



Public Input Summary

The second phase of public engagement spanned from September to late-October and consisted of tabling events, an open house, and a survey to better understand missing connections on our current and future bikeway infrastructure. The survey gathered 106 suggestions.

Open Houses

Lawrence Bike Plan Open House, 9/30/2025

Tabling

Lawrence Farmers Market, 9/27/2025

River Trail Riot, 10/4/2025

Octaginta, 10/11/2025

Lawrence Public Library, 10/15/2025

Public Comments

Comments during the second phase of public engagement were collected a variety of ways, including by email, comment box, and survey. In addition to this, the MPO also collected spatial data for maps to better visualize what we heard from community members.

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 pedestrians walk! I have seen this in parks in Chicago. It honestly made travelling 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.

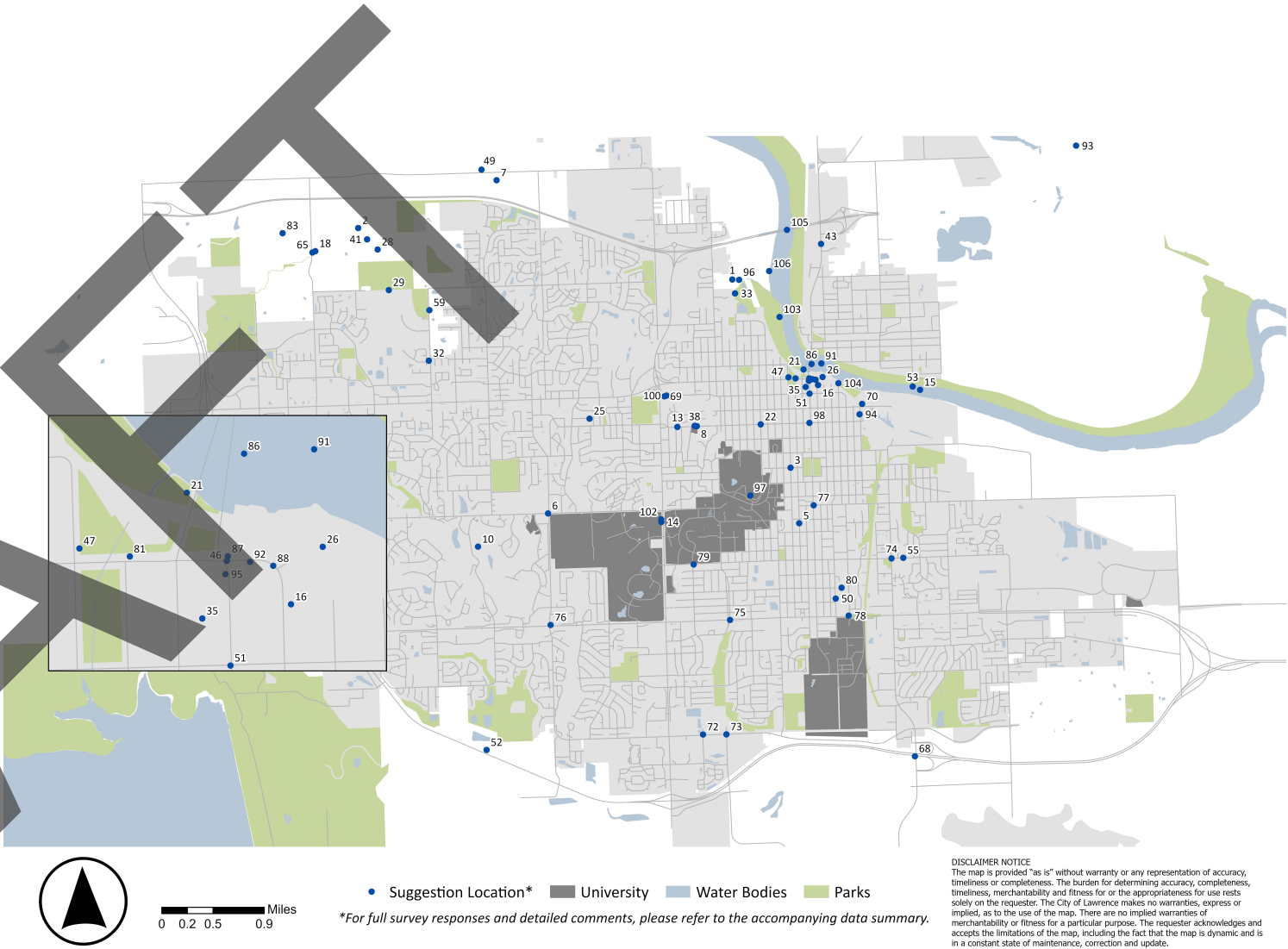
Comments Received by Email

- 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.



Survey 2 Results

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



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

Lawrence Bike Plan Update

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	

Lawrence Bike Plan Update

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.

Lawrence Bike Plan Update

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 unexpected 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.	

Lawrence Bike Plan Update

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		

Lawrence Bike Plan Update

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

Lawrence Bike Plan Update

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.

Lawrence Bike Plan Update

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.	

Lawrence Bike Plan Update

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.	

Lawrence Bike Plan Update

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.	

Lawrence Bike Plan Update

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.	

Lawrence Bike Plan Update

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.

Lawrence Bike Plan Update

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.

Lawrence Bike Plan Update

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.

Lawrence Bike Plan Update

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.
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Lawrence Bike Plan Update

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 desperate 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 lanes 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.
101	I couldn't see the map	More bike lanes would be nice

Lawrence Bike Plan Update

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.	