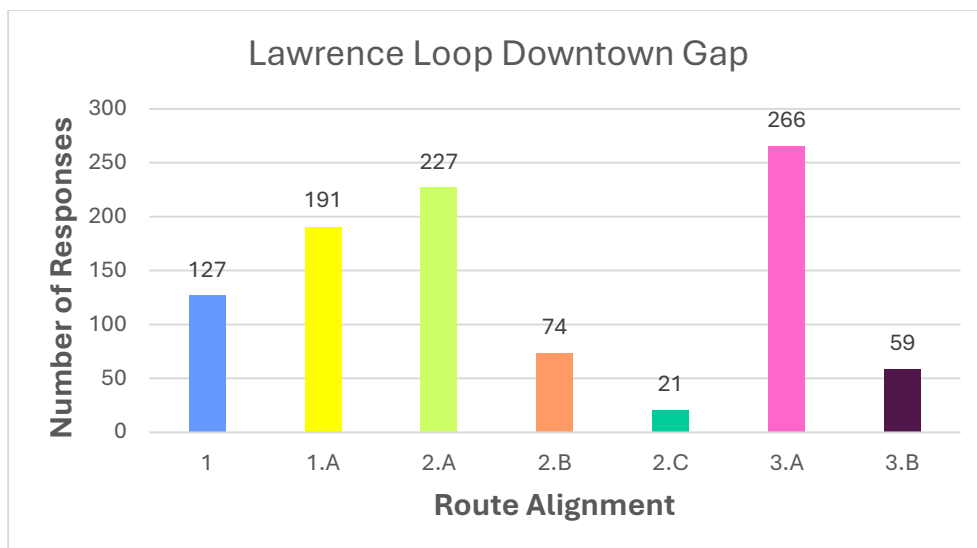


Lawrence Loop Survey Feedback

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.



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
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.
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's best for trail users to be on a separate path. It's safer and a more positive experience.
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.

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 out 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. The 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.
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.
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. 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.
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

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.
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.
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.
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
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.

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. 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 1 over 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.

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.
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
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.

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)

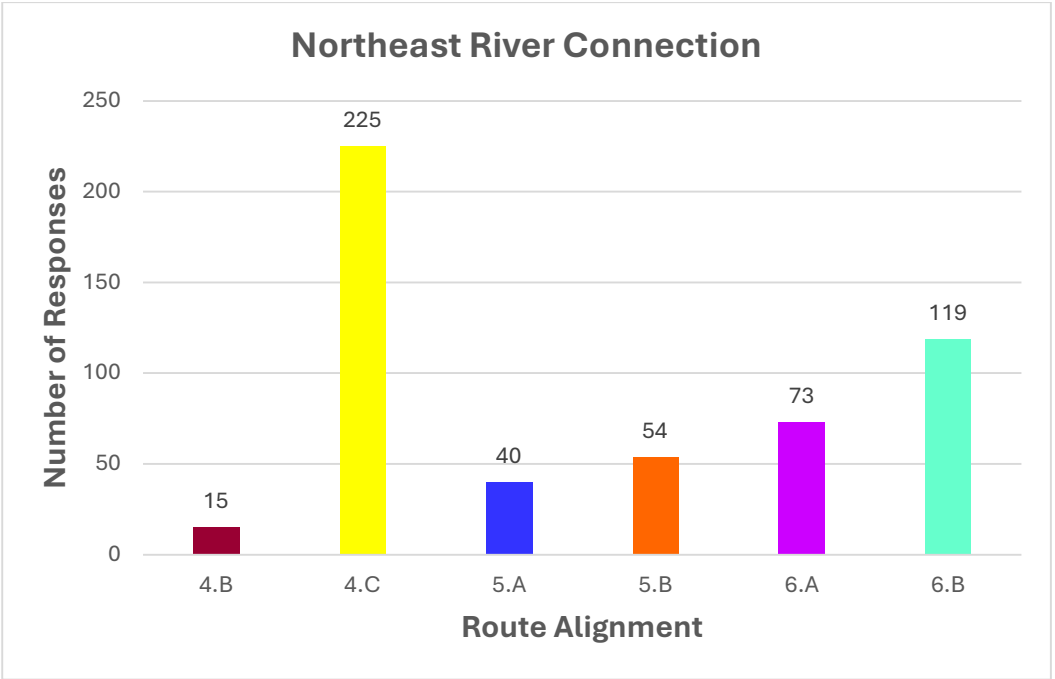
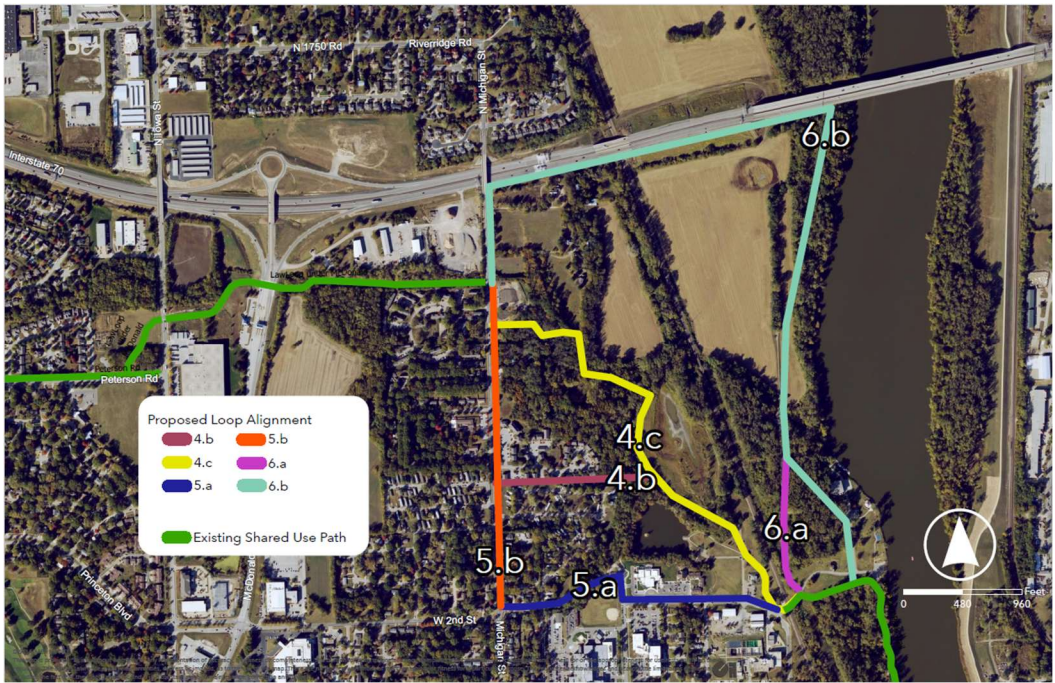
1,2.a,3.a	I like some connection to downtown, while at the same time connecting to the bridges and riverfront. The above balances those aspects and avoids any hidden/unsafe conditions.
1,2.b,3.b	I like that this group of sections would take people through downtown and past the library, helping to draw 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.
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.
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.

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.



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 is 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.
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!
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 be the safest option for cyclists.
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 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.

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, 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.

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.
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 be 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
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.
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.
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.

Preference for a Specific Route (17 Responses)

4.c,6.a,6.b	I like the directness yet automobile-less of 4.c but like the idea of more riverfront footage as well
4.c,6.b	I like 6 b the best, but 4 c is the second
4.c	This area is not a destination itself: 4c looks like a good combo of scenic and direct.
4.c	4c is strongly preferred.
4.c	4c just seems to make the most sense.
4.c	I like 4.c. because it will feel like an actual trail as opposed to a sidewalk with a different name.

4.c	4c seems clear choice here as 6b swinging up to be highway adjacent (even if that is a convenient right of way) is very unattractive. And if 4c option with separated path is available, then avoiding any 5a or 5b shared roadway is best. Shared road is used more acceptable downtown because the congested layout downtown near bridges pretty much forces it.
4.c,6.b	Prefer 6b, but 4c would do.
6.b	I like 6B along the river but also 4C would be a good second option, I think this follows the loop closely now.
4.c	4c is preferred, but 6b should happen too.
4.b,4.c	4c is preferable but I think 4b would be fine if the projected cost for 4c is too much.
4.c	Second choice is 5a-5b.
4.c,6.b	4c looks intriguing. I know that an easement exists to make 6b a possibility and with the Camerons bluff trail plans it might make the most sense.
4.c	6.b would be good however I worry that the "press" around that area would need a lot of work. People not already using those trails around the river/I-70 area will not want to spend time there.
	I like 4c --> 4b --> 5b that seems to make the most sense to me.
4.c,5.a,5.b, 6.a,6.b	4c is best. Others okay.
6.b	I prefer 6 because it would align with future plans for Cameron's Bluff, but if those do not pan out my second choice would be 4.c or 4.b

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 not 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.
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!
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.

Other (19 Responses)

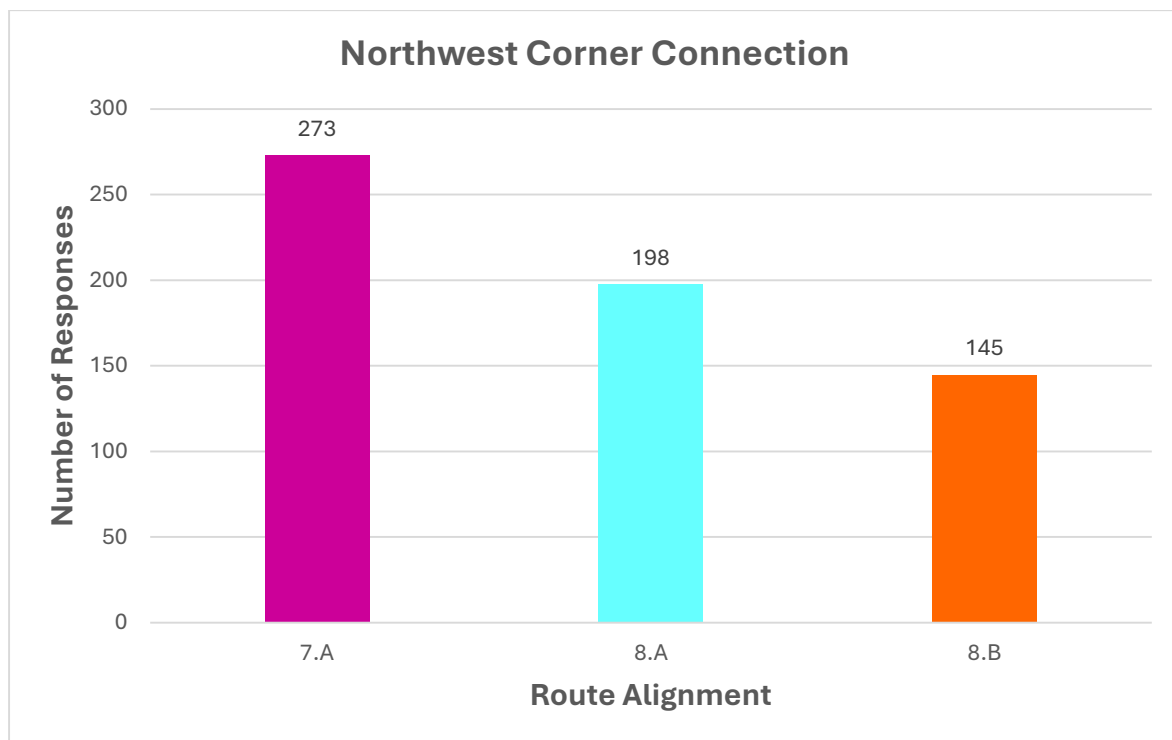
5.a,5.b	Just makes the. most sense.
4.c	Unfortunately, I think 4.c is the best option. When I ride that section I'm already in the mindset of going slower because of the curvy nature there and it generally follows a part that I already ride on for a short portion. I think 6.a and/or 6.b would be cool 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.
	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.

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.



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.
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.
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.
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.
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
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)

Alignments Selected	Comments
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.
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

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.
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.
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.
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.

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
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 through 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.
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.
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, serpentine 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.

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?

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.

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.
- 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
- 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. Maybe 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 matter

- 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 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!
- I 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 the 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. 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. 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 bike 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

- I 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 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.
- I 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.
- 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 on 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 they 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.

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 they come up from behind. Many cars 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 has 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 paths or physically separated paths next to a road should be the bare minimum. Bike lanes in the roadway do not encourage cycling, and discourage the general cyclist from using that path. Shared use paths 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 Lawrence are some of the most inattentive I have experienced (and I lived in the Washington 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.

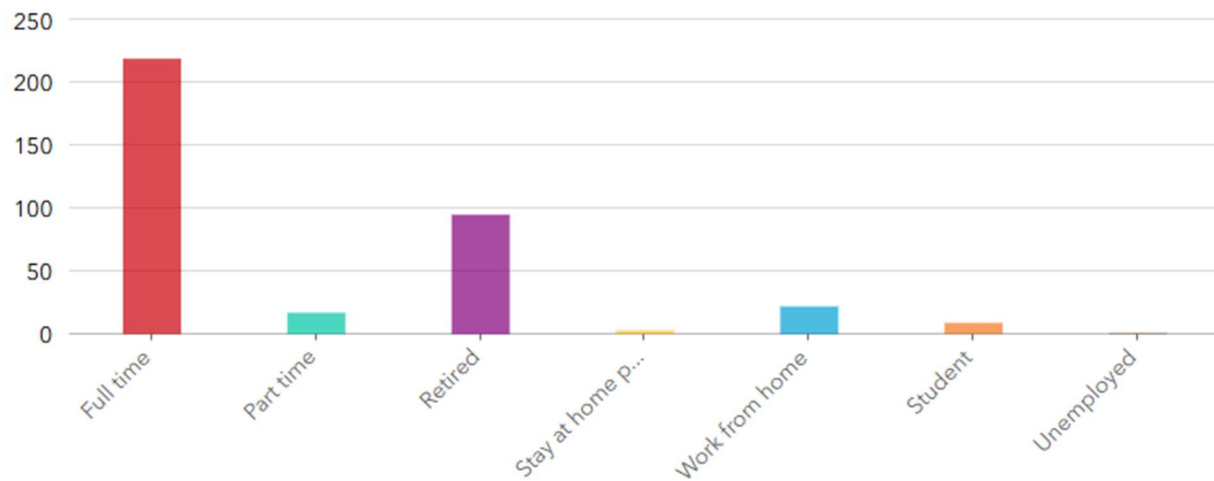
- To me the dominant threat is cars and drivers. I used to bike more, but in the past have been hit by careless or unnoticing drivers 3-4 times, so every "shared" roadway regardless of a few stripes or a bit of signage is a threat to life and health and a discouragement to use. That said, I would not spend large amounts of money avoiding a couple blocks of shared road. It 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 offer little to no protection
- Throttled e-bikes and e-motorcycles are going to be a big problem on the trails and paths. They go too fast and damage the dirt trails.
- As a new father I deeply appreciate bike/ped protected areas to keep us both safe when 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 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.

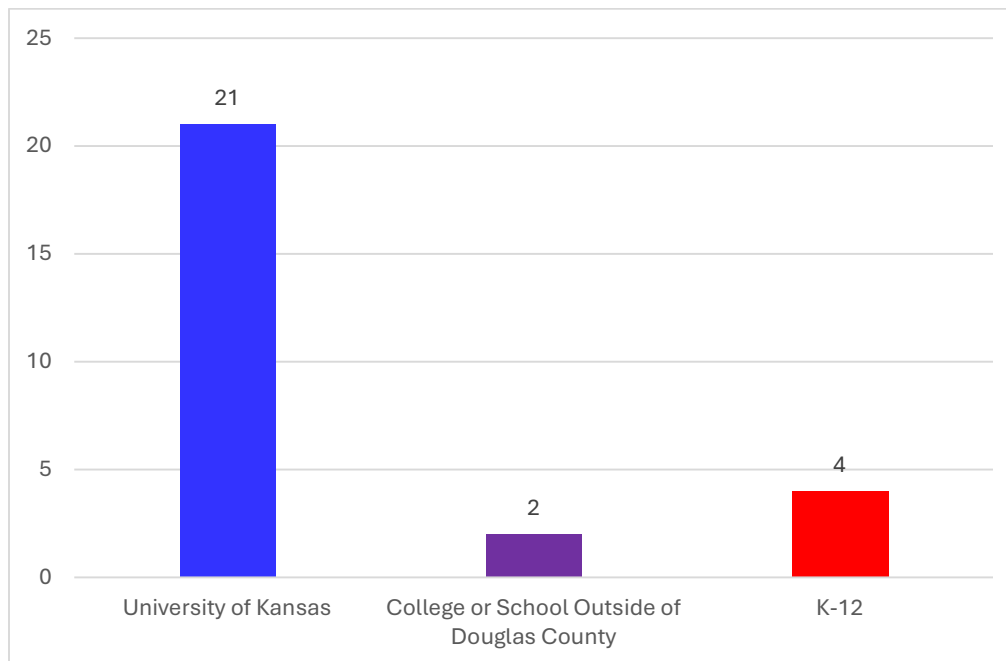
Demographic Information

Employment Status (353 Responses)



School Affiliation (27 Responses)

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



Respondent's Age (352 Responses)

