggest. But my cycling is almost entirely in the city. Biggest concern is what type of bikeway is created! Separation from motor vehicles is essential for me to feel comfortable using a route	As I get older, safety of the route becomes more important. For example, I will no longer ride on Louisiana St south of 23rd.
43	Commuting in North Lawrence can be very difficult as there is no continuous sidewalk along N2nd St or N3rd St, and the lack of a bike lane means that road cycling can be very dangerous during peak traffic hours. An updated sidewalk or shared use path would make pedestrian commutes much easier, and a dedicated bike lane would make cycling significantly safer around our historic community.	
44	The north side of the loop needs to be completed. From Queens Rd to North of the hospital.	I love biking where no cars can go. Please complete the loop.
45	Pedestrian bridge across the river in Eudora!	
46	We bike our two kids (ages 5 and 7) to school every day, from Old West Lawrence to North Lawrence (Woodlawn Elementary). Any improvements for bike routes between these two neighborhoods would have a huge impact on our family!	We love biking and appreciate every bit of effort that the city makes to improve cycling routes, especially for families with kids!
47	If you ride the Lawrence Loop for pleasure (I don't ride as a mode of transportation for work so that input is important to be given by those who do), crossing 6th street from the river is dangerous, complicated and ..... Getting from the trail at the River over to New Hampshire (or the opposite way) seems to have been completely forgotten. I rarely ride the loop for that reason. We purposefully retired here (from St. Louis). One of the reasons was we were told this was a bike friendly town. We have been disappointed with the trails that go a short distance and then just drop to dangerous crossings on busy streets that have not been planned for.	Yes please. City workers and contractors, often park on the bike path during the March through November months, It is frustrating that the City of Lawrence often brags about their bike path, but doesn't educate and then pay attention to their employees and contractors blocking the trail. My other frustration is the amount of times the actual trail (safe area away from cars (e.g., along Highway 10 or near Rotary Park) is often marked "closed" and blocked due to construction. For example, the area in front of LHM West was closed for over a month and 9/10ths of those days, there wasn't any work being done. Labor Day weekend, the trail was closed at Rotary Park. It would have been a very simple and cheap fix to make sure bikers could have used that part of the trail during the "final holiday weekend" of the summer. We often feel like the employees who plan don't use any aforethought when they plan. It has been disappointing because it could be an amazing asset in Lawrence.

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48		Hit and run by car years ago (seriously injured) makes me unable to ride in traffic even in “protected” bike lanes. Those painted lines are no protection from vehicles.
49	Just need to finish up a clear way from the Sonegate Park neighborhood to downtown. Going down 6th or Iowa is not a safe option. I would also like to have a	Paved shoulder on the Farmer’s Turnpike is no longer a safe option now that so many people are using it to avoid traffic to get to the on ramp at Lecompton. Used to bike to Lecompton more frequently but even avoiding rush hours it is much busier and few drive 55.
50	This suggestion is on what appears to be a future planned bikeway in my neighborhood. Many of the gaps in connectivity appear to be on “”future bikeways.”” A limitation of this survey is that the map only allows a survey respondent to identify one gap.	
51	I’m glad to see the proposed bike infrastructure along 7th and Mississippi. Just wanted to throw my support for these, as they are the types of routes I prefer to use. 7th or 8th Street would provide an excellent low-stress corridor between East Lawrence, downtown, campus, and LMH. These streets offer calmer traffic, easier intersections, and a much more gradual hill for accessing upper campus compared to busier alternatives like 9th or 11th Street. Key connections include: Pinckney and LMH via the pedestrian tunnel under 6th at Illinois or Maine Street Library, Post Office, parks Campus via Mississippi Street’s gradual slope Sunflower Bike Shop Mass Street Lawrence Loop via the new eastern extension While slightly longer than direct routes, the combination of safer intersections, lower traffic, and manageable grades makes this far more practical, IMO.	I live in East Lawrence and commute to campus daily, year-round. Lawrence is genuinely one of the nicest places to bike that I’ve lived in. In my experience, traffic is generally calm and drivers tend to be considerate. I think there’s a gap between some infrastructure is added and where cyclists actually want to ride. It seems like it follows ‘where the cars go’. The 11th Street bike lane is a good example - it’s on a busy road with a difficult intersection at the top of a steep hill. I’m a strong and confident cyclist. Personally, I would never use that route to commute. To me, a good bike route prioritizes gradual grades over steep hills, calm side streets over busy corridors, and easy-to-navigate intersections. I’m also trying to avoid getting my heart rate up and arriving sweaty. I think a lot of the proposed routes are the right approach! I would just always prefer to avoid busy car streets.
52	Facilitates connection to Baker Wetlands and Iowa corridor while avoiding streets	Would like to see a series of separated/ protected bike lines along high traffic / high speed areas prioritized over expansion into residential neighborhoods. Streets like 6th, 9th, 23rd going E-W and Wakarusa, Iowa, and Mass N-S.
53	Would love safer, wider paths to get across river.	

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54	Make round about for bikers more safe. My wife was hit by a car attempting to pass her while in the round about. Most cars simply do not see bikers as right away! The accident occurred at round about at 31st and O'Connell road . Also, traffic is so bad trying to access Lee Burroughs trail from east of Haskell. We give up trying to walk or bike across Haskell because traffic is non stop, we need a crosswalk w/ cross button at 27th and Haskell.	Since my wife and I have retired, we bike daily. We have been to other communities that are bike friendly and are really disappointed that Lawrence has a long way to go becoming a bike friendly community. The bike paths are not accessible from many residential areas to Downtown with risk of being hit. We appreciate the effort that is being made to make Lawrence a bike friendly community but we are not there yet. Thank you for reviewing my comments and keep up the noticeable effort
55	In the pinetree homes subdivision is a sidewalk connection with the neighboring streets. It is blocked by pillars. It is one of the only ways to get around the 19th street closure at maple street. Would be good for the townhome complex to access the safer streets of the neighborhood. Harper street south of 19th is not marked and is too busy for sharrows. It would need a barrier to make it comfortable. I regularly bike 19th. The painted bike lane is not sufficient on this road. It would make an excellent E-W corridor if a separated bikeway was possible. Many school buses use this route and those extended mirrors can get awfully close! Also headed east in the morning and west in the evening, the sun blinds drivers making is unsafe for on-road bicyclists.	Maintaining smaller local roads would increase commuter cycling.
56	Selfishly I would like to see the NW Lawrence loop extend and connect through Martin Park to Petterson Rd.	I'm not sure why the city didn't construct bike lanes on Wakarusa from Clinton Pkwy to Bob Billings when they redid the road (?) Seems like that would have been the perfect time to incorporate them.
57		Keep building infrastructure to support human powered movement! Thanks!
58	I would like to see a complete loop around Lawrence that is unencumbered by auto traffic.	

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59	It is nearly impossible to bike or even walk to the Lawrence Nature Park. There are no sidewalks on either side of the very narrow Folks Road.	I prefer to ride the levee or the Lawrence Loop, I don't feel comfortable riding on the streets.
60	I am not comfortable riding my bike on most of the streets in Lawrence therefore more bike lanes in the streets would be appreciated.	
61		I like riding my bike around town and have no trouble getting around town. I do notice almost too many bike lanes and traffic alterations for vehicle traffic and especially emergency responders. 21st St east of Iowa to Mass St. was once a nice detour and cut through off of main roads. That has been ruined by the seldom used bike lanes, curbs, and bollards that were installed. I am in that area quite a bit and never see anyone use it. My suspicion is that a previous commissioner who lives in the area wanted that for when he rides his bike... Remove it, it's unnecessary.
62	Paths Need to be connected!!!!!!!!!!!'nnnn	We use our electric bikes regularly and believe more seniors will be doing so. The paths are so much safer and figuring out how to connect to the next nearby one is a nightmare! Thanks!!
63		I would love to see the Lawrence Loop finished. These bike paths are one of the reasons I chose to move to Lawrence.
64		
65	Connect the north part of the Lawrence loop	More dedicated bike paths, separate from traffic
66		We love riding the loop. Please try to get a good route from the BNSF depot to Burcham.
67	I have no route suggestion because it seems to be covered by future bikeways already planned but the bike lanes need to be separated from traffic.	The bike lanes in Lawrence need to be separated from the roads they follow. Having them at least on the side or shoulder makes them a little safer and more comfortable to ride on. As it currently stands, having bikes share the road completely does not feel safe and is a big factor as to why I don't personally use a bike more often. There are times I am sitting in my car in traffic and notice the painted bike symbol in the center of the lane and couldn't even imagine being a bicyclist sitting in the middle of all those vehicles. If traffic is stopped, a bicyclist has no where to go on those roads. Louisiana St. is a good example of this.
68	There should be a curb cut or better way to get from the street onto the bike path at this location. Currently you have to climb the curb.	

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69	I would love to see a biking/hiking bridge over Iowa from Seventh Street near the High Pointe Apartments into Centennial Park. Crossing busy Iowa St. is difficult even with stop lights, a bridge would be safe and could be a thing of beauty, leading to an underutilized park.	
70	I think the loop connector needs to parallel the railroad tracks and go behind Abe and Jakes. There is already a natural path there as people are walking that section all of the time. It is the sensible link to the start of the Burcham Park trail.	Lawrence is a very bicycle oriented city. I feel like we are at a tipping point of either embracing that and going all in or letting the excitement wane if we don't keep our foot on the gas.
71		Why is there no mention of trikes and/or etrikes? I have an etrike and hope it is included in the plans for bicycles.
72	There is a critical gap in the bicycle network at the intersection of Naismith Valley Trail and 31st / Ousdahl. This intersection has a crash history. I would offer solutions and description of the gap, but am limited by character-count. Under current conditions, the safest way to cross the intersection on bike is to "take the lane." But this requires some skill and confidence and is a very different experience than trail-riding; it is also not necessarily fool-proof, as the intersection here is massive (and has a crash history). This is a gap in the bicycle network. This intersection is a critical juncture for cyclists. It is the most direct route between Naismith Valley Trail and the Lawrence Loop. It is the only way to access to loop via dedicated infrastructure between Kasold and the Burroughs Creek Trail. Improving this intersection (or providing a good alternative--like at Michigan and 31st) would improve accessibility for thousands of families (and hundreds more to come).	The bicycle network includes local streets. That being said, marked shared lanes offer so little improvement over local streets that I'm unsure about their inclusion in the network (beyond the extent that these streets are local and thus part of the bicycle network). I think the idea here is the only map the bicycle-improvements on the network, but again... The extent to which sharrows are improvements is really unclear. And the network that people use to bike also includes local streets.
73	31st is a wide, high-speed road. This is a gap in the bicycle network.	
74	I see people riding on the sidewalk here all the time. This is a gap in the bicycle network.	

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75	By bike, you can take Naismith Drive south to the Naismith Valley Trail, but you cannot take the Naismith Valley Trail north to Naismith Drive (north of 23rd). This is a gap.	
76	Aggressive right-turning vehicles on Clinton Parkway make Clinton Parkway and Kasold effectively a gap, even if it is formally a shared-use path.	
77	Massachusetts southbound at 15th does have some planned improvements. It is unclear whether similar improvements will be made for northbound traffic. Massachusetts between 14th and 15th has significant crash history. 15th crossing Mass is angled and extra-long. These are gaps.	
78	I understand there are plans to make improvements on this stretch of 23rd, but I do want to reiterate that there is right now a gap between the 21st Bicycle Boulevard and the Burroughs Creek Trail. You either have to travel on 19th or down to 23rd from 21st Street--both routes have significant limitations.	
79	There is no way to cross 19th and Ousdahl by bike except by crosswalk. This is hard to do because of the slip-lane (right turn lane on Ousdahl) and pedestrian conflicts. Would appreciate an exception for cyclists to be able to cross 19th directly. This is a gap in the network.	
80	I know this is spot (between Barker and Learnard) is planned for a future bikeway, but I just wanted to reiterate that a path between the two roads would be awesome. Right now there is a gap between the 21st Street Bicycle Boulevard and the Burroughs Creek Trail. Cutting through Barker and Learnard would allow easier access to the BCT.	
81		Not only is biking on Kasold north of 6th difficult because of the lack of a bike lane, but walking is unsafe because of lack of sidewalks. I hope the answer is a shared use sidewalk due to the speed of vehicles on the long hill combined with large tree cover.

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82		Divided lanes with a physical buffer OR a separate bike path are best. The separated bike lane on Mass st. is pretty good but obviously not long enough. Shared roads or simply “”marked”” bike routes are not nearly safe enough--at the very least there needs to be a white line designating a bike lane but a curb or even an intermittent curb would be so much safer. We also need FLASHING crosswalk lights on the sign at Michigan St near Baker Wetlands. Cars do not stop when people are waiting to cross there.
83	Finish the Lawrence Loop!	Please finish the Lawrence Loop
84	Try to bike from Burcham to Burroughs	
85	Do you really need me to drop a pin on the part of the loop that has already been planned but keeps having it’s date to be finished pushed back.	Make all the sidewalks wider, like 6th street. I am not going to use the bike lanes anyway!!!! Too many bad drivers, too little room for error. Plus have you read the comments on this subject? Lots of drivers are annoyed by the bike lanes and cyclists. Does not give one much confidence who already finds them dangerous. I will risk a ticket over my life. Paint white lines on extra wide sidewalks if there is a worry over pedestrians. BTW, have you tracked how little use the sidewalks, other than downtown, get? Way more likely a pedestrian will survive getting hit by a bike, than a bike getting hit by a car. Not to mention, the number of bike on pedestrian interactions is a very small fraction of the number of car on bike interactions. Besides, 6th street is the same width as the loop, and pedestrians on the loop seem fine.
86	Narrow path along bridge makes it hard to share with walkers. Traffic noise and speed are intimidating.	
87	I don’t know what is planned for the intersection of 6th and Massachusetts, but right now there is a functional gap, in that the sidewalk is narrow and there are often many pedestrians at the intersection, creating conflicts between cyclists and pedestrians.	Just a note that there is a disconnect in the survey questions: the first survey identified “a strong response from the public that “Gaps in comfortable bikeways” was a major factor in their decision to bike,” whereas this survey is asking for “where you feel a connection is missing from the planned bike network.” The first question is asking about existing conditions; the second question is asking for hypothetical future conditions. These survey results may not speak to where people feel there are gaps in the network because the question asks for gaps in the planned network. Regardless, I do like this survey and think it should garner useful information. Surveys are hard.

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88	I live in north Lawrence and bike commute to work every day. The worst part of my commute is crossing the street in the area where the pin is. There is really no good way for me to seamlessly cross the street so that I am then riding on the correct side of the road. The cross walk is often blocked by construction (which I know is temporary) but then also that is a narrow side walk not meant for bikes, and I am then still riding on the wrong side of the road. There needs to be a better way for bikers to get from the bridge to then downtown, and the crossing light is not a good solution either in my opinion. Even just a bike crossing painted on the road where the springhill suites parking lot lets out would be better.	I think one of the best things you all could so when working on this is try and connect with the people that bike commute as we are riding everyday and see where there are small changes that could be made to make this city, which is very bike friendly, even safer for us.
89		1. Please complete all sections of The Loop 2. Please "smooth", not just cold-patch temporary fill, seams, pot holes (small and large). 3. Please act to "smooth" root rise, plate-rise areas. They are an epidemic in Lawrence. 4. Clearly mark with cautionary signage and/or road markings those street accesses to underground infrastructure. Many are extreme hazards as they are significantly below the roadway surface. There.are.many.of.these.around.the.city. 5. For (all) cyclists and especially vehicle operators: PLEASE recognize and obey traffic control signs and illuminations...EVERYWHERE, EVERY TIME. 6. For all operators on roads...please share the roads. Note: paved roads exist because of the early efforts of the League of American Wheelman...a lobbying group of cyclists. 7. Again...for all operators on roads...please know the REAL law about the use of public roads...your "opinion" is not real law.
90	Improve the loop around downtown. City hall to Burcham Oark very difficult to manage.	
91	A pedestrian/bike bridge into downtown from 3rd Street to East side of City Hall.	Too much theft. Police should employ sting operations against thieves.

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92	Getting to the Kansas River bridges from the east or west is difficult and requires sidewalk biking. I typically have to traverse between the end of the path in front of the Amtrak station, past City Hall to Constant Park to get from East Lawrence to the hospital. I would like to see a buffered, two-way bike lane along E 7th Street/W 7th Street that takes you to Watson Park, and then it would be nice to have a shared use path through Watson Park, with a tunnel under 6th Street between Watson Park and Constant Park. From Constant Park, riders could have multiple options. They can continue west on W 5th Street, go to North Lawrence across the Vermont Street bridge, or cross the railroad tracks to continue north on the Burcham Park trail.	I like the flashing crossing beacons that we have in Lawrence, and would like to see more. I have noticed motorists usually brake for them. I often use the new on crossing 19th Street near Illinois. I also often use the Haskell Avenue flashing ped crossing.
93	This is a well used crossing to continue the levee loop east and north. I realize that this likely outside of the purview of MPO but this crossing needs attention. Currently cyclists are faced with riding around a guardrail and crossing 24/40 . There appears to be plenty of room to build a trail under the bridge that spans Mud creek.	
94	I'll mostly ride from SE to the hospital	
95	I think the Downtown connection needs to be completed for safety	Build it and they will use it.
96		

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97	Safe bicycle connections to KU, from east, west, north and south that can be used by pedestrians and scooters. Future bikeways is vague. Sharrows are useless, don't waste any money on them. Connecting up with the Lawrence loop and downtown is needed. The rest of the city is dedicated to cars and trucks. There is a desparare need to enforce speed limits all over town, and to enforce vehicle muffler and engine noise laws. No slap on the wrist for reckless driving, take away peoples' drivers licenses. I think Mass St would be great as a one way (traffic flow to North) street. More safecycling routes and connections to schools is needed, the safe routes to schools is mostly an abstract idea on paper with little actual substance.	The city has grown into a car dependent city with westward sprawl. Things like grocery stores are almost all (except dapper dillons) located in western (suburban, car dependent) Lawrence. Students at KU end up in apartments miles from campus and this drive too much. Yes, bike lanes, but really more actual planning for growth needs to occur in Lawrence, do we want to end up like Johnson county with countless, merged cities indistinguishable from each other? We need want suburban in high density downtown, we need to limit sprawl, we need to make alternate transport easier and worthwhile.
98	One way traffic on Mass St.	Let's start with ready things like enforcing traffic laws:speeding,reckless driving, running red lights, mufflers... Then work on visibility at intersections, too many have blocked views, bushes, trees, parked cars, fences. Intersections across huge roads need safety islands in the middle for pedestrians and cyclists. Build future roads with safety in mind, narrower lanes and obstructions to make the roads feel slower to drivers. Fix traffic light signal to improve vehicle flow, instead of punishing drivers to go the speed limit
99	I don't think any more money should be spent on bike lanes, paths, bikeways, etc. There are "Gaps" and deficits in the city budget. Road maintenance is taking a back seat to bicyclist "comfort". I know grants help with some of the expense but not all. If the city wants to continue to spend money, spend it on bicycle education and teach children the rules of the road and bicycle safety.	There are too many bicyclist that don't use the marked lanes that were given to them. I continually see bicyclist on the sidewalks riding parallel to a marked lane in the street next to them. I've had bicyclist dart in front of my car at intersections, I guess just because they are on "a path" and feel privileged. They have no regard for automobile traffic and their own safety. I just don't get it. Just come fix my potholes and curbing instead.
100	Lawrence lacks a low traffic route from east to west esp a surrogate for 6th street. 7th street works well until Iowa and then transitioning back onto 6th is awkward. Any east/west corridors that connect neighborhoods on both sides of Iowa street are needed.	I think lawrence badly needs to catch up with other cities in terms of making cycling safe and inviting. I'd like to see bike commuter friendly streets and paths that get people to work, school, shopping and healthcare. Bike lines are useless unless the city is serious about cleaning them regularly! Otherwise it's just sand and broken glass. I'd rather ride in the car lane. Recreation paths are important, but commuter routes are more so. And generally it'd be great if future development went back to a standard grid or modified grid.

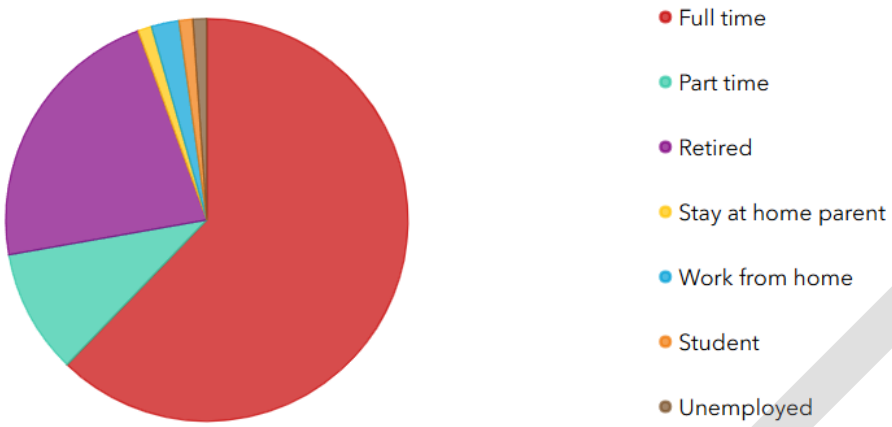
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101	I couldn't see the map	More bike lanes would be nice
102	The west side of Iowa on 15th to 19th should have a wider, shared use sidewalk, too. The path going through West campus isn't a substitute that takes you blocks away. Especially if you're taking 15th and Iowa.	Cars stopping across sidewalk crossing is my main issue to feeling safe when using a shared use path or even a sidewalk on a bicycle or even as a pedestrian. Do the chicanes on 21st st actually slow cars down? I'm not sure they're doing a great job at making cyclists feel safe, because drivers will still try to pass us and have less room to do so. It forces bicycles to take the lane when they might not feel comfortable doing so. I like the intersection at 21st and Osdahl, if cars were able to go West all the way to Iowa, there would be more cutting through to Dillons and they'd go faster.
103	This location is both a gap in the bikeway network and a safety issue related to the railroad. Currently trains stop in this area and regularly restrict people's ability to access or leave the park. Updates to this area would provide safety improvements, close the loop, and provide access for future recreational trails.	
104	Bridge across to North Lawrence would provide additional connection and could be used to create additional "loops" within the network.	
105	Adding a bridge here would add access to future recreation opportunities and potentially expand the loop.	
106	There is a recreational easement here that should be used by the City to help connect the Loop and provide access to Cameron's Bluff.	

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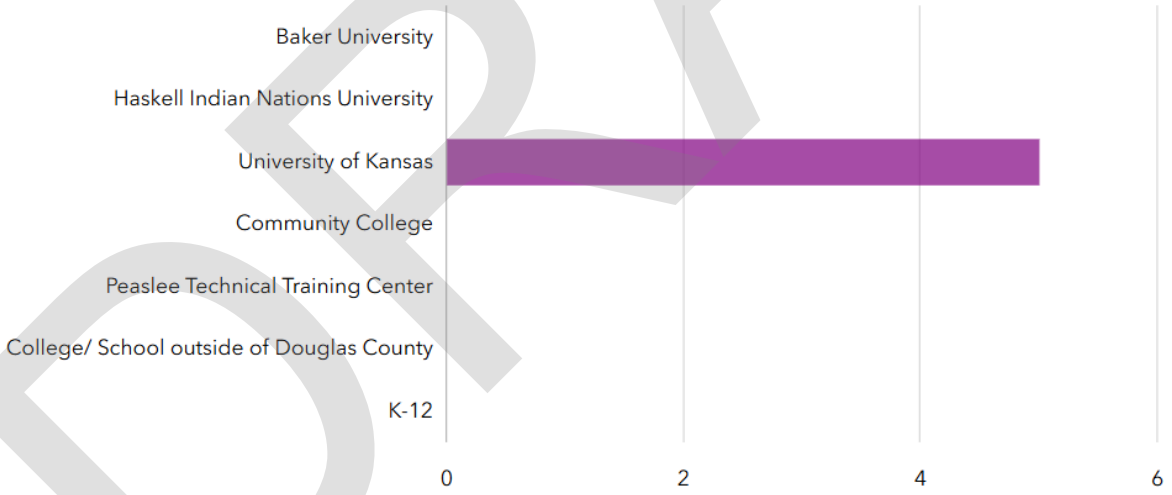
Survey Two Demographics

Employment Status (90 Responses, 12 skipped)



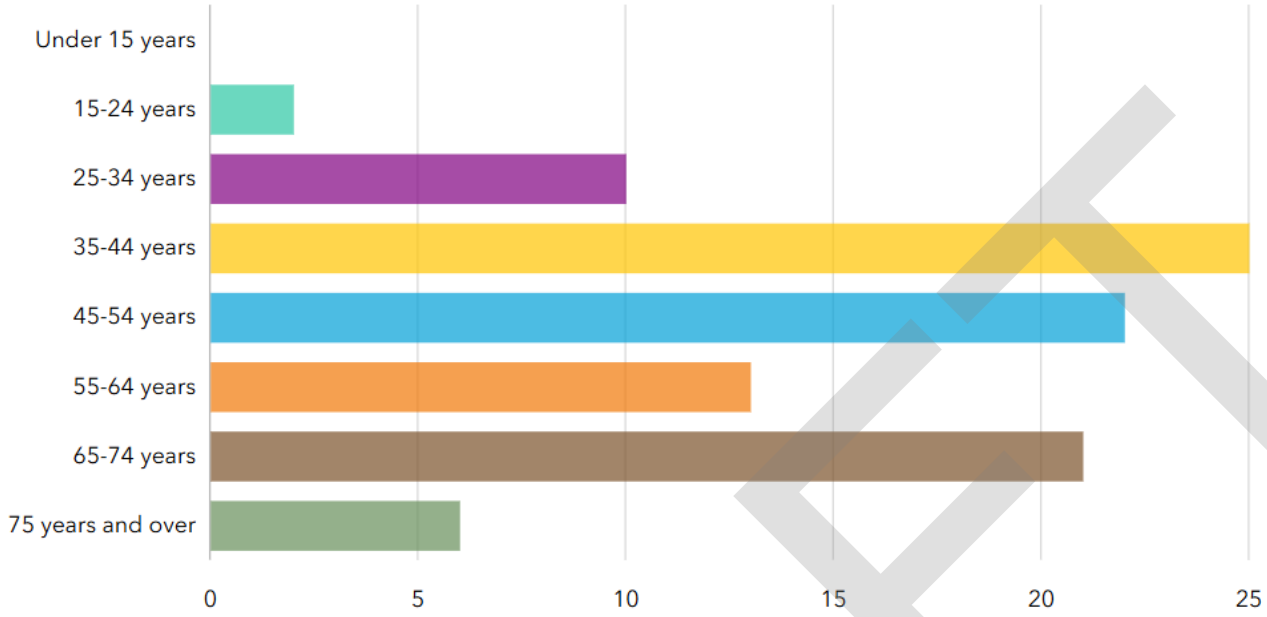
School Affiliation (5 Responses, 97 skipped)

The chart shows options that were selected. Baker University, Haskel Indian Nations University, Community Colleges, and Peaslee Tech, were all options that did not receive any votes.



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Respondent's Age (99 Responses, 3 skipped)



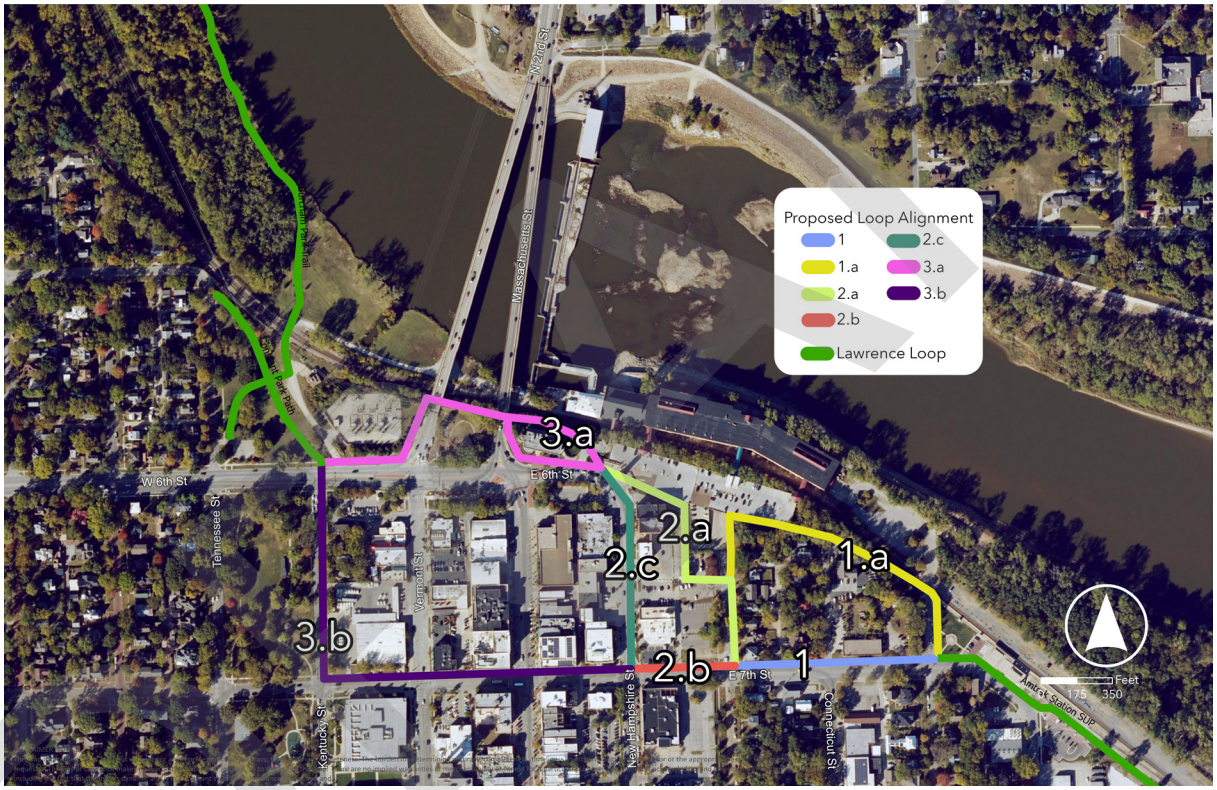
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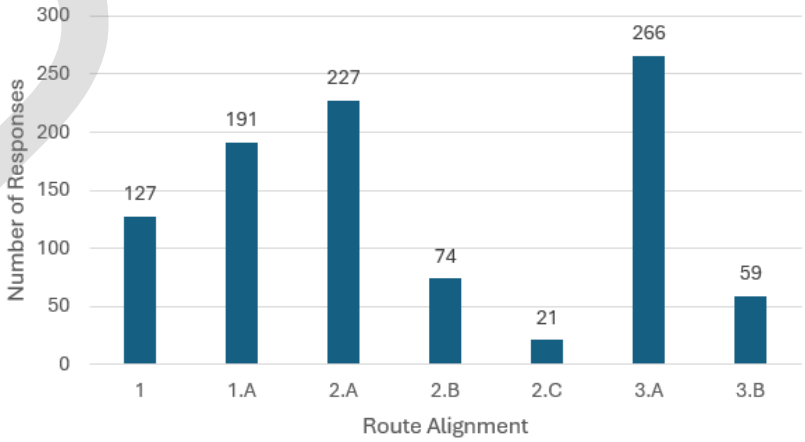
Lawrence Loop Survey Feedback

Closing the remaining gaps in the Lawrence Loop has been identified as a priority throughout the Lawrence Bikes Plan update process. A public survey collected feedback on various alignment options to close these gaps. Below are the results of the survey and comments regarding each section.

Downtown Connection

The downtown segment received the most feedback of any section and a strong preference was clear. Respondents talked about safety, separation from traffic, and a desire to connect with nature and the river corridor. Some focused on costs and speed to implement as well. The responses below have been divided into general themes.





A.5: Downtown Connection Proposed Routes & Results

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Safety and Separation (126 Responses)

1.a,2.a,3.a	Option 3b would take the route through downtown traffic and the busy intersection at Sixth and Kentucky. Once you have 3a, the other parts will fall into place.
1.a,2.a,3.a	I prefer the route with the least automobile interactions
1,2.a,3.a	I'd like to see it off the street as much as possible without making it so expensive that it can't just get done. I think perfection is the enemy of good enough at this point. I'd be happy just to have it done regardless of the alignment. This has just gone on too long.
1,2.b,3.b	Riding street adjacent in the downtown area is not a problem. There is enough foot traffic most folks are pretty aware and the speeds are lower. Like the bike lane on Mass.
1.a,2.a,3.a	The a's make the most sense, would be easiest to navigate and the safest. I could see 1, 2b, 3b working also, but am wondering if it would really save money when there is no discussion of the infrastructure needed to keep bikers safe on this path. It would require dedicated bike lanes and 3 intersections with bike boxes.
1.a,2.a,3.a	Separated path is preferred.
1.a,2.a,3.a	3b with a segment along Kentucky Street to the intersection with 6th Street -- and the routes that would feed that option -- seems very unsafe, both in terms of Kentucky Street traffic before 6th Street and at the 6th Street intersection. Vehicle traffic turns left or right at the intersection, and engineering some kind of safe "go through the intersection" option for bicycles or foot traffic seems very challenging.
1,2.a,3.a	I like all of these except 3.b. I think it's important for the trail to avoid too frequent road crossings and that it avoids crossing 6th street.
1.a,2.a,3.a	Avoiding traffic lights and intersections should be a priority

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1.a,2.a,3.a	It is critical that the loop trail avoids the very busy 6th and bridges intersection. We need to design this trail with children and old people in mind, it needs to be safe. The 1A route looks like it does this, it's hard to tell, does the 1A route go below the bridges? If so, then 1A is the priority route segment. Or will a dangerous crosswalk be there? The grade of the trail should be minimized, but that is difficult to discern on the map. The 3B route forces a big climb eastward up 7th street. Route 2c will be the most dangerous, crossing so much traffic.
1.a,2.a,3.a	Being as separated from the street as possible will provide benefits to rider comfort and safety.
1,2.a,3.a	2b, 2c, and 3b (and to a lesser extent 1) will never feel safe unless there is a physical barrier between car lanes and the bike lanes - Kansas drivers are not respectful of bike riders. Also the significant impact on parking will be wildly unpopular, and again unless the bike lanes are blocked than vehicles will simply park there illegally. None of these options feel like a good solution.
1,2.a,3.a	1. Would like a bike lane with curb. 2a. Avoiding streets as much as possible. 3a. Avoiding streets as much as possible
1.a,2.a,3.a	Separate paths that area crushed gravel is preferred. It is easier on joints when running and still able to be biked.
1.a,2.a,3.a	avoiding the lights from city hall to across the bridge is my highest priority. I ride the full loop regularly, and this is the low point. Waiting, being stopped twice in 50 yards, risk from people turning right onto bridge.
1,1.a,2.a,3.a	Some of these paths look like they align along busy streets. I can't fully tell from the proposal if the bike path will be separated from the road. If not separated, that seems dangerous for bikers, pedestrians, parked cars, and drivers who might be not be paying attention. 3a seems especially dangerous since it encounters 4+ lanes of 2 way traffic with a good number of merges, and is a busy high speed crossing leading onto the bridge. That area could really use some traffic calming to be more accommodating to pedestrians who might love to use the path, or cross the bridge to enjoy North Lawrence - right now that whole area feels like a place you shouldn't go unless you are in a car!
1,2.a,3.a	I like this route mainly to keep away from the busy 7th and New Hampshire intersection.

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1,2.a,3.a	1 is a low cost, easy route to complete because the street is already so wide. A buffered bike lane could feel safe to riders on 7th Street. 1 is also more visible to the public than the wooded area in 1a, which might be a concern. I prefer 2a because it is keeps riders off of New Hampshire street. I would rather save cost on the first two parts of the route so that the pricier 3a could be completed. It is the most important piece of this section. To cross under the bridges and avoid vehicle traffic on Mass, Vermont, and 6th is essential.
1,2.b,2.c,3.a	My concern is that 1a and 2a are to close to the rr tracks
1,2.b,3.b	Segments 1 + 2.b+3.b makes the most sense but there is a lot of motor vehicle traffic in this area; which will probably increase over time with additional development in the downtown area.
1.a,2.a,3.a	The reason I voted for 1a, 2a, and 3a, is because I feel like having a trail apart from 7th and 6th streets is true to the original intent of the Lawrence Loop. An interconnected trail that provides a continuous urban greenway around the city and provides a secure way to experience Lawrence. 7th Street sees quite a bit of traffic, and it would not be comfortable for trail users to intermix with vehicles. Building around all of that by way of 1a, 2a, and 3a provides that original vision of a continuous and secure greenway.
1,2.b,2.c,3.a	To me, 1 makes more sense than 1.a because when you're coming around the train station you're already lined up to continue west. Then I'd prefer 2.b and 2.c over 2.a because there would be less turns as well. My real desire would be to have any route that gets to 3.a over 3.b because I think that crossing 6th at Kentucky would be more dangerous given the higher amount of traffic generally that way than what goes by City Hall. Also, I want 3.a because I think having an option that goes to the bridge and gives the ability to more easily cross and go to the levee trails would be better. Signal timing has to be a nightmare with 3 lights back to back to back already on 6th street so I can't imagine it would get better with the addition of a longer ped cycle for bikes crossing.
1,2.a,3.a	I prefer a path that is primarily separate from streets.
1.a,2.a,3.a	Biker safety needs to be a priority. Keep bikes away from cars! Separated paths need to be used wherever possible.
1.a,2.a,3.a	It' best for trail users to be on a separate path. It's safer and a more positive experience.

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1.a,2.a	Anytime you can get the bikes off of the street makes it a more family friendly path.
1.a,2.a,3.a	It would be best to stay off 7th St as much as possible by adding 1.a and 2.a. 3.a is very important so riders can avoid the dangerous intersections on 6th St just west of City Hall. Can the loop go under the south end of the Kansas river bridges and connect to the Burcham Park Trail more directly?
1.a,2.a,3.a	separated paths are preferable
1.a,2.a,3.a	I like avoiding the downtown traffic as much as possible, and I appreciate opening the spaces in the (a) outlined path to pedestrian access, too. The (b) and (c) paths might make commuting downtown slightly easier, though, and increase general bicycle/multimodal visibility in town. If the path were to be street adjacent, would it be protected from traffic in any way?
1.a,2.a,3.a	I'm comfortable on the street but the reason the loop is used so much is that it's away from traffic and it lowers the barrier to riding. In addition, it slows riders down so much to go through the traffic on east 6th and provides so many chances to get hit, therefore 1.a, 2.a, and 3.a are the best. 3.a. being the highest priority to separation and efficiency through the area.
1,2.a,3.a	Typically, I head west on 7th, turning north on Rhode Island, up the ramp to the top parking deck and waiting to cross at SWC of City Hall. It is a practical route, and it only encounters light traffic. 7th is also wide enough that I can slowly pedal up towards R.I. without feeling fearful I will get clobbered by the often heavy car traffic heading up to N.H. Street.
1.a,2.a,3.a	Safest route that is mostly separate path.
1.a,2.a,3.a	I strongly prefer the separated shared-use path for ease of use.
1,2.a,3.a	Mainly trying to avoid segment 3b that has too long a segment of shared roadway. Section 1 with a short section of shared roadway is preferable to spending more on 1a. So trying to minimize shared road use without spending excess amounts of money.

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1.a,3.a	3a is probably the real issue here. 3b takes you through multiple high traffic and highway intersections. Getting across those streets is the big problem. If you can solve that the other issues aren't as big. The second issue is at the junction where options 1 and 1a intersect. Westbound isn't an issue, but Eastbound on option 1, you approach a left turn across 7th street, with obstructed views around the corner on 7th street. During peak hours, there can be a lot of traffic at that spot.
A separated lane on the North side of 7th street to avoid having to cross 7th when traveling eastbound could work similarly to a fully separated path like shown in 1a.	
1.a,2.a,3.a	Follow the railroad tracks as much as possible. Avoid the downtown stoplights.
1.a,2.a,3.a	I ride the loop frequently. The segment on seventh street when traveling east bound is dangerous. First, it requires a lefthand turn our of Rhode Island if the parking lot is used to get from sixth to seventh and then another lefthand turn to get on the segment at the train station. Further, the situation at sixth and Mass is now dangerous to cross unless the cyclist rides in the street to move east to west to the gravel road to connect to Burcham. They other direction requires crossing as a pedestrian west to east or getting out onto sixth. The idea is to avoid traffic. This selection does that.
3.a	Really confused by this since each numbered section only covers part of the whole section needed for connection. Get the loop off the street! That's the main thing. We need separation from cars or else we might as well just keep the routes riders currently use through neighborhoods.
1.a,2.a,3.a	3a provides better separation from vehicle traffic
1,2.a,3.a	The least amount of street adjacent while considering cost.
1.a,2.a,3.a	1a, 2a and 3a help separate riders and walkers from vehicular traffic. Much safer and far nicer than the other options.

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1.a,2.a,3.a	The following applies to my three choices. I prefer a path that allows bikers to be inherently safer instead of up to the driver decision for following the law about maintaining a safe distance from bikers.
1.a,2.a,3.a	I would like to see the loop completed in a way that keeps the pathway separated from streets/traffic. Any options that keep it adjacent to the streets and require traffic crossings are no improvement over status quo.
1.a,2.a,3.a	1a can provide separation from traffic and is safer to bike and walk. 2a can provide separation from traffic and is safer to bike and walk. 3a can provide separation from traffic and is safer to bike and walk
1.a,2.a,3.a	The best paths for bicycles avoid mixing with automobiles, hence 1a, 2a and 3a
1,2.b,3.b	Removes bikes from heavily trafficked roads, and puts them near more active street frontage.
3.a	Avoiding that major intersection would be huge from a safety, and convenience standpoint as a cyclist
1,2.a,3.a	I feel like this is the area with the highest congestion of traffic. If we could utilize the parking lot area with an easement at the river front parking lot then bikes would not impact the traffic quite as much. I feel like this route might be safer for cyclists.
1.a,2.a,3.a	This combination (1a, 2a, 3a) would be the safest option for the majority of vulnerable road users. The other alignments would be important bikeways, but aren't suitable for the character and main purpose of the Loop - providing a safe recreational path away from motor vehicles.
1.a,2.a,3.a	I prefer separated bike paths. Crossing under the two river bridges would make it much safer and faster to ride through downtown.
1.a,2.a,3.a	this combination is the safest, and keeps users away from motor traffic while still providing beautiful views of our river. it's also so much less confusing than trying to navigate the stoplights around mass/the bridge and safer than trying to merge into a faster lane as a cyclist on the road.

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1.a,2.a,3.a	I personally feel fairly safe on downtown streets but we should try to minimize the amount of being near traffic, especially during rush hour.
1,2.b,3.b	The greatest possible separation from street traffic is preferable for safety, noise, and pure enjoyment purposes, but reduced cost vs other choices and, for those using the loop to commute to work, the shorter route probably makes the most sense, even though it's all street adjacent .
1,2.a,3.a	I'd prefer 1a, but I'm assuming from the map that a connector through the parking garage is off the table; without that, 1, 2a, 3a seems like the most straightforward way to keep the loop away from vehicle traffic.
1.a,2.a,3.a	safe and fast
3.a	This segment 3a will provide the safest route, most fluid flow and appropriate for the flow and character of the Loop. Thank You !
1.a,2.a,3.a	I would love to not have on street crossing at 6th and Mass area. Just so congested and honestly, dangerous.
1.a,2.a,3.a	Section 3.a - I worked on the Ark City levee trail and we concluded that the only safe option for a busy highway crossing was under the bridge.
1.a,2.a,3.a	Under bridge makes the most sense to avoid crossing traffic
1.a,2.a,3.a	This combination (1a, 2a, 3a) would be the safest option for the majority of vulnerable road users. the other alignments would be important bikeways, but aren't suitable for the character and main purpose of the Loop-providing a safe and recreational path away from cars.
1,2.a,2.b,3.a	3a- I like this because it avoids the congestion at 6th in this area.
2c- Taking this route allows the bikers to detour into downtown if that is their destination, Also, I think New Hampshire is capable of supporting a bike lane.	

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2b & 1 - Once again, 7th street from NH to the Amtrak station is quite wide and will support a bike lane.	
1.a,2.a,3.a	I ride the loop with my kids and I don't want to interact with traffic
1.a,2.a,3.a	Less conflict with cars
1.a,2.a,3.a	I would like best a path that has as little conflicts with automobile traffic as possible and that provides a more natural setting. Most any route would be a good choice to me that can meet these goals. I think it is also important to ensure good routes between the path and nearby areas (i.e. downtown in this case).
1.a,2.a,3.a	Avoiding traffic is ideal.
1,2.b,3.b	Crossing at 6th St and the bridge is horrible, unless the city makes the intersection "No turn on red."
1,3.a	I ride this area often. The routes are very confusing. I also work at a Civil Engineering firm and have designed Shared Use paths in both Eudora and Lawrence. Most all of these would be tough to design or build and have big issues. The route I most often use is down 7th Street, down Rhode Island through the parking lot and on the sidewalk in front of City Hall. The crossing at Mass. and Vermont Street are the biggest challenges. Vehicles don't always yield or stop. I have come close to being hit a couple of times at these intersections. Going under the bridge would be the safest but the cost of building it and designing it would be huge.

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1,2.b,2.c,3.a	I feel that 1 to 2a or 2b or even 3b is a better choice vs 1a simply because human nature will be to shortcut and use 1 versus following 1a and then having to cut back and around. 1 to 2b to 2c is probably the most common current path. While I personally like the 3b alignment and like that it will help show the community how much use the loop truly gets, it does require more street crossings and turns in traffic, which I think is less optimal for most users. Plus we should try to minimize street parking impacts. I'd argue that there is plenty of parking available, the public perception of "limited" downtown parking and the removal of parking for bikes will not be popular.
1.a,2.a,3.a	There are too many drivers in Lawrence who do not respect bicycles. For safety it is important for bikes to have a separated path whenever possible.
1.a,2.a,3.a	I prefer 1a, 2a, 3a combination due to it avoiding cross traffic and slowing down for intersections.
1.a,2.a,3.a	Even if more expensive better for long-term because this will be safer and avoid cars
1.a,2.a,3.a	This is the most direct route and appears to take streets with little traffic.
1,2.a,3.a	I would like to hope that 3a would provide the safest way across traffic. That is my biggest concern. I have nearly been run over in the crosswalk where the loop crosses South Iowa. People turning right onto Iowa re not looking for pedestrians.
1.a,2.a,3.a	Too many cars downtown to have other options, and I don't think the city is interested in reducing vehicle traffic downtown or along the bridge anyway even though it funnels cars into neighborhoods driving way too fast in residential areas
1.a	For safety, a separate path is best.
1.a,2.a,3.a	When possible, separating vehicle traffic from bikes is preferred.
1.a,2.a,3.a	Safest and clearly designated for cyclists and pedestrians

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1.a,2.a,3.a	I care most about 3a - there is significant automobile traffic and inattentive motorists. I've had numerous near misses on my bike, and it also disrupts the flow of the ride. 3a seems like a perfect solution.
1.a,2.a,3.a	Making it safe to travel around Lawrence, away from traffic as much as possible.
1.a,2.a,3.a	This route least affects car traffic and is the safest route for bicyclist.
1.a,2.a,3.a	Drivers do not respect shared roads
1.a,2.a,3.a	1a, 2a, 3a is by far the safest route.
1,2.a,3.a	While taking the car paths down 7th to Kentucky seems straightforward, having ridden on Kentucky, the traffic there, particularly crossing 6th, is difficult. Improving the bike safety there would be nice, but I do find it most comfortable to be separated from cars.
1.a,2.a,3.a	My thought is loop should be primarily for recreational use so routing through downtown streets doesn't seem to be the best option. I do believe, though, that more protected bike lanes should be incorporated throughout downtown.
1,2.b,2.c,3.a	This alignment would make 7th Street safer.
1.a,2.a,3.a	Seems that 1.a, 2.a, and 3.a are the most out of traffic pathways.
1.a,2.a,3.a	feels like the safest path for vulnerable road users
1.a,2.a,3.a	My preference is to separate bicycle traffic from auto traffic as much as possible. For me, public safety outweighs the added construction cost.
1.a,2.a,3.a	These choices seem the most safe and user friendly.

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1.a,2.a,3.a	I would prefer to avoid road traffic as much as possible
3.a	Real talk, drivers in Lawrence do not respect pedestrians or bicyclists. This is especially true around downtown Lawrence and 6th Street. Keeping pedestrian traffic away from the motorized traffic would be the safest option for our city. I get it will probably be the most costly option but again unless you are going to redesign the roadways to be more pedestrian friendly, this would be the wiser option. To hammer the point home about drivers not respecting pedestrians. I use the Lawrence Loop and cross North Iowa Street near the Hallmark plant. There is a set of crossing signs that have blinking lights. Drivers will actually speed up after I have pressed the button and the lights are blinking. The light switch is only two steps from the roadway. So yes, drivers are speeding upwards of 40+ mph as I'm in the roadway in the crosswalk. This type of behavior DOES happen on 6th Street including directly in front of City Hall. Consider this story as part of your design process.
1.a,2.a,3.a	Anything that keeps the loop off of heavily trafficked surface streets is a good thing
1.a,2.a,3.a	It would be best to have the loop not interfere with traffic around downtown. Mostly because drivers are assholes. And we want to keep those who are using the loop safe.
3.a	Intersection of mass and US40 is treacherous as it is right now.
3.b	I think 3b would be the less dangerous path to take for pedestrians.
1,2.b,3.b	Avoid busy/heavy traffic main north to south streets.
1.a,2.a,3.a	Prefer separated path for the loop vs street adjacent, especially in this part of town
1.a	"Separate Path" is always more safe.

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1,2.b,3.b	Police harass people trying to pass through the down town area utilizing alternative methods. This would create a clear path and means for everyone to utilize that police can't be as antagonistic with. Also, the owners of the riverfront business (including the recent city hall shooting) attract dangerous and violent behavior to their establishment and this would help people avoid those areas.
1.a,2.a,3.a	I strongly prefer a route that does not go through downtown. My concern about going through those blocks is vehicle traffic and foot traffic that increases the chance of accidents and stop and start navigating that portion of the loop. That portion of the loop now is already problematic and anything other than 1a, 2a and 3a does not resolve that issue.
1.a,3.a	Safest option away from traffic. Improves viability for families.
1.a,2.a,3.a	The options provide the most separation from roadways and traffic, which will make more people comfortable with using the trail which will then maximize its use.
3.a	The less impact to the street in this area of downtown is preferable. It's already a crowded area, so adding pedestrians on bicycles only increases risk and safety to both riders and drivers.
	All of the alignments have advantages and disadvantages. Staying close to the river and away from traffic has its appeal, but putting the loop through downtown would also makes bike infrastructure more connected as long as 7th street has a protected bike lane to keep bike traffic and downtown pedestrian traffic separated. Perhaps the Kentucky section could go through the park to stay away from street traffic.
1.a,2.a,3.a	Safety is key, followed by continuous biking/interruption and keep cyclists moving though downtown and out of the way quickly.
1,2.b,3.b	You should prioritize avoiding large pedestrian traffic from downtown visitors.
1.a,2.a,3.a	The options that keep the path closest to the river (1a, 2a, and 3a) seem best to me even though they are the most costly. None of these would impact parking near downtown, which is scarce, and all include a separated path, which is the most comfortable option for many cyclists. I am an experienced cyclist and am comfortable making my way through downtown alongside car traffic, but a separated path is the best option for cyclists of all abilities, including families and younger riders.

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1.a,2.a,3.a	This alignment avoids downtown traffic. Downtown traffic deters a lot of riders from this part of the loop. In addition, while most drivers in Lawrence are wonderful and respectful to riders, I have had more incidents with drivers in this part of town not seeing cyclists.
1.a,2.a,3.a	I believe a separate path from roadways, like those in 1a, 2a and 3a, is the safest for children to ride bikes.
1.a,2.a,3.a	I want the loop to be as safe as possible. That said, I would like as much as possible of the loop to be a separate path.
1,2.a,3.a	(1.a) Some areas near the river get a bit trashy. They seem sort of creepy because general public does not find its way round here, because the riverfront mall no longer exists.
1.a,2.a,3.a	Section 1a avoids busy city streets, as do 2a and 3a. Of the options, it provides the safest, most comfortable means of getting across downtown on foot or bike. Street oriented bikeways should be avoided where possible.
2.a	People already cut through there and it makes sense without getting into the city and traffic.
1,2.a,3.a	I usually ride the loop counter clockwise so on 1 I'm easily getting on the street that is not overly busy. 2a gets me off the street before the busy intersection of 7th and New Hampshire. 3a would get me out of that very scary, overly crowded traffic around the bridge and 6th.
1.a,2.a	Less congestion
1.a	Gets to the path sooner and avoids streets with little shoulders.
1.a,2.a,3.a	1a, 2a, 3a all feel like they provide the greatest safety benefit.
1,2.a,3.a	It looks as if 3a, 2a, and 1 are options that avoid the busy corridor of 7th St while offering a somewhat direct route that doesn't deviate too far from what a direct route should offer.
1.a,2.a,3.a	Safest

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1.a,2.a,3.a	While more expensive, long-term it provides a safer and more continuous ride for cyclists.
1.a,2.a,3.a	Keep Loop from intersecting/crossing 6th and Mass Streets - way too dangerous to cross 6th or Mass. The 90 Degree turns at 2a are awful but no good way to avoid. Important to keep traffic away from congested automotive traffic.
3.a	It is not safe to ride a bicycle in Lawrence Kansas without the protection of safety Lanes which means barriers to stop cars from driving into bicycle Riders. Once motorists understand we can switch to an Amsterdam like bicycle lane system where it is understood you will get run over by the bicyclist as a pedestrian if you're in the bicycle lane and the cars are not able to attack bicyclists. It is not rocket science but rather all about Hillbillies in Kansas to understand what time it is.
1,2.a,3.a	I strongly prefer 3a to 3b both for riding the Loop and getting downtown. 2c would be ok but I would worry about the sometimes heavy traffic on New Hampshire.
1,2.b,3.b	I have concerns about the safety of path 1a along the rail road tracks. There would also be a significant incline up the backside of the hill from the rail road to the North end of Connecticut St.
3.b	Hi bike this way now and it’s easy to get through town this way and avoids a lot of traffic. Don’t think this needs to impact parking just marking on street should be sufficient.
1.a,2.a,3.a	The 1a-2a-3a combination seems to be the least "street-adjacent" path.

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Scenic-Nature-River (16 Responses)

1,2.b,2.c,3.a	The following sequence seems to be the best balance of expense, pathway, and proximity to river.
1.a,2.a,3.a	1a and 3a seems more scenic; less traffic and hopefully a view of the river. I
1.a,2.a,3.a	Safest and most interesting route.
3.a	I strongly prefer 3a to 3b-it adds additional length along the river and eliminates the need for a 6th St crossing. I have no strong preference for the rest of the connection from 7th and New Jersey to that point.
1.a,2.a,3.a	More to do with the River and as close as possible. People that want to jump off to downtown can do so without having the path role through town (1,2b and 3b, no bueno)
1.a,2.a,3.a	Prefer it to somewhat follow the river and stay off of streets
1,2.a,3.a	More scenery along 3a. infrastructure would ensure safety.
1.a,3.a	Segment 1a + 3a: activate and celebrate the historic light industrial/riverfront area between Warehouse Arts District, Mass St, and the bridge to NoLaw (and future Loop continuation). Easier access to DT, hotel, bridge, bike rentals, kayak lockers. Higher use and mixed-zoning areas yield more opps for public art and events, and community building. More viz for downtown branding with out-of-town guests, more activation of downtown. Staying near the river encourages a future loop-de-loop right along the waterfront, reclaiming our river for humans, fishing, kayaking. Preserve the residential neighborhood character in East Lawrence.
1,1.a,2.a,3.a	Enhance the riverfront with more users interacting with it. This route requires safe crossings for bike/ped @ Mass St. bridge.
1.a,2.a,3.a	Away from the street with a dedicated path whenever possible. As close to the river as possible.
1,2.a,3.a	My initial thought was to choose 1.a over 1, to keep more to the river, but the extra zigzag doesn't seem worth it. Also, having the loop go straight west up 7th street, past the Amtrak station, makes the loop more "commuter" friendly, sending people into downtown.

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For those more interested in "looping" rather than commuting, sending the path back to the river and the outer edge of downtown seems to be the best of both worlds.	
1,2.a,3.a	I strongly prefer 3.a over 3.b. I think we should incorporate the river more into downtown, and this makes it more visible. I also don't think crossing 6th Street at Kentucky can be made safe because drivers don't stop for crosswalks. 3.a also seems to connect more naturally to the bridge. I slightly prefer 1over 1.a. I would like 1.a being further back from traffic, but the hard turn by the parking garage feels awkward. I prefer 2.a over the combination of 2.b and 2.c. 2.b/2.c provides a more direct connection into downtown, but 2.a feels more protected from traffic. I use the Loop more for recreation (long, continuous routes for runs or bike rides) than accessing businesses, so I prefer 2.a.
1.a,2.a,3.a	It's great to maximize likely glimpses of the river. Otherwise, why would we ever be nicknamed 'River City'? These routes avoid major street traffic.
1.a,2.a,3.a	These alignments avoid more traffic and are more scenic
1.a,2.a,3.a	Stay close to the river and away from traffic.
1.a,2.a,3.a	1.a I like staying close to the river. 2.a This looks like it would be less in conflict with car traffic. 3.a Closer to the river and will clean up under bridge.

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Cost or Simplicity (26 Responses)

1,2.b,3.b	These seem to be the most direct connections
1,2.b,3.b	Use existing routes where possible to provide multiple uses for the path. Keep to urban corridor as much as possible.
1,2.a,2.c,3.b	Segments 1, 2.a, 2.c, and 3.b best balance cost, street parking, traffic, and private property impacts with the advantages of having an improved bike corridor through downtown.
1,2.a,3.a	this route has fewer turns and doubling back. the one block of 7th street is wide enough to accommodate bikes. Rhode Island is a low traffic street. Route 3a north of city hall; south of city hall would be a mish mash of pedestrians, two driveways, vehicles turning right at a high speed to get on to the bridge
1,2.b,3.b	While I agree with the desire to connect through downtown, I lean toward the least-build, least-cost option until routing can be better tied to a better bike/ped crossing of the river.
1,2.b,3.b	Positive: Most direct (1, 2.b, 3.b); bicyclists don't have to spend time/energy looking for directional signage; seems pretty cost effective. Negative: Not sure how much parking would be affected; stop lights could be annoying
1,2.b,2.c,3.a	This seems like it would be the simplest way through the downtown corridor without having to go and cross Mass and 6th Street which is a chaotic intersection. (1-2b-2c-3a)
1.a,2.a,3.a	I have expensive taste ;)
1,2.b,2.c,3.a	Section 1, 2b, and 2c are straightforward for the cyclist--fewer turns to hope to recognize or remember--while also being on low-traveled roads. They also are standard construction. Section 1.a and 2.a are much more convoluted to be intuitive. While 3.a also less straightforward, it has the benefit of having a separated path to follow. It also gets cyclists off the busier thoroughfares of crossing Mass and Vermont and then riding on Kentucky. The combination of these sections is also a good value, with all but 3.a ($$) being only $.
1.a,2.a,3.a	These seem to be the most logical, friendly choices, worth the expense. Thanks.

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1.a,3.a	City has already partially completed the loop. My wife and I are retired and we have rode the partial loop for years. We hope we will still be alive to be able to ride the loop when it completed. Stop talking about it and finish what you started!!!!! Also, stop weaving through the neighborhoods like the southern part of the loop! Finish the loop!!!!!
1.a,2.a,3.a	In my perfect world, 1a-2a-3a is definitely the most desirable route. BUT, I fear it will cost a fortune and drag out completion. I could live with 1-2b-2c-3a if we could complete the Loop 4-5 years earlier.
1,2.a,3.a	3a is Preferable to me so that we're not crossing those busy mass street bridges. And while I like the idea of 1a better the dog leg you have to do to connect to 2a makes me think that just doing 1 and saving the money is a better idea.
1.a,2.b,2.c,	
3.a	Balances cost. Safer route to avoid Kentucky.
1,2.b,3.b	If the cost were not an issue, I'd prefer 1a-2a-3a, but I know money is tight.
1,2.b,3.b	Lower cost and no easement requirements make these four attractive
1,2.b,3.b	1a doesn't make any sense. There's not space behind Dale & Ron's unless you're building on the hillside and even then, that would require a massive incline up from the rail road. If you're going to do this you really need to just stay along 7th street.
1,2.b,3.b	3b, 2b and 1 are my preference because of cost and I find it to be a benefit to ride through downtown. However the route will only truly work if the city is willing to build protected lanes. Otherwise many riders will take other routes.
2.a,3.a	I don’t want to impact street parking and I want the quickest safest route to get through downtown because it’s stressful riding in that area

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1,2.b,3.b	These routes are the easiest, safest, and most direct bike routes. The ease in creating them gets the loop closed faster. They're not optimum, but considering the limitations in the area of the loop closing, I believe they're the best. I use 7th Street to head west every time I bicycle.
1,2.b,3.b	Please close the loop as quickly as possible
1,2.b,3.b	Complete loop plz
1,2.a,3.a	This is the most direct route connecting the existing loop paths.
1,2.b,3.b	I'm in favor of the most cost-effective means to complete the Loop. The other alignments here seem overly complicated and expensive. The 1-2b-3b route connects to downtown better and is better for future connectivity, too. The 3a alignment would be nice for recreation but I think the Loop should also be useful for basic transportation.
1,2.b,3.b	A long term solution could take decades. I'm in favor of the simplest solution in the short term.
1,2.b,3.b	This 'straight shot' seems the easiest to implement and ride. I would guess it is also the least expensive to put in place.

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Access (18 Responses)

1,2.b,3.b	1-2b-3b is the most direct route, and nicely intersects with downtown. If I'm taking the Lawrence Loop, odds are good I'm also going to or from Mass St!
1,2.b,3.b	(1) keep it simple (2) bring bike traffic to downtown and businesses
1,2.b,2.c,3.a	1 --> 2 --> 3a would have better connection to Kansas River bridge crossing and enable connections to North Lawrence and Levee Trail.
1,2.b,3.b	3.b is good to have since it would provide direct access to Old West Lawrence's bike friendly and recently traffic calmed 7th Street, as well as access to the core of downtown. I think 3.a + 2.c would be nice to have for through traffic but overall 3.b is the better value and could be built quicker. I would advocate for utilizing Watson Park to get some separation between the trail and Kentucky Street.
	Connecting the area between Burcham park towards City Hall
1,2.b,3.b	Downtown is a pedestrian environment, making a safer route for people on bicycles to access downtown on routes 1, 2.b and 3.b fits in the scale of the environment the city has worked to preserve. Going through downtown normalizes the use of the path versus hiding it along the edges of the downtown industrial areas. I would also feel more nervous riding the less visible routes along the river/industrial areas, 3.a and 1.a with the large increase in people using drugs and going through mental health crisis in the area.
1,2.b,2.c,3.a	I believe that 7th street should be a multimodal corridor to accommodate pedestrian, bike, and bus users between the Vermont Street transit stops and the Amtrak Station. With the larger-than-necessary right of way, this allows for the loop to utilize this space and then continue north on New Hampshire, with the proper roadway improvements, to then travel behind City Hall and underneath the 2nd Street bridges. This alignment balances cost while also providing a safe, easy to navigate route for beginners through advanced bike users.
1.a,2.a,2.b,	
3.a	It would be nice to see it connect up with the park path (1a, 2a, 3a)

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1,2.a,3.a	I like some connection to downtown, while at the same time connecting to the bridges and riverfront. The above balances those aspects and avoids any hidden/unsafe conditions.
1,2.b,3.b	I like that this group of sections would take people through downtown and past the library, helping to draw downtown, the library, and the outdoor aquatic center as stops on the Loop rather than detours that one has to leave the Loop for.
1,2.b,3.b	A path leading nowhere isn't so useful. If any section of the loop should connect to something, it should be to connect to our vibrant downtown.
1,2.b,3.b	I think access into downtown by way of the loop, especially the post office and public library, would be a massive bonus. Also it might see more rider use, as riders who would be riding for transportation would utilize it, where as the other options would seem more geared towards recreational use.
3.a	3A will make it easier for cyclists to cross the bridge into North Lawrence. It is unclear to me what exactly is meant by street adjacent, but I assume that means a painted bike lane without any true separation from cars. In that case, 3B is dangerous. Kentucky is a one way street, meaning that any southbound cyclist would have to go against traffic on a busy road.
1,2.b,3.b	Coat is lower and access to businesses is easier. People biking to this section will be less concerned about making a loop for exercise purposes and more for safe access to places.
1,2.b,3.b	I prefer the direct route from 7th to Kentucky. Would like to see separated bike lanes along both street sections for cyclists' safety, but I think this offers an added benefit of getting riders safely to important destinations like the public library too. My second preference is 1-2b-2c-3a for access to City Hall, although I don't fully understand the 3a configuration. If it could also help connect riders to north Lawrence, that would be an added benefit of this route.
1,2.b,3.b	Lawrence regularly talks about the importance of both the Loop and our historic downtown; having the two intersect seems logical. Running safe, accessible infrastructure through downtown will make accessing the many employers and amenities in the area much easier for cyclists as well as make cycling more visible in the community.
3.a	3.b-2.b-1; interference with downtown I think would deter people from wanting to stay on that segment. 3.a-2.a-1 would be an option that makes more sense to me.

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1,2.b,3.b	I want to see biking as a replacement for vehicle/car traffic rather than something relegated to the perimeter of the city. E-bikes SIGNIFICANTLY improve the ease of biking and creates the opportunity to replace auto traffic. Spend the money on bike parking and business access.

Other (12 Responses)

	It would be helpful if you identified the segments with more description than just numbers in your charts.
3.a	Why not go around Bowersock and then along the river???? Seems cheapest. These other options are terrible. I'm not riding down SEVENTH Street for three blocks with my kids. This is not protected at all. Unsafe. For 3a of you are going under the bridge, why not take the path through the park direct, why go all the way around the parking lot that's dumb. This zig zag is all messed up and confusing riders won't use it they will just make their own path
1.a,2.a,3.a	Street parking is already minimal downtown, which makes it difficult for those who live in that neighborhood to park close to their homes and for those visiting to find decent parking. Don't take away more spaces
1.a,2.a,3.a	I don't like any of these options. But 3a is the least annoying. Why not just run along the rail line behind or in front of Hotel next to river? And has any thought been given to the possibility of incorporating a pedestrian/bike bridge from N3rd? Go back to the drawing board.
1.a,2.a,3.a	This route seems to be a great solution for closing the loop in the downtown area.
1,2.b,2.c,	
3.a	Demolish Marriott building please!
1.a,2.a,3.a	Make it go of the north side of the Marriott after the Santa Fe depot.

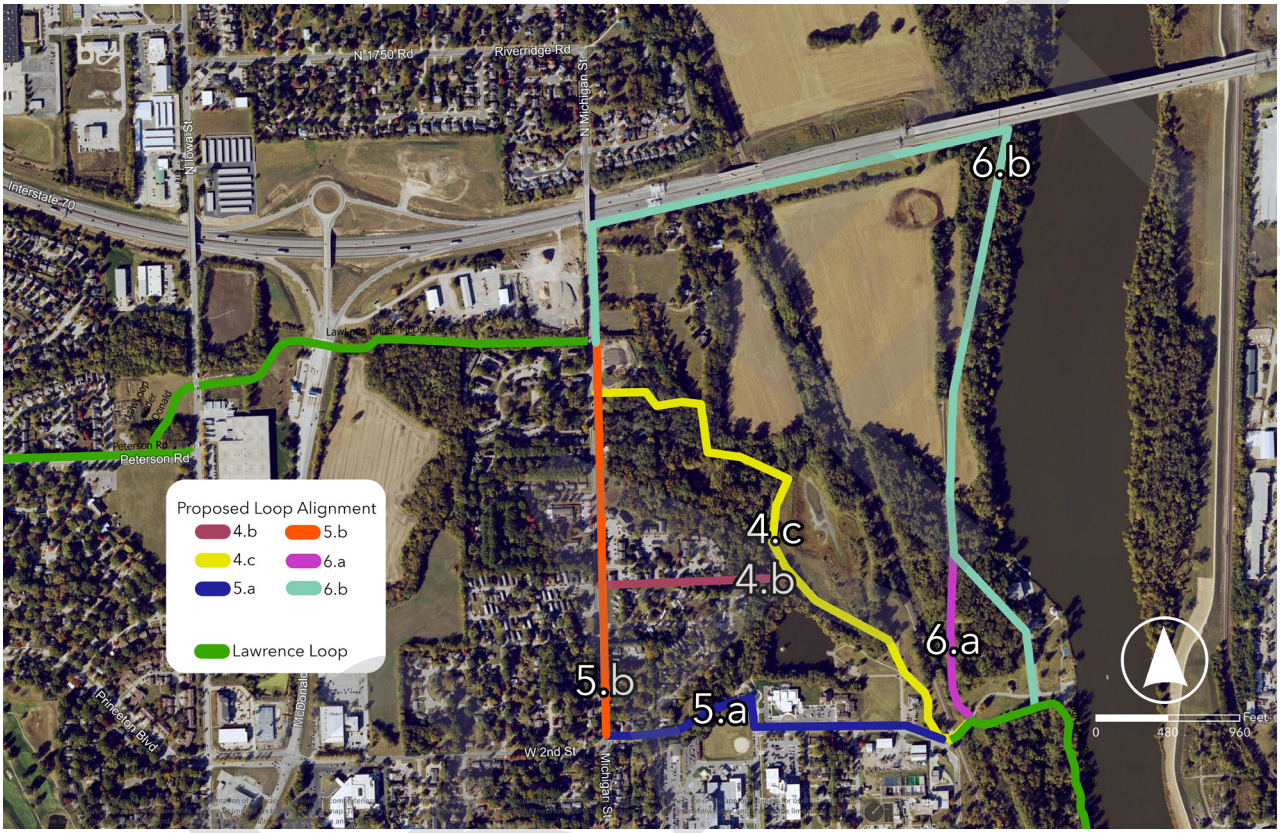
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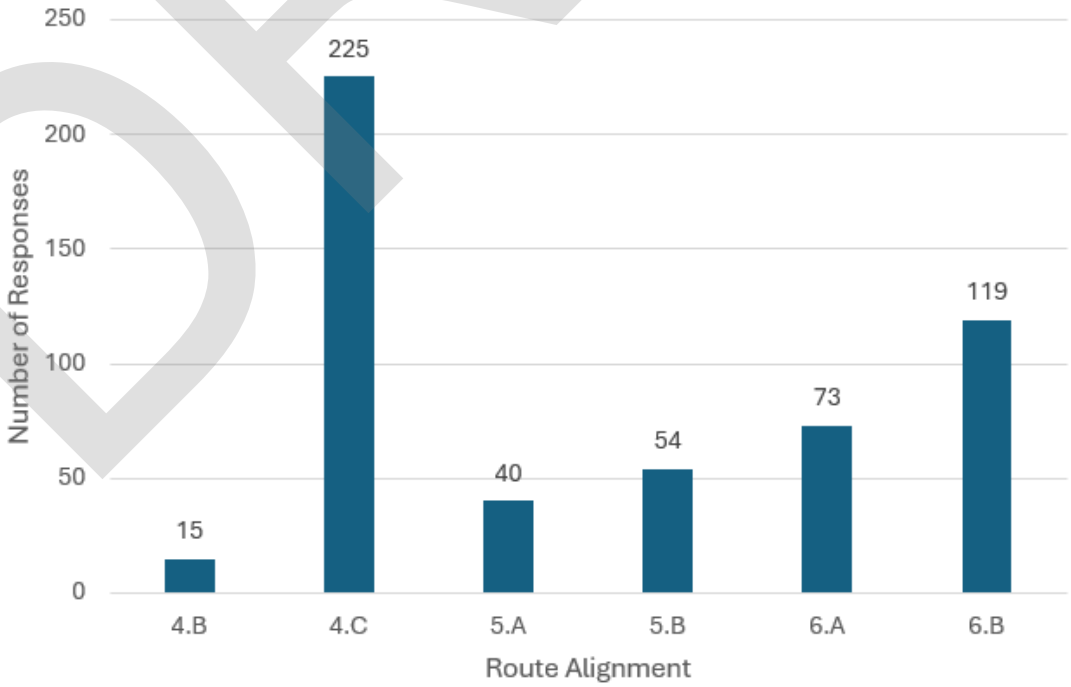
1,2.b,3.b	This is a mess! The idea that you could derive meaningful or useful feedback from this is absurd. The intersection of 6th and Mass is terribly designed and will hopefully be completely reconfigured with a new development at the riverfront, City Hall and the JW Building. No $ should be spent on this until a suitable design for the adjacent properties integrating the path is developed. The path SHOULD follow the waterline as much as possible, but that's not worth doing until the riverfront is developed and the 2nd street corridor work is complete.
1.a,2.a,3.a	One of the best, if not THE best, things about the loop is that you can feel safe that you are not going to have to share the road with distracted drivers. The best alignment is not shown on this map. It needs to go from New York , the start of 1a, and run behind Abe and Jakes and straight to the Sandra Shaw trailhead. There is ample room for a trail between the train tracks and the back of Abe and Jakes.
1,2.a,3.a	I am not strongly for any/all of my choices.
1,2.b,3.b	In support of the flat initiative, this path is the best option.
1.a,2.a,3.a	1a, 2a, 3a with modifications. Take 1a up to the upper parking deck and bridge it over the lower deck entrance. That eliminates an unnecessary jog in 2a. For 3a where it goes under the motor vehicle river bridges, extend the Loop over the RR tracks and slope it down to join the Burcham Park Trail.

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Northeast River Connection

The Northeast River Connection also had a clear preference. Responses highlighted a desire for balance between scenery, cost, and directness. Safety remained a theme throughout.





A.6: Northeast River Connection Proposed Routes & Results

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Safety and Separation From Traffic (57 Responses)

6.b	6b would be nice to stay along the river, safe away from traffic, but would need to put some effort into enforcing the bike lanes on Michigan as currently drivers do not respect bikes in those lanes.
4.c	6a and 6b go right through what historically has been a homeless encampment which has now been cleared. I fear it would always be in danger of returning with more paths. I also worry about the ability to patrol, police, and provide emergency services along 6b -- and providing a new vector for homeless encampments there. In a perfect world it could be a stunning amenity, but in the world we live in an expensive one requiring too much commitment to safety.
4.c	This route is a logical connection between existing paths. Avoids streets and intersections.
4.b,4.c	The along street is not ideal, driveways and streets make trail users into accident victims. But if 4a or 4b are too costly then at Keats that's connection. The Michigan and 2nd integration is very busy and thus dangerous
6.a,6.b	4 zig zags through a hilly dense wooded area with poor visibility, which isn't great for mixed walk and bike users. However, I would support it if the proposal was to make that segment more navigable to all! 6 feels like the best because it is already well separated from traffic.
4.c,6.b	Keeping the Loop off of heavily trafficked streets is a major priority.
4.c,6.b	Biker safety needs to be a priority. Keep bikes away from cars! Separated paths need to be used wherever possible.
4.c	A separate path enhances the experience of the trail user.
4.c	Anytime you can get the bikes off of the street makes it a more family friendly path.
4.c	4.c in desirable and would need a wide path as the current path around the pond in Sandra Shaw park is too narrow especially with the foot traffic. We've got to keep people from camping along this area otherwise riders will be feel safe. Michigan car traffic makes riders nervous so it would be great to slow traffic down in the area where the loop is on Michigan and riders are making left turns. 6.a and 6.b seem too costly and make the loop longer than it needs to be.

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4.c	4c would be wonderful. Currently I use 5a to 5b and it kind of sucks. But riding on the sidewalk along Michigan is my choice to stay as far away as possible from vehicular traffic. Sidewalk is in less than optimum condition. 6a and 6b would align with what FLAT is proposing up north of the turnpike, and that looks like it would also be a fun ride. Could potentially be a fork off of the L Loop for those who want to follow the river further north?
6.b	4c and 6b are the best. I chose 6b because it is through undeveloped - yes, I know the landowner doesn't want the city's easement invoked. I ride now through the Sandra Shaw trail and effectively 5a except I ride through the hospital parking lot. Michigan is busy. There has been at least one serious accident on Michigan because of speeding traffic and the sunken manhole covers in the bike lane. The city wouldn't write up an accident report so it isn't in the files. But, those manhole covers are dangerous. There isn't room to maneuver without going into traffic. I don't see the city fixing that; plus, it isn't separated from traffic.
	Same comment. I feel like I'm missing something. Each segment is only partial. Literally don't care what happens as long as it's not on the street.
4.c	I do not think 5 is a good option here. I think we need some more separation from the road after the nearby long mile parallel to Peterson Road to make this an enjoyable trail. I think the original plan of 4.c is still good (provided the homeless are removed from that area). If that is infeasible, I say 6 would be worth the cost, as it would tie in well with the future Cameron's Bluff park.
4.c	Better separation from vehicular traffic and nicer area.
4.c	4c is the most efficient connection and is not close to the interstate, therefore is my first choice. 6b is second choice even though close to interstate. The segment along the river is appealing
6.a,6.b	6a/6b keeps users out of traffic, which should be a main priority for a recreational path. These segments would also provide great access to the future Cameron's Bluff trail area. Please avoid on-street infrastructure for the Loop!
6.a,6.b	6a and 6b help protect users by keeping them off the road and provide access to riverside trails/the future Cameron's bluff park. as someone who very frequently walks and cycles on the existing path, I'm disappointed in where it ends at Michigan st, and would love a safe continuation that takes us along the river and connects to future trails!

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4.c	I go down 2nd street now and around the hospital to get to Burcham Park. Again, even with the new asphalt on 2nd street, you have a lot of traffic and taking the route off of 4.c would be safer to get to under the turnpike bridge.
6.b	I like the idea of 6b. But I've been avoiding Burcham Park now for a year or more. The homeless have that now, and I don't care to be yelled at, chased, or stabbed. So I cut through Pinkney neighborhoods
6.a,6.b	6a/6b keeps users out of traffic, which should be a main priority for a recreational path. These segments would also provide great access to the future Cameron's Bluff trail area. Please avoid on-street infrastructure for the Loop!
4.c,6.a,6.b	Again- best option is to keep the path away from traffic.
6.a,6.b	Off street, river views
4.c	Same reasoning as question 1: I would like best a path that has as little conflicts with automobile traffic as possible and that provides a more natural setting. Most any route would be a good choice to me that can meet these goals. I think it is also important to ensure good routes between the path and nearby areas (i.e. residential and medical facilities in this case). Also, I'm generally against putting linear parks along interstates because of the noise and exhaust.
6.a	Keeps bicycles away from car traffic.
4.c,6.b	6b would be great but only if can avoid streets to connect to existing path
4.c,5.b	I like a dedicated path. 4c would provide that. You have to take a little bit of 5b to get there. 6b would be nice, but that's something that could be saved for a future addition.
4.c	Separate path for safety, more scenic route.
4.c,6.a,6.b	Again, try to keep vehicles and bikes separate where possible. It does cost more, but in the long run it's a better result
6.a,6.b	This route will affect car traffic the least and will the safest option for cyclists.

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4.c	Prefer a separate route from the streets.
4.c,5.a,5.b	I like 4c the best but concerned about the homeless camps throughout that area. Tough to imagine letting kids ride that part of the trail.
4.c	4c is the more cost effective separated path. Separated paths are safer for both bicycles and pedestrians.
4.b,4.c,	
5.a,5.b	6B to too remote for public safety
4.c,6.a,6.b	I like the access back behind KU rowing / Burcham Park. Avoiding streets is best for bikers and VRUs!
4.c	Again, public safety outweighs the added construction cost.
6.a,6.b	Would be the safest option and most consistent with the rest of the Loop
4.c	4.c is my preference because it best connects the two locations. Actually, 4.c could even be modified to connect to the Sandra Shaw walking trail. Again, as someone who walks the loop, I like the loop sections best that aren't connected to a roadway because drivers don't care about pedestrians.
4.b,4.c,5.a	W 2nd street going east from Michigan is treacherous and fairly high traffic. There needs to be a safer option for pedestrians/ bikes. Routes 4b and 4c would be nicer to connect to the loop -- but 5a would be good too. But regardless of the loop, the block of W 2nd between Michigan and Arkansas needs a sidewalk.
4.c	"Separate Path" is always more safe.
4.c	This connected section will be difficult. While I prefer 4c, it could prove to be difficult/dangerous to riders due to the homeless population in that area. Avoiding the streets in this area is also crucial, as the streets here are narrow. The more nature the better.

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6.a,6.b	Dedicated paths away from streets please. The #6 path (whether it is a or b) puts more people on the river which has been a longstanding request from community members. The 6 path also provides a connection to Cameron's Bluff. An underpass under the railroad much like the one that goes under the turnpike should be considered.
4.c,6.a,6.b	I would much rather keep this section away from Michigan street and better connected to the park behind the hospital. 4.C is most preferable because it's more direct and away from the interstate.
4.c	I think any of these options would be acceptable. Although I would only want to see the 6.b connection if/when the Cameron's park trails are completed. There is no great reason to ride along the highway otherwise.
4.c	4.c. seems to be the balance between separated pathway (preferable, safer, more family friendly), cost, and direct travel to downtown for those cycling as transportation.
4.c	4c is the best option because it is a separated path with only a very short street adjacent section on Michigan Street to get to the existing path. That looks like it would be a pretty area to ride in as well.
4.c,6.a,6.b	Separated path would be my favorite choice. It's the safest and steers clear of the hospital.
4.c,6.b	4C would be a good compromise of nature route without the additional cost of 6b. With young children, any opportunity to segregate the cycle track from potential vehicle interaction is a benefit
6.a,6.b	I travel the loop to be safe from cars and to not be subject to car sounds and pollution. This makes 6a and 6b the most scenic and the safest.
Although 6b is the most expensive option, looking at other similar loops, like that in Tucson, Arizona, show that the investment in bike infrastructure gives a city return on that investment with less car traffic and a happier population and attracting more populace.	
4.c,5.a,5.b,	

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6.b	4.c is my preference in theory. However, there are numerous camps in this area right now, and I know several people who wouldn't use a path in this area (they currently won't use the Sandra Shaw path for safety reasons). 5.a/5.b is more or less my current route on sidewalks, and I think it has good connections to services (bus stop on Michigan, etc.) 6.b is interesting, but I don't love highway noise, and I see that it's expensive. I would definitely use this if built, though.
6.a,6.b	6a and 6b are most in line with the current orientation of the loop (off-street). The 6 orientation also is adjacent to the proposed Cameron's Bluff trail. 4c also is a separated path, but would require significant easement on private land.
4.c,5.b,6.a	Again, these routes help close the loop faster. In this area using these routes there is minimal use of roads (and danger from vehicles), making the route safer for all cyclists, walkers, and runners.
4.c	Avoids going through hospital campus.
4.c	It would be nice not to go on the streets.
4.c	Avoid right-angle turn by I-70. Keep away from I-70 to avoid future KDOT work on interstate which is inevitably going to happen.
6.b	Please do not route the path by the pallet shelter. There have been lots of negative and dangerous interactions with people walking near there including threats against people and their dogs.
4.c	Again, least street-adjacent.

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Scenery and Nature (51 Responses)

5.a,5.b	very direct connections
4.c	Separated paths through open spaces (trees, woods, fields) like the current sections along the river, rail trail, and rock chalk park provide the best user experience and safety.
4.c,6.b	Street Adjacent options in this area feels like a failure - such amazing nature options that can make getting outside more accessible for everyone.
6.a,6.b	6a. Saving some dollars. 6b. Riverside and future connection to Cameron's Bluff Trails. 4c. Would be my backup for 6a/6b
4.c	Safest and nicest route. Has nature and avoids conflict with cars.
4.c,6.b	i like the sections of the existing loop that are more nature-y and less residential neighborhood, so voting for more of that
4.c	4c is much more direct and goes through forest. 6b has a large portion under/next to the turnpike. Gross!
4.c,6.a,6.b	I voted for 6 a, 6 b, and 4 c because I think it provides the continuous urban greenway experience that The Lawrence Loop aims to achieve. These options are opportunities to enjoy the scenery of the Kansas River, Burcham Park, and Sandra J Shaw park. Not to mention the possibility of connecting to the planned mountain bike trails north of the KU Boathouse. Those planned MTB trails will be sure to bring in visitors from out of town. Lastly, as someone that rides through this area to take his daughter to school off of Michigan St, 4c would be a safe, scenic, and enjoyable route to use versus driving on 6th St. I'm very excited to see what is decided for this part of the Lawrence Loop as the potential is huge!
4.c	I enjoy a variety of scenery while I am riding and while this seems the most direct route (4.c), it also provides different views - hopefully not too many trees would have to be cut down. Not many cheaper options on this section.
4.c,6.b	4c will be easiest from a bike navigation perspective. 6b would be an appropriate backup plan and include riverfront.

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4.b,5.a	How are the woodlands that would be affected by 4.c managed? If building the bike lane would encourage their use or proper management, I am totally in favor of 4.c. Otherwise a small stretch of street adjacent path before cutting across (4.b) to the 4.c path makes sense to me.
5.a,5.b	5a and 5b seem to be the most straightforward links and work with already existing infrastructure
4.c	I think 4.c would provide a direct but unique experience and is my preference. Due to low traffic, and bike lanes, I don't feel any of these are bad choice. It would be nice to actually fix the uneven manhole covers on 5.b
4.c	4c is prettier and feels like a continuation of the trail farther east. It's preferred over 5a specifically because of traffic on Michigan.
4.c	4.c is my clear preference here, despite the removal of trees. It offers the most scenic, straightforward, bike-friendly route. 5.a and 5.b would be my next choice. 6.b is $$$ and riding along the interstate is not appealing.
6.b	Be better for the loop to travel on the river for a scenic route
4.c	For using the Loop to commute, the 4c route would be more efficient.
4.c	seems most direct and most scenic based on satellite view
4.c,6.b	4c seems to be the most direct route. 6b would also setup the Cameron's Bluff trails for success.
6.b	This would he the most scenic and avoid putting the trail right through residential home owners property. A land acquisition from residential homes would greatly affect home values and the homeowners would suffer a devastating loss on property value. Please think of others when voting for the route. No to 4.C

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4.c,5.b	This would be from existing path to 4.c then from 4.c to that small section of 5.b. New trees can be planted to replace trees that might have to be removed. Preference for wild areas to enjoy natural world and avoid car noise. On the other hand, the chief priority needs to be to get the loop fully connected and that might require the shortest (therefore less costly) route with the hope that fundraising (possibly by F.L.A.T) can generate additional funds for the more scenic routes. The shorter routes adjacent to streets might be preferable to those who use the loop to get to work. I am personally more interested in the recreation and health aspects of having the loop connected.
4.c,6.a,6.b	4.c is I think the best combination of direct and separated from traffic; 6.a/6.b would be great if/when Cameron's Bluff is developed.
4.c,6.a,6.b	The pathways that best exist with nature (not auto traffic) are most healthy and most beautiful. Also- river adjacency prove superior for quality of life and safety.
4.c,6.a,6.b	I do think the path along the river would be much more scenic.
4.b,6.b	4b- I like the seclusion of this route and the route through forested areas. Most direct route from the original loop. 6b- I like this route because it will support access to the Camerons bluff bike trails once they are built.
4.c	I ride this section weekly, sometimes several times in a week and am very familiar with the options. 4c seems the most elegant solution, but 6a and 6b are also appealing, especially if they can coordinate with the new Cameron's Bluff hiking and mountain biking trails.
6.b	6b would be an amazing addition to the loop. While the current "unofficial" route of 5a to 5b (or with the addition of the outside for a better inside trail) would remain intact for those wanting a shortcut, having the extended option would allow people more access to see the river - a very underutilized/underrecognized part of our community - and feel a little bit more outside of town. If the mountain bike trails are completed, this would be a perfect tie-in to a more comprehensive system in Lawrence. I think 4c would be a good second choice as it also provides a safe, car-traffic-free option. In both instances, need to make sure that safety is addressed head-on given known concerns re: homeless campers in the area.
4.c	The more direct path while still maintaining a sense of nature, which is a large theme of the broader loop system. 6c is way too expensive and unnecessarily out of the way, even if it would connect to Cameron's Bluff in the future. Go with 4c.

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4.c	While riding along the river a bit longer seems nice, the 4.c option still retains riding through a natural area while being cheaper and more straightforward.
4.c,6.b	Also a mess! A vision for riverfront development should include a multi use path along the river as much as possible.
6.b	Nature, river, birdwatching, ecological connections
6.b	The loop is at its best when it feels like you're farther out in nature/the countryside. this also is a beautiful area that is flat and easy for all ability levels to ride on.
4.c	Prefer 4c as it is in a more secluded area
4.c,6.a,6.b	4c is the most direct path so that would be nice. 6a and 6b would be great as getting access closer to the proposed mountain bike trails that hopefully will be built further north. On this one do both.
6.a,6.b	These look to provide a very scenic route along the river and away from city streets.
4.c	seems more direct yet scenic, i love parts of the path that do not feel like you are in the city.
4.c	Michigan is a busy road. It would be far better and more interesting to spend a little more to connect the paths through 4c, which continues the character and feel of the path by the river.
4.c	I think 4.c is the sweet spot, again for the recreational rider who is "looping", but also the commuter biking from point A to point B. Additionally, having hiked in the area north of the Sandra Shaw park trail, I would love to see that area made accessible and preserved a city park space.
4.c,5.a,5.b	5a/5b is basically the route I take now. It's fine. 4c would seem more scenic and would offer a nice connection of dedicated paths. I will note that the 5b route is not ideal for younger riders. What I mean is, I feel fine on 5b, but I don't like taking my kids on that road. There is often a lot of debris in the bike lane that requires one to ride more in the street.
4.c,5.a	My first choice is 4.c. because I would like to make the woods along the river more used and more accessible. Ever since living in the Pinckney neighborhood 30 years ago, I have wanted to see a path developed in this area. I have several friends & family who live on North Michigan and would LOVE to be able to ride that route to visit them from downtown.

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4.c	It stays along the edge of Lawrence. Nature.
6.b	This is the most scenic route along the river and would be mostly flat for biking, running, and walking. Plus it adds to the view from the turnpike travelers through Lawrence. Please include more landscaping and be conscious of protecting the trees and wildlife.
6.b	6b brings people closer to the river and gives a path that is not impacted by automobiles.
4.c	Like the idea of being able to bike with the kiddos on near the Sandra Shaw Park that we enjoy going to.
4.c	Definitely 4c. This is where money should be spent: on making the Loop memorable. This alignment holds the potential to be scenic as well as provide cyclists and pedestrians with nature and shade. This is why everyone's favorite segment on the existing Loop is along Burroughs Creek Trail. Another segment like that would be welcome and worth the investment in the long run.
4.c	Most scenic
4.c	4c uses existing path (in part) while being as safe as alternative 6b. it seems more scenic.
4.c	4c is a dedicated, wooded (which is good), and direct route, and feels like a no-brainer choice due to its directness and separation from vehicular traffic.
6.b	6.b! Scenic. Possibility of shade, less time on Michigan St! Great idea!
4.c	An extension of the Sandra Shaw Path is the only attractive solution for me, especially with the recent completion of the KTA underpass and the connection to Peterson Park.
6.a,6.b	Would provide access to Cameron's Bluff and give river views. Secondary choice 4c.

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Cost (13 Responses)

4.c	Running it clear up to the bridge to access a handful of miles of trail on privately owned corporate land is not worth the cost, energy or time.
4.b,4.c,5.b	Either of the 4's to 5b looks nice. 6b seems interesting, but would be expensive.
4.c	4c is the best option because it is the most cost effective compared to all the others. My hope is that it would be a true 10' wide path, and not like the skinny Shaw park path. It if uses part of the Shaw path, the wide of it should be upgraded to 10'.
4.c	Least street interaction while considering cost. Building bridges is not cost efficient and will require more on going maintenance.
5.a,5.b	This is pretty much the route we use when we ride the loop anyway. I think 4.b, 4.c, 6.a & 6.b are intriguing but there is a higher cost to them. I am also concerned about using those routes since there seems to be a lot of homeless camping in the woods.
5.a,5.b	While 6a and 6b might be a dream, the very high cost and easement issues scare me. Isn't part of this route contested by a very determined farmer? Let's not plan on an alignment we aren't 100% confident we can build in the next 4-5 years.
5.b	5b, smaller budget and no easement requirement
4.c	I like this option only because of the lower cost. I would probably prefer 5.a and 5.b if the cost wasn't higher. I view a lower cost as having a better chance of actually being built.
4.c,6.a,6.b	I think 4c makes the most sense and seems like the logical connection. 6a and 6b are interesting because it would be more loop along the river which would be scenic. But seems like the cost would mot be worth it if that delays construction.
6.a,6.b	6.a and 6b seem like a terrific new idea that avoids problems accessing private properties. Why did it take us so long to 'discover' turnpike right-of-way and Power company land? Great solutions!
4.c,5.a,6.b	6b would be ideal, however way too expensive. 4c next in fun, but also expensive. 5a seems most obtainable and reasonable in price. The current route I take is ok. I'm more concerned with changing that downtown area for safety.

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5.a,5.b	The City Parks and Rec is short of money and this is the least expensive.
5.b	I ride this way now and the streets are plenty wide and there's low traffic. Other routes would be more expensive and don't know if worth it although most of the route is a separate path.

Access (11 Responses)

5.a,5.b	Connecting a park with segment 5.a would be great. Segments 5.a and 5.b also feel like they make sense, like they aren't going out of the way or zig-zagging.
4.c,6.a,6.b	5 of the road is unsafe. Why are you presenting these options that would be dangerously for our children.
4.c	5a/5b is also nice for making the park a destination.
4.b,4.c	4.c is more appealing as a cyclist because it mostly avoids Michigan St. I'm glad tree removal is a consideration. Hire a contractor who doesn't feel the need to bulldoze a wide swath. 4.b is almost as good. Major benefit in that it goes right past apartments and the trailer park. Easy access for more people.
6.a,6.b	I like routing the loop to include access to the new park/trails north of I-70
6.a,6.b	This route makes the most sense and also supports a connection to the Cameron's Bluff proposed trails.
4.c	I use the Sandra J Shaw Park trail regularly. I would love to have a Loop connection that ran directly from that trail up to the Loop connection near The Village. I see many residents of The Village use the Lawrence Loop. Let's give our neighbors in that section of Lawrence the same opportunity to reach Sandra J Shaw and Burcham Parks that so many of the other Pinkney Neighborhood residents enjoy.
5.a,5.b	5.a & 5.b seem to better serve neighbors and provide safe commuter routes vs. it being purely recreational. Protected bike lanes along Michigan would be awesome!

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5.a,5.b	With the 5a-5b route, there are important connections that a separated bike path on Michigan could provide access to including to the Children's Learning Center, the Pallet Village, a mobile home park on the west side of Michigan, etc. While not as scenic as the other two options, there appears to be little clearance of trees that would need to occur and no easement acquisitions would be necessary. It's cost effective and improves road safety. Seems like a win-win to me. 4c to 4b seems like it might be a pleasant ride, but I don't think it confers as many holistic social benefits that the Michigan Road options does. Of the three options, my least desired is the 6.b route alongside I-70 since I don't find riding next to highways to be very pleasant at all.
5.a,5.b	Street adjacent is preferable for economy, ease of installation, and safety. Having traffic nearby creates a feeling of being monitored in case of accidents. If also reduces maintenance costs. Improving bike access along streets also increases the likelihood of local access just as sidewalks increase foot traffic.
5.a,5.b	For 5a and 5b, an easement is not needed, and additionally it serves neighborhood population and makes bicycling along Michigan St. safer with a bikeway adjacent to it.

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Other (19 Responses)

5.a,5.b	Just makes the. most sense.
4.c	Unfortunately, I think 4.c is the best option. When I ride that section I'm already in the mindset of going slower because of the curvy nature there and it generally follows a part that I already ride on for a short portion. I think 6.a and/or 6.b would be cool and I would probably prefer that but would be concerned about drainage when the river is higher and the additional difficulties of coordinating with the railroad on a new crossing. 5.a and 5.b I like least but also think construction would be easiest to complete.
4.c	6.b would have been so cool if, when the KTA replaced those Kaw bridges, they had added a bike/ped lower-level. Unfortunately that opportunity was missed.
4.b,6.b	I actually prefer 4c, but with pallet shelter village going in near there on N Michigan, 4b seems more doable and politic. If 4b is not possible, I prefer 6b over all the other choices.
4.c,6.a	Just finish the loop!!!
4.c	4.c looks like a beautiful route through forest space. The best parts of the Lawrence loop are where you are surrounded by nature. I have some fears that I would be nervous riding that section of the route as it has low visibility and likely is a path between the temporary housing and downtown. My fear is that someone in a mental health crisis could hurt me, valid or not. I have hiked the 6.b path along the river. It is a nice path but the section that runs along the highway makes it a poor option. The highway is really loud and I would be nervous that trash could blown over the bridge rails and hit me. 5.a and 5.b would be fine routes if they have a very good separation from the road. More than the separation that the Lawrence loop has along Delaware north of the kickball park.
4.c,6.a,6.b	IF you end up doing a lot of these, clearing the homeless out of the areas affected will be vital
6.a,6.b	Adding to my earlier response that I really like the idea of establishing a trail along Cameron's Bluff despite a section along the interstate, but I also think that "4C" would be something to work towards as well since it would be a little shorter (i.e. better for commuting) and could provide better access for the neighborhood there.

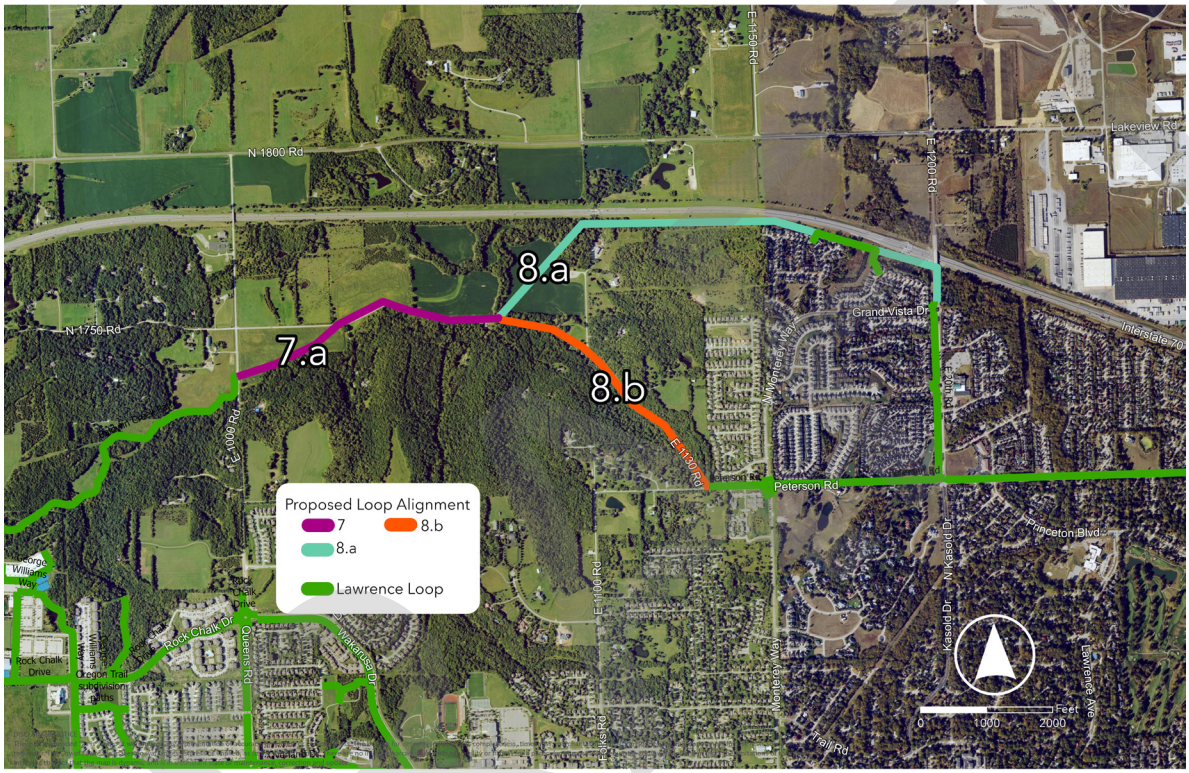
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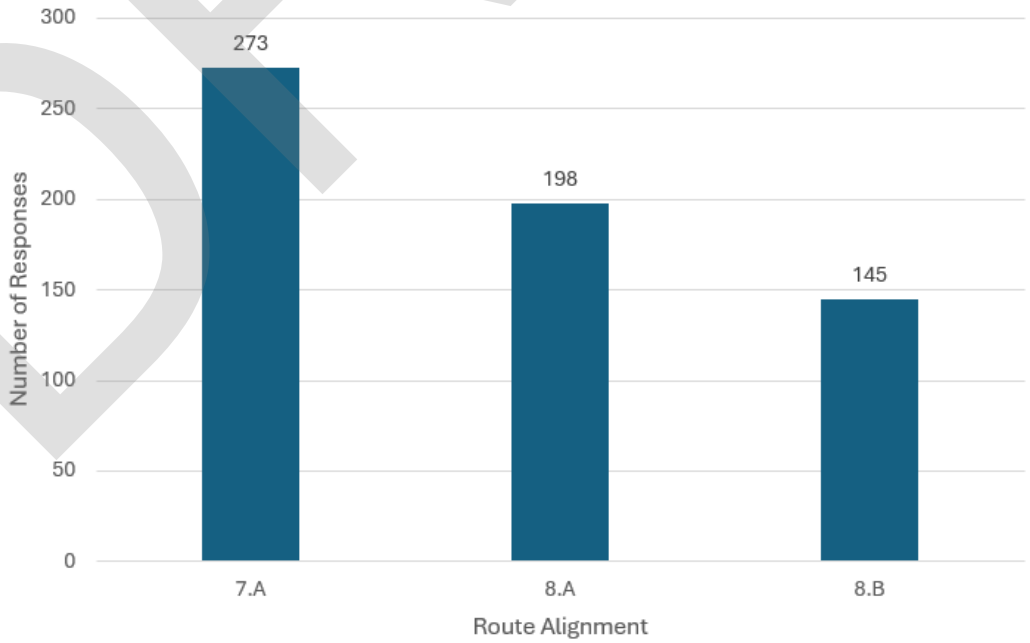
	No preference because I don't know this area well.
	I don't know exactly where this is or the purpose of these proposed trails. And I have been biking in Lawrence for 40 years.
4.c	Routing the loop north of Sandra Shaw Park connects the two segments nicely.
4.c,5.a,5.b,	
6.b	Routes connect so there's always a path for bikes full circle with connections to the existing paths.
	No preference, but might want to consider that river flooding could impact usability.
4.c	I think this is the way it currently is and I think it works just fine. Of course, route 6 B looks great, but I'm not sure what the conflict is in that zone since 4 C seems to work just fine with the current loop the way it is.
4.c	Maintain continuity with the existing trail
4.c	We also need to proceed on Cameron's Bluff development.
5.a,5.b	In support of the Flat trails initiative, this appears to be the best feasible option.
4.c	This is based solely on looking at the map, not having ridden or looked at the possible route.
6.b	The pallet village isn't shown on the map which is somewhat discouraging. Also people in the City shouldn't be voting regarding county property.

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Northwest Corner Connection

The Northwest Corner Connection had the fewest written comments and the closest voting totals. Many of the responses mentioned the steep grade of option 8.B but comments were both positive and negative. Similarly people used concepts like staying away from traffic or the scenic value of the area as the rationale for both alignments.





A.7: Northwest Corner Connection Proposed Routes & Results

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Grades – Hills – Sightlines (55 Responses)

7.a,8.a	Option 8b is steep with blind corners. Extensive updates to that road would be necessary.
7.a,8.b	I really kind of dig the big hill.
7.a,8.a	My choice here is 7a and 8a because I think there would be less of a hill to climb. The existing path that route 8b would use, includes the hill on Peterson Road between Kasold and Monterey, which is really difficult to ride, and is dangerous. Going up, westbound, is exhausting and going down, eastbound, is too fast, and is a safety hazard. The downhill causes riders to grip the brakes most of the way down.
7.a,8.a	8.a over 8.b strictly because I hate that hill on E 1130 Rd when going east and I hate the climb on Peterson Rd going west. Regardless of the grade going north on Kasold (a route I've never taken) and adjacent to I-70 I think it would be preferable.
7.a,8.a	8.b uphill is too much slope for rec riders. On the other hand, riders are going to go downhill anyway (and more athletic ones up it) so 8.b is going to be a bike-ish route whether it's the marked official Loop or not.
7.a,8.b	That hill up Peterson is a challenge, but it's short and I enjoy the downhill trek on E 1130 Rd (8.b) connecting to the existing bike path. Grading E 1130 Rd would be amazing and is probably needed anyways.
7.a,8.a	7.a is awesome. Traffic on N 1750 and also Queens road needs to be slowed down where the loop crosses these roads. 8.a. would be even better if it were expanded to the east to N. Iowa - take it along I-70 east toward N. Iowa and eliminate the N. Iowa to Kasold path along Peterson (or if not, fix the wide sidewalk along Peterson!). Going up the Peterson Rd hill west of Kasold AND going down Martin Park Hill is not fun for your average rider. Plus the round about at Peterson and Monterey Way is dangerous due to limited sight lines and exhausted riders going slow and frustrating drivers.
7.a,8.a	While I might prefer to use 8b to avoid biking near I-70, it is quite a hill to climb. For a majority of bicyclists, a separated, more level trail would be less of a barrier (8a).
7.a,8.a	8b is not desirable because of how traffic moves along the road, and the steep hills of the existing shared use path between Kasold and Monterey Way.

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7.a,8.a	8.a seems better to me mainly because 8.b has a significant hill that limits the accessibility of the loop and could lead to dangerous speed differences with uphill vs. downhill bike traffic.
7.a,8.a	I do not think E1130 rd. is a good option. The hill is long and not the safest for bikes. Best to keep the loop lower and go around the hill.
8.a	That steep grade for 8A is a tough ride I think 8A would be a nice improvement
7.a,8.a	8b is a BIG hill, and I say that as a very experienced cyclist. 7a/8a provide a much more accessible option for the majority of users.
7.a,8.a	It's a toss up for me on this one. I could go for 7a-8b if the steep grade could be overcome by design.
8.a	I always was looking forward to the nature park on the 8.a route. I've used the 8.b road many times but it is very steep and once it was graveled, it was very dangerous going down that hill. SPEND THE MONEY!
7.a,8.a	Going up and down Martin Park and Peterson suuuuuuucks, especially for regular people who are just riding bikes around town. They're fun to bomb down when the wind is right, but the climbs suck and routing around them is the smart choice.
7.a,8.a	The hill for 8b makes it not a great option with car traffic. Safety issues with going up that hill or down it with traffic.
7.a,8.a	8b is a Big hill! 7a/8a provide a much more accessible option for the majority of users.
7.a,8.a	7a- I like the route along the river, a more scenic choice. 8a- 8b has that pretty steep hill that my keep some of them more casual riders off the loop of skipping that part on another road. I imagine 8a is not as hilly
7.a,8.a	Avoids hills
7.a,8.a	I ride Martin Park Rd weekly, sometimes several times a week. 7a is a no-brainer. 8a would be wonderful, avoiding the steep climb up Martin Park. 8b makes little sense to me as it would entail widening the corridor where the road runs, requiring cutting down lots of trees and closing the road for construction.

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8.a	Bridges are super expensive to design and build. 8b is the route I often ride. Some of that route could be taken through Martin Park. However, this area has a steep grade and a separated path going down the hill I would not ride. I've lived in Lawrence since 1987 and probably ridden this route close to a hundred times.
7.a,8.a	I love the 8b route and ride it frequently (and would still do so!) but I suspect that 8a might be a better option for a more diverse group of Loop users.
7.a,8.a	Anything to avoid the Peterson Road hill!
7.a,8.a	Don't make people climb that hill. Imagine trying to take your kids (or parents/grandparents for that matter) up or down Martin park/ Peterson. It is very easy to get out of control going down on a biker or scooter if you're inexperienced and diminishes the experience/ usability
7.a,8.a	8b can be quite a dangerous downhill when there are reckless drivers and cyclists about. Having a separated path would be ideal.
7.a,8.a	I have had at least two "close calls" on 1130 Road. It is too dangerous as it is now. The steep grade and loose gravel and the fact that other vehicles are traveling fast and sometimes recklessly. Definitely don't want to be on 1130 road!! I now skip it and just continue up Peterson until it turns into Folks Rd; or turn on Monterrey Way before getting to 1130 Road. But both of those roads need repaving. Monterrey is rough and has holes and traffic to avoid. Folks also has traffic and not well designed for sharing the road with bikes.
7.a,8.b	As is, this route is very dynamic with the topography changes - one of my favorite parts of riding the Loop today.
7.a,8.a	8b is too steep for ADA
7.a,8.a,8.b	I am in favor of any of these. The 8a will be more accessible due to the fact that you do not have to climb the Peterson rd. and Martin Park hills though.
7.a,8.a	8b is a terrible idea, martin park is a difficult climb with a lot of blind corners and often has cars flying up or down way over the speed limit and crossing the middle line. It would be straight up dangerous to route a lot of people along this route and especially direct people with limited experience on two wheels to go this way.

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7.a,8.a	I bike here regularly and going up 8b would be a PAIN. I think most folks would prefer flatter terrain of the other paths, despite it being close to I-70
7.a,8.a	8.b is a steep hill and would intimidate many bike riders. Option 8.a will be more welcoming to all riders.
7.a,8.a	Martin Park Hill would make it really difficult for people. That is a really steep hill and I think a major deterrent to use. It would be really hard for people that have any mobility issues.
7.a,8.a	8b is unfortunately a large hill that can already be a bit scary to ride on due to traffic. It would also put riders on a steep downhill down Peterson. I personally live the route but a separated path around 8a would be safer and more accessible for many riders, runners and walkers.
7.a,8.b	I think any of these would work. I chose the least expensive ones, but I am familiar with 7.a and know it's a fairly steep path. However, there's no avoiding hills in this area, so sticking to the wooded hillsides would be my preference, especially compared to riding near the interstate.
	Any alignment here would be good. The hill on 8.b would deter a lot of people, but it's also a fun feature. I'd advocate for both routes being constructed, so people in the North Kasold area can access the Rock Chalk Park by bike without that big hill in the way, still have the challenging feature for people who want to climb the hill.
8.a	I think either of these would be acceptable. One thing to consider is the hill on 8.b - there should really be two options, one to take it on, and another to avoid it if need be. These all should be implemented.
8.a	Access to 8.a is flatter than access to 8.b
7.a,8.a	Serious cyclists will continue to use 1100 no matter what. But for casual users that section is far too steep
7.a,8.b	7a and 8b follow the route that most cyclists take currently to connect these sections, following fairly low traffic roads. The biggest issue with using these two options is the hill at the west end of the Peterson Road section and the eastern end of 1130 Road. That climb approaching from the east or west is pretty challenging and may not be accessible for some cyclists.

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7.a,8.a,8.b	7a/8b is the route I take now. I would not take this route with my kids, simply because I wouldn't trust them on the downhill on 8b. Having 8a would possibly give an alternative path that could be better used by a range of riders.
7.a,8.a,8.b	We need something there, farmers turnpike can be stressful with semi trucks. I like going up E 1130 road but there are blind spots and chip and seal. I'd like to know how it's going to be marked
7.a,8.a	Having lived in the area around this part of the cycle way the '8b' hill can be brutal for children and an adult pulling a toddler in a cycle trailer! So although the cycle way would be an interesting climb for fitness type cyclists, it may pose a challenge to the casual rider and families with younger children.
7.a,8.a	I have hopes of someday riding the loop in both directions, but I am very, very reluctant to ride this section from west to east because of what for me is a very, very long uphill walk (8.b). Great fun riding west downhill on that section, but 8.a is more doable in either direction.
7.a,8.a	Both 8a and 8b are good options, but 8b includes a serious elevation change that is not friendly to bikers.
7.a,8.a	Although I don't particularly like riding next to highways, I do not want to ride up and down E 1130 Road (option 8b), so my preferred route would be 8a to 7a. Riding along North 1750 Road (option 7a) seems a tad rough too, but hopefully, the bike path would make it pleasant.
8.a	Flatter, better connection to Queens, less destruction to nature. Too many cars on e 1130 rd.
7.a,8.a	7 & 8A connects you right up Queens Road and carries your around and through neighborhood that will be seeing a lot of development of houses soon (200+ I think are going to be built) along the turnpike to Kasold. It seems to be a fairly level area and would be super convenient get on the future park they want to build over there. I like this as it would be very enjoyable and preferred over the other option--8B is on a very steep & windy road that has no shoulder. That area is not enjoyable to run or walk on and having a path over there seems like it would be a lot of work ($$$) to do with all of the county people's yards and the hills. My vote is for 8A.
7.a,8.a	The 8a alignment has a gentler grade and avoids roadways with cars

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7.a,8.a	Based on elevation alone 8a seems like the better choice. Additionally 8b already exists and will remain an option for cyclists who are confident and comfortable on such a challenging hill and narrow road.
8.a	E1130 road is scary w/o bike lanes and so many blind curves. Additional, it is very difficult to get to Peterson road when turning left at top of hill to go east. No where to ride!
7.a,8.b	7a and 8b seem to avoid the most demanding terrain, and avoid easement issues with KTA.
8.b	I ride this route now and feel safe. The hill I'm Peterson is big and if you're trying to make it for everyone, maybe you avoid it, but Lawrence is a hilly area and you need to embrace it.
7.a,8.a	Separated path that avoids the steep hill east of Peterson and Monterey Way.

Safety and Separation From Traffic (48 Responses)

7.a,8.b	8b is the clear winner over 8a. Nobody wants to run/bike next to the highway!!!
8.b	8b is the better path, but would need a dedicate path or lane. Currently biking on 1750 is taking your life into your hands. Fast traffic does not look for bikes nor does it slow when they come up on them.
7.a,8.a	8b would be hazardous for sharing the road with vehicle traffic and involves a material terrain change.
7.a,8.b	I like 7.a and 8.b. The current alignment is fine, the trail just needs to be separated from the road.
	After the tragic hit and run last year, sharing a country road with drivers is a dangerous prospect.
8.a	8a. I love bombing down the hill on 1130 road, up hill is a great challenge, but looking ahead to future city growth I think 8a is better for separation from roads.
7.a,8.a	Avoids conflict with cars and a difficult hill.

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7.a,8.a	8b is difficult and dangerous. The side roads and hidden driveways are a danger for those who descend. The steep climb, blind corners, and lack of shoulder are dangers for those who ascend.
7.a,8.b	that stretch of Kasold (8a) is already busy and has several merge points near the roundabouts that vehicles try to squeeze by and endanger bicyclists. 7a is a low volume road
7.a,8.b	To much truck traffic on Kasold section of 8a. Additional comment ... Sections of the path along Peterson east of Kasold are in horrible condition. Why do we have so many problems building concrete paths that end up with serious vertical displacement? This seems to be a Lawrence issue.
7.a,8.a	Biker safety needs to be a priority. Keep bikes away from cars! Separated paths need to be used wherever possible.
8.b	Being off-road away from traffic enhances the experience of trail users.
8.a	Anytime you can get the bikes off of the street makes it a more family friendly path.
7.a,8.a	I would be scared to DEATH to ride along 8b. Cars driving 35 mph and many curves with NO SHOULDER. Would have to be widened for biking to be safe, and I suspect that isn't going to happen anytime soon. I ENJOYED the ride north along Kasold. Found that existing trail as you exit the second roundabout and head north along Morning Dove Circle. The way that existing trail ends left me confused which direction to continue my ride. And I ended up attempting to bike south along Monterey Way. Even with stripe bike lane painted, I didn't feel comfortable riding since I had to go very slow to negotiate that long, steep hill. Continuing the existing trail along the Turnpike (8a) would be preferable. 7a could be very nice if handled carefully.
8.b	That road (8b) is so lovely, but narrow. Would be great to have a dedicated bike lane, especially if its separate from the road or has a barrier between the cars.
7.a,8.a	1130 road is a gem to ride (and run). Don't ever widen it or cut the trees back! NEVER! 8.a keeps the loop spirit. Avoiding streets allows users to let down their guard and relax. Every moment on the road is a moment that a texting driver could kill me. 7.a is good. Put it on the North side of the road so you don't cut down any Pawpaw trees

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7.a,8.a	I ride the 8b route. Peterson isn't wide enough for bikes. The bike path has a constant drainage across it going up the hill to Monterey Way making it very dangerous. The city hasn't fixed it yet and seems reluctant to. Plus, that hill is a tough climb for most casual riders (I put on 4000 miles/year). The roundabout at the top is a dangerous with poor sight lines for cars and bikes. It is small making bike riding dangerous even if riding up the sidewalk on the north. I ride the road there in both directions to connect with Martin Park road (East 1130). That road isn't really wide enough. Cyclists going west to east have a slow climb with a deep ditch on the right. So, the tendency is to be farther out in the lane. This is awkward for cars approaching each other with bike riders going uphill.
7.a,8.b	Separate from road is better
7.a,8.a	Away from cars!
7.a,8.b	Riding along an interstate is very unpleasant or requires very expensive measures to reduce sound so 8.a does not seem good to me. I really like the current 8.b route because it is beautiful and quiet, but the road is not too safe when cars do pass so some effort to make that more pleasant and safe would be nice.
8.a	Keeps bicycles away from car traffic
7.a,8.a	I think the more the path avoids traffic and offers nature scapes, the better.
7.a,8.a	Would like to see the loop avoid Peterson altogether, might as well be riding/ walking in the street.
7.a,8.b	It makes a good connection. 8a connects the back part of existing trails, but it is really close to the highway, and I can tell you from experience that it doesn't make for an enjoyable ride.
8.a	Separate path for safety.
7.a,8.a	Again, cyclist and car traffic should use separate routes to provide the highest level of safety for both. Besides, a separated path also provide great walking opportunities for pedestrians.
8.b	If this can be a protect lane that would be preferred.

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7.a,8.b	7.a looks to be a necessity while 8.b seems much more straightforward than 8.a, while being more comfortable away from the highway.
7.a,8.a	Separated paths are safer.
8.a	This northern section of the loop, as it currently exists, is one of the more physically difficult sections for the average cyclist and it is mostly on public roads. Adding the alternate "8.a" path appears to provide a more protected option for cyclists.
7.a,8.b	8a is too close to turnpike.
7.a,8.a	Keeping the trail separate from city streets is always preferred and safer.
7.a,8.b	Trying to balance cost and safety, with safety as the priority for family use of the Loop.
7.a	The less time following under or next to I70 is important.
8.a,8.b	8B seems to work just fine as it currently exists, however I'm not familiar with all the concerns. Looking at 8A is much more remote and perhaps safer for cyclists, which I would be in favor of too. I would be in favor of both and leave it up to the committee to make the final decision here. In the end, the safety of the cyclists is key. 7A is fine.
7.a,8.b	7a and 8b are direct and scenic and still easily accessible by the neighborhood near the Turnpike. Driving this road before dawn every morning, my main concern is getting pedestrians with their dogs and bikers off the road for safety purposes.
7.a,8.b	This is the closest part of the Loop to me and I use it off of 1000 road 3 times a week, minimum. While the Friends of Lawrence Area Trails recommend 8a, I would prefer 8b because it is further from the highway and the highway is too loud for me to want to ride next to. 1130 is peaceful and would be a great access point for me to the Loop, personally. I also think the 8b route would make it much more accessible to the neighborhoods around Monterey and Peterson, allowing parents to trust their kids to get to the route easier and safer. Access and safety is always the most important to me. A selfish answer but honest!
8.a	Fits better with the Lawrence loop and stays far away from Peterson road which is stupid to drive let alone funneling people and bike traffic.

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8.a	Other option makes no sense (8B)! Why would anyone would want to bike on this portion? That portion of the road and area is scary over there and makes me nervous to think about driving let along biking on hills over w/ my kiddos. Plus, the Peterson and the Monterey roundabout is treacherous to get past.
7.a,8.a	It would be best to have it by turnpike. This route would be much safer.
7.a,8.a	This route looks safer. There's barely room for 2 cars on 8b. Would certainly cost more to put a bike path anywhere near 8b. There's no sides to the road right now. 8a keeps the path away from wildlife. There's too much wildlife near Martin park. Construction down 8b would disrupt too much.
7.a,8.a	7a gets bikes off busy N1750 Rd. 8a feels like it provides the greatest safety benefit. For some, eliminating the climb on E1130 Rd will be welcome, others will miss the challenge.
7.a,8.b	A more wooded dedicated bike trail is preferred. I feel safer and enjoy biking more when farther from major automotive roads and highways.
7.a	7.a If this avoids Queens Rd. I'm for it. 8.a or 8.b Although I love coasting down Martin Park Drive, it might be safer to go with the 8.b route.
7.a,8.a	
	This section is difficult, but alignment near the road would be ok.
7.a,8.a	As a property owner in that area, I support the concept of the addition of these segments 7a and 8a to connect the path on East 1000 Rd and would pick back up over by Kasold. This has been the plan that has always been in play and the one in my mind and daily user the one that makes the most sense from a feasibility, usability and comfort level for all people. Please consider the alignment and actual layout of these paths where county chip & seal roads (intersections like E 1000 & N 1750) connect so that there is safe passage for all modes of people. Other considerations would be the conservation of the trees and wildlife, since these are both of abundance and desired importance to those tax payers who live in the county on the north west side. This would also be a benefit for those people using the paths and the homes in the surrounding subdivisions. Additional traffic and is a concerning, so possibly lowering speed limits to <35 mph and providing signage would be advisable too.

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8.b	Stay away from highway.
7.a,8.a	Stick with the long standing game plan of 8a. Double-check to make sure the landowners of 7a agree with the path. Listening to the January 7 Steering Committee meeting 8b is something that was added as an option at the last second without proper investigation. It was such a last second addition that the people who live around 8b didn't start receiving postcards about the open house and survey until January 30. Some didn't receive them until February 2nd. E 1130 Rd is intimidating and is only used by die-hard cyclists. Very few people out for a leisurely recreational ride use this road. Cars use E 1100, N 1700, and E 1130 Rd as. a racetrack like they used to do when Wakarusa was considered a drag strip outside of town. There is no way 8b is only grading. You're going to have to cut down a ton of trees that line both sides of the road just feet away. You're going to have to carve out hillsides or run well into the yards and across the driveways of county homeowners.
8.a	8.b is an incredibly poor option. That road is quite narrow and curvy with a rock wall on at least one side and a drop off on the other when there is not a rock wall. The sun shines as such an angle at certain times of the morning such that drivers can barely see out their windshield. Pedestrian traffic on that road is straight up dangerous. If the Lawrence Loop trail is extended on the 8.b path, I would not at all be surprised if there end up being occasional casualties as a result.

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Nature or Scenery (25 Responses)

7.a,8.b	There are benefits to either approach here. A slight preference for 8b giving proximity to trees.
7.a,8.b	Less interstate traffic noise, more peaceful
7.a,8.b	It would be nice to go through the woods instead of the neighborhoods for a more varied trail experience (7a-8b)
7.a,8.b	Street adjacent 8b on quieter streets is preferable to unattractive and more expensive highway adjacent 8a.
7.a,8.b	8b is more scenic
7.a,8.b	Easiest choice of the three sections. Less $, gets cyclists away from riding parallel to the interstate, is more scenic, and 1130 is light traffic.
7.a,8.b	The section of road of 8.b and 7.a is one of my favorites in the county. It was the first country road I went down when I first started to ride bikes. It is so pretty that I didn't mind the big hill. It might be nice to add resting points along the hill for people to catch their breath. It may be a giant project but maybe the top part of the hill could be regraded to make the steepest part a little easier. 8.a is not a good option as the highway is so loud that it is stressful. Trash also flies off highways and could hurt someone riding.
7.a,8.b	seems most direct and scenic
8.b	This is the route we normally use when riding the loop. I enjoy the scenic area of this route. It seems to have minimal impact for upgrades to make it happen.
7.a,8.b	7.a + 8.b would be both more pleasant and apparently shorter as well as less costly.
7.a,8.a	Pathways through natural areas are low impact, safe and offer big quality of life and healthy living benefits.
7.a,8.b	I prefer riding through trees and town, rather than along a highway

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7.a,8.b	I enjoy the Lawrence Loop most when I'm in the parks and away from roads. That isn't to say I don't see high value in having the Loop go along the highway, it certainly won't be a peaceful part of the walk. Currently I go up Peterson to the county road and turn around as I'm not stupid enough to walk on an unfinished road like that. Having a committed trail would make it more pleasant experience.
7.a,8.b	During the pandemic I was walking the loop and had occasion to walk this roadway since the loop was not connected on these sections. It's a very pretty walking area, and many people who are trying to walk the loop on the north side use this route already. Having a designated walking/bike path versus on the roadway would make it nicer.
7.a,8.b	More scenic and possibly less traffic on this route.
8.b	Prefer to adventure though scenic areas and trees over looking at peoples houses.
7.a,8.b	Definitely 8.b over 8.a if at all possible! I love 1750 road, very scenic, and more direct to Peterson than going all the way up to the highway.
7.a,8.a	The routes along turnpike and outside of established neighborhoods make great use of green space, but stay close to town, in character with the rest of the loop and the west and south sides. Love it! Can't wait to see it finished. It will quite accessible from my neighborhood.
7.a,8.b	These choices are routes I currently use for running and cycling. Not only is this a pretty route, it is again the fastest way to complete the loop, and there's not a lot of traffic on them.
7.a,8.a	Like the look and vibe of this for wide open biking.
7.a,8.a	Original plan of Queens to turnpike to Kasold (7A to 8A) is preferred as this would continue the concept of scenic pathways for bikes, runners or walkers out and around the city. As the city continues to grow this would very much be an amenity to homeowners in those subdivisions near the turnpike too.
7.a,8.a	Most scenic
7.a,8.b	Nature>being next to a main road. Special precautions during construction will need to be kept in mind.

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8.a	8A is the best choice. It offers a route through greenspace and connects well with the existing loop sections.
7.a,8.b	Strong preference for 7.a+8.b over 8.a. When riding the Loop 8.b feels like the natural path and it is one of the most beautiful portions of the Loop.
7.a,8.a,8.b	
	I don't see any wrong options here. E 1130 Rd to the Loup entrance on 1750 road is a very scenic area I look forward to enjoying it with my family versus just me on a gravel bike.

Cost, Simplicity, or Access (21 Responses)

7.a,8.b	not worth building a bridge to get the 8a alignment.
7.a,8.a	Segments 7.a and 8.a best balance cost and make sense to not go so far out of the way up North.
8.a	The $ for 8.b is not accurate. There is not room for a 10' path adjacent to the existing roadway with the road on the existing slope. I don't think 8.b is feasible without major grading and/or retaining walls. 8.a would cost less if designed well.
7.a,8.b	This is a simple improvement of the route cyclists are already using.
7.a,8.a,8.b	8b seems like it would be expensive to widen the road through a set of hills enough to accommodate it. 8a would be nice if there was money for it but downtown is the priority
7.a,8.b	8b seems to make better use of existing paths. I don't object to 8a, but it would be more costly.
7.a,8.b	8b takes advantage of a widely-used bike route E 1130 Rd and requires less construction.
8.a	8a also provides access to Lakeview via E1150, which is one of the most popular and highly used cycling routes for paved road and gravel road riders.
7.a,8.b	Bridges are not cost efficient.

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7.a,8.a	7a and 8a are very accessible to the majority of families living in the northwest corner of Lawrence, considering both difficulty and relation to families
7.a,8.a	Generally, I chose this because it looks like the most reasonable from a land acquisition standpoint and likely cheapest. Especially with this difficult section, do whatever is cheapest and easiest. Let's get it done!
7.a,8.a	As developments continue to the north along I-70, easements can be established in the development review process to reduce costs and potentially allow for the developer to fund that portion of the loop as an outdoor and amenity space for the neighborhood. 8a and 7a would also provide a more gradual elevation change along the northern loop, which would increase accessibility along the system.
7.a,8.b	Seems to be more efficient to connect with 7a & 8b
7.a,8.b	This is both the lower cost and the most direct path. 8.a seems unnecessarily out of the way just to make use of the shared use path on Kasold and along the interstate.
8.a	Using Existing Streets is the most cost effective, but the path should be a multi-use path in nature as much as possible.
7.a,8.b	The current route is fine. The 7a would be nice, but work first on downtown re-routing, please. Spend the $$ there first.
8.a	8a uses land already owned by the city with a portion already designated as a future park. The rest of the land is owned by Williams Management LLC who is building the future Hunter's Hill development and will likely annex and build on these parcels too. The future park would provide a drop-in point with parking for The Loop and the Martin Park Nature Park that's 200 yards away. It would also provide all current and future homes facing the highway with direct access to all these amenities. This wouldn't require going through anyone's property. 8b additional construction has to be more than just grading and has to include cutting down trees. E 1130 Rd changes elevation by 167 feet, serpentines back and forth, has no shoulders, and trees are one foot off the roadway with steep inclines/declines on both sides. Wakarusa Township has to do chip-n-seal over asphalt because of how slick the road gets. It would also require going through the yards of between 5 to 7 small rural properties.

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7.a,8.a	Connecting the existing pathway from E 1000 Rd (Queens) to the turnpike / Kasold area, utilizing the proposed 7A & 8A segments has been the original proposed plan for a long time (after much discussion and feasibility) and is STILL the preferred plan to close the gap of the Law Loop over on the northwest side of town. Not only is this the most comfortable and accessible way for all community members to use it, but it also provides opportunities for the existing subdivisions along the turnpike to Kasold the ability to have easy on/off access to this valued amenity. Likewise, it also aligns with the City's vision of incorporating more open spaces and planned for future growth as the city grows west. The Williams developer who recently submitted and had approved annexation of land from county to city to extend on to the those existing subdivisions along the turnpike used the Law Loop aligning along the turnpike as part of their incentives for the city commission to approve his project.
8.b	8b makes the most sense practically, financially, and also offers better shade for riders in the summer--a big deal. Yes, 8b would be hillier and steeper than the other segments but more and more riders have battery assist so it's becoming less of an issue. Perfect should not be the enemy of the good here. Let's get the loop done!
7.a	Access to new development happening at 8a and connection to the larger Loop trails.
7.a,8.a	7A & 8A connect well with the existing sections. They also are part of a projected neighborhood & future park which would be beneficial to completing the loop.
	In late December, 2025, the news included a description of a proposed development of 200 houses at the northeast corner of Queens Road/E 1000 Road and North 1700 Road. That is where a gap exists in the Lawrence Loop. Do you think there is a chance that the developer could be asked to help “close the gap” at that location?

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Other (12 Responses)

7.a,8.b	this is the route I ride most often anyway...
7.a,8.b	I currently use 8.b if there was a path on 8.a I would probably use it occasionally
8.a	Just finish the loop!!
7.a,8.a,8.b	Any of these works well
7.a,8.b	I think this makes the most sense and tracks long the most utilized route for this portion of the loop. Would be nice to have this portion done but view the other two segments as higher priority over this one in terms of safety and increased ability to access the loop.
8.a	Better placement
8.a	Better route
7.a,8.a,8.b	Both 7a+8b and 8a have advantages. The first could be completed quickly, but it's not friendly to amateur cyclists. The second is more consistent with existing alignments, eg. adjacent to the SLT.
7.a,8.a	This should be the lowest priority section given existing roads.
7.a,8.a	In support of the flat trails initiative, this 7a / 8 a--option is the only one viable that makes sense for the entire community at large and is the preferred option for us flat walkers, runners, and bicyclists.
8.b	See above, same reasons.
7.a,8.b	Only somewhat familiar from running in this area and looking at what makes sense from the aerial view.

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Open Comments
The final question on the survey allowed open responses to address any thoughts about the loop or other concerns with cycling in Lawrence. Responses included general support for the Lawrence Loop and cycling in Lawrence as well as concerns about safety, budget, or priorities. There were also suggestions about other ways to improve and encourage cycling in Lawrence. The responses have been divided into large groups below.

General Support, Positivity, Opportunities (126 Responses)

- Input is fine. Action is better. The alignment near downtown has stalled for years.
- One of the things that drew me back to Lawrence is the cycling infrastructure. I ride my bike to work, downtown, to the grocery store. Finishing the Loop will be awesome.
- I commute daily to work on a bicycle and use the Lawrence Loop everyday. I also have ridden all of the other sections and am familiar with each of the options. I participated in the 2017 study.
- I think the northern connection is the most needed especially if the steep hill is avoided.
- Lawrence is a great town for cycling.
- Appreciate the effort to finish the loop! I use the existing portions regularly and look forward to the safety of the new connections.
- I love it! Im looking forward to the connections being completed-whatever they are! And to feel safe to ride alone.
- My priorities. 1. Complete downtown route 2. 6b. 3. 8a. & 7a
- I don't cycle, but use the loop for running and would appreciate paths that would have less impact on joints than concrete. Crushed stone paths such a the levee are best.
- If there are brick streets, the adjacent sidewalks should NOT be brick. If there are brick sidewalks, there should NOT Be brick streets. There should always be a smooth, well-maintained surface available for cyclists.
- I cycle daily on the Loop.
- I would like to see an overpass bridge across Iowa St on the south side of the loop.
- I cycle a lot and use the trail frequently.
- It's not just cyclers near me dog walkers, runners etc"
- One of the reasons we chose to move to Lawrence and went through the trouble of working through the tough housing and job markets here is because of the existing commitment to cycling from local government and an involved cycling community. I thank the city for all the work it's done and look forward to the completion of the Lawrence Loop.

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- Basically live right on the trail, but almost exclusively go south (clockwise) to the Baker wetlands area when bike riding because of the sections not completed downtown. Use the trail system pretty much daily between cycling and walking the dog and generally appreciate living so close to a separated system. Thanks for all you do planning this.
- The more access and connections the better-- I would rather have street adjacent and more mileage, more connection options, and more proximity to work/school/businesses than require separated or independent paths
- This is a wonderful project! Can't wait for it to be completed!
- Thank you for working to make cycling safer and more convenient in our city!
- Thank you for continuing to plug away at this. I love to ride my bike but am less and less comfortable sharing the streets with cars as traffic and inattentive driving increases. I'd love to have a full loop to get around town without sharing the road.
- We have such a great cycling town and community. Thanks for taking our input into consideration.
- A few shade trees would be welcome along that stretch north of Billings Pkwy. Also along Peterson Rd. The long stretches lack the smaller scale 'feel' you get riding along Burroughs Creek beneath the tree canopy. Plan for 20 years down the road as far as that is concerned. What Lawrence has so far has great potential. I've been asked if I've ridden the entire loop. I look forward to saying "yes" without having to mention the places where it is not contiguous. That would be fun!
- I use the Lawrence Loop several times a week in good weather and would love to see it completed. It's a great asset to the community.
- It's too bad the loop and where to get onto it is so far from me where I live, next to Holcom Park. Not sure what could be done about that though.
- 21st bikeway is great. I use it in the morning and SLT loop trail on the way home.
- The persimmon tree next to the movie theater is the Best of Lawrence. Don't ever cut it down. Cycling culture is top 3 benefits of living in Lawrence."
- Closing the loop is the single most important thing this city can do to encourage cycling and other forms of outdoor recreation. It's been decades. Please, make it happen so my kids (or maybe my grandkids) can finally enjoy it without navigating crossing 6th Street and riding through sketchy camps!
- Finishing the Lawrence loop is one of the most critical pieces of infrastructure that would instantly raise Lawrence's livability index and its attraction as a community to retain residents and attract new ones.
- With a loop connection to downtown and better bike parking, we could encourage more people to cycle there which would alleviate traffic and parking issues while increasing business. A completed Lawrence Loop also could bring great tourism opportunities like hosting a marathon.
- Please fund the loop!!
- More of this

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- The Loop is a high priority for me and the livability of an active life style. I ride the Loop several times a month because it feels safer than being on the street. I do not feel that riding on the streets is safe because of cell phone use and inattentive drivers.
- Let's keep expanding the loop and trail system! They're a big plus for our city, helping make it more livable and enjoyable!
- I would like to see more food/drink destinations on the loop. May e pop-ups. Maybe allow food trucks if there is interest, or have signage directing bicyclists to destinations not far off the loop. Perhaps the shops could pay for the signs
- I'm an avid cyclist and am excited the loop will be closed soon! Thank you for doing this!
- More direct paths to parks would be nice if that's not too vague. Something safer to bring kids on bikes that are learning their skills
- I like the forward-thinking of the city in regards to this mstter
- When the loop is finished I would like to see more sidewalks widen for shared usage.
- Pedestrian/bike bridge from N3rd to where municipal court is now between City Hall and River Front Mall.
- Love the loop, I cycle it at least once per week in nice weather. I also commute to work from North Lawrence and KU. Would love to see cycling infrastructure improved in downtown KU connection.
- The cycling community in Lawrence has grown so much since I moved here in 2011 and that's so encouraging to see. Connecting these key missing parts of the Loop is a very important investment in recreation and health of Lawrence residents, and it should be done by prioritizing the most accessible alignments.
- Completing the Lawrence Loop is a great part of the bike plan and also for other uses such as cycling and walking.
- Hope loop can be completed soon
- I ride an eBike so I can go pretty much anywhere in town. I use to ride a regular bike to KU when I taught there and found some safe streets to get there from my house. I think the city should consider more safety overall. The bike safe road on 21st (?) is a great example of what could be done all around town.
- Having as much of the Lawrence Loop complete as we now have is simply wonderful. Having been seriously injured (hit and run by a car that ran a stop sign), I am traffic averse and having the trail first started alongside the South Lawrence Traffic way enabled me to again enjoy biking (I lived where I could get to it from the existing Clinton Parkway trail/sidewalk and avoid riding in traffic). I chose my current home BECAUSE it was trail adjacent for biking, walking, and running and before my retirement used it to get to work instead of driving my car except in the worst weather. In my area the trail is very heavily used from early in the morning to well into the evening both for recreation and people going to and returning from jobs.
- more dedicated, safe, bike paths inside Lawrence, with downtown and loop connections
- We strongly support closing the Loop and investing public funds as needed to ensure the

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wonderful amenity is completed — not only functionally complete for bike and ped pathways but also for access to Nature and the Kaw River whenever this is an option. Thank You !

- Adding more complete infrastructure like the planned completing of the loop will allow more students to be able to enjoy riding a bike on a path that is not hard to navigate. When people come from out of state and want to ride their bike the first thing they can be pointed to is the Lawrence loop once it is complete. Otherwise it is hard to find paved riding areas with low traffic in Lawrence.
- I think the loop is great and I hope it is expanded and completed. I have used it so much for recreation and healthy activities that I think it makes Lawrence a great place to live.
- I cycle a lot! I love riding the 1/2 of the loop that we have currently and can't wait to complete it.
- The loop has been languishing for quite awhile after its initial rollout. I would love to see this completed in the next 5 years.
- I've lived all over the world and Lawrence has a uniquely fantastic cycling scene.
- I'm an avid cyclist and regularly use the bike paths, levee and river trails.
- Our family uses the loop a combined 20-30 time per week year around. Thank you for your work on this!
- Thank you to everyone involved!
- love the loop; it makes me feel like my taxes are being used for something very important to our health and happiness. My family and I travel parts of the loop throughout the year and really enjoy it. I would love to see some "spokes" (improved paths connecting to the loop). In some cases, the connecting paths could go through existing natural/undeveloped riparian areas (e.g. Naismith roads termination in the path that connects to Menards -- I love travelling on this "spoke"). Dream big! Inspire us!
- Added a comment to my earlier survey response to support Cameron's Bluff section. Thanks!
- I am supremely grateful for the Lawrence Loop. As a bike commuter (in addition to cycling for recreation and exercise), I wish there were more north-south bike paths in town, especially in the Iowa St area.
- Keep up the good work :-)
- City needs to do more to encourage people to look out for bicycles and not to regard them as second class transportation
- Let's make this a Lawrence priority!
- Build jumps
- I love it! I am on the Lawrence River Trail weather permitting and on the Lawrence Loop when to trail is muddy.
- I ride for fun and exercise, not to get around. I avoid riding on the street if I can. When I ride, I use the trail.
- The loop is a great part of the city. Im glad its part of the community.
- I VERY much appreciate how bike friendly Lawrence is and love how they keep expanding it.

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Thank you for all your hard work.

- The loop has been a very significant improvement to Lawrence, and I'm looking forward to circumnavigating the city soon.
- More accessible to get around town without being on the busiest streets
- I have enjoyed biking the loop and neighborhood streets since retirement. I much prefer the designated bike trails. The best section is the trail behind the Sports Pavilion. I appreciate the work that is done to make Lawrence a bike friendly place to live. I am looking forward to more trails and designated biking lanes.
- Lawrence is well on its way to provide great opportunities for cyclists and pedestrians. Investing in separate paths will further enhance the cycling/walking infrastructure, promote safety for car traffic and cyclists and shows Lawrence's commitment to creating an environment that helps promote the health of its inhabitants
- Let's make the loop safe for all cyclists! This is a project I support spending tax money to complete
- I have tremendous appreciation for the Lawrence Loop and having access to the loop has a significant positive impact on my health and life. Thank you for your continued stewardship of the Loop.
- Paint bike lanes in green and have divider lines for bidirectional bike travel. Consult officials in Alameda, CA regarding their bike paths and plans.
- I would like to see more protected or separate lanes for bikes such extending bike lanes from 9th Street between Avalon and Kasold St.
- Professor Steve Harrington at KU has had his architecture students design bike stop shelters along the Lawrence Loop for many years. It may be advantageous to explore some of the research he and his students have conducted over the years and find some way to promote or publicize his student's design projects along the loop for public engagement and publicity for the Lawrence Loop and the KU architecture program.
- Excited to see momentum on the Loop completion!
- Lawrence has become a very friendly bike community. I love riding parts of the loop, and look forward to it's completion.
- I strongly support the City's efforts to build and improve cycling infrastructure
- We need this Loop! It will be wonderful if completed this way.
- Despite my age, I ride my (non-electric) bicycle almost daily on the Lawrence Loop.
- CLOSE THE LOOP
- That path is great for more than just cycling. I commute to work on foot and I look forward greatly to the connection between N. Michigan and Sandra Shaw park.
- Love seeing the push to finish and improve the loop! It's a great asset to our town
- The loop is great where it is completed. While I used to want the most ideal paths to complete the loop, I now prefer that we complete it over perfection. I would prefer that money be spent to mitigate the most dangerous sections and that the loop be completed.

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Anything we do will be safer than the way the missing portions are now. Please find a way to get it done. Don't add other projects, don't maximize. Just finish it. Thank you.

- Highest priority should be completing the loop. Have we ever discussed with KU partnering with KU on trails that cut across the west campus. For example from 23rd and Iowa to 15th and Kasold.
- I appreciate all of the work that has been put in to making Lawrence bile friendly. The loop is a great asset and appreciate the prioritization of its completion. I know there are a lot of priorities that put stress on the budget. This investment continues to foster a safe way to encourage residents to get outside and engage in healthy activities.
- I am an avid cyclist and think Lawrence is a great place for cycling. However, I know a lot of people that like to ride but are very intimidating riding on the street - even in bike lanes. The Lawrence Loop gives more people to enjoy biking because of this. Finishing the loop under the same mindset will ensure it gets maximum usage from everyone, not just avid cyclists like me.
- I just want there to stop being impacts to the streets themselves. Make safe bike paths away from people, streets, etc., because a huge part of cycling is mental health and feeling separated from the "city". I would rather ride through nature-surrounded sections any day than next to or on a street.
- I'm from lawrence and I love the loop! During COVID, it was where I spent a lot of my days! I can't wait for the loop to be finished!
- Thank you for supporting cycling in Lawrence.
- As a general comment, cycling in Lawrence is not as safe as I thought upon moving here. I don't see a lot of consistent bike lanes or connected longer routes, but rather pieces and realize it is a work in progress. However in order to get a more bicycle friendly City, there needs to be the infrastructure in place to support that mindset. Lawrence has that potential, despite being a very car reliant city, especially with the university. Thank you for the work you are doing, it takes a lot of behind the scenes work, money, effort and public support.
- Please implement some on-street protected bike lanes.
- The Loop is great and we need to keep up its quality and keep the separation between car traffic and bikes.
- Appreciate all your hard work. I would like to hear more about improving the continuity and safety of on street bike lanes in town
- appreciate the extensive path system that we have. The paths are a great asset to the town, encouraging a variety of outdoor activities by persons of all abilities. As a cyclist who rides regularly year round, I frequently use the paths to get in and out of town, and sometimes just stay on the path for a 'loop' or 'half-loop' ride. Thanks for all that you do to make cycling in Lawrence as safe as possible.
- Cycling in Lawrence is one of my favorite activities. It would be nice to have fuller loop coverage in my neighborhood so I could enjoy that more with my kids.
- Pretty solid community for it. Keep up the good work.
- Finishing this loop would be great for the community not just cyclists. The Lawrence half

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marathon uses the loop and obviously many walkers. I take my kids on it and it's great. There needs to be more marking and signage around Clinton parkway and k10. There are many vehicles going to the lake, dog park, golf, etc. That area is dangerous and not well marked

- The loop is a fantastic investment in the town. I am originally from England and there is very little in the way of things like this in the towns and cities. I think it is a really nice blend of nature trails along with urban cycle ways for both walking and cycling.Just that I hope the Loop continues to take shape. More Bike Boulevards. I commute entirely on bike! Thank you so much for the work you're doing!
- I bike on the loop several times a year. If the loop was finished I would use it more.
- I am very eager to see the completion of the loop. I have ridden all segments that exist so far. The three segments presented here will actually make the entire loop more accessible for me. I need moderate grades, rather than steep hills because I don't yet ride an electric or motorized bike.
- Cycling in Lawrence has been a dangerous proposition until recent upgrades including the 21st St. Bike Boulevard and more shared use paths (thanks you!). When the Loop is completed, we need to focus on "spokes" that provide (1) safe access to the loop from the interior of the city, and (2) safe avenues for cycling within the city. These spokes should be, in order of preference, (1) separated paths, (2) shared use paths, (3) bicycle boulevards, or (4) protected bikeways. On street, white line only bike lanes should be avoided, especially on busier streets such as collectors, and should never be used on arterial streets.
- The additions of multi-use paths along 6th street have improved my neighborhood walking and riding. Now I hope to eventually see those same additionsexpansions along Lawrence Ave. and Kasold, to provide "access spokes" to take me north to sooner to be completed segments included in this survey. Yippee!
- I love it!
- I'd really like to see the Downtown and the NE River Connections convey the added benefit of providing access to meaningful destinations like the public library, City Hall, and childcare facilities with on-street/street adjacent bike facilities. I'd like to see protected bike lanes along 7th, Kentucky (or New Hampshire), and Michigan road to help complete the remaining sections of the Lawrence Loop.
- I use the uncompleted :Lawrence Loop all the time when I cycle and run.
- I love the loop and will be happy however it's finished.
- The whole idea of the Lawrence loop was to loop around the city. Actually use this survey seriously and listen to the residents.
- Thanks for keeping biking and bike safety in the future plans.
- I actually walk parts of the loop, not cycle.
- Completing the loop will make our city better.
- think that the loop needs to go through downtown. It's similar to the recent debate about the transit transfer hub. If we want people downtown we need to give them multiple ways to access downtown. Continually pushing transit and bikes to spaces on the periphery or even outside of the actual footprint of downtown is unacceptable.

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- Other trails in our area would be wonderful!
- I cycle a lot, mostly for transportation, and hope that we can finish the Lawrence Loop soon and continue to make cycling a more viable transportation option around town.
- Wonderful place to ride a bicycle
- I think a east-west travel corridor should be prioritized before the ones near the downtown and northeast river areas.
- Prioritize finishing the downtown sections vs NW sections. There is a great cycling community in Lawrence. The Loop gave me the opportunity to get cycling experience on a safe multi-use path (with the exceptions being here discussed) when I was a beginner. I now cycle thousands of miles a year and would love to see the Loop 100% safe and complete. I do prefer to ride loop routes instead of out and back.
- Some existing bike lanes are unsafe/inadequate. Especially along 19th St (west and east of Massachusetts). I am excited to hear that road crossings at Iowa St and others on the Loop trail will be improved by way of dedicated bridges/separation from traffic! PS: Johnson County, Kansas succeeded in creating a larger, more separated-from-traffic, and safer overall bike trail network and I'd love to see Lawrence learn from their model.
- It is a great amenity to be able to ride completely around Lawrence. We try to take friends of the Loop when they are visiting from out of town. There should be a radar that reads your speed coming down Martin Park Dr.! Thank you for gathering this info.
- Bridge over Iowa and Toyota Dealer needed. I believe the existing trail is very good asset to Lawrence and I like/want to improve it.
- For me, the loop is the superstructure that binds together the entire network! It encourages people to get out, after which the become more active and cycle to more destinations. CONNECTIONS to the loop are critical too, of course.
- While there is a lot of focus on the "Loop", it is mostly about recreation. We also need to work on internal routes for day-to -day commuting. Bike trails need to be about more than weekend rides, they should also help kids get to school every day.
- A city-wide bikeway implementation plan is the highest priority, listing year-by-year schedule of miles of bikeways to be constructed, project locations, and budgeted dollar amounts,
- Avid Cyclist
- I appreciate all that's been done so far---especially the trail alongside the bypass. It's so nice to ride without worrying about cars.
- I am an avid cyclist and live in the Pinkney neighborhood and seeing the Lawrence Loop completed especially the downtown portion is very important to me. At the moment I can't bike safely with my family downtown because of the bridge crossings and 6th street.
- When construction is going on, have workers clean up the bike lanes at least weekly. Example would be the bike lane on Monterey Way close to the Peterson traffic circle. Each day I ride I'm forced into traffic.

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Budget, Safety, or Traffic Concerns (53 Responses)

- I realize this is an important project in the cycling community but I believe it needs to be balanced with other critical city needs like essential services. This is a want, not a need.
- I ride over 10,000 miles each year (in addition to running, swimming, hiking, etc.). I love the access to road, gravel and trails that Lawrence offers. WE ALSO HAVE DEDICATED SALES TAX FUNDING FOR THESE PATHS THAT THE CITY HAS CONSISTENTLY RESISTED USING. AS A FORMER MEMBER OF THE SALES TAX ADVISORY COMMITTEE, I SAW THIS FIRST HAND.
- Completing the loop should be the priority. Every year it gets more costly and more convoluted like trying to loop in the Every land for no real reason since it is not even in the city. Simpler is better.
- We drive E 1000/Queens Road all the time as it is our primary way into town from living in the county. The lack of appropriate parking and lack of pedestrian path from the trail terminus causes a lot of problems, including some serious safety issues as people walk Queens Road with its narrow construction, no shoulder, blind curves and steep slope. Something HAS to be done in that area.
- As an avid cyclist, I avoid "shared paths" that have multiple crosswalks to cross over streets. These I consider more dangerous than simply riding on the street with cars, where the cars can at least see you as the come up from behind. Many cars to do not look at a cyclist on a shared path crossing at a crosswalk/intersection coming at a perpendicular angle as they are busy looking at the traffic on the street onto which they wish to turn or cross. For example, I ride on the Peterson street portion of the Lawrence Loop and avoid riding on the shared path on this section.
- It's the least-bike-friendly city I've ever lived in. A good day bike-commuting are when people slow down only to scream obscenities, most of the time people make a sport of trying to clip you with their mirrors or worse. If more people were to start biking, there would be a lot more deaths due to this behavior going unchecked for so long.
- I see the loop being referred to as infrastructure but it is not treated as infrastructure. Twice in the last ten years a section of the loop as been closed for a lengthy period for the convenience of developers doing nearby work. This would not happen if the loop was actually considered infrastructure. During the construction of the Collective housing complex the loop was closed for an entire summer to facilitate the two day installation of a culvert. It was closed again for a lengthy period during the construction of the Treatment and Recovery center.
- I cycle all the time and am comfortable on all roads with less than 35 MPH limits but the trail is for others, like my children, i don't feel safe with them riding on the side of most of the intermediate roads in town. More driving law enforcement would be nice. Speeding is the most dangerous aspect.
- The more separated cyclists are from a roadway the more safe and comfortable the general skill cyclists will feel. Shared use path's or physically separated paths next to a road should be the bare minimum. Bike lanes in the roadway do not encourage cycling, and discourage

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the general cyclist from using that path. Shared use path's on their own right of way provide excellent user experience and safety.

- I love the cycling community. I can appreciate the difficulty in striking a balance between making safe biking options vs the costs involved - but while there is a higher upfront cost with physically separated biking/shared use paths from vehicles, the benefits to the ENTIRE community of Lawrence cannot be understated.
- Hopefully we can get the loop completed without choosing the easiest and cheapest solution. The loop route should be chosen based on avoiding conflict with cars first and foremost, then and for visual interest, connections to nature, historical sites, etc.
- i would really like more protected bike lanes. i don't feel safe biking on a lot of streets now because i see cars drive over the painted bike lane lines all the time.
- I got into a bike accident recently biking up 6th St on the sidewalk to connect with the loop, and broke my clavicle. I'm very excited to have this loop be connected, more accessible from wherever you are in Lawrence, and safe. Thanks for your work!
- I prefer biking on routes that avoid much traffic (I.e., side streets) even when busy streets (like 9th) have bike lanes available. I just don't trust all drivers to be watching out for cyclists.
- the multiuse paths are more dangerous than riding in the street because they bring bicyclists across vehicle traffic from the right, from the left, and straight on plus they route them across an area where vehicles approaching from a side street nearly always roll through the multiuse pathway as they anticipate pulling out to enter the busy arterial.
- My wife and I bike the Loop very regularly.. Vertical offsets are a serious problem for bikers, and several areas of the existing loop are aging very poorly in that regard. That seems to be a matter of deficient construction standards. Also, maintenance trucks are causing breaks on the rail trail areas. We need to do better.
- I am a daily biker (I rode 2,800 miles on the loop in 2025) and frequent driver. The drivers in Lawence are some of the most inattentive I have experienced (and I lived in the Washinton DC area for 15 years). Biker safety needs to be a priority. Keep bikes away from cars! Separated paths need to be used wherever possible.
- Every street project involving the minor through streets (9th, 19th, 27th, Harvard, etc.) going both directions needs to be designed with cycling in mind. We need to have safer streets for bike riders that want to get around town on their bikes. I realize the city streets were not designed with cycling in mind but that doesn't mean progress can't be made going forward. Thank you! I know your work is difficult.
- Smaller, residential streets need attention. Getting from A to B in Lawrence on low-use residential streets would be welcoming and safe if it weren't for the poor condition of the roads. Biking at night, even with a light, is hazardous due to potholes.
- To me the dominant threat is cars and drivers. I used to bike more, but in the past have been hit by careless or unnoticing drivers 3-4 times, so every "shared" roadway regardless of a few stripes or a bit of signage is a threat to life and health and a discouragement to use. That said, I would not spend large amounts of money avoiding a couple blocks of shared road. It

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all depends on length of shared road traded off against cost.

- I strongly advise to reconsider designating the Delaware sidewalk and 27th street sidewalk. There are too many road cutouts. If a cyclist is on a sidewalk, drivers think of them as pedestrians, not vehicles of the road. Therefore, the drivers cutoff cyclists despite the law. This is particularly true along 27th street. Delaware has a steep downhill from the park to the arts district. The speed is too high on the sidewalk approaching road cutouts, bus stops in the sidewalk, etc. I ride the road there because the sidewalk is dangerous south to north.
- I'd like the gravel road leading from the end of the bike trail behind the rc park to the road going north be paved
- The loop will be used much more if the City stops talking about it and just finish what they started! We now have to pay for rec ctr access! What more does the city want retirees to pay for??
- I think the loop provides a great way to bike around town without feeling like there is too much vehicle traffic to worry about. It is a great way to get outside and safer than riding on the roads.
- My top goal is to get a relatively safe Loop finished as soon as possible at an affordable cost the city commission and grant makers will support. I'm afraid the most ideal routes with the least car conflicts will go the way of the RAISE grant application a couple years back. That is, extensive design work will be done only to find that the city commission will not support high costs, and we will be back to square one. I am 69 and would like to be able to traverse a completed Loop before I am old and frail!
- I love cycling here, but wish there were slower speed limits on some roads/more accommodations to cyclists.
- I love cycling and ride 50-75 miles per week, mostly on the Lawrence Loop. I have never had a problem riding enough with the existing amount of paved trails. Please consider that we already have enough paved trails and designate these funds for other projects including updating and maintaining the current trail system. More concrete is not always better.
- I am an avid cyclist and use the loop about weekly during cycling season. I don't mind Martin park hill but it needs to be safer!
- There are areas in Lawrence which are super dangerous to cross. My house backs up to Burroughs Path, so I often use the Shared Use Paths. Crossings such as 15th Street and 19th Street are the biggest hazards with traffic, even with crosswalk signals. Being part of the design consultant community, I understand how the cost feasibility and the practicability have to be balanced. These are the main reasons why the loop has never been finished. However, it would be nice to have a loop around Lawrence a person could safely ride and enjoy.
- I try to stay off roadways and stick to the loop, sidewalks and residential neighborhoods to avoid the cars. Bike lines are nice but off little to no protection
- Throttled e-bikes and e-motorcycles are going to be a big problem on the trails and paths. They go to fast and damage the dirt trails.
- As a new father I deeply appreciate bike/ped protected areas to keep us both safe when

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getting outside on foot or bike

- Motorists have some serious anger issues and more public education about biker rights and safety would be nice. I get it - we need to think defensively, but I've started recording at times as road rage toward rightful bikers is a serious issue.
- Be get it finished ASAP while I'm still able to ride. I'm 70 yrs old and do not feel safe riding in the streets....i really do love riding on the separated Path.
- Safety from traffic and safety from harm by bad actors. Perhaps some cameras located on certain isolated and enclosed stretches that are far from business and homes, that and could prove to be a danger to cyclists and runners. Ideally, paths not on city streets if at all possible.
- I love the idea of safe recreational infrastructure that encourages people to spend time outside. The least intersections and time spent around cars, the better!
- It's dangerous. The bike infrastructure here is severely lacking and we would do much better to spend money on painting crosswalks and bike lanes downtown.
- The parts of the loop that have been constructed are GREAT! Thank you for the work you do to maintain them, keep them safe, and accessible. I'd prefer not to have e-bikes and motorized scooters on the path, but that's probably too much to ask for right now ;)
- I stopped cycling because I got hit by motorists two separate times. It's expensive to fix a bike frame bent in a car accident. I also didn't enjoy rolling along someone's car hood, it hurt.
- I am an avid cyclist in Lawrence and I use these routes regularly. Safety needs to be the #1 priority, especially in the Downtown area where distracted driving is a constant issue. People will not use the paths if they do not feel safe. It makes no sense to build something unless it is away from automobile traffic.
- Despite the signs, Lawrence is definitely NOT a "Bicycle Friendly City."
- As a woman I deal with being harassed, but biking in secluded areas also poses a risk. I have been approached by drunks while in secluded areas. Need to add cameras to points along the route and city wide at some point to provide safety and make this an activity women can be included in. As it stands I can't bike alone in our city safely or without facing dangerous consequences.
- More opportunities to be on a bike away from traffic. Cycling near vehicular traffic is big safety issue and is a barrier to getting people to ride.
- More physically separated paths. Not "multi-use" sidewalks with dozens of driveway apron crossings.
- No
- To be honest, we are spending way too much money on bike and walking paths for the 1% of our population that use it. I think you are misguided in thinking people will walk around the city. Sure you have the people who are fit and run , but not ordinary families. It's like the bike path the goes behind the theaters by the bypass. I do ride that pass to kasold. Hardly anyone there. Ever.
- I love cycling but don't trust cars so I try to stay off the streets/roads.
- Limit car-bike interactions. The roads are already dangerous enough. People tend to not

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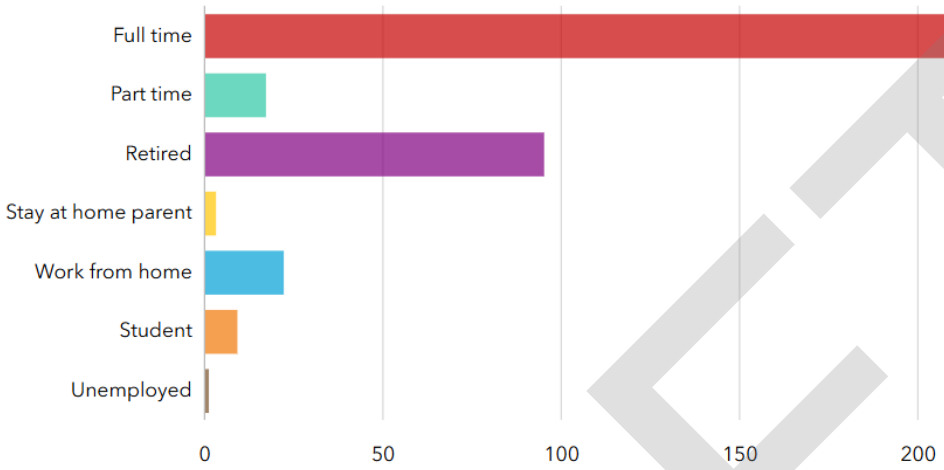
know how to interact with bikers, forcing people to navigate each other could lead to negative consequences.

- 7A & 8A offer the safest routes for cycling.
- Keep the costs minimal to reduce objection from car lovers. Don't just look at it as a path!! It can increase access to replace auto traffic.
- Bicycling is important and it is also fun. But it is not fun in a town where the police do not enforce traffic laws because they believe they are beneath doing that given that they are modern-day Warriors and they believe there are too few of them to Stave off the attacks that are Village fence. Bike Lanes are only useful if the rider knows an automobile cannot cross against them. It is a hopeless task for you people.
- The Islands on Louisiana and Connecticut ARE DANGEROUS TO CYCLISTS. TEAR THEM OUT. 2) 21st - Bicycle Route from OUsdahl to Louisiana is actually DANGEROUS TO CYCLISTS. The curb jumps into roadway. tear it out.
- I don't want this on my property.

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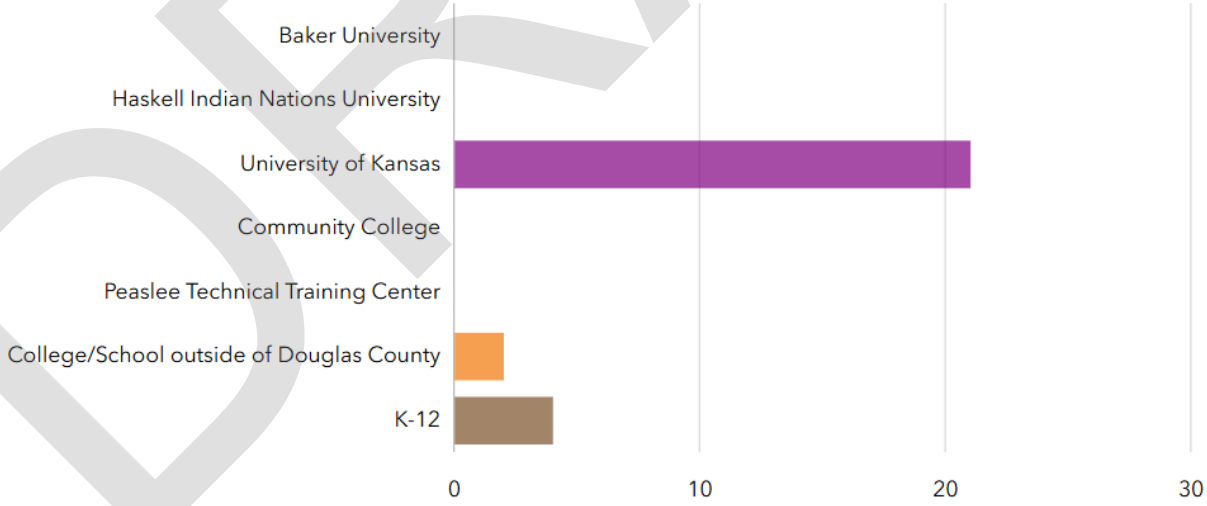
Lawrence Loop Survey Demographics

Employment Status (353 Responses, 12 skipped)



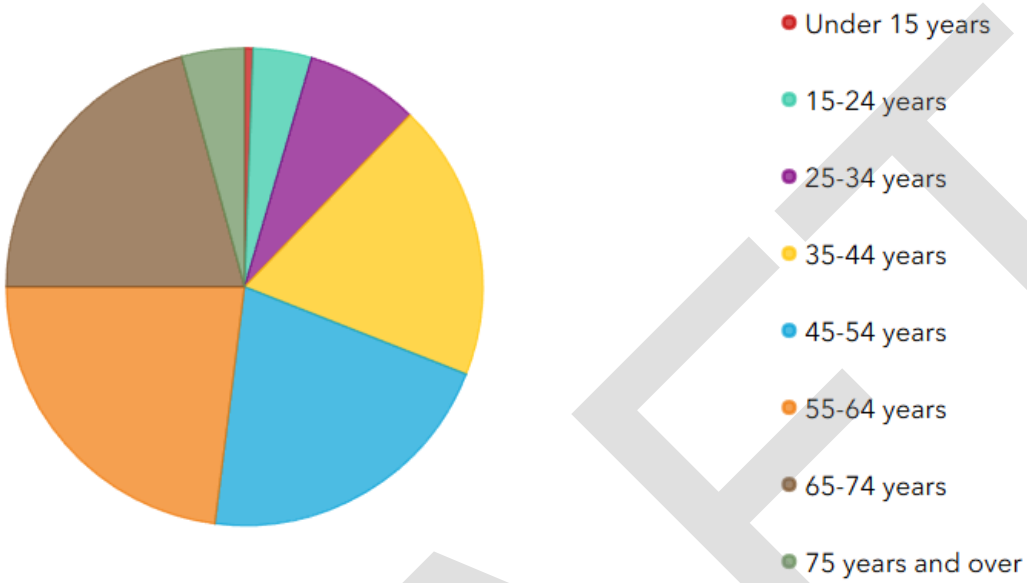
School Affiliation (27 Responses, 338 skipped)

The chart shows options that were selected. Baker University, Haskel Indian Nations University, Community Colleges, and Peaslee Tech, were all options that did not receive any votes.



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Respondent's Age (352 Responses, 13 skipped)



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30-Day Public Comment Period

The Lawrence-Douglas County Metropolitan Planning Organization (MPO) released a draft Lawrence Bikeway Plan called Lawrence Bikes. The plan was available for public comment from June 17th, 2026 to July 1st, 2026.

The Lawrence Bikes draft document was available at the following locations.

- Online at: lawrenceks.gov//bikeplan

Comments could be submitted in writing via:

- Email: mpo@lawrenceks.gov

Email Responses

Tom Lorenz- Dear Sirs, I'm a long-time resident of Lawrence, and I thank you for this opportunity to comment on the various bike plans that have been discussed in recent days. To be direct, I have no problems with bike paths on our streets for bicycle riders, but I see lots of potential problems for the "barriers" that have been discussed. I live just off Massachusetts Street, where putting in these barriers have been discussed. I do my shopping at the Mass St. Dillons, and the street there is quite busy, with various vehicles exiting and entering. Just beyond that is Cottin's Hardware store and a very busy Qwik Shop. I fail to see how barriers there would function efficiently, to both facilitate the flow of traffic and to protect bike riders. Moreover, if Mass Street, there and beyond 19th St., is limited to one lane each way, how will the trash and recycling trucks not block traffic on their pick-up days? And I think the idea of putting some kind of barriers on Tennessee and Kentucky Streets, limiting those streets to one lane, is an even worse idea. Those streets are vital to keeping traffic moving in this city, and I would vigorously oppose doing anything to interfere with the essential function of those streets. If you'll allow me a further comment: I think this city is generally hostile to cars and overly solicitous of bicycle riders, some of whom seem to envision a bike-riding utopia where cars are essentially phased out. To repeat, I am respectful of bike riders and their right to be on our streets (as long as they obey traffic laws, which they often do not)), but I think it's safe to say that, for the foreseeable future, citizens of Lawrence will not forego their cars to ride bikes to their jobs and places of shopping. In fact, I think if you did a similar survey of drivers in the city, you would get a very long list of things people are not happy about and which make driving time-consuming and traffic congested—for example, the endless road repairs and infrastructure projects which block our major arteries, sometimes more than one at the same time and which the city undertakes seemingly heedless of how it will affect drivers and traffic. Please, no barriers!

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Julie Jones- Hello, I do not have a problem installing bike lanes or areas for bicycles to ride alongside cars. I think there should be some form of revenue retrieved to pay for the bike lanes say in the form of tagging the bikes. I personally do not see people using the current bike lanes in place around the city, not the loop around the city. I see many of them still on the sidewalks along with ebikes, escooters, and mini bikes. I see this as a project to be discussed in the future or like the Parks and Rec project, the users pay for the usage of the bike paths. We as citizens must pay for everything else we use in this town. The city pool, the parks and rec centers, the upkeep of the streets, etc. So, why not tack on a license fee for every biker in the city? Do the same as you do for the parks and rec and make it 18 yo and younger free, but the adults must have a license to bike in Lawrence. I see them riding around in an outfit costing around $1000, yes I priced it out at the store downtown, minus the shoes, bicycles costing upwards of $10k. I have two avid cyclists on my block and one owns five different types of bicycles, depending on the surface he is riding on. If they truly want the bicycle paths, then they can help to pay for them with a bicycle license fee. We are in a deficit with our budget. It's paying for only the needs and not the wants at this point. We need the streets to be repaired/updated and to continue to update the water and sewer systems before adding something new to the program. They got their loop around the city and should be happy they didn't pay for that. Spending for our wants must stop. No more bonds or taking money out of the fund balance. They can start a campaign to save the money to have their bike paths throughout the city. It seems when a bike path is installed, the entire street is torn up, redone and their bike path is installed. Bike paths are not used 12 months out of the year. They're sort of like the pool, only with a few more months. I personally have paid for a lot of recreational options in this town that I'll never use. I've paid the school taxes, but never had children. Biking people need to financially support their want.

Janet Ross- Why are you taking lanes in streets away from cars in Lawrence? I travel these city streets from north to south and east to west and hardly ever see a bike on the street. There are many more cars in Lawrence than there are bikes so please don't modify any more streets for bikes. If you do modify a street, please make them neighborhood streets, not the main arteries in town. If you would like to accommodate bikes, follow the European model. On their sidewalks, there is a red lane and a natural concrete lane. The red lanes are for the bikes. There are many more bikes than cars in some of the European cities, such as in Amsterdam, and their system works very well. Please do intensive research before you remove any more lanes in our streets. Thank you.

Felix Sommerville- Hello, My dream would be to see bike lanes along the entirety of 9th Street (Lawrence Ave to
Delaware). My secondary dream would be along 19th Street from Iowa to Haskell. The cherry on top would be bike lanes connecting the two via Mass Street, from 9th to 19th. I make these suggestions because all of these have existing bike lanes in portions, but not in their entirety, which makes it close yet still incomplete.

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Chris Tilden, on behalf of Friends of Lawrence Area Trails- The draft Lawrence Bike Plan has generated a lot of healthy discussion and debate. As an organization that believes in the power of connection created by public amenities like trails, Friends of Lawrence Area Trails (FLAT) supports the plan because we believe it will make Lawrence safer, more connected, and more accessible for everyone.

Here are five reasons we support the plan:

1. This Plan Is About More Than Bicycles
Despite its name, the Bike Plan is not just for people who ride bikes. The plan focuses on trails, shared-use paths, safer crossings, neighborhood connections, and transportation options that benefit walkers, runners, families, older adults, people with disabilities, students, transit riders, and cyclists alike.
The goal is not "more bike lanes," the goal is a more connected community.

2. Many Bike Lanes Are Underused — And That's Part of the Problem
Some residents point out that existing bike lanes often appear empty. They're right!
Most people are not comfortable riding next to fast-moving traffic with only a painted line separating them from vehicles. The Bike Plan recognizes this reality. Residents consistently reported that they want safer routes, fewer gaps, better crossings, and facilities separated from traffic. The goal is not to accommodate the most confident cyclists, but to create infrastructure ordinary residents actually feel comfortable using, not only while riding a bike, but while walking, driving a car...while using any form of transportation.

3. Trails Are Already Among Lawrence's Most-Used Public Amenities
Residents asked for more trails as part of our local bikeway infrastructure. Community surveys consistently show that our network of trails is one of the most heavily used public amenities in Lawrence. On any given day, residents use trails to exercise, commute, walk dogs, connect with nature, and spend time with family and friends.
Trails are not niche facilities. They are vital community assets.

4. Most Projects Are Not Stand-Alone Local Tax Expenditures
FLAT believes that trails and other biking/active transportation infrastructure have greatly benefited residents while being built with the use of very modest local funding. Most Lawrence bicycle and trail improvements have been funded primarily through state and federal grants, or were part of planned roadway reconstruction or maintenance projects. Still others were built through private development.
The Bike Plan is not a construction schedule or a blank check. It is a roadmap that helps the community take advantage of opportunities when funding becomes available.
5. Safer Streets Benefit Everyone
Good transportation infrastructure is not just about creating space for bikes. It is about reducing conflicts, improving predictability, and creating safer conditions for everyone. When people driving cars, walking, or biking clearly understand where they belong, roads function better and more safely. The Bike Plan is ultimately about creating a community where more people can enjoy the places they live, work, learn, and play, and getting to those places whatever way they choose.
FLAT supports the draft bike plan and look forward to supporting efforts to implement the plan following its approval. Thank you for your consideration.

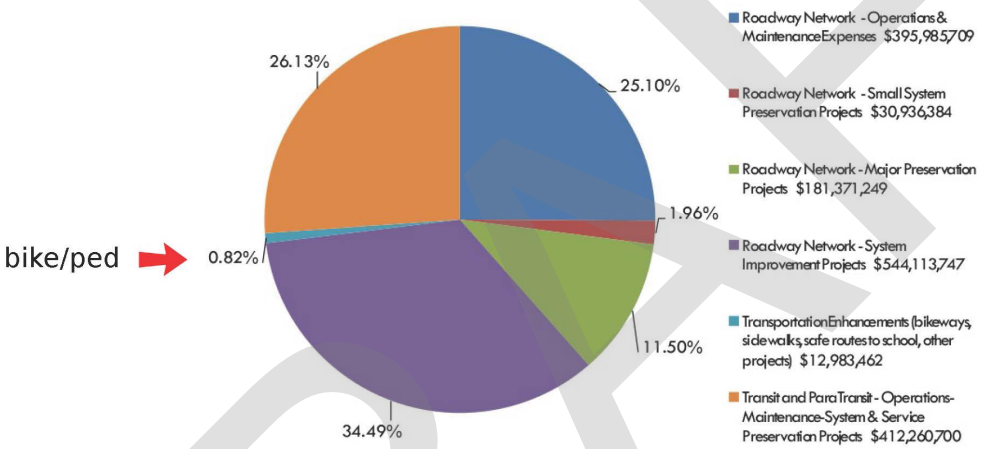
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Sustainability Action Network
Local Solutions for Transition to a Sustainable Ecology
P.O. Box 1064, Lawrence KS 66044
a Kansas 501(C)(3) not-for-profit

Comments on the draft Bikes Plan 2026 Update

Public Funding:
While the Lawrence budget exhibits overlap in some bicycle funding pools and motor vehicle funding pools, the amount allocated for bikeways and sidewalks is roughly 1% of that allocated for motor vehicles (ie: road reconstruction, pavement maintenance program, public parking lot upgrades, transit, fleet replacement), and slowly creeping up yearly. However, as inequitable as that is, the 2027 bicycle/pedestrian line item MS5-A27000 has been cut 50% from last year.

Figure 9.0 – Total Transportation System Funding for the 2012-2040 Period by Project Type



It's no wonder that the ethereal bikeway "network" remains fragmented, inconvenient, and therefore unpredictable and dangerous. Consider — a car driver has the freedom to choose any street in town to use. But, except for a handful of separated bikeways, a bicyclist has limited choice of streets that are safe AND convenient — otherwise "share the road" or use unsafe "white stripe" bicycle lanes.

Recommendation: State a goal to increase by 10% each year bicycle-pedestrian funding and traffic management funding.

Implementation:
This Lawrence Bikes Plan draft is really no more than a vision statement — not a plan. It has lots of pretty pictures, maps with lots of dotted lines, and three pages of potential bikeway projects. Sadly, it has no bikeway implementation component.

There needs to be an implementation component with three features: 1) schedule of specific miles of bikeways to be built in a specific time frame, 2) projected revenues needed to achieve that build-out, and 3) a reliably budgeted revenue stream.

Recommendation: Add a detailed implementation component to inform the CIP.

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Private Funding:
The Lawrence Land Development Code requires private developers to construct walkways at the time of street construction, paid for by a special assessment benefit district. There is no equivalent provision for constructing bikeways. As a result, new subdivisions will lack safe bikeways, rights-of-way will not be wide enough to fit bikeways, and the City will be faced with expensive retro-fitting later. This pattern simply adds more miles to the inventory of bicycle projects that lack funding.

This draft document unrealistically assumes that private housing developers will altruistically absorb the cost of constructing bikeways, at a time when their profit margin is already cut to the bone. Home construction costs are skyrocketing, making homes unaffordable without adding bikeways to their list.

Allowing a "next best" bikeway policy for developers is also a mistake. In order to protect their profit margin, they will always cut that corner. Lacking developer requirements for safe design standards and bikeway benefit district funding, the community will invariably end up with sub-standard bikeways — if any at all.

In the Lawrence Land Development Code, Section 20-811 of the Subdivision Regulations address requirements for walkways but not for bikeways. The newly adopted Lawrence Code did not update the Subdivision Regulations because they're shared with the County. The stated intent was for City and County to either adopt changes in partnership, or else for each to adopt independent regulations.

Recommendation: State a goal for the Subdivision Regulations to require that private developers construct protected bikeways on all Collector and Arterial streets at the time of street construction, paid for by a special assessment benefit district.

Engineering Strategies:
Once again, what are referred to as "strategies" are merely hopes, followed by priority levels and funding constraints. True strategies provide effective methods to get to "yes", and also provide real agency for the responsible party.

For this list of hopes to become true strategies, there is no place for terms like "could", "should", "may", "might", or "would". Use the standard term of "shall".

Recommendation: Replace all suggestive terms with "shall", and reword each entry accordingly.

Recommendation: Add to the list of Bikeway Projects, the Tennessee and Kentucky "paired couplet" from 6th St. to 19th St., as part of the High Injury Network.

Recommendation: Add to the list of Bikeway Projects, to include a bicycle-pedestrian bridge over the Kansas River from New York St. to N. 4th St. and the Levee Trail (or the equivalent, depending on Riverfront Re-imagining and the North Lawrence Corridor Study).

Recommendation: Specify that "white stripe bicycle lanes" are unsafe and therefore underutilized, and shall be phased out in favor of physically separated bicycle lanes. It's a waste of money and pavement for a facility that is used by only about 3% of potential bicyclists.

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Education Strategies:
A good reference in this draft document is "Vulnerable Road Users", to keep in the forefront that bicyclists are always at a disadvantage to 4000lb motor vehicles. Therefore, it's misguided, and even offensive, that this draft document gives first priority to education of bicyclists over motorists.

Because bicyclists are so vulnerable, particularly since Lawrence has "slow-walked" a safe bicycle network, bicyclists make it their business to learn the risks and techniques of sharing the road with motorists. Motorists, on the other hand, quite often are indifferent, oblivious, or outright resentful.

So given the fact that it's been 50 years since Lawrence's first bicycle plan, the Pedalplan For Lawrence, which was shelved, forgotten, and then lost, it's doubly offensive that the City shirks responsibility for education — quote this document "The City should provide resources where possible to support the [volunteer community] groups leading educational efforts".

Recommendation: Make It a strategy that the City of Lawrence shall take responsibility for first educating motorists, followed by bicyclists. The City shall do so until they can persuade the Kansas Legislature to require driver's education courses to include components such as a driver's education curriculum from Fort Collins CO.

Enforcement:
Enforcement is the weak link in bikeways safety. To effectively prevent speeding, police would need to be present on every street 24/7/365 — obviously impossible. And they aren't about to devote much time, if any, to keeping bicyclists off of select sidewalks, or motorists off of bicycle lanes.

But there are some enforcement/policy steps that have been recommended in other consultant driven studies that address safe vehicular behavior by motorists and bicyclists.

Recommendation: Permit the Idaho stop, AKA a bicyclist stop-as-yield law. This enables a bicyclist to maintain momentum at a stop sign without fully stopping when there is no opposing traffic.

Recommendation: Eliminate the right-turn-on-red allowance at signal-controlled intersections. This will reduce the occurrence of bicyclists being sideswiped by right-turning motor vehicles, one of the greater causes of injuries and death.

Recommendation: Establish a 20mph speed limit on all local (residential) streets.

Recommendation: Establish a 20mph maximum speed for E-bicycles, controlled mechanically/electronically, which cannot be overridden. This would make enforcement irrelevant.

Recommendation: Restrict E-bicycles from riding on any sidewalks, for the safety of pedestrians.

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30- Day Public Comment Form Responses

In addition to receiving comments via email, an online form was available to community members from June 17th to July 1st, 2026. 48 responses were received.

Please provide your feedback on the draft plan.

- You don't share numbers. 39 users out of a population of 100000 is not significant and a waste of $7million. We need to fix roads ease traffic do it isn't bumper to bumper. I object to spending $675thousans a year when planning to help elderly people would be more beneficial.
- With such a small percentage of bike riders in Lawrence, I feel that erecting barriers is over the top and a waste of my taxpayer dollars. That money could be better spent on road repairs. The markings on the road is plenty sufficient to let drivers know where the bicyclists should ride. I have even noticed some of them will occupy the entire road, won't move over for cars, and a few even blow through red lights.
- While creating a safer way for folks to bike around town is great, it should not come at the sacrifice of the few thoroughfares Lawrence has for cars, trucks, and busses. A bike lane isn't going to make it easier for those unable to bike to get around town (be that health, time, or access to a bike.) We are in the midwest, weather also makes availabilty a variable. Clear markings on ALL roads, for bikes and vehicles would be an amazing first step, but didn't see that noted anywhere in the plan. WHY do we need to be a silver level recognition? Is it just a goal mark? Something fun to say? Is there a reason behind it? Not asking sarcastically. Do I think it's a waste of money? No, but I also think a lot of this money could for sure be going elsewhere. And if its because there is a grant, just because there is a grant, doesn't mean we have to get it. Don't put the square peg in a round hole.
- This plan obviously excludes regard for the needed north/south car trafficways and does not address the possibility of taking bike lanes off of vehicle thoroughfares and onto neighborhood connected streets. The statistical analysis presupposes that the only solution to less fatalities is to slow car traffic and diminish lanes--and that is a bias that cannot be ignored. If bike lanes were NOT inserted onto streets built for consistent vehicle traffic, the goal of no fatality car/vehicle accidents would be achieved without distressing thousands of Lawrence citizens who need to travel by car, and need to meet heavy daily schedules. This entire plan is so one-sided and skewed to a mode of transportation that is limited to fair weather for most, and completely unusable by many, that it cannot be considered---detailed statistics that are biased or skewed to favor one portion of the population---no matter how well written---are still biased--still exclusionary-- still myopic.
- The traffic in this city is ridiculous already. For the love of God, do NOT restrict car lanes for bicycles!!! Bicyclists aren't using their bikes for groceries, to go out to eat, to go to work, or to spend money in general. There's plenty of recreational bicycle lanes already and they can use those!!! Use common sense for crying out loud!

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- The plan is terrible, instead of wasting taxpayers money make sure people know how to follow the laws of the road, hold everyone who uses the road and bike paths responsible for their driving. People cannot just jump from riding on the road to crossing the road at a red light or red crosswalk hand like I have seen many times, the amount of people that blatantly disregard traffic laws while on a bike is outstanding. We first need to make sure these people understand and follow the rules before we spend hundreds of thousands of dollars catering to them.
- The number of cars drastically out ways the number of bikers. Lawrence's climate and layout is not conducive to biking year-round. Why are we making in more difficult for drivers who make 95% of the community as well as spending millions of dollars for a very few. This makes no sense to me, and I am very frustrated about all the reduced lanes and money being spent.
- The City of Lawrence is rapidly becoming unaffordable because City leaders are spending too much money and incurring unsustainable levels of debt. The vast majority of Lawrencians do not use bicycles for daily transportation. We would rather have our tax dollars spent fixing the roads to benefit drivers of cars than have it spent on bike lanes that benefit only a small minority of residents. The redesign of Massachusetts Street south of downtown and Ninth Street to one lane roads is a mistake, and will lead to endless congestion and frustration.
- Thank you for working to improve the bike system in Lawrence! My only concern is that we have limited safe areas for kids to develop biking skills before going on trail systems. We could really use a small pump track. The large, open grassy area just east of Langston Hughes, by DeVictor park may be an an ideal location.
- Please stop making it harder to get around town because of street narrowing for bikes. I rode my bike in Lawrence for 12 years because I didn't have a car. I was always able to find safe alternate routes for biking. I also lived on Tennessee Street for 20 years (1983-2003) in the 1700 block and it was difficult to get in and out of my driveway with 2 lanes of traffic. Reducing Tennessee and Kentucky to one lane is a bad idea.
- Please continue to keep in mind the areas around the Kansas river from downtown to North Lawrence. That is a key location for my family who prefers to use bicycles for transportation. It's an area that has a lot of potential for funneling people from recreation (Levee Trail and Lawrence River Trails) in North Lawrence to downtown amenities. The bridge is cramped and not wide enough to safely accommodate pedestrians and cyclists. Furthermore, the areas directly north and south of the bridge need to be redesigned to safely accommodate cycling traffic in with car traffic. Currently there is no easy way to get from Elm St to downtown without riding on narrow sidewalks, underneath the bridges on a steep gravel road, or riding down a one way street with no good sight lines for cyclists.
- Page 45 under private development heading has a paragraph copied from page 38, Page 40 , Figure 3.2. Is it intentional to leave out the side path of 11th street between Hobbs Park and Burroughs Creek trail & Also Constant Park's path from the priority funding network? Also I suggest making the secondary funding network symbol draw below the primary one

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- P33 jumps to an invalid conclusion when it suggests “that environments with moderate-speed traffic and increased interaction between vehicles and cyclists may contribute to a higher risk of incidents.” It seems at least as likely that bicyclists are merely more likely to congregate in and travel to areas such as Downtown Lawrence. The mere fact of more accidents in that area does not itself prove that the area is more risky (the old “correlation vs. causation” fallacy). Thus the language here should be toned down. I am pleased to see that Kentucky & Tennessee are not highlighted as high-priority bike routes. P46: It would be useful to logically sort the items in this table, whether by cost, priority, or some combination. P50: I strongly object to making “Educate Automobile Drivers” a highest-priority goal of our bike community. That is not their responsibility, especially given the high expected cost. Add:An even stronger focus on providing additional and higher-quality parking.
- On May 2, a car sideswiped me at the intersection of 4th and Maine. I often see cars running red lights and speeding in Lawrence. Better enforcement of traffic laws will reduce accidents.
- OMG. No new bike lanes. We do not need anymore bike paths. We do not need to spend anymore hard earned $ on bike studies. Stop.
- Nowhere in the draft is a number of existing bicycles in the city. Why? Unknown number because bicycles don’t have to be registered like automobiles and motorcycles. Even charging $1 per year would give a count. How many registered vehicles are in Lawrence, thousands and thousands. Turning streets into” Bicycle boulevards “ is crazy. 21st street, a major east/west route was blockaded from vehicular traffic. I lived near 21st and Massachusetts for 40 years and rarely saw any bike traffic on 21st street. Or on Massachusetts street, or on Kasold drive. And now Massachusetts street and 9th streets are being narrowed to 2 lanes. Just where are cars supposed to drive , especially after sporting events??? It’s this “if you build it they will come” mentality. And the idea of using bike lanes onTennessee and Kentucky , madness. The major streets should be used for vehicle traffic. Bike lanes if determined to be necessary, should be put on much lesser streets.
- It’s a waste of money. Don’t raise the water to cover it like this city always ends up doing year after year, water in LA costs $60 a month, here is $170.... thats a f’ing joke people cmon. Many in lawrence are convinced these nonsensical side projects and high employee pay increases are the reason this town grabs at any tax they can get. If these dumb projects didn’t exist, you wouldn’t have to tax your own citizens into oblivion. Bikers need to stay on sidewalks, street is for cars. What’s next an electric scooter lane, cuz I see 20 electric scooter riders to one biker. Judging on the past history of those unfortunately in charge of the city, they won’t care or listen because it’s about sealing the deal, getting the money, contractors and all that.
- It seems like East Lawrence and Southeast Lawrence, especially, have been excluded from any bikeway improvements. This does not make sense given that these parts of town are less affluent and more likely to not have a car as a reliable mode of transportation. There should be more emphasis put on making it possible to get to the existing trails more safely than the existing options of trying to dodge and weave through cars turning in and out of businesses on 23rd Street.
- It seems like a lot of money to spend on a very few percentage of bikers. The lanes we do have are empty 95% time I’m driving on the roads that have them. It seems to be more

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dangerous with the narrow bike lanes, than the bikes just riding on the center of the road as they have in the past.

- It looks more than thorough.
- I'm a cyclist and I have been riding bikes in Lawrence since the 1990's. Lawrence is a city that is growing, I disagree with reducing capacity for autos and replacing it with dedicated bike lanes. We already host many events such as many KU home games, etc., and we are adding more, i.e. event center/convention center. More businesses are coming to Lawrence, i.e., Costco, etc. The idea of reducing capacity is not forward thinking. The vision of a Lawrence where most people get around town by bicycle is utopian and not realistic. Not many people want to bike to work in the summer and show up soaked in sweat. In winter, its too cold, and often wet and/or slippery. Lawrence has hills that are not comfortable to climb. Bike safety requires responsibility from both the bikers and the auto drivers. This is something that can not be fixed by physical means. Don't ride down Mass St. at high speeds and not expect a someone backing up not to see you. SAVE OUR TAX DOLLARS!!!
- I support investing in and expanding bicycle infrastructure in Lawrence. Safe bike paths and trails are important for recreation, health, and transportation. However, those improvements should be made in a way that balances the needs of all users and does not create significant negative impacts on one of the city's busiest roadways. The proposal to reduce Mass St from two travel lanes to one lane in each direction to accommodate protected barrier bike lanes raises serious concerns. Mass St serves residents, businesses, schools, public transit, emergency vehicles, and thousands of drivers each day. Reducing vehicle capacity on such a heavily traveled corridor is likely to increase congestion, create traffic backups, and make access more difficult for everyone who relies on the roadway. The proposal could also negatively affect bus operations, business access, deliveries, customer parking, and residential parking and access along the corridor.
- I read the entire 211-page report! Thank you for this! I bike with my family every day. The two things that would make our life safer and easier are as follows: 1) crossing guards around New York elementary. Specifically where the Burroughs Creek trail meets 10th and Delaware. To get to his school on 10th, we have to cross Delaware with cars flying down that hill, and there is no crosswalk or anything. 2) A second bike/pedestrian bridge that connects either the levee, or, better yet, The Lawrence River Trail (MTB) to East Lawrence. I know this is expensive, but it would also promote people who live downtown (especially the east side) getting over into North Lawrence. And the levee and MTB trail are such amazing resources for young people to bike on, but it's too hard/too many cars to get to the main bridge over the Kaw from the Eastside. The bridge itself is fine, but right now we don't feel safe with our son biking between the end of the trail at Amtrak to the bridge.
- I prefer to use my tax dollars and tax giveaways to programs that benefit majority of Lawrence citizens and not to the fancy few. Bike Plan written for affluent hobbyists; increasing danger for 99% Lawrentians who will ride on dilatated roads in the extreme weather next to worst USA driving behaviors AND be riding without fancy swag or low quality safety gear.
- I love the proposed map! The more bike lines, the better! Anything we can do to move our town away from car dependency, I'm all for it. I'd even be down to further increase bike lanes and remove car access from the main commercial blocks of Mass St.

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- I look at the bike plan from a practical perspective. I believe in three objectives: 1. Close the Lawrence Loop; 2. Use existing low-density road as bicycle routes with north-south-east-west and KU as route priorities; and 3. Improve as time goes by. Emphasis on a few major and costly projects compromise the objective: safe and effective bicycling in Lawrence.
- I feel like the city has gone too far accommodating bike traffic at the expense of facilitating normal traffic flow throughout the city, especially with the number of bike riders that ignore our traffic laws.
- I do not want any more bike lanes in high traffic areas. Commerce and traffic cannot proceed without sufficient lanes. We need more lanes for car and trucks not less. Traffic is awful in the city and bike lanes will only make it worse. If you want more residents and businesses, you need to improve traffic flow. Other than areas around campus, not many use bikes in the winter months of November to March.
- I believe the priority should be completion of the Lawrence Loop. It is a unique feature of town and the less gaps the more usage. I ride it alone and with visitors and the 6th & Mass intersection will never be friendly to non-motorized users. Start with 3.a, then the other downtown segments and then work CCW from there.
- I appreciate your work. I am a casual cyclist who uses the Burroughs Creek part of the loop almost exclusively, and these seem like good improvements. I don't have anything specific to comment on.
- I am an advocate for the bike plan! It will Provide more safe routes for those of us that would like to use bikes for much of our transportation needs.
- I am a somewhat confident bicyclist, but some designs for protected lanes seem less safe for me. Painted lanes allow space to respond to debris and other obstacles in the lane. Concrete curb-height barriers will limit my movement and do little to stop a car.
- Great plan. I'm proud of the city's efforts! I ride the Lawrence loop, and wish for completion from Lawrence beer company, past the train station through downtown. Of particular concern is crossing Mass at 6th street. Also I would prioritize connecting the path along the river near LMH to Michigan
- Generally very supportive of the work done here to plan for improvements to Lawrence's bikeability.
- Executive Summary or a condensed version of the plan should have been flagged/made available to commenters. When I first opened this document I thought - 217 pages! No way will I be able to review this to provide comment! Anyway, I don't have much of anything to say about the plan, per se. I would love to see my children be able to bike around town safely but do not trust drivers would notice smaller bikes. Part of the solution would be to normalize biking and find ways to train car drivers to share the road; to create a driving culture where drivers are used to sharing space with bicyclists and all residents understand the etiquette. With university students who do not live here year-round, this might be especially challenging, so part of the plan might need to include educating all Lawrence drivers as much as bikers to ensure bike safety increases and, as a result, biking becomes a more preferred mode of transportation.
- Do you have the majority of tax paying citizens in agreement with your organization and plans? Do you have plans to implement special taxes on bikers and their bicycles as there are

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for automobiles? If not, why? Who pays to keep up your bike paths and build new ones or for painted right of ways? Are your bikes included in property taxes to support your plans? I believe this business needs to be voted on at large.

- Do not reduce any two lane roads to single lane to accommodate bike lanes. Is it?
- Creating more bike lanes should NOT compromise the flow of traffic, particularly on the one way streets, Tennessee and Kentucky. These one way streets serve a purpose to facilitate traffic flow throughout the city travel north and south and lanes should not be reduced to accomodate bike lanes, which would defeat the purpose of the one way streets. We are already a bike friendly city and most people using bikes are comfortable doing so. I do not support spending more on bike lanes and don't believe it would significantly increase bike usage. This is supported by the data shown in the plan. Making unnecessary changes to city streets to accommodate bikers should not come at the cost of creating difficulty and hazardous situations for drivers.
- Caters to bikers who don't pay road tax. Make them buy a tag and display a license. So we can report them when they run over us pedestrians
- Can't we be more ambitious about bike-to-school-mode choice? +1% by 2030, when it increased by 1% from 2023-2024. Public comment on a 217 page document x_x
- Can you provide the public with more information about how many people use bikes for there main form of transportation?
- Biking infrastructure only needs to be built once, and it essentially lasts forever. With the gas price crisis, we shouldn't put all our eggs in one basket.
- Before anything more should be done, conduct an actual count of bicycle usage on existing bikeways. I suspect the daily use does not justify the expense involved is such projects as Massachusetts street. In addition, since more motorized bikes are in use, the city must consider how fast moving electric bikes impact traditional bike users on bike paths.
- As someone who walks, bikes, and drives, I really appreciate such a thoughtful plan that will make Lawrence safer for everyone.
- A lot of money spent for just only 550-ish respondents, most of which are in favor of bicycles. The Steering Committee is comprised of biased interests in bicycling and the average Lawrence citizen isn't even accounted for. I consider your plan and goals to be a pipe dream and waste of tax dollars. Most of your respondents ride for leisure and health, note to commute for work or school. I drive around Lawrence almost everyday and see only a handful of cyclists. It's even quieter in winter so your Plan targets tax dollars to benefit a selective few for only 8-9 months of the year. Not a wise plan. Just finish the Lawrence Loop so riders that what to experience the great outdoors and get exercise will benefit.

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Is there anything else you would like to share about bicycling in Lawrence?

- Would love to see Lawrence require better connection in new developments (eg grid streets or at least cut throughs for pedestrians and cyclists vs cul de sacs). And I'd love to have a bike lane from one end of Mass to the other.
- When I clicked on this link to provide feedback, the image shown to me is a woman riding a mountain bike downtown with big noise-cancelling earphones and no helmet. Maybe not the best image to promote?
- What are the costs involved in adding bike lanes? Long and short term
- We live in a car-centric society. That is not going to change, so emphasize separation of high-density and high speed roadways from bicycle routes.
- We are already a bike friendly city and do not need to use limited funds to further "improve" what is already in place.
- They ride in sidewalks not bike lanes, run into walkers, don't stop for stop lights or stop signs. They are the probkem
- They need to be aware that they are held to the same rules of the road and must abide by all traffic devices.
- There's plenty of safe places to bike in Lawrence already. There's too many. And I don't see them utilized very often. 19th street east of Haskell was torn up for over a year and probably cost the city millions! Millions we DON'T have. And I NEVER see cyclists using it. Stop spending money on luxuries and start spending money on what this city needs!
- The street is for cars not for anything else. More people use electric scooters than bikes, going to spend another unnecessary 4 million on electric scooter lanes next?
- The lane along Michigan, while marked, has recessed manhole covers that create a dangerous bump for bike riders that stay in the bike lane. To avoid the bump one has to get out of the designated lane. Please raise the level of the manholes to the level of the street
- The construction of protected bike lanes, while great, is too expensive, considering the other capital improvement needs of Lawrence. The construction of shared pedestrian/ bike ways is best although I'm not sure it is cheaper. I would also concentrate on completing the Loop to improve longer riding venues.
- Thanks for doing all this hard work, to make our city a better and more rideable place.
- Southeast Lawrence is not bike-friendly, which is disappointing given the number of people who rely on bicycles as a primary mode of transportation in the Prairie Park and Fairfield Farms neighborhoods, as well as our neighbors at LCS. There needs to be a safer way to connect this part of town and East Lawrence to the existing loop and trail system.

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- Please stop implementing confusing or poorly done methods. There is the ideal, there is the worst, and somewhere in the middle is what we might get. Many of these are put in, I feel, with only the ideal imagined. Remember, the trash cans in national parks had to be designed for the smart bears and the stupid humans that are in the mix. Drive down 6th Street, how many people know the speed limit changes multiple times? How many bikers actually know how to signal? How many motorists would know those signals? Unlike with driving, which requires, at least at one point, a baseline knowledge to be able to drive, that is not required for using a bike. When you think of these things, think about that too.
- Personally, I will NEVER bicycle in Lawrence or anywhere. I feel uncomfortable with bicycles and motorcycles on our roadways. However, I am a walker and feel very frustrated when bicyclists are traveling on sidewalks. I live in a part of town that has many bike lanes. I rarely see people using the bike lanes. I don't think that many people ride bikes as their mode of transportation. I am very frustrated that 9th Street has lanes for bikes and only two lanes for vehicle traffic. The idea of making it even further restricted is ridiculous. There is too much traffic to turn it into only three lanes for vehicles. If you wonder about this, try driving on 9th St. at 5:00 PM on a weekday. It takes forever to get from Mississippi to Emery Road and even longer if going to Iowa! Please, stop limiting vehicle traffic for the rarely seen bicyclist.
- People don't know the laws and just do what they want when riding their bike on the sidewalk and streets
- Midwest is a dangerous region to ride bicycles on the road next to cars. Kansas does not adequately manage maintaining public roads well enough to safely ride bikes alongside cars; taxpayer monies already not going to road/traffic maintenance = dangerous. Most Kansans are poor, culturally a wealthy people interest, few and far destinations to ride To/From; requires a car to get bike to path and car requires expensive trail hitch added costs, benefits affluent counties. Public schools don't encourage biking nor refer to biking as a cultural kid/adult activity = wealthy people hobby; tis now a referred as competitive sport which is exclusive to white AND wealthy. Recommend reality check in the lack of basic infrastructure for safe biking. Choosing to be a bike commuter vs kids riding around are NOT THE SAME! Start small and make biking a free resource for ALL-ABILITIES kids and adults - did you think about limb differences?
- It shouldn't surprise me that so many commenters on social media are critical of the need to accommodate and improve human-powered transportation. I visit France often, and I enjoy riding in a country where bicycles are accepted as part of the traffic flow. I feel much safer there than here. I won't ride on the roads here; I will there. (Except for Paris, and I won't drive there, either.) If you continue to improve and maintain the infrastructure for human-powered transport, more people will use it. To condemn the idea (and the expenditure) because "not enough people use it" is to be ignorant of the fact that because so many drivers are either hostile or inattentive, bicyclists don't feel safe using a lot of the infrastructure that's already here.
- I used to bicycle but do not any more. We should expand off street shared bike/walk paths. Do not put barriers on streets.

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- I think biking in Lawrence is frightening due to the lack of contiguous lanes. If the lanes are built more people will ride and our beautiful city will have cleaner air.
- I often walk the sidewalks along Kasold between 13th and 15th streets. There are bike lanes in the street. I have seen many, many more bikes on the sidewalks than in the bike lanes. Once I had less than second from the time I heard something strange and I was passed from behind by two large electric bicycles.
- I have commmuted by bike from near Deerfield School to downtown year around for abut 15 years without being hit by a car. One thing you need to focus on more (including in your photos) is the importance of bikers wearing bright reflective shirts or vests. You also show bikers with headphones and no helmets!
- I enjoy riding my bike, but have noticed a number of other riders do not obey traffic signs.
- I don't have enough characters to really tackle this bicycling issue. To sum it up, let's start here - I live in the Indian Hills area just off 27th St. My neighbor rides a bike almost daily to downtown and tells me he has navigated a route the passes main streets and arteries to avoid vehicular traffic which he says is horrid. Also, e-bikes, scooters and motorized skateboards should be codified as being street legal like motorcycles and LPD should issue tickets when operators ride on residential sidewalks at speeds ranging up to 30 mph. I've seen parents with strollers have to scramble out of the way to avoid getting hit by these terrorists. Also, getting these individuals and cyclists to follow common street guidelines is a joke. I don't know how many times I've hard to stop in mid-intersection when they run stop signs or cut-through an intersection with no regards for vehicular traffic laws. And we're asked to spend money on these knuckleheads? I'm out of characters but I got more
- I cycle recreationally and for trips around town. I appreciate the various efforts made (sharrows, separated lanes, bike blvd., etc.) and believe that constant improvements increase awareness & safety which encourages usage. The Lawrence Loop benefits the greatest number of users (commute, rec, & trips) and completion of the last remaining gaps should be the priority for funding.
- I appreciate the city's commitment to cyclists. Riding via bike gives me flexibility to travel through Lawrence via routes I normally wouldn't by car. All the while by having a lesser impact and a more respectful presence. The potentially increased rideability that Lawrence offers is exciting and makes me proud to live here and to contribute to make it even safer and more enjoyable to ride. Thanks.
- I am always very surprised at how FEW bikers I see in Lawrence, especially since it is a university town and one would expect that to be students' primary mode of transportation. It does seem like a lot of people bike for fitness, using the uninterrupted trails, vs biking for transportation.
- Get kids interested in biking again! A pump track would be the perfect addition to Lawrence's bike network.
- Enforce traffic ordinances for bike riders. They are their own worst enemy.
- Education programs, for all ages, are an important part of the plan.
- Do this the right way and pay out of your own pockets for your special needs and stop relying on the drained taxpayers for your selfish wants.
- Bikers are rude. They do not obey the law.

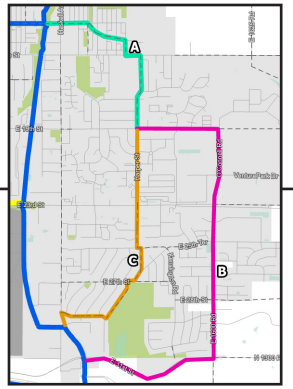
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- Bicycling in Lawrence could be a much more acceptable and usable idea if we dedicated pathways that are not taking away from our city streets to accommodate riders. The idea that cars are “bad” and bicycles are “good” is narrow-minded to say the least. We want safe and protected bikeways along city side streets or neighborhood streets---bicyclists do not make up the majority of travelers in our city.
- Bicycles should have to adhere to the rules of the road. The bicycle population is minuscule compared to the auto and truck traffic. Why give so much preference to such a small number? I am very opposed to any more bike boulevards, so called street diets. There will continue to be more and more automobiles as the city grows and the number of bicycles may grow some but such an insignificant amount as to not add any appreciable numbers.
- As a bike commuter who avoids major arterial roads, I would encourage efforts to make crossing 6th St, and Iowa St. safer and more practical for cyclists. I cross at intersections with traffic lights but this is not without safety concerns and often long waits. Some possibilities are: bike boxes/priority, better sequencing, underpasses/overpasses, cyclist detection by the sequencing. I shouldn’t have to press the pdestrian button to cross the road, but often get off and go and press it.
- These impacts should be carefully considered before moving forward with any lane reductions. In addition, survey results indicate that a majority of bicycle users in Lawrence ride primarily for recreation rather than as their primary mode of transportation. While that does not lessen the value of bike infrastructure, it does raise questions about whether dedicating a travel lane on one of the city’s most important transportation corridors is the best solution. Lawrence should continue to improve bicycle connectivity, but alternative routes, shared-use paths, and improvements on less congested streets should be explored before significantly altering Massachusetts Street. Any decision should be based on careful analysis of traffic, transit, business, residential, and public safety impacts to ensure the transportation system works effectively for the entire community.

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30- Day Public Comment Form Staff Responses & Final Recommendations

The community could provide feedback during the 15 day public comment period through an online form or email the MPO directly. Responses that covered more than one topic were broken up to address each item individually. All comments are still documented in full.

	Public Comment	Staff Response	Final Recommendation
1	"Can't we be more ambitious about bike-to-school-mode choice? +1% by 2030, when it increased by 1% from 2023-2024. Public comment on a 217 page document x_x"	Due to the relatively small sample size, bike to school mode share can have large fluctuations. While there have been years of improvement in the past, there have also been years of decreased participation.	Amend the goal on page 9 of the plan to read "Increase bicycle to school mode choice by 1% each year through 2030."
2	"It seems like East Lawrence and Southeast Lawrence, especially, have been excluded from any bikeway improvements. This does not make sense given that these parts of town are less affluent and more likely to not have a car as a reliable mode of transportation. There should be more emphasis put on making it possible to get to the existing trails more safely than the existing options of trying to dodge and weave through cars turning in and out of businesses on 23rd Street. Southeast Lawrence is not bike-friendly, which is disappointing given the number of people who rely on bicycles as a primary mode of transportation in the Prairie Park and Fairfield Farms neighborhoods, as well as our neighbors at LCS. There needs to be a safer way to connect this part of town and East Lawrence to the existing loop and trail system."	Expanding the bikeway network to the east was discussed briefly by the committee but was not selected for new future bikeways or changes to the priority and secondary networks.	Expanding the secondary network to the east along Harper Street, shown as alignments A and C in the attached image and update the project list accordingly. 

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3	"I read the entire 211-page report! Thank you for this! I bike with my family every day. The two things that would make our life safer and easier are as follows: 1) crossing guards around New York elementary. Specifically where the Burroughs Creek trail meets 10th and Delaware. To get to his school on 10th, we have to cross Delaware with cars flying down that hill, and there is no crosswalk or anything. "	Crossing guard locations are affected by the School Area Traffic Control Policy and the crossing guard operations budget, both of which are outside the scope of this plan. The pedestrian plan will updated later this year, crosswalk locations and other safety measures along Delaware can be noted in that process.	No Change
4	2) A second bike/pedestrian bridge that connects either the levee, or, better yet, The Lawrence River Trail (MTB) to East Lawrence. I know this is expensive, but it would also promote people who live downtown (especially the east side) getting over into North Lawrence. And the levee and MTB trail are such amazing resources for young people to bike on, but it's too hard/too many cars to get to the main bridge over the Kaw from the Eastside. The bridge itself is fine, but right now we don't feel safe with our son biking between the end of the trail at Amtrak to the bridge.	Any future additions of bridges will be done after the completion of the North Lawrence Corridor Study. The Lawrence Loop connection between the Amtrak station and the Bridge is on the priority network in the plan.	No Change
5	When I clicked on this link to provide feedback, the image shown to me is a woman riding a mountain bike downtown with big noise-cancelling earphones and no helmet. Maybe not the best image to promote?	Thanks for your feedback about the bicyclist photo, we will strive to show safer practices in the future.	No Change
6	As someone who walks, bikes, and drives, I really appreciate such a thoughtful plan that will make Lawrence safer for everyone.	Comment received.	No Change

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7	Would love to see Lawrence require better connection in new developments (eg grid streets or at least cut throughs for pedestrians and cyclists vs cul de sacs). And I'd love to have a bike lane from one end of Mass to the other.	Subdivision regulations and design standards do require bicycle infrastructure as part of new developments, informed by what is in the bike plan. The plan calls for bikeways on Massachusetts Street from 6th Street to 23rd Street. Information on the Mass Street Multimodal improvements coming soon, can be found here: https://lawrenceks.gov/mso/mass-street-14th-to-23rd/	Update the engineering recommendation on page 46 of the draft to read:" Evaluate the Land Development Code, Subdivision Regulations and Design Standards to ensure regulations are aligned with community needs and best practices.
8	P33 jumps to an invalid conclusion when it suggests "that environments with moderate-speed traffic and increased interaction between vehicles and cyclists may contribute to a higher risk of incidents." It seems at least as likely that bicyclists are merely more likely to congregate in and travel to areas such as Downtown Lawrence. The mere fact of more accidents in that area does not itself prove that the area is more risky (the old "correlation vs. causation" fallacy). Thus the language here should be toned down.	Comment received.	No Change
9	Thanks for doing all this hard work, to make our city a better and more rideable place.	Comment received.	No Change
10	I am pleased to see that Kentucky & Tennessee are not highlighted as high-priority bike routes.	Tennessee and Kentucky were both intended to be included as future bikeways. Kentucky was shown in the draft as being shorter but will be updated to match Tennessee. Neither of these have been included in the Priority or Secondary networks.	Update map to reflect the addition of Tennessee and Kentucky Streets from 6th Street to 19th Street as future bikeways.

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11	P46: It would be useful to logically sort the items in this table, whether by cost, priority, or some combination.	The priority and cost figures for recommendations were not specific enough to warrant being ranked. Additionally, strategies should be pursued as they fit into budgetary, workload, and other constraints. High priority low cost items should certainly take precedence, but a low priority low cost task shouldn't be delayed just because other recommendations haven't been met.	No Change
12	P50: I strongly object to making "Educate Automobile Drivers" a highest-priority goal of our bike community. That is not their responsibility, especially given the high expected cost.	The Bikes Plan represents the actions that make cycling safer it does not exclusively apply to cyclists, so education for all road users is within the scope.	No Change
13	Add:An even stronger focus on providing additional and higher-quality parking.	Bike parking was initially seen as a focus for the plan but public engagement didn't find it as high of a priority. Improvements are still recommended in the plan.	No Change
14	Generally very supportive of the work done here to plan for improvements to Lawrence's bikeability.	Comment received.	No Change

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15	"As a bike commuter who avoids major arterial roads, I would encourage efforts to make crossing 6th St, and Iowa St. safer and more practical for cyclists. I cross at intersections with traffic lights but this is not without safety concerns and often long waits. Some possibilities are: bike boxes/priority, better sequencing, underpasses/overpasses, cyclist detection by the sequencing. I shouldn't have to press the pdestrian button to cross the road, but often get off and go and press it."	Safe crossings are an important part of a connected network. There are specific intersections identified for improvement in the plan. Intersections improvements are also recommended in the Vision Zero plan and the City has pursued funding to pilot Leading Pedestrian Intervals at key intersections. Currently all traffic signals that are not on a set timing cycle (such as those in the downtown commercial district) have sensors which can and do detect cyclists.	No Change
16	Page 45 under private development heading has a paragraph copied from page 38,	Thank you for identifying the text error.	Remove the duplicate text from page 45 of the draft.
17	Page 40 , Figure 3.2. Is it intentional to leave out the side path of 11th street between Hobbs Park and Burroughs Creek trail & Also Constant Park's path from the priority funding network? Also I suggest making the secondary funding network symbol draw below the primary one	The priority network should include both the existing section along 11th street and a future connection between Constant Park and Burcham Park. Drawing will be updated in the final plan.	Add priority network designation to 11th street between Burroughs Creek Trail and Hobbs Park, and to a future connection between Constant and Burcham Park. Update drawing order on map.

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18	I am a somewhat confident bicyclist, but some designs for protected lanes seem less safe for me. Painted lanes allow space to respond to debris and other obstacles in the lane. Concrete curb-height barriers will limit my movement and do little to stop a car.	Throughout this planning process and in recent community engagements around other multimodal projects, there has been a strong interest in increased protection for bike lanes. While curbs or delineators will not stop a car they do provide more visual cues to drivers and provide a sense of safety to riders.	No Change
19	Education programs, for all ages, are an important part of the plan.	Education is a key part of building a culture around cycling and improving safety for all.	No Change
20	Great plan. I'm proud of the city's efforts! I ride the Lawrence loop, and wish for completion from Lawrence beer company, past the train station through downtown. Of particular concern is crossing Mass at 6th street. Also I would prioritize connecting the path along the river near LMH to Michigan	Closure of gaps in the Lawrence Loop was a high priority during community engagement and all remaining gaps in the Loop, including from the Amtrak Station to the Constant Park, have alignments identified in the plan.	No Change
21	The lane along Michigan, while marked, has recessed manhole covers that create a dangerous bump for bike riders that stay in the bike lane. To avoid the bump one has to get out of the designated lane. Please raise the level of the manholes to the level of the street	Specific road repairs are outside the scope of this plan but the concern with manhole covers will be forwarded to the appropriate MSO staff	No Change
22	On May 2, a car sideswiped me at the intersection of 4th and Maine. I often see cars running red lights and speeding in Lawrence. Better enforcement of traffic laws will reduce accidents.	Targeted enforcement based on specific bad behaviors, like running red lights or traveling at dangerous speeds is a recommendation in the plan.	No Change

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23	"Thank you for working to improve the bike system in Lawrence! My only concern is that we have limited safe areas for kids to develop biking skills before going on trail systems. We could really use a small pump track. The large, open grassy area just east of Langston Hughes, by DeVictor park may be an ideal location. Get kids interested in biking again! A pump track would be the perfect addition to Lawrence's bike network."	A recreational pumptrack is outside the scope of this planning process but will be shared with the Parks, Recreation and Culture Department. Their comprehensive plan calls for development of a trails plan which would be an excellent time to promote a pump track and other new amenities.	No Change
24	I tried to reply to this email using the connection in the email but it didn't work very well. I'm not opposed to bike lanes and feel they are needed for the safety of bike riders. However, when bike lanes for the 9th St. corridor were discussed (I looked thru the plan and couldn't find any kind of reference for this issue) a barrier between the cars and bike lane was proposed and I am against a barrier if it will make plowing the snow on this street very difficult or mean that snow removal from the bike lane will not be done.	Snow removal operations were a part of the discussions around the protected bikes lanes on Massachusetts street. New equipment will be necessary but snow will still be removed as usual.	No Change

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25	"Public Funding: While the Lawrence budget exhibits overlap in some bicycle funding pools and motor vehicle funding pools, the amount allocated for bikeways and sidewalks is roughly 1% of that allocated for motor vehicles (ie: road reconstruction, pavement maintenance program, public parking lot upgrades, transit, fleet replacement), and slowly creeping up yearly. However, as inequitable as that is, the 2027 bicycle/pedestrian line item MS5-A27000 has been cut 50% from last year. It's no wonder that the ethereal bikeway "network" remains fragmented, inconvenient, and therefore unpredictable and dangerous. Consider — a car driver has the freedom to choose any street in town to use. But, except for a handful of separated bikeways, a bicyclist has limited choice of streets that are safe AND convenient — otherwise "share the road" or use unsafe "white stripe" bicycle lanes. Recommendation: State a goal to increase by 10% each year bicycle-pedestrian funding and traffic management funding. (This comment was provided as part of a letter from the Sustainability Action Network.)	Budget decisions are outside the scope of this planning process.	No Change

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26	"Implementation: This Lawrence Bikes Plan draft is really no more than a vision statement — not a plan. It has lots of pretty pictures, maps with lots of dotted lines, and three pages of potential bikeway projects. Sadly, it has no bikeway implementation component. There needs to be an implementation component with three features: 1) schedule of specific miles of bikeways to be built in a specific time frame, 2) projected revenues needed to achieve that build-out, and 3) a reliably budgeted revenue stream. Recommendation: Add a detailed implementation component to inform the CIP. (This comment was provided as part of a letter from the Sustainability Action Network.)	Bike Projects are funded in the CIP as part of the Non Motorized funding, standalone projects or constructed as a part of a roadway project per Complete Streets. Additionally the Connected City Advisory Board uses the Non-motorized Projects Prioritization Policy to score priortity & secondary network projects and develop a 5 year bike/ped CIP. More information on the City CIP process can be found here: https://lawrenceks.gov/budget/cip/	No Change

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27	"Private Funding: The Lawrence Land Development Code requires private developers to construct walkways at the time of street construction, paid for by a special assessment benefit district. There is no equivalent provision for constructing bikeways. As a result, new subdivisions will lack safe bikeways, rights-of-way will not be wide enough to fit bikeways, and the City will be faced with expensive retro-fitting later. This pattern simply adds more miles to the inventory of bicycle projects that lack funding. This draft document unrealistically assumes that private housing developers will altruistically absorb the cost of constructing bikeways, at a time when their profit margin is already cut to the bone. Home construction costs are skyrocketing, making homes unaffordable without adding bikeways to their list. Allowing a "next best" bikeway policy for developers is also a mistake. In order to protect their profit margin, they will always cut that corner. Lacking developer requirements for safe design standards and bikeway benefit district funding, the community will invariably end up with sub-standard bikeways — if any at all. In the Lawrence Land Development Code, Section 20-811 of the Subdivision Regulations address requirements for walkways but not for bikeways. The newly adopted Lawrence Code did not update the Subdivision Regulations because they're shared with the County. The stated intent was for City and County to either adopt changes in partnership, or else for each to adopt independent regulations. Recommendation: State a goal for the Subdivision Regulations to require that private developers construct protected bikeways on all Collector and Arterial streets at the time of street construction, paid for by a special assessment benefit district. (This comment was provided as part of a letter from the Sustainability Action Network.)	Subdivision regulations and design standards require bicycle infrastructure as part of new developments. This is informed by the future bikeways map and Level of Service expectations.	Update the engineering recommendation on page 46 of the draft to read:" Evaluate the Land Development Code, Subdivision Regulations and Design Standards to ensure regulations are aligned with community needs and best practices.

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28	"Engineering Strategies: Once again, what are referred to as “strategies” are merely hopes, followed by priority levels and funding constraints. True strategies provide effective methods to get to “yes”, and also provide real agency for the responsible party. For this list of hopes to become true strategies, there is no place for terms like “could”, “should”, “may”, “might”, or “would”. Use the standard term of “shall”. Recommendation: Replace all suggestive terms with ""shall"", and reword each entry accordingly. (This comment was provided as part of a letter from the Sustainability Action Network.)	This plan is a document that guides decision making, helps prioritize investments, and outlines tools available to the City to achieve its goals. The plan is not binding as design and workload decisions are based on multiple factors including available funding, right-of-way, coordination with partner agencies, and City Commission direction.	No Change
29	"Recommendation: A to the list of Bikeway Projects, the Tennessee and Kentucky “paired couplet” from 6th St. to 19th St., as part of the High Injury Network. (This comment was provided as part of a letter from the Sustainability Action Network.)	Tennessee and Kentucky were both intended to be included on the future bikeways map. Kentucky was shown in the draft as being shorter but will be updated to match Tennessee. The High Injury Network is developed based on data and can only be amended to represent changes in crash frequency/density.	Update map to reflect the addition of Tennessee and Kentucky Streets from 6th Street to 19th Street as future bikeways.
30	"Recommendation: Add to the list of Bikeway Projects, to include a bicycle-pedestrian bridge over the Kansas River from New York St. to N. 4th St. and the Levee Trail (or the equivalent, depending on Riverfront Re-imagining and the North Lawrence Corridor Study).” (This comment was provided as part of a letter from the Sustainability Action Network.)	Any future additions of bridges will be done after the completion of the North Lawrence Corridor Study	No Change

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31	Recommendation: Specify that “white stripe bicycle lanes” are unsafe and therefore underutilized, and shall be phased out in favor of physically separated bicycle lanes. It’s a waste of money and pavement for a facility that is used by only about 3% of potential bicyclists. (This comment was provided as part of a letter from the Sustainability Action Network.)	The Level of Comfort (LoC) Matrix was updated as part of the planning process and more closely aligns with NACTO's All Ages and Abilities Guidance. While the goal will be to build and maintain bicycle facilities that have higher levels of separation or protection, leaving less resource intensive options on the table provides flexibility where needed.	No Change

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32	"Education Stategies: A good reference in this draft document is “Vulnerable Road Users”, to keep in the forefront that bicyclists are always at a disadvantage to 4000lb motor vehicles. Therefore, it’s misguided, and even offensive, that this draft document gives first priority to education of bicyclists over motorists. Because bicyclists are so vulnerable, particularly since Lawrence has “slow-walked” a safe bicycle network, bicyclists make it their business to learn the risks and techniques of sharing the road with motorists. Motorists, on the other hand, quite often are indifferent, oblivious, or outright resentful. So given the fact that it’s been 50 years since Lawrence’s first bicycle plan, the Pedalplan For Lawrence, which was shelved, forgotten, and then lost, it’s doubly offensive that the City shirks responsibility for education — quote this document “The City should provide resources where possible to support the [volunteer community] groups leading educational efforts”. Recommendation: Make It a strategy that the City of Lawrence shall take responsibility for first educating motorists, followed by bicyclists. The City shall do so until they can persuade the Kansas Legislature to require driver’s education courses to include components such as a driver’s education curriculum from Fort Collins CO. (This comment was provided as part of a letter from the Sustainability Action Network.)	The City of Lawrence has no involvement in the process for gaining and maintaining a driver's license in the state of Kansas. There have been examples of successful judicial programs to encourage education for drivers. There have also been social media and public information campaigns that have shown positive effects on driving behavior. Both of these are recommended in the plan.	No Change

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33	"Enforcement is the weak link in bikeways safety. To effectively prevent speeding, police would need to be present on every street 24/7/365 — obviously impossible. And they aren't about to devote much time, if any, to keeping bicyclists off of select sidewalks, or motorists off of bicycle lanes. But there are some enforcement/policy steps that have been recommended in other consultant driven studies that address safe vehicular behavior by motorists and bicyclists. Recommendation: Permit the Idaho stop, AKA a bicyclist stop-as-yield law. This enables a bicyclist to maintain momentum at a stop sign without fully stopping when there is no opposing traffic. (This comment was provided as part of a letter from the Sustainability Action Network.)	The Idaho stop was briefly mentioned in discussion with the committee. The general consensus was that the benefit did not outweigh the political will needed to achieve it.	No Change
34	"Recommendation: Eliminate the right-turn-on-red allowance at signal-controlled intersections. This will reduce the occurrence of bicyclists being sideswiped by right-turning motor vehicles, one of the greater causes of injuries and death. (This comment was provided as part of a letter from the Sustainability Action Network.)	Implementing targeted restrictions to right-turn-on-red movements is a part of the Vision Zero Plan. Pilot programs at these intersections could lead to broader implementation discussions in the future.	No Change
35	"Recommendation: Establish a 20mph speed limit on all local (residential) streets. (This comment was provided as part of a letter from the Sustainability Action Network.)	Lowering speed limits was discussed by the committee but not pursued as an option. There were concerns about the effectiveness of lowering speeds without also adding enforcement and education which could be better focused elsewhere.	No Change

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36	"Recommendation: Establish a 20mph maximum speed for E-bicycles, controlled mechanically/electronically, which cannot be overridden. This would make enforcement irrelevant. (This comment was provided as part of a letter from the Sustainability Action Network.)	Class 1 and 2 electric-assisted bicycles have a maximum speed of 20 miles per hour. Class 3 electric assisted bicycles have a maximum speed of 28 miles per hour. While none are designed to go faster than this there are often third party applications or instructions for removing this limit. The City does not have the authority or ability to change this.	No Change
37	"Recommendation: Restrict E-bicycles from riding on any sidewalks, for the safety of pedestrians. (This comment was provided as part of a letter from the Sustainability Action Network.)	Lawrence currently follows the State of Kansas' Standard Traffic Ordinance that grants ebikes the same rights and responsibilities of traditional bicycles, including the right to ride on sidewalks outside of the Downtown Commercial District or the University of Kansas.	No Change
38	My dream would be to see bike lanes along the entirety of 9th Street (Lawrence Ave to Delaware). My secondary dream would be along 19th Street from Iowa to Haskell. The cherry on top would be bike lanes connecting the two via Mass Street, from 9th to 19th. I make these suggestions because all of these have existing bike lanes in portions, but not in their entirety, which makes it close yet still incomplete.	19th Street and Massachusetts Streets are currently on the future bikeway network. 9th Street is on the network from Rockledge to Delaware but does not extend further west to Lawrence Ave.	Extend the future bikeway designation on 9th street to Lawrence Ave instead of stopping at Rockledge.
39	I love the proposed map! The more bike lines, the better! Anything we can do to move our town away from car dependency, I'm all for it. I'd even be down to further increase bike lanes and remove car access from the main commercial blocks of Mass St.	The balance between parking and multimodal transportation will need to be an ongoing community discussion for bikes, but also for a variety of other modes.	No Change

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40	I have commmuted by bike from near Deerfield School to downtown year around for abut 15 years without being hit by a car. One thing you need to focus on more (including in your photos) is the importance of bikers wearing bright reflective shirts or vests. You also show bikers with headphones and no helmets!	Thanks for your feedback about the bicyclist photo, we will strive to show safer practices in the future.	No Change
41	"I am an advocate for the bike plan! It will Provide more safe routes for those of us that would like to use bikes for much of our transportation needs."	The plan aims to serve all types of riders. Bicycles can be used as primary transportation if riders feel safe and have access to commercial locations.	No Change
42	I think biking in Lawrence is frightening due to the lack of contiguous lanes. If the lanes are built more people will ride and our beautiful city will have cleaner air.	The priority and secondary networks aim to speed up the development of a cohesive network by focusing bike and ped specific funding. Other funding mechanisms like the Complete Streets policy can occasionally lead to improvements that lack connections.	No Change
43	I appreciate your work. I am a casual cyclist who uses the Burroughs Creek part of the loop almost exclusively, and these seem like good improvements. I don't have anything specific to comment on.	Comment received.	No Change
44	It shouldn't surprise me that so many commenters on social media are critical of the need to accommodate and improve human-powered transportation. I visit France often, and I enjoy riding in a country where bicycles are accepted as part of the traffic flow. I feel much safer there than here. I won't ride on the roads here; I will there. (Except for Paris, and I won't drive there, either.) If you continue to improve and maintain the infrastructure for human-powered transport, more people will use it. To condemn the idea (and the expenditure) because "not enough people use it" is to be ignorant of the fact that because so many drivers are either hostile or inattentive, bicyclists don't feel safe using a lot of the infrastructure that's already here.	Building a cycling culture in the community is an important part of holistically supporting cycling.	No Change

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45	Biking infrastructure only needs to be built once, and it essentially lasts forever. With the gas price crisis, we shouldn't put all our eggs in one basket.	Bikeways typically have a much longer lifespan than roads serving automotive traffic.	No Change
46	I believe the priority should be completion of the Lawrence Loop. It is a unique feature of town and the less gaps the more usage. I ride it alone and with visitors and the 6th & Mass intersection will never be friendly to non-motorized users. Start with 3.a, then the other downtown segments and then work counter clockwise from there.	There was strong support for the Lawrence Loop during public engagement and it remains a priority in the plan.	No Change
47	"I cycle recreationally and for trips around town. I appreciate the various efforts made (sharrows, separated lanes, bike blvd., etc.) and believe that constant improvements increase awareness & safety which encourages usage. The Lawrence Loop benefits the greatest number of users (commute, rec, & trips) and completion of the last remaining gaps should be the priority for funding."	The Lawrence Loop is on the priority network and is a focus of the plan. There were also a growing number of voices advocating to increase focus on building more connections within the city.	No Change
48	"Executive Summary or a condensed version of the plan should have been flagged/made available to commenters. When I first opened this document I thought - 217 pages! No way will I be able to review this to provide comment! Anyway, I don't have much of anything to say about the plan, per se. I would love to see my children be able to bike around town safely but do not trust drivers would notice smaller bikes. Part of the solution would be to normalize biking and find ways to train car drivers to share the road; to create a driving culture where drivers are used to sharing space with bicyclists and all residents understand the etiquette. With university students who do not live here year-round, this might be especially challenging, so part of the plan might need to include educating all Lawrence drivers as much as bikers to ensure bike safety increases and, as a result, biking becomes a more preferred mode of transportation."	For transparency, much of the plan includes the exact transcripts of engagement we heard from the community. We will use the Bike Plan Update Summary and Executive summary to share at a higher level what the plan means for the community. Education is an important part of building a cycling culture. Survey responses indicate that many residents currently cycle for recreation but would cycle more or would use their bikes for transportation if they felt there were safer options.	No Change

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49	I am always very surprised at how FEW bikers I see in Lawrence, especially since it is a university town and one would expect that to be students' primary mode of transportation. It does seem like a lot of people bike for fitness, using the uninterrupted trails, vs biking for transportation.	The plan aims to serve all types of riders.	No Change
50	Please continue to keep in mind the areas around the Kansas river from downtown to North Lawrence. That is a key location for my family who prefers to use bicycles for transportation. It's an area that has a lot of potential for funneling people from recreation (Levee Trail and Lawrence River Trails) in North Lawrence to downtown amenities. The bridge is cramped and not wide enough to safely accommodate pedestrians and cyclists. Furthermore, the areas directly north and south of the bridge need to be redesigned to safely accommodate cycling traffic in with car traffic. Currently there is no easy way to get from Elm St to downtown without riding on narrow sidewalks, underneath the bridges on a steep gravel road, or riding down a one way street with no good sight lines for cyclists.	The areas around the Kansas River are part of the North Lawrence Corridor Study (NLCS) that is currently underway. While the Bikes Plan makes some suggestions for the area, the NLCS will add specificity.	No Change
51	I appreciate the city's commitment to cyclists. Riding via bike gives me flexibility to travel through Lawrence via routes I normally wouldn't by car. All the while by having a lesser impact and a more respectful presence. The potentially increased rideability that Lawrence offers is exciting and makes me proud to live here and to contribute to make it even safer and more enjoyable to ride. Thanks.	The City strives to make bikes a safe and accessible experience for all.	No Change
52	I feel like the city has gone too far accommodating bike traffic at the expense of facilitating normal traffic flow throughout the city, especially with the number of bike riders that ignore our traffic laws.	The Comprehensive Plan 2040 calls for enhancements to transportation options and choices for improved system performance by providing viable transportation alternatives with stronger bikeway connectivity. The Bike Plan is an effort to operationalize and implement the comprehensive plan.	No Change

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53	Do not reduce any two lane roads to single lane to accommodate bike lanes. Is it?	The city aims to create a safe and reliable transportation network by creating roads that match the needs of residents and the build environment. Roads that are overbuilt encourage speeding and other unsafe behaviors. Level of Service is always a consideration in any road project and lanes are not removed without purpose.	No Change
54	They need to be aware that they are held to the same rules of the road and must abide by all traffic devices.	Bicycles have not been shown to violate traffic laws at higher rates than other modes.	No Change
55	I often walk the sidewalks along Kasold between 13th and 15th streets. There are bike lanes in the street. I have seen many, many more bikes on the sidewalks than in the bike lanes. Once I had less than second from the time I heard something strange and I was passed from behind by two large electric bicycles.	The paved path along Kasold is a shared use path meant to carry both cyclists and pedestrians. The bike lane was provided for those who feel more comfortable in the lane or who are traveling faster than they feel is appropriate for the shared use path. Comprehensive education programs can help diverse users better understand each other's perspectives and reduce conflicts in shared spaces.	No Change

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56	"Personally, I will NEVER bicycle in Lawrence or anywhere. I feel uncomfortable with bicycles and motorcycles on our roadways. However, I am a walker and feel very frustrated when bicyclists are traveling on sidewalks. I live in a part of town that has many bike lanes. I rarely see people using the bike lanes. I don't think that many people ride bikes as their mode of transportation. I am very frustrated that 9th Street has lanes for bikes and only two lanes for vehicle traffic. The idea of making it even further restricted is ridiculous. There is too much traffic to turn it into only three lanes for vehicles. If you wonder about this, try driving on 9th St. at 5:00 PM on a weekday. It takes forever to get from Mississippi to Emery Road and even longer if going to Iowa! Please, stop limiting vehicle traffic for the rarely seen bicyclist."	Level of service is considered in all road projects. Roads are typically designed for average traffic flow, not peak times, as overbuilding roads leads to speeding and other poor behaviors. Building safe and accessible infrastructure has been proven to increase bicycling.	No Change
57	It looks more than thorough.	Comment received.	No Change
58	It seems like a lot of money to spend on a very few percentage of bikers. The lanes we do have are empty 95% time I'm driving on the roads that have them. It seems to be more dangerous with the narrow bike lanes, than the bikes just riding on the center of the road as they have in the past.	Building safe and accessible infrastructure has been proven to increase bicycling.	No Change

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59	"I look at the bike plan from a practical perspective. I believe in three objectives: 1. Close the Lawrence Loop; 2. Use existing low-density road as bicycle routes with north-south-east-west and KU as route priorities; and 3. Improve as time goes by. Emphasis on a few major and costly projects compromise the objective: safe and effective bicycling in Lawrence."	The Lawrence Loop is highlighted as a focus in the plan. While low volume residential roads can be an important part of a viable cycling network, they often do not provide access to necessary destinations like grocery stores, employment, and medical care. Each bikeway must be context sensitive. The committee and community generally supported higher levels of protection and separation despite these things increasing the time it will take to build out the network.	No Change
60	We live in a car-centric society. That is not going to change, so emphasize separation of high-density and high speed roadways from bicycle routes.	Comment received.	No Change
61	I do not want any more bike lanes in high traffic areas. Commerce and traffic cannot proceed without sufficient lanes. We need more lanes for car and trucks not less. Traffic is awful in the city and bike lanes will only make it worse. If you want more residents and businesses, you need to improve traffic flow. Other than areas around campus, not many use bikes in the winter months of November to March.	The Comprehensive Plan 2040 calls for enhancements to transportation options and choices for improved system performance by providing viable transportation alternatives with stronger bikeway connectivity. The Bike Plan is an effort to operationalize and implement the comprehensive plan.	No Change

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62	"I support investing in and expanding bicycle infrastructure in Lawrence. Safe bike paths and trails are important for recreation, health, and transportation. However, those improvements should be made in a way that balances the needs of all users and does not create significant negative impacts on one of the city's busiest roadways. The proposal to reduce Mass St from two travel lanes to one lane in each direction to accommodate protected barrier bike lanes raises serious concerns. Mass St serves residents, businesses, schools, public transit, emergency vehicles, and thousands of drivers each day. Reducing vehicle capacity on such a heavily traveled corridor is likely to increase congestion, create traffic backups, and make access more difficult for everyone who relies on the roadway. The proposal could also negatively affect bus operations, business access, deliveries, customer parking, and residential parking and access along the corridor."	The Massachusetts Street project is outside the scope of the bike plan and has undergone extensive public engagement and design. More information can be found on the project webpage, https://lawrenceks.gov/community-engagement/mass-street-improvements/	No Change
63	"These impacts should be carefully considered before moving forward with any lane reductions. In addition, survey results indicate that a majority of bicycle users in Lawrence ride primarily for recreation rather than as their primary mode of transportation. While that does not lessen the value of bike infrastructure, it does raise questions about whether dedicating a travel lane on one of the city's most important transportation corridors is the best solution. Lawrence should continue to improve bicycle connectivity, but alternative routes, shared-use paths, and improvements on less congested streets should be explored before significantly altering Massachusetts Street. Any decision should be based on careful analysis of traffic, transit, business, residential, and public safety impacts to ensure the transportation system works effectively for the entire community."	The Massachusetts Street project is outside the scope of the bike plan and has undergone extensive public engagement and design. More information can be found on the project webpage, https://lawrenceks.gov/community-engagement/mass-street-improvements/	No Change

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64	This plan obviously excludes regard for the needed north/south car trafficways and does not address the possibility of taking bike lanes off of vehicle thoroughfares and onto neighborhood connected streets. The statistical analysis presupposes that the only solution to less fatalities is to slow car traffic and diminish lanes--and that is a bias that cannot be ignored. If bike lanes were NOT inserted onto streets built for consistent vehicle traffic, the goal of no fatality car/ vehicle accidents would be achieved without distressing thousands of Lawrence citizens who need to travel by car, and need to meet heavy daily schedules. This entire plan is so one-sided and skewed to a mode of transportation that is limited to fair weather for most, and completely unusable by many, that it cannot be considered---detailed statistics that are biased or skewed to favor one portion of the population---no matter how well written---are still biased--still exclusionary-- still myopic.	In 2025 there were 4 traffic fatalities in Lawrence, none of them involved a bicycle or bicycle lane. Lower speeds are safer for all road users. There are two leading approaches to developing a safe bicycle network. The older, more traditional approach is to designate existing low speed/volume roads (such as residential streets) as bikeways, relying on the purpose of the street and not bike specific facilities to create safety. While this option is sometimes cheaper, it usually fails to address "last mile" connectivity and can create a false sense of safety where it doesn't truly exist. The secondary approach is to incorporate bicycle facilities into all transportation infrastructure. This creates equitable access to trip generators like schools, retail and employment centers and context sensitive safety features that have a direct impact on the risks of a specific corridor. The steering committee addressed this topic in their discussion and generally supported the latter approach. In the long term, a balance of both philosophies will be needed to create a viable and safe network.	No Change

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65	Bicycling in Lawrence could be a much more acceptable and usable idea if we dedicated pathways that are not taking away from our city streets to accommodate riders. The idea that cars are "bad" and bicycles are "good" is narrow-minded to say the least. We want safe and protected bikeways along city side streets or neighborhood streets---bicyclists do not make up the majority of travelers in our city.	This plan was developed with input from the community and is a plan focused on bicycling. There are other plans that consider other modes.	No Change
66	Please stop making it harder to get around town because of street narrowing for bikes. I rode my bike in Lawrence for 12 years because I didn't have a car. I was always able to find safe alternate routes for biking. I also lived on Tennessee Street for 20 years (1983-2003) in the 1700 block and it was difficult to get in and out of my driveway with 2 lanes of traffic. Reducing Tennessee and Kentucky to one lane is a bad idea.	The Bikes Plan identifies where bikeways are needed to create a viable transportation network. It does not recommend impeding or limiting car traffic. The balance between using existing low speed/ volume streets and creating safe bikeways on key corridors in the community will be an ongoing challenge requiring community dialog.	No Change
67	Enforce traffic ordinances for bike riders. They are their own worst enemy.	Bicycles have not been shown to violate traffic laws at higher rates than other modes.	No Change
68	Nowhere in the draft is a number of existing bicycles in the city. Why? Unknown number because bicycles don't have to be registered like automobiles and motorcycles. Even charging $1 per year would give a count. How many registered vehicles are in Lawrence, thousands and thousands. Turning streets into" Bicycle boulevards " is crazy. 21st street, a major east/west route was blockaded from vehicular traffic. I lived near 21st and Massachusetts for 40 years and rarely saw any bike traffic on 21st street. Or on Massachusetts street, or on Kasold drive. And now Massachusetts street and 9th streets are being narrowed to 2 lanes. Just where are cars supposed to drive , especially after sporting events??? It's this "if you build it they will come" mentality. And the idea of using bike lanes on Tennessee and Kentucky , madness. The major streets should be used for vehicle traffic. Bike lanes if determined to be necessary, should be put on much lesser streets.	The Bikes Plan identifies where bikeways are needed to create a viable transportation network. It does not recommend impeding or limiting car traffic.	No Change

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69	Bicycles should have to adhere to the rules of the road. The bicycle population is minuscule compared to the auto and truck traffic. Why give so much preference to such a small number? I am very opposed to any more bike boulevards, so called street diets. There will continue to be more and more automobiles as the city grows and the number of bicycles may grow some but such an insignificant amount as to not add any appreciable numbers.	The Comprehensive Plan 2040 calls for enhancements to transportation options and choices for improved system performance by providing viable transportation alternatives with stronger bikeway connectivity. The Bike Plan is an effort to operationalize and implement the comprehensive plan.	No Change
70	"While creating a safer way for folks to bike around town is great, it should not come at the sacrifice of the few thoroughfares Lawrence has for cars, trucks, and busses. A bike lane isn't going to make it easier for those unable to bike to get around town (be that health, time, or access to a bike.) We are in the Midwest, weather also makes availability a variable. Clear markings on ALL roads, for bikes and vehicles would be an amazing first step, but didn't see that noted anywhere in the plan. WHY do we need to be a silver level recognition? Is it just a goal mark? Something fun to say? Is there a reason behind it? Not asking sarcastically. Do I think it's a waste of money? No, but I also think a lot of this money could for sure be going elsewhere. And if its because there is a grant, just because there is a grant, doesn't mean we have to get it. Don't put the square peg in a round hole."	Recognition from the Leage of American Bicyclists can help bring an objective eye to Lawrence's transportation network. The application process asks questions about best practices and emerging techniques, making it a great tool for evaluation and making sure Lawrence continues to have the best available services and infrastructure. The Silver designation represents a goal for the community to strive towards.	No Change

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71	"Please stop implementing confusing or poorly done methods. There is the ideal, there is the worst, and somewhere in the middle is what we might get. Many of these are put in, I feel, with only the ideal imagined. Remember, the trash cans in national parks had to be designed for the smart bears and the stupid humans that are in the mix. Drive down 6th Street, how many people know the speed limit changes multiple times? How many bikers actually know how to signal? How many motorists would know those signals? Unlike with driving, which requires, at least at one point, a baseline knowledge to be able to drive, that is not required for using a bike. When you think of these things, think about that too."	Education for all road users is important for safely using a shared space.	No Change

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72	Dear Sirs, I'm a long-time resident of Lawrence, and I thank you for this opportunity to comment on the various bike plans that have been discussed in recent days. To be direct, I have no problems with bike paths on our streets for bicycle riders, but I see lots of potential problems for the "barriers" that have been discussed. I live just off Massachusetts Street, where putting in these barriers have been discussed. I do my shopping at the Mass St. Dillons, and the street there is quite busy, with various vehicles exiting and entering. Just beyond that is Cottin's Hardware store and a very busy Qwik Shop. I fail to see how barriers there would function efficiently, to both facilitate the flow of traffic and to protect bike riders. Moreover, if Mass Street, there and beyond 19th St., is limited to one lane each way, how will the trash and recycling trucks not block traffic on their pick-up days? And I think the idea of putting some kind of barriers on Tennessee and Kentucky Streets, limiting those streets to one lane, is an even worse idea. Those streets are vital to keeping traffic moving in this city, and I would vigorously oppose doing anything to interfere with the essential function of those streets. If you'll allow me a further comment: I think this city is generally hostile to cars and overly solicitous of bicycle riders, some of whom seem to envision a bike-riding utopia where cars are essentially phased out. To repeat, I am respectful of bike riders and their right to be on our streets (as long as they obey traffic laws, which they often do not)), but I think it's safe to say that, for the foreseeable future, citizens of Lawrence will not forego their cars to ride bikes to their jobs and places of shopping. In fact, I think if you did a similar survey of drivers in the city, you would get a very long list of things people are not happy about and which make driving time-consuming and traffic congested—for example, the endless road repairs and infrastructure projects which block our major arteries, sometimes more than one at the same time and which the city undertakes seemingly heedless of how it will affect drivers and traffic. Please, no barriers!	The Massachusetts Street project is outside the scope of the bike plan and has undergone extensive public engagement and design. More information can be found on the project webpage, https://lawrenceks.gov/community-engagement/mass-street-improvements/. Any changes to Tennessee and/or Kentucky Streets will go through a similarly robust engagement process.	No Change

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73	Why are you taking lanes in streets away from cars in Lawrence? I travel these city streets from north to south and east to west and hardly ever see a bike on the street. There are many more cars in Lawrence than there are bikes so please don't modify any more streets for bikes. If you do modify a street, please make them neighborhood streets, not the main arteries in town. If you would like to accommodate bikes, follow the European model. On their sidewalks, there is a red lane and a natural concrete lane. The red lanes are for the bikes. There are many more bikes than cars in some of the European cities, such as in Amsterdam, and their system works very well. Please do intensive research before you remove any more lanes in our streets.	The Comprehensive Plan 2040 calls for enhancements to transportation options and choices for improved system performance by providing viable transportation alternatives with stronger bikeway connectivity. The Bike Plan is an effort to operationalize and implement the comprehensive plan.	No Change
74	Caters to bikers who don't pay road tax. Make them buy a tag and display a license. So we can report them when they run over us pedestrians	Infrastructure is funded through a variety of revenue streams, most of which cyclists pay into at similar rates to automobile drivers.	No Change
75	They ride in sidewalks not bike lanes, run into walkers, don't stop for stop lights or stop signs. They are the problem	There are a variety of reasons that a cyclist may choose to use a sidewalk instead of the lane but having both options serves a variety of riders. Educational campaigns that focus on the perspectives and concerns of different modes of transportation can minimize conflict between users in shared spaces.	No Change

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76	Can you provide the public with more information about how many people use bikes for there main form of transportation?	Survey results indicate 17% of respondents use their bicycle as their primary mode of transportation. One of the recommendations in the plan is to gather more robust counts of bicycles in the community. Previous counts were completed by hand; volunteers count bikes for a set duration under predetermined conditions and then use a nationally recognized formula to extrapolate a total number. This system provided insight to ridership but was time intensive and relied on assumptions. More accurate counting tools have become available and can be used to gather more precise data.	No Change
77	What are the costs involved in adding bike lanes? Long and short term	Direct costs for bike lanes vary based on the type of facility being built and size of the project overall. While painted lines are cheaper to install, they can also fade and need to be replaced. Protected bike lanes or other physical traffic calming can be more expensive to install but typically last as long or longer than the road surface itself.	No Change

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78	The plan is terrible, instead of wasting taxpayers money make sure people know how to follow the laws of the road, hold everyone who uses the road and bike paths responsible for their driving. People cannot just jump from riding on the road to crossing the road at a red light or red crosswalk hand like I have seen many times, the amount of people that blatantly disregard traffic laws while on a bike is outstanding. We first need to make sure these people understand and follow the rules before we spend hundreds of thousands of dollars catering to them.	Bicycles have not been shown to violate traffic laws at higher rates than other modes. Education and enforcement is important for all modes to share spaces safely and effectively.	No Change
79	People don't know the laws and just do what they want when riding their bike on the sidewalk and streets	Bicycles have not been shown to violate traffic laws at higher rates than other modes.	No Change
80	"It's a waste of money. Don't raise the water to cover it like this city always ends up doing year after year, water in LA costs $60 a month, here is $170.... thats a f'ing joke people cmon. Many in lawrence are convinced these nonsensical side projects and high employee pay increases are the reason this town grabs at any tax they can get. If these dumb projects didn't exist, you wouldn't have to tax your own citizens into oblivion. Bikers need to stay on sidewalks, street is for cars. What's next an electric scooter lane, cuz I see 20 electric scooter riders to one biker. Judging on the past history of those unfortunately in charge of the city, they won't care or listen because it's about sealing the deal, getting the money, contractors and all that."	Implementation of the bike plan occurs through the annual budget process. Water utility rates do not fund bikeway projects.	No Change
81	The street is for cars not for anything else. More people use electric scooters than bikes, going to spend another unnecessary 4 million on electric scooter lanes next?	Per state law, Bicycles are street legal vehicles with the same rights and responsibilities as automobiles.	No Change

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82	The number of cars drastically out ways the number of bikers. Lawrence's climate and layout is not conducive to biking year-round. Why are we making in more difficult for drivers who make 95% of the community as well as spending millions of dollars for a very few. This makes no sense to me, and I am very frustrated about all the reduced lanes and money being spent.	The Comprehensive Plan 2040 calls for enhancements to transportation options and choices for improved system performance by providing viable transportation alternatives with stronger bikeway connectivity. The Bike Plan is an effort to operationalize and implement the comprehensive plan.	No Change
83	You don't share numbers. 39 users out of a population of 100000 is not significant and a waste of $7million. We need to fix roads ease traffic do it isn't bumper to bumper. I object to spending $675thousans a year when planning to help elderly people would be more beneficial.	These numbers are not represented in the plan and staff cannot identify their source. Multimodal improvements typically improve traffic flow by providing choices to users.	No Change
84	I used to bicycle but do not any more. We should expand off street shared bike/walk paths. Do not put barriers on streets.	Comment received.	No Change
85	The City of Lawrence is rapidly becoming unaffordable because City leaders are spending too much money and incurring unsustainable levels of debt. The vast majority of Lawrencians do not use bicycles for daily transportation. We would rather have our tax dollars spent fixing the roads to benefit drivers of cars than have it spent on bike lanes that benefit only a small minority of residents. The redesign of Massachusetts Street south of downtown and Ninth Street to one lane roads is a mistake, and will lead to endless congestion and frustration.	The Comprehensive Plan 2040 calls for enhancements to transportation options and choices for improved system performance by providing viable transportation alternatives with stronger bikeway connectivity. The Bike Plan is an effort to operationalize and implement the comprehensive plan. Funding related decisions are the responsibility of the City Commission	No Change

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86	Do you have the majority of tax paying citizens in agreement with your organization and plans? Do you have plans to implement special taxes on bikers and their bicycles as there are for automobiles? If not, why? Who pays to keep up your bike paths and build new ones or for painted right of ways? Are your bikes included in property taxes to support your plans? I believe this business needs to be voted on at large.	Infrastructure is funded through a variety of revenue streams, most of which cyclists pay into at similar rates to automobile drivers. The Bikes Plan lays out steps to make cycling safer and more accessible in Lawrence. Funding related decisions regarding implementation are the responsibility of the City Commission and handled as part of the annual budget process.	No Change
87	Do this the right way and pay out of your own pockets for your special needs and stop relying on the drained taxpayers for your selfish wants.	Comment received.	No Change
88	OMG. No new bike lanes. We do not need anymore bike paths. We do not need to spend anymore hard earned $ on bike studies. Stop.	There is no data that shows bicycle riders break traffic rules more frequently or egregiously than other road users.	No Change
89	Bikers are rude. They do not obey the law.	Bicycles have not been shown to violate traffic laws at higher rates than other modes.	No Change

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90	Before anything more should be done, conduct an actual count of bicycle usage on existing bikeways. I suspect the daily use does not justify the expense involved is such projects as Massachusetts street. In addition, since more motorized bikes are in use, the city must consider how fast moving electric bikes impact traditional bike users on bike paths.	The City used to gather bicycle counts but the manual process was time consuming and challenging. More robust count data is a recommendation in the plan. Current data comes from census reports and KDOT annual counts. Motorized bicycles are becoming more popular in the community. Feedback during this planning process indicated that they are integrating fairly well into existing systems, but this should continue to be monitored. Higher powered electric vehicles, which do not qualify as e-bikes are outside the scope of this plan but do also require community attention.	No Change
91	I enjoy riding my bike, but have noticed a number of other riders do not obey traffic signs.	Bicycles have not been shown to violate traffic laws at higher rates than other modes.	No Change
92	"The traffic in this city is ridiculous already. For the love of God, do NOT restrict car lanes for bicycles!!! Bicyclists aren't using their bikes for groceries, to go out to eat, to go to work, or to spend money in general. There's plenty of recreational bicycle lanes already and they can use those!!! Use common sense for crying out loud!"	Bicycles are vehicles and a viable means of transportation which share used for a variety of reasons. The bike plan does not recommend restricting automobile traffic.	No Change
93	There's plenty of safe places to bike in Lawrence already. There's too many. And I don't see them utilized very often. 19th street east of Haskell was torn up for over a year and probably cost the city millions! Millions we DON'T have. And I NEVER see cyclists using it. Stop spending money on luxuries and start spending money on what this city needs!	19th Street was closed for a large construction project that updated sewer and stormwater infrastructure in the area; bike lanes were in place before this work and remained after the project was completed.	No Change

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94	With such a small percentage of bike riders in Lawrence, I feel that erecting barriers is over the top and a waste of my taxpayer dollars. That money could be better spent on road repairs. The markings on the road is plenty sufficient to let drivers know where the bicyclists should ride. I have even noticed some of them will occupy the entire road, won't move over for cars, and a few even blow through red lights.	There was strong support for increasing protection and separation from traffic for cyclists. Many do not feel comfortable with just the painted line. Respondents to the public survey noted that they would ride more if they had more safe places to do so. Bicycles have the same rights and responsibilities as vehicles and may occupy the entire lane where needed or appropriate.	No Change
95	The construction of protected bike lanes, while great, is too expensive, considering the other capital improvement needs of Lawrence. The construction of shared pedestrian/ bike ways is best although I'm not sure it is cheaper. I would also concentrate on completing the Loop to improve longer riding venues.	The Lawrence Loop is highlighted as a focus in the plan. Costs can vary by project but shared use path is typically similar in cost to protected bike lanes or traffic calming. The Bikes Plan represents a guide for improving cycling in Lawrence, funding decisions related to implementation are the responsibility of the City Commission.	No Change

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96	"I'm a cyclist and I have been riding bikes in Lawrence since the 1990's. Lawrence is a city that is growing, I disagree with reducing capacity for autos and replacing it with dedicated bike lanes. We already host many events such as many KU home games, etc., and we are adding more, i.e. event center/convention center. More businesses are coming to Lawrence, i.e., Costco, etc. The idea of reducing capacity is not forward thinking. The vision of a Lawrence where most people get around town by bicycle is utopian and not realistic. Not many people want to bike to work in the summer and show up soaked in sweat. In winter, its too cold, and often wet and/or slippery. Lawrence has hills that are not comfortable to climb. Bike safety requires responsibility from both the bikers and the auto drivers. This is something that can not be fixed by physical means. Don't ride down Mass St. at high speeds and not expect a someone backing up not to see you. SAVE OUR TAX DOLLARS!!!"	The Bikes Plan identifies where bikeways are needed to create a viable transportation network for bicycles, it does not recommend reducing lanes or hindering traffic flow. Survey responses indicated people would ride their bikes more if they felt there were more safe places to ride.	No Change
97	Creating more bike lanes should NOT compromise the flow of traffic, particularly on the one way streets, Tennessee and Kentucky. These one way streets serve a purpose to facilitate traffic flow throughout the city travel north and south and lanes should not be reduced to accomodate bike lanes, which would defeat the purpose of the one way streets. We are already a bike friendly city and most people using bikes are comfortable doing so. I do not support spending more on bike lanes and don't believe it would significantly increase bike usage. This is supported by the data shown in the plan. Making unnecessary changes to city streets to accommodate bikers should not come at the cost of creating difficulty and hazardous situations for drivers.	The Comprehensive Plan 2040 calls for enhancements to transportation options and choices for improved system performance by providing viable transportation alternatives with stronger bikeway connectivity. The Bike Plan is an effort to operationalize and implement the comprehensive plan. Survey responses indicated people would ride their bikes more if they felt there were more safe places to ride.	No Change
98	We are already a bike friendly city and do not need to use limited funds to further "improve" what is already in place.	Comment received.	No Change

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99	A lot of money spent for just only 550-ish respondents, most of which are in favor of bicycles. The Steering Committee is comprised of biased interests in bicycling and the average Lawrence citizen isn't even accounted for. I consider your plan and goals to be a pipe dream and waste of tax dollars. Most of your respondents ride for leisure and health, note to commute for work or school. I drive around Lawrence almost everyday and see only a handful of cyclists. It's even quieter in winter so your Plan targets tax dollars to benefit a selective few for only 8-9 months of the year. Not a wise plan. Just finish the Lawrence Loop so riders that what to experience the great outdoors and get exercise will benefit.	The Steering Committee is composed of a variety of individuals who have knowledge around or a stake in cycling in the community. While some directly represent bicycling organizations others represent neighborhoods, schools, and other city advisory boards. All surveys and open houses were open to the general public. The only engagement that was limited regarded "Plus Users" where the focus groups specifically focused on those who actively use an ebike or electric scooter. The Lawrence Loop remains a priority in the plan.	No Change
100	"I don't have enough characters to really tackle this bicycling issue. To sum it up, let's start here - I live in the Indian Hills area just off 27th St. My neighbor rides a bike almost daily to downtown and tells me he has navigated a route the passes main streets and arteries to avoid vehicular traffic which he says is horrid. Also, e-bikes, scooters and motorized skateboards should be codified as being street legal like motorcycles and LPD should issue tickets when operators ride on residential sidewalks at speeds ranging up to 30 mph. I've seen parents with strollers have to scramble out of the way to avoid getting hit by these terrorists. Also, getting these individuals and cyclists to follow common street guidelines is a joke. I don't know how many times I've hard to stop in mid-intersection when they run stop signs or cut-through an intersection with no regards for vehicular traffic laws. And we're asked to spend money on these knuckleheads? I'm out of characters but I got more"	The City's survey platform has character limitations but the public was encouraged to email comments as needed. Plus Users represent a growing share of the community. Feedback during this planning process indicated that some are integrating well while others may need more regulation. This is a topic that will likely grow in prevalence before the next planning process.	No Change

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101	After serious consideration, I don't think the city should spend one more dime on additional bicycle infrastructure expansion. There is already a lot of vehicle congestion in the city just the way things are now, without adding additional bike lanes or infrastructure expansion to the mix. Let the bicyclists ride on the sidewalks or on the trail systems already in place . Please don't let a very small but vocal minority ruin things for the vast majority of the citizens in this town.	The "Level of Service" for automobiles is a consideration in all transportation related projects. The range of acceptable service is determined by engineers. Robust multimodal infrastructure that provides a variety of choices for travel has consistently been shown to reduce overall congestion. The survey and other community engagements were open to the entire community, not just avid cyclists. The results of the survey reflect the entire community not a specific minority.	No Change

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102	Hello, I do not have a problem installing bike lanes or areas for bicycles to ride alongside cars. I think there should be some form of revenue retrieved to pay for the bike lanes say in the form of tagging the bikes. I personally do not see people using the current bike lanes in place around the city, not the loop around the city. I see many of them still on the sidewalks along with ebikes, escooters, and mini bikes. I see this as a project to be discussed in the future or like the Parks and Rec project, the users pay for the usage of the bike paths. We as citizens must pay for everything else we use in this town. The city pool, the parks and rec centers, the upkeep of the streets, etc. So, why not tack on a license fee for every biker in the city? Do the same as you do for the parks and rec and make it 18 yo and younger free, but the adults must have a license to bike in Lawrence. I see them riding around in an outfit costing around $1000, yes I priced it out at the store downtown, minus the shoes, bicycles costing upwards of $10k. I have two avid cyclists on my block and one owns five different types of bicycles, depending on the surface he is riding on. If they truly want the bicycle paths, then they can help to pay for them with a bicycle license fee. We are in a deficit with our budget. It's paying for only the needs and not the wants at this point. We need the streets to be repaired/updated and to continue to update the water and sewer systems before adding something new to the program. They got their loop around the city and should be happy they didn't pay for that. Spending for our wants must stop. No more bonds or taking money out of the fund balance. They can start a campaign to save the money to have their bike paths throughout the city. It seems when a bike path is installed, the entire street is torn up, redone and their bike path is installed. Bike paths are not used 12 months out of the year. They're sort of like the pool, only with a few more months. I personally have paid for a lot of recreational options in this town that I'll never use. I've paid the school taxes, but never had children. Biking people need to financially support their want.	Bicycle registration programs come with a variety of positives, such as improved return rates on stolen property and an opportunity for education, and negatives, such as discouraging ridership and criminalizing low income individuals who may not be able to pay. Exploring a program is one of the recommendations in the plan. While recreational cycling, like many recreational past times, can be very expensive, bicycles can often be a very low cost transportation option. The Bikes Plan aims to serve the needs of both these types of riders. This plan serves as a guide for improving cycling in Lawrence, budget decisions around implementation are the responsibility of the City Commission.	No Change

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103	"I prefer to use my tax dollars and tax giveaways to programs that benefit majority of Lawrence citizens and not to the fancy few. Bike Plan written for affluent hobbyists; increasing danger for 99% Lawrentians who will ride on dilatated roads in the extreme weather next to worst USA driving behaviors AND be riding without fancy swag or low quality safety gear."	Comment received.	No Change
104	"Midwest is a dangerous region to ride bicycles on the road next to cars. Kansas does not adequately manage maintaining public roads well enough to safely ride bikes alongside cars; taxpayer monies already not going to road/traffic maintenance = dangerous. Most Kansans are poor, culturally a wealthy people interest, few and far destinations to ride To/From; requires a car to get bike to path and car requires expensive trail hitch added costs, benefits affluent counties. Public schools don't encourage biking nor refer to biking as a cultural kid/adult activity = wealthy people hobby; tis now a referred as competitive sport which is exclusive to white AND wealthy. Recommend reality check in the lack of basic infrastructure for safe biking. Choosing to be a bike commuter vs kids riding around are NOT THE SAME! Start small and make biking a free resource for ALL-ABILITIES kids and adults - did you think about limb differences?"	Cycling attracts all types of users from those who use their bike as their main form of transportation to those who only ride recreationally. USD 497 has a cycling program that teaches all 4th and 5th graders how to ride a bike and hold activities to encourage cycling to school annually.	No Change

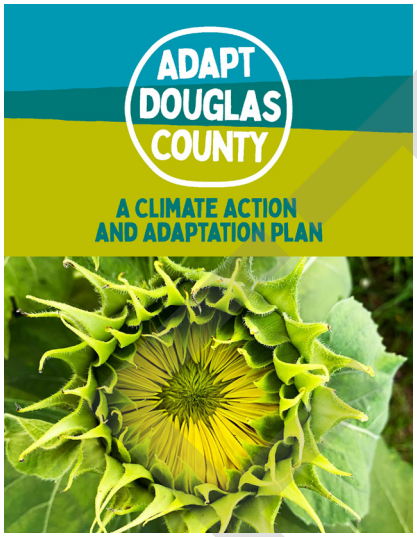
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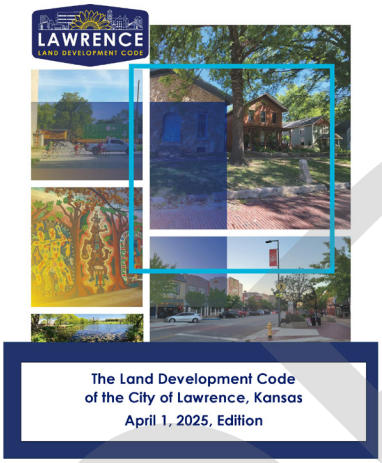


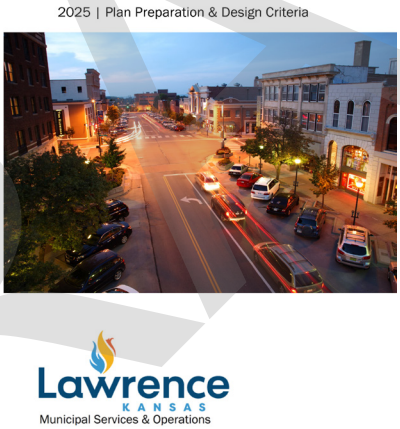
APPENDIX B: PLAN & POLICY REVIEW

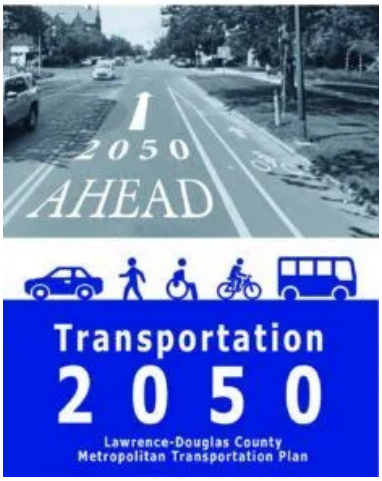
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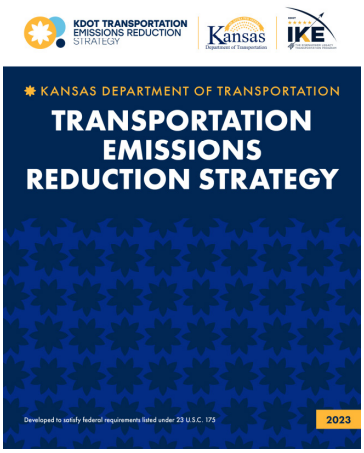












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Kansas Transportation Emissions Reduction Strategy (TERS)

The KDOT Transportation Emissions Reduction Strategy (TERS) provides the framework for addressing emissions related to Kansas' transportation sector. The TERS addresses federal requirements established under the Carbon Reduction Program (CRP), a federal program created by the Infrastructure Investment and Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL) and administered by the Federal Highway Administration (FHWA). Safety is the number one priority of TERS, and all KDOT investments funded under the federal CRP will be made considering safety co-benefits. KDOT has committed to investing in transportation approaches to improve traffic flow, reduce congestion, increase safety, and reduce emissions.

Transportation 2050

Transportation 2050 (T2050) is the blueprint for our future transportation system; it is a vision for a healthy, safe, and efficient transportation system which adequately serves the metropolitan region that includes Lawrence, Eudora, Baldwin City, Lecompton and all remaining unincorporated areas of Douglas County. The plan identifies future transportation needs, investments, and improvement strategies for all forms of transportation (automobile, public transit, bicycle, pedestrian, etc.) necessary to meet the transportation needs of the region through 2050.

The goal of Transportation 2050 is that people have a variety of transportation options that provides safe, accessible, convenient, healthy, and affordable travel that connect them to their destinations. This includes a connected network of pedestrian and bicycle facilities comfortable for people of all ages and abilities, supported by the Lawrence Bikes Plan, Countywide Bike Plan, Safe Routes to School Plan, Lawrence Pedestrian Plan, and Regional Pedestrian Plan.

City of Lawrence Strategic Plan

The Lawrence Strategic Plan includes five "outcome areas" that represent what our city aims to accomplish within our community. Three of these outcomes relate directly to bikeability and the Lawrence Bikes Plan. The city paired these outcomes with "commitments" related to how we will reach them including community engagement, equity and inclusion, and sustainability.

- Connected City: The City of Lawrence has well-maintained, functional, and efficient infrastructure, facilities, and other assets. Connectivity supports accessible, sustainable methods for safely moving people and information throughout the community and the region. Investment in these assets reflects the City's commitment to contribute to the well-being of all people.

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- Strong, Welcoming Neighborhoods: All people in Lawrence live in safe, functional, and aesthetically unique neighborhoods that provide opportunities to lead healthy lifestyles with access to safe and affordable housing and essential services that help them thrive.

- Safe and Secure: Lawrence is a community where all people feel safe and secure and have access to trusted public and community-based safety resources.

Progress on the strategic plan is measured using Key Performance Indicators (KPIs), some of which are based on responses from a statistically valid survey conducted by the city every few years. The most recent survey, completed in 2022, included a key metric especially relevant for this bike planning process: the 'Percent of Residents Satisfied or Very Satisfied with Their Transportation Experience.

Satisfaction levels varied by mode of transportation, with 40% of residents reporting they were satisfied or very satisfied with their biking experience, compared to 58% for driving. Additionally, respondents identified two key priorities for city leaders over the next two years: (1) improving the availability of safe routes for children to walk or bike to school and (2) enhancing the connectivity of bicycle lanes and shared-use paths.

Land Development Code (LDC) Update

The City of Lawrence recently revised its Land Development Code (LDC), which regulates how development occurs within the community. The LDC serves as a key tool for implementing Plan 2040 (the comprehensive plan for Unincorporated Douglas County and the City of Lawrence), Transportation 2050 (T2050), and the Lawrence Strategic Plan. Key updates to the code include increased flexibility between zoning districts to promote more equitable development and support a more walkable, bike-friendly environment. Additionally, the definition of 'bicycle' was updated to include e-bikes, and bicycle parking design standards were expanded to better accommodate cargo bikes and tricycles. The updated LDC goes into effect April 1, 2025.

City of Lawrence Plan Preparation & Design Criteria

The Plan Preparation & Design Criteria sets the standard for bikeway design. The City of Lawrence recognizes the Guide for the Development of Bicycle Facilities AASHTO and Urban Street Design Guide NACTO as best practices. In 2023, Appendix H: Bicycle & Pedestrian Design Guidelines were included in the criteria.

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Kansas Active Transportation Plan

In 2023, the Kansas Department of Transportation (KDOT) completed the first Active Transportation Plan since 1995 to address the needs of Kansans who walk, cycle, use mobility assistance devices, scoot, and more. The process also produced several toolkits and resources that support the plan and advance the needs of active transportation in local communities. The plan establishes a statewide vision for Kansas to be a place where people of all ages, abilities, and backgrounds have safe and convenient options to walk, bike, roll, and use other active modes for transportation and recreation.
The Active Transportation Plan was developed around six goals:

- Safety: Reduce the frequency and severity of crashes involving pedestrians, cyclists, and other active transportation users.
- Equity: Invest in underserved communities and prioritize the needs of populations that rely on active transportation and transit to reach jobs and essential services.
- Mobility: Increase the regular use of walking, cycling, wheeling, and other active transportation modes.
- Community Health and Vibrancy: Promote active transportation activity and infrastructure to improve people's health, positively impact the environment, improve quality of life, and spur economic development.
- Culture Shift and Education: Normalize active transportation as a vital part of the overall transportation system.
- System Longevity: Maintain and preserve active transportation system investments and funding sources.

Adapt Douglas County: A Climate Action and Adaptation Plan

The Adapt Douglas County Plan was a countywide effort, developed in 2024, with input from across Lawrence, Eudora, Baldwin City, Lecompton and the unincorporated areas of Douglas County to draft a plan to mitigate greenhouse gas emissions and adapt to the impacts of climate change. While the vast energy systems we rely on are regulated at the state and federal levels, the experience of, and strategies for, living through climate change occur locally. One of the goals of Adapt Douglas County is "Mobility" which supports the use of non-motorized vehicles (such as bicycles) as a mode of transportation as a means to improve physical health and help to lower carbon emissions within the community.

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APPENDIX C: UNIVERSITY RECOMMENDATIONS

APPENDIX C: UNIVERSITY RECOMMENDATIONS

Lawrence Kansas is home to two Universities: The University of Kansas and Haskell Indian Nations University. Universities provide a nearly captive audience for encouraging bicycling because they concentrate bicycle-friendly demographics, limit parking availability, offer short and convenient trip distances, and have clear opportunities to address campus pain points through expanded bicycle-friendly infrastructure and programs.

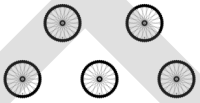
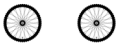
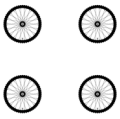


KU's last Bike Plan was adopted in 2016 and Haskell has never engaged in bicycle planning. Both campuses have strong opportunities to rethink strategies that improve bicycle infrastructure, expand end-of-trip amenities, and encourage trips by bicycle that create benefits campus wide.

The following recommendations offer a steppingstone of best practices for improving bicycle usage as a mode of transportation. The recommendations are written across 5 themes: Engineering, Education, Encouragement, Enforcement and Evaluation. Priorities are based on feedback from university stakeholders on the Bike Plan Update Steering Committee and Resource Intensity levels are based on Transportation Planning & Engineering staff perspectives. Implementation of these strategies will rely on champions and advocacy at each individual university.

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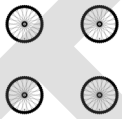
Engineering

Strategy	Description	Priority	Resource Intensity
Design, build and clearly mark low stress bikeways on campus.	Use the City of Lawrence's Level of Comfort matrix to provide a safe and comfortable bicycle network that provides access to destinations throughout campus and connect seamlessly to the larger network in the City of Lawrence.		$$$$$
Explore Installing Long Term bike parking for Students and Staff.	Bike lockers provide long term secure storage for bicycles, typically providing protection from weather as well as theft. Long term bike storage is appropriate for those who must leave their bikes unattended and out of their sight for extended periods such as while in back to back classes or living in on campus housing. There are a variety of types and configurations of bike lockers that can explored to identify which best fit the University's needs.		$$$$
Improve access to showers for commuters.	Hygiene and the inability to clean up or change clothes is often seen as a barrier to riding. Shower facilities can make people feel more comfortable about riding and show a commitment to holistically meeting cyclists' needs.		$$$$
Pursue bike friendly amenities and improvements while completing routine maintenance/ construction Projects.	Identify amenities that support bicycling and can be integrated into maintenance and construction projects across campus. Examples include adding bike trays to outdoor stair sets, including new bike parking or repair stands during construction projects, or using elevators that can accommodate bicycles.		$$$

C.1: University Engineering Strategies

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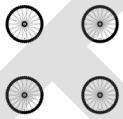
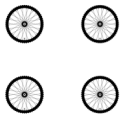
Education

Strategy	Description	Priority	Resource Intensity
Host learning opportunities on campus.	Topics could include: General riding skills, maintenance, route/trip planning, and more.		$$
Create an online traffic skills course.	Create an online interactive course for students to complete voluntarily, as part of orientation, or bike registration. Teaching traffic safety to all users/modes creates a safer travel environment for the whole university community.		$$$
Produce/Maintain cycling specific information page online.	Create a webpage with important and up to date information about cycling on campus including education and encouragement programs. Promoting bike related services on campus and providing clear and concise information can make biking more welcoming and reduce confusion that may serve as a barrier to riding.		$$

C.2: University Education Strategies

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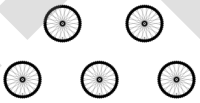
Encouragement

Strategy	Description	Priority	Resource Intensity
Develop a University Bike Hub.	Bike Hubs are multi-use spaces that can encourage cycling on campus by creating a space that provides bike information, access to tools, food/drink, and social connections.		$$$
Explore bike share/ rental as a mobility solution.	Bike share, or short or long term rental programs can increase access to bicycles for students which encourages riding. Bike share can also make e-bikes more accessible to those who may not otherwise have the resources to purchase an e-bike. Implementation would require thoughtful review of previous bike share experiences in Lawrence and national best practices.		$$$$
Implement a bicycle concierge program .	Create a program that provides direct instruction and commuting support for students who want to bike as a means of transportation.		$$
Consider starting a university bike Co-op or working with the local Lawrence Community Cycles Co-op.	Bicycle co-ops can be the home of many other encouragement and education recommendations. Similar to a concierge service, bike co-ops can fill various niches in creating a vibrant cycling culture by providing education, supplies, and social opportunities.		$$$
Create a bicycle recycling program.	Some students do not plan to continue riding after graduation or are otherwise unable to take their bikes with them. Providing a service that collects, repairs, and makes those bikes available to new students at low cost can encourage cycling while also providing opportunities for learning maintenance skills.		$

C.3: University Encouragement Strategies

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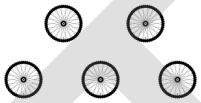
Enforcement

Strategy	Description	Priority	Resource Intensity
Create/expand bike registration services.	Bicycle registration programs have been shown to decrease theft and increase the likelihood of return when a theft occurs. The KU Police Department already has a bicycle registration program but it is underutilized. Haskell does not have a program in place but could implement one on their own or through partnership with KU or the City of Lawrence. Some universities even require bicycle registration on campus.		$$
Explore adding/ expanding on bike officers.	Officers on bikes can increase the visibility of cyclists in general as well as provide quick access to areas that may otherwise be hard to reach due to a lack of roads or large crowds.		$$$$
Leverage University buying power to improve access to high quality locks and other safety equipment.	Universities can improve students' access to bicycle safety equipment like high quality locks and lights by making bulk purchases and then reselling the items, to students only, at no or low mark up.		$$

C.4: University Enforcement Strategies

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Evaluation

Strategy	Description	Priority	Resource Intensity
Convene a Bicycle Advisory Committee.	Having a dedicated and coordinated advocacy group with the authority to create recommendations can help advance cycling culture.		$$
Conduct annual satisfaction surveys.	Regularly checking in with students about their experiences riding on campus helps understand the issues or concerns they have and prioritize solutions for the future.		$$
Collect Count Data.	Collect bicycle counts on campus to understand overall ridership and where people are biking. Some of this process could be supplemented or replaced through a mandatory bike registration program.		$$

C.5: University Evaluation Strategies

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APPENDIX D: PLUS USERS & DOWNTOWN BICYCLE PARKING



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APPENDIX D: PLUS USERS & DOWNTOWN BICYCLE PARKING

Two topics were selected for deeper exploration based on prior community input and national trends: Downtown Bike Parking and Bikes Plus Users (e-bike, e-scooter, or other nontraditional riders). Focus groups were set up for each topic. Each group was guided by a set of prepared questions (attached) and allowed for follow-up discussion.

Each topic had three sessions, two in person and one online. Downtown parking groups met in late June; Plus User sessions were held in early July. Participants registered online, though a few noted confusion or accessibility concerns with the sign-up process.

Downtown parking sessions were promoted through direct outreach to downtown businesses and residents, with flyers in storefronts and apartment lobbies. Downtown Lawrence Inc. also emailed its members, and the City posted on social media. Despite this, only two individuals participated in separate sessions.

Plus User sessions were promoted more broadly via social media and had better turnout, with four participants: three e-bike riders (with varying purposes: social, commuting, and cargo transport) and one e-scooter rider who also cycles regularly. Their diverse perspectives added valuable insight.

Future planning processes should continue working to build relationships with electric scooter users especially. The cycling community is more established, organized, and has more touch points for public engagement; there are bike shops, cycling clubs, legal definitions and a mode specific City plan. Electric scooters are currently much less centralized. Devices tend to be purchased online of at big box stores that don't specialize in the devices; there are no organized clubs or gatherings or legal definitions are less clear. By continuing to look for opportunities to engage these users the City can continue working to improve transportation options for all modes.



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The Bikes Plus discussion focused on and applies to Electric Assisted Bicycles which are well defined in state statute and required to be marked with their appropriate class. In general, the most prevalent and visible identifying feature of an electric assisted bicycle is the presence of permanent and functional pedals. Class 2 electric assisted bicycles do have a throttle in addition to pedals, but the pedals must be functional. In Kansas Electric Assist Bicycles produced since January 1st, 2023, are required to be badged with their class type from the manufacturer. There is a large and growing assortment of Motor-Driven Cycles available on the market which are easy to confuse with electric assisted bicycles especially by way of visual inspection and/or without manufacturer's information. These motor-driven cycles are defined by larger motors (above 750 Watts) and higher speed capacities (greater than 28 MPH) and are legally treated as motor vehicles. While some may still have operable pedals, these other features negate their status as a bicycle. Technology continues to advance faster than legislation around these vehicles and current definitions in the Standard Traffic Ordinance don't always apply cleanly.

During the planning process the steering committee raised concerns about these higher speed vehicles and their affect on the safety and comfort of bicycle infrastructure. Other communities have tried to address these vehicles though community education; teaching users where they are allowed to travel and what responsibilities they hold while operating a motor-driven cycle. Formal enforcement should also be considered but comes with challenges. The City should pursue ordinances that address these vehicles where feasible and encourage the State to stay ahead of new technologies as they are developed and made available to the public.

In regard to electric scooters, this section is specifically referencing vehicles with two tandem wheels, handlebars, and a deck designed to be stood upon. While there are other vehicles that may colloquially be referred to as scooters, any vehicle with a saddle on which the rider sits is a motor-driven cycle or motorcycle and is outside the scope of this plan.

As part of the planning process, Figure D.1 was developed to help the public better understand where specific vehicles can and cannot ride. This information could be used as a starting point for educational programs.

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Where the Wheels Go!										
Where can I ride my...	**Definition**	**Highway**	**Public Street**	**Bike Lane**	**Shared-Use Path**	**Sidewalk**	**Downtown Sidewalks**	**KU Sidewalks**	**Unpaved Trail**	
Bicycle	Every device propelled by human power upon which any person may ride, having two or three wheels of which is more than 14 inches in diameter.	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Bicycles are generally given the same rights and responsibilities as automobiles and can travel on any roadway or almost all sidewalks.
Electric Assist Bicycle	A bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor of less than 750 watts that meets the requirements of one of the following three classes. **Class 1** means an electric-assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. **Class 2** means an electic-assisted bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. **Class 3** means an electric-assisted bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Motorized Bicycle	Every device having two tandem wheels or three wheels which may be propelled by either human power or helper motor, or by both, and which has: (a) a motor which produces not more than 3.5 brake horsepower; (b) a cylinder capacity of not more than 130 cubic centimeters; (c) an automatic transmission; and (d) the capability of a maximum design speed of no more than 30 miles per hour.	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Electric Scooter	Self Propelled vehicle with at least two wheels, electric motor, handlebars, a brake and a deck designed to be stood upon while riding.	No	Yes	Yes	Yes	Yes	No	No	Yes	Electric Scooters and Mobility Devices (such as segways or self balancing boards) have most of the same rights and responsibilities as bicycles but cannot ride on highways.
Electric Mobility Device	A self-balancing two nontandem wheeled device, designed to transport only one person, with an electric propulstion system that limits the maximum speed of the device to 15 miles per hour or less.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Skateboard	Considered a coaster and not otherwise defined by the Standard Traffic Ordinance	No	No	No	Yes	Yes	No	No	Yes	These are typically not considered vehicles and are not allowed to travel on raodways. They are also limited by local ordinances (17-702 and 17-802).
Motorized Skateboard	A self-propelled device which has a motor or engine, a deck on which a person may ride and at least two wheels in contact with the ground.	No	No	No	Yes	Yes	No	No		
Rollerblades/Inline Skates	Considered a coaster and not otherwise defined by the Standard Traffic Ordinance	No	No	No	Yes	Yes	No	No	Yes	
Push Scooter	Considered a coaster and not otherwise defined by the Standard Traffic Ordinance	No	No	No	Yes	Yes	No	No	Yes	
Motorcycle	Every motor vehicle, including autocycles, having a seat of saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor.	Yes	Yes	Yes	No	No	No	No	No	These vehicles fall outside the scope of the Bikes Plan
Motor-Driven Cycle	Every motorcyle, including every motor scooter, with a motor which produces not to exceed five brake horsepower, and every bicycle with a motor attached, except a motorized bicycle or an electric-assisted bicycle.	Yes	Yes	Yes	No	No	No	No	No	
Golf Cart	A motor vehicle that has not less than three wheels in contact with the ground, an unladen weight of not more than 1,800 pounds, is designed to be and is operated at not more than 25 miles per hour and is designed to carry not more than four persons including the driver.	No	No	No	No	No	No	No	No	
All Terrain Vehicle	Any motorized nonhighway vehicle 50 inches or less in width, having a dry weight of 1,500 pounds or less, and traveling on three or more nonhighway tires.	No	No	No	No	No	No	No	No	

D.1: Where The Wheels Go Chart

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Plus Users (E-Bicycles and E- Scooters)

The focus group explored the experiences of electric bikes (e-bikes), and electric scooters within the broader bikeway network. Participants discussed infrastructure needs, safety considerations, and the overall integration of these emerging modes. Feedback was primarily positive but did identify some areas of concern.

Key Themes

1. Infrastructure & Parking

Pavement Condition: Riders noted that cracks, potholes, and uneven surfaces pose a greater safety risk for e-bikes and e-scooters due to their speed and smaller wheels (especially scooters). Improved pavement quality is a high priority.

Street Sweeping Frequency: Debris accumulation in bike lanes and curbside areas is a major concern. Participants requested more frequent and consistent street sweeping, as debris can cause accidents and discourage use.

Weight of E-Bikes: Heavier e-bikes are harder to maneuver and park. This affects which styles of bike parking can be used.

2. Transportation Benefits

Car Replacement Potential: Participants felt e-bikes made it possible to truly replace their cars as a primary mode of transportation. One spoke to the speed and expanded range, while another was able to use their cargo bike to transport children as well as groceries; both of which had been too large of a burden on a traditional bike.

Extending Cycling Career: Some riders said e-bikes let them continue cycling despite age or physical limitations, helping maintain health and social connections.

First/Last Mile Connections: E-scooters in particular were seen as a fun and convenient alternative for short trips. A participant mentioned they would use the scooter for trips they would have walked in the past.

3. Community Acceptance & Culture

Integration into Biking Culture: All participants reported feeling accepted among traditional cyclists, with the e-bike community blending well into existing cycling networks, with a shared focus on safe and active transportation.

Education & Etiquette: Some called for better education for both riders and the community. While the participants said they hadn't personally experienced concerns around where they were allowed to ride they did feel better signage could be helpful. Other topics of concern largely overlapped with traditional cyclists; such as interacting with cars and using shared spaces safely.

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Bicycle Parking (Short- and Long-Term Support)

Participants shared insights on the current state and future needs of bicycle parking in the downtown commercial district (generally considered 6th street in the north to 12th street in the south, and New Hampshire to the east to Vermont on the west) emphasizing safety, security, and convenience. While current short-term parking options were generally supported, there was strong interest in adding long-term parking for residents, employees, and visitors.

Key Themes

1. Short-Term Parking:

Short term parking is still needed downtown. Current options should be maintained, and new installations should be supported.

The type of short-term rack was a concern. One participant spoke to flaws with “lean and lock” style racks that can lead to bikes falling over causing damage to the bike or others in the area. There was also concern around racks that seemed to prioritize aesthetics over function and security.

Parking locations were another issue. Participants wanted racks closer to destinations and within view for security. Some noted the absence of racks at public buildings and felt current locations were too exposed to vehicle traffic.

1. Long-Term Parking

There was broad support for adding publicly accessible secure, long-term parking downtown.

Respondents felt that long-term parking would be useful even at a low density with one person suggesting long-term options in each parking garage downtown and another saying a single high-quality option would be sufficient for downtown.

Participants were hesitant to pay fees or memberships, especially when cars receive two hours of free parking in garages.

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Downtown Bike Parking Focus Group Questions

Prerequisite: Live or Work between 6th St – South Park St AND own a bicycle and have ridden in the past year

Section 1: Demographics & General Info

1. Do you live, work, or both live and work in Downtown Lawrence? Options: Live only, Work only, Both, Neither

2. Where in Downtown Lawrence do you live or work in?

3. How long have you live/ worked downtown?

- Options: < 6 months, 6 months – 1 year, 1+ year, 5+ years

Section 2: Commuting Behavior & Bike Usage

4. If you work downtown, what are your typical work hours and responsibilities?

- Shift times (e.g., 9am–5pm, evenings, overnight)
- Type of work (front-line retail, office, food service, etc.)
- Dress code (uniform, casual, formal, etc.)

5. How often do you use a bicycle to commute or run errands?

- Daily, Several times a week, Weekly, Monthly

6. How often do you use a bicycle for fitness, fun, or to stay active?

- Daily, Several times a week, Weekly, Monthly

7. Do you combine biking with other modes of transportation (e.g., bus, ride-share, walking over a quarter mile)?

- Yes/No with optional follow-up: If yes, describe your typical combination.

8. What factors influence your choice of transportation?

9. What kind of bike do you primarily use? Options: Standard, Electric, Cargo, Folding, Trike, Adaptive, Other

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Section 3: Bike Parking

10. Where do you usually park your bike? Options: At home, At work, On the street, public racks, Garage, etc.

Please describe the bike parking setup at your location: a. Is it a dedicated bike space, adapted, or informal? b. Is the space accessible (no stairs, easy to roll to)? c. Is it covered or weather protected? d. Do you feel your bike is secure there? e. Have you experienced theft or damage?

11. What would your ideal bike parking setup include?

- Covered, Locked enclosure, Video surveillance, Near entrance, etc.

12. Have you seen bike parking infrastructure you liked in other communities?

- Follow-up: Where was this, and what stood out to you?

13. We have provided some examples of bicycle parking arrangements. Please provide your thoughts on the following;

- Bike lockers
- Bike cages
- Racks with built in charging

Section 4: Support, Incentives & Costs

14. Would you be willing to pay a fee for secure bike parking? Options: Yes, Maybe, No,

15. How far are you willing to walk between bike parking and your destination? Does this change based on the type of parking?

16. Does your employer or landlord offer any bike-related benefits?

- Some examples might include: Shower or hygiene facilities, discounts and/or cash perk, Guaranteed ride home, Bike repair station

Section 5: Final Thoughts

17. Is there anything else you'd like to share about biking or bike parking in Downtown Lawrence?

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Micromobility/Plus Users Focus Group Questions

Prerequisite: Own and regularly use a micromobility device.

Section 1: Demographics & General Info

1. What type of micromobility device do you use?

- Examples: kick scooter (non-electric), e-scooter, skateboard, e-bike, roller skates, other

2. How often do you use your micromobility device?

- Daily, a few times a week, weekly, a few times a month, rarely

3. What factors influence your choice of transportation?

- Examples: cost savings, speed/convenience, fun or enjoyment, avoiding traffic, environmental impact, no license required, physical activity, lack of alternatives

4. In what ways do you feel your micromobility device is unique from other modes of transportation?

Section 2: Commuting Behavior & Device Usage

5. Where do you ride your device?

- Examples: Sidewalks, Shared Use Paths, Bike Lanes, Roads

6. Is your device electric and does it require charging?

6A. What is the general range of your battery

6B. How often does it need to be charged?

6C. Where do you usually charge it?

7. Do you feel you have adequate parking/ storage options for your device?

8. Where do you park or store your device:

8A At home: garage, inside home, inside apartment, shared spaces, outside, outside secured area

8B: At destination: bike rack, bring it inside, locked outside, carried with you

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Section 3: Support, Incentives & Costs

9. Where do you go for information, advice, or support related to your mode of transportation?

- For example Riding skills, legal questions, social opportunities, etc.

10. Can you provide some examples of positive and negative interactions you've had related to your mode of transportation?

11. The state of Kansas, as well as others, uses a classification system for e-bikes. Was this system explained as part of your e-bike purchase?

- Did you consider/research where you would be able to ride prior to your purchase?

- Where there any other factors you considered as part of your purchase?

Section 4: Final Thoughts

12. Is there anything else you want us to know about mobility using your device?

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APPENDIX E: TECHNICAL ANALYSIS

APPENDIX E: TECHNICAL ANALYSIS

Latent Bikeway Demand

The Lawrence Bikeway Demand model is used to analyze the spatial need for Bikeway Infrastructure. Bicycle demand is calculated based on a scoring system which ranks areas based on 6 proximity factors: high density housing, medium density, K-12 schools, college/ university, community service centers, and existing bike infrastructure. These factors impact the demand for bicycle transportation throughout Lawrence.

Data Sources and Model Components

Bicycle demand is calculated based on a scoring system that ranks areas based on six proximity factors: high-density housing, medium-density housing, K12 schools, college or university, existing bike infrastructure, and community service centers. These factors affect the demand for bicycle transportation throughout the community. Areas of higher demand are prioritized. The maximum possible score in the bicycle demand model is 125 points. Points are assigned based on proximity to:

- High-Density Housing – Areas within a buffer of housing at or above 16 people per acre, as defined in the updated comprehensive plan.
- Medium-Density Housing – Areas within a buffer of housing between 7 and 16 people per acre, as defined in the updated comprehensive plan.
- K–12 Schools – Areas within a buffer of public or private schools, kindergarten through 12th grade.
- Colleges/Universities – Areas within a buffer of college or university boundaries.
- Existing Bikeways – Areas within a buffer of existing bikeways, categorized by facility type: major separation, minor separation, or shared street.
- Community Service Centers – Areas within a buffer of the top 24% of retail employment centers (by traffic analysis zone) and park entrances.

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Proximity Factors & Scores

High Density Housing	
within 0.25 mile	16
within 0.5 mile	12
within 1 mile	8
within 2 miles	4

Schools K-12	
within 0.25 mile	18
within 0.5 mile	14
within 1 mile	6
within 2 miles	2

Community Service Centers/Parks	
within 0.25 mile	20
within 0.5 mile	18
within 1 mile	15
within 2 miles	7

Medium Density Housing	
within 0.25 mile	9
within 0.5 mile	7
within 1 mile	3
within 2 miles	2

College/University	
within 0.25 mile	20
within 0.5 mile	18
within 1 mile	15
within 2 miles	7

Existing Bikeway Major Separation	
within 0.25 mile	18
within 0.5 mile	14
within .75 mile	10

Existing Bikeway Minor Separation	
within 0.25 mile	14
within 0.5 mile	10
within .75 mile	6

Existing Bikeway Shared Street	
within 0.25 mile	10
within 0.5 mile	6

E.1: Latent Bike Demand Scoring Table

Data Management and GIS Processes

ArcGIS and ArcGIS Pro were used to create the model. The Lawrence Bike Demand model places multiple run buffers around the six proximity factors. Each buffer ring distance is assigned a specific score based on what proximity factor it is associated with. Table C.1 provides a breakdown for this scoring. The scores for each of these proximity factors for each buffer ring overlap area are then added together in a Total Score field. This score represents the total Bike Demand. Figure E.2 gives an example of a buffer overlap area, and the fields/ scores assigned to this area.



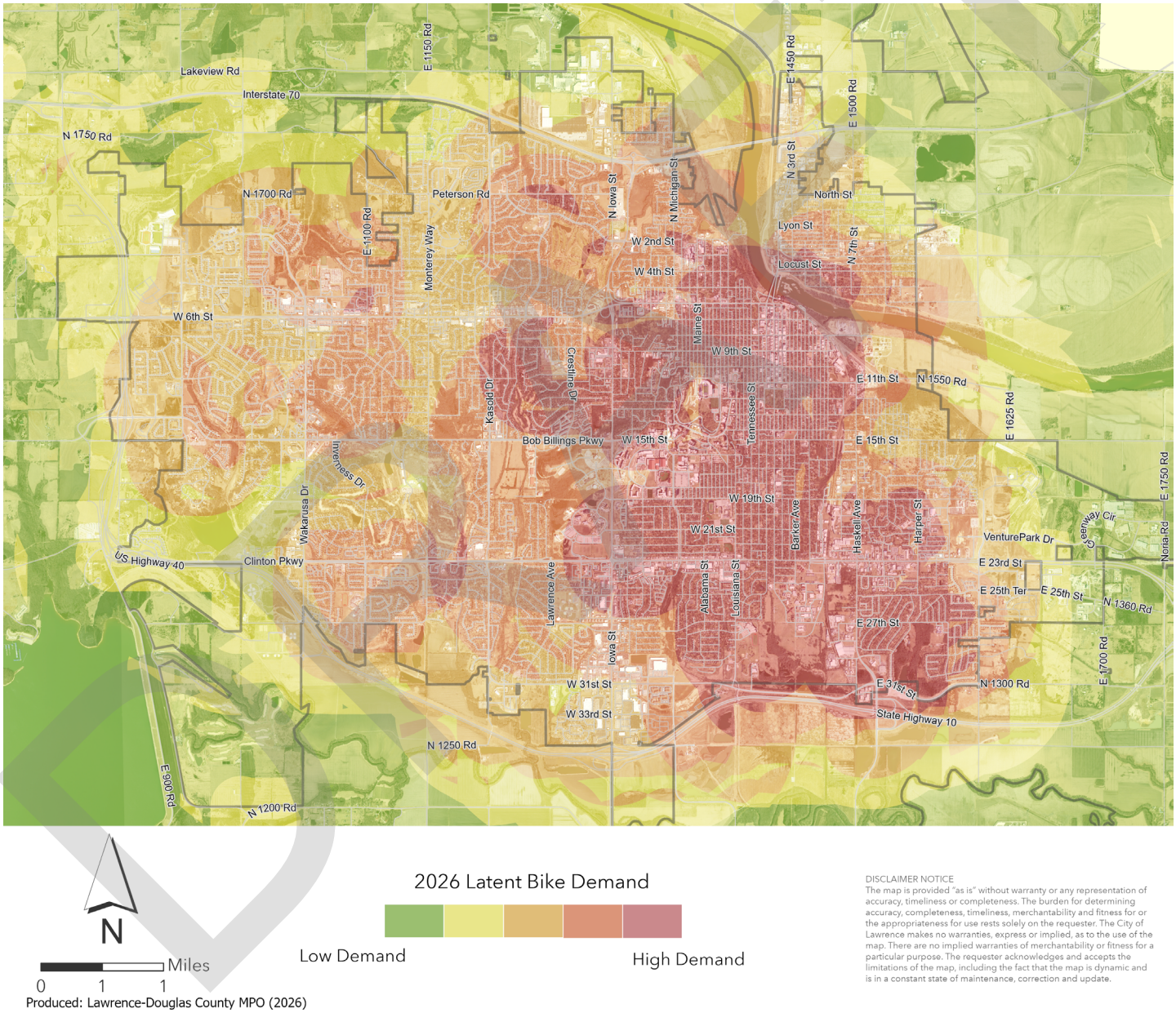
Buffer Overlap Area Example	
HIGH DENSITY SCORE	0
MEDIUM DENSITY SCORE	3
SCHOOL SCHOOL	14
UNIVERSITY SCALE	7
CSC SCORE	20
BIKE SCORE	14
Total Score	58

E.2: Latent Bike Demand Field Example

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Model Results

Priority and Secondary bike networks have been considered. Building the priority and secondary networks will provide a continuous bikeway network linking key destinations including downtown, neighborhoods, the Lawrence Loop, the University of Kansas (KU) and Haskell Indian Nations University (HINU) campuses, Lawrence parks and recreation centers, and retail outlets. The resulting latent bike demand map without Priority and Secondary bike networks and future bikeway is shown here.



E.3: Latent Bike Demand (2026)

Bicycle Level of Comfort (BLOC)

Bicycle Level of Comfort (BLOC) is used to evaluate the relative comfort of bicycling conditions across the Lawrence network. The BLOC model relies on objective inputs, including motor vehicle volumes, posted speed limits, and bikeway facility type, to assign a comfort score to each roadway segment. While individual rider experiences may vary, this method provides a consistent, system wide baseline for comparing bicycling conditions.

The City of Lawrence BLOC model was originally developed in 2019 and has been updated for this plan to align with NACTO All Ages and Abilities (AAA) guidance.

Data Sources and Model Components

This model includes bikeway facility types, which represent the existing bikeway condition on each road segment. The City of Lawrence recognizes several types of bikeway facilities: shared use paths, protected bike lanes/cycle tracks, buffered bike lanes, conventional bike lanes, bicycle boulevards, and roads with sharrows. Roads without designated bikeways are classified as having no facility type.

Traffic volume, derived from the regional travel demand model, represents estimated daily traffic flow for each segment of the modeled road network in Lawrence and Douglas County. The model is statistically valid; however, the accuracy and precision of this dataset vary across the network. Review and adjustments were made using traffic counts collected by the Kansas Department of Transportation (KDOT) and the City of Lawrence. Official posted speed limits for each road segment were used for the speed component of the model.

These inputs are evaluated in combination using an updated comfort matrix aligned with NACTO All Ages and Abilities (AAA) guidance, which defines comfort levels based on facility type, traffic volume, and speed.

	Existing Facility Type	1 (Most Comfortable)	2	3	4	5 (Least Comfortable)
Physical Separation	Shared Use Path	<=6,000 vehicles <=25mph mph	side path, >6,000 vehicles >25mph			
	Protected Bike Lane/ Cycle Track	<=6,000 vehicles <=25mph mph	>6,000 vehicles			
Visual Separation	Buffered Bike Lanes	<=2,000 vehicles <=20mph	<=6,000 vehicles <= 25	<=8,000 vehicles	<= 13,00 vehicles <=30	>13,000 vehicles OR >30 mph
	Conventional Bike Lanes	<=3000 vehicles <=20 mph	<=5,000 vehicles <=25 mph	<=8,000 vehicles <= 25 mph	<=10,000 vehicles <=30 mph	>10,000 vehicles >30 mph
Shared Street	Bicycle Boulevards	<=1,500 vehicles <= 25mph OR <=2,000 vehicles <=20mph	<=3,000 vehicles <=20 mph	<=3,000 vehicles <=25mph		>5,000 vehicles >25mph
	Street with Traffic Calming	<=2,000 vehicles <=20mph	<=3,000 vehicles <=20 mph	<=4,000 vehicles <=25mph		>25mph

E.4: Bicycle Level of Comfort Matrix (2026)

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ArcGIS and ArcGIS Pro were used to develop the model. The base network was derived from roadway centerline geometry from the regional travel demand model, which includes official posted speed limits for each segment. The shapefile was modified to identify the bikeway facility type present on each roadway segment (roadway with no facility, shared use path/side path, bike lane, bicycle boulevard, and streets with sharrows). These fields were structured as binary (yes/no) variables to indicate the presence of each facility type.

Roadway segments were then classified based on whether they are part of the priority or secondary bicycle networks. This classification determines whether a segment is included in the analysis. A separate field was also created to identify highways and ramps so they could be excluded from the final visualization. Most attribute data in these fields (excluding Level of Comfort) were assigned through manual review and comparison of existing datasets.

An ArcGIS ModelBuilder workflow was developed to calculate the level of comfort for each roadway segment. The model incorporates facility type, traffic volume, and speed, and applies the updated comfort matrix aligned with NACTO All Ages and Abilities (AAA) guidance.

Facilities IS NULL AND TOT_FLOW <= 6000 AND FF_SPEED <= 20 AND

Sharrows = 1 AND TOT_FLOW <= 3000 AND FF_SPEED <= 20 AND

Boulevard = 1 AND TOT_FLOW <= 3000 AND FF_SPEED <= 20 AND

BikeLaneType = 'Bike Lane' AND TOT_FLOW <= 3000 AND FF_SPEED <= 25 AND

BikeLaneType = 'Buffered' AND TOT_FLOW <= 6000 AND FF_SPEED <= 25 AND

BikeLaneType = 'Protected' AND TOT_FLOW <= 6000 AND FF_SPEED <= 25 AND

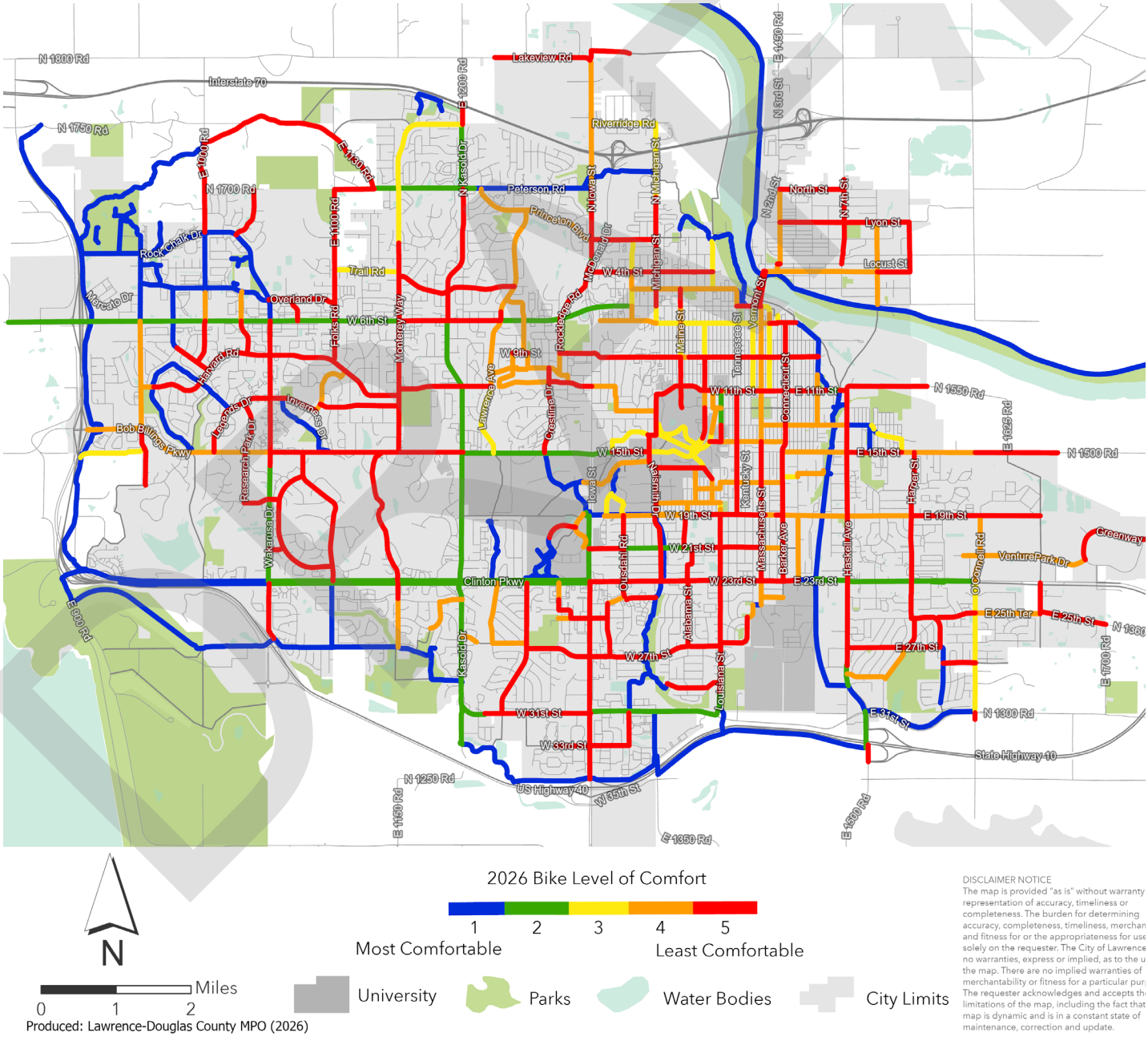
SidePath = 1 AND (TOT_FLOW > 6000 OR FF_SPEED > 25)

This is an example query in the BLOC Model. This process was conducted for each comfort level.

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Model Results

The 2026 Bicycle Level of Comfort (LOC) map reflects reclassification of roadway segments relative to the 2025 analysis due to application of the updated LOC matrix. Several arterial corridors, including West 6th Street, 23rd Street, Iowa Street, Massachusetts Street, Haskell Avenue, and Kasold Drive, shift toward higher (less comfortable) LOC values under revised speed and volume thresholds. Additionally, the updated matrix establishes LOC 1 as the most comfortable category, eliminating LOC 0 and reclassifying previously lowest-LOC segments to LOC 1 or 2. Roadways with marked shared lane treatments (sharrows), which were previously treated as a distinct facility type, are no longer classified as standalone bikeway infrastructure, resulting in further reclassification based on underlying traffic and speed conditions.



E.5: Bicycle Level of Comfort Model Results (2026)