



Lawrence Bike Plan Update Public Input Summary

The first phase of public engagement spanned from March to early-May, and consisted of tabling events, an open house, and a survey to better understand the comfort levels of riders in Lawrence. The survey was open 3/27/25 - 5/4/25 and gathered 581 responses who self reported as Lawrence residents. Where open comments were received, staff have summarized responses into their best fit categories.

Open House

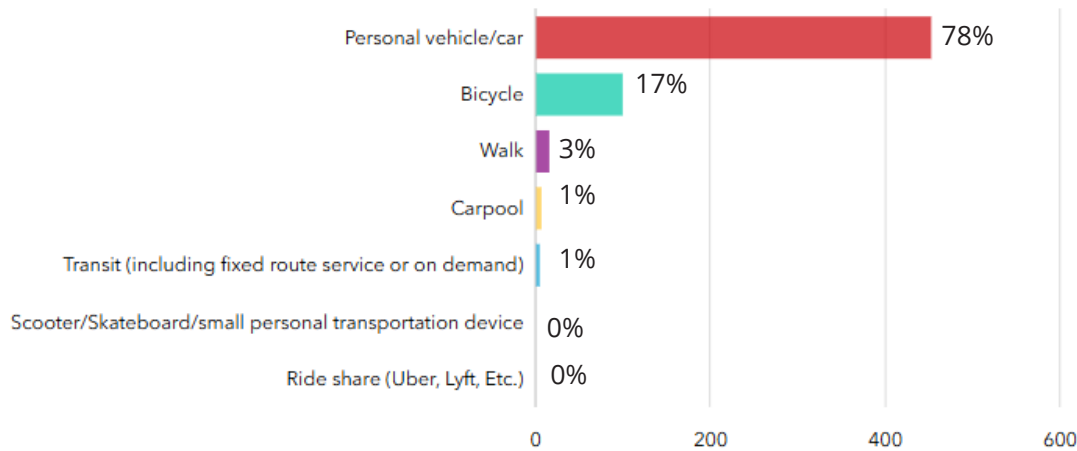
Lawrence Bike Plan Open House, 4/9/2025, 5:00pm-7:00pm

Tabling

- ELNA YART Sale, 3/29/2025, 8:00am - 1:00pm
- Lawrence Public Library, 4/16/2025, 3:00pm- 6:00pm
- Earth Day Fair, 4/19/2025, 1:00pm- 4:00pm
- Trails That Connect Us, 4/24/2025, 5:00pm- 8:00pm
- Lawrence Farmers Market, 4/26/2025, 7:00am- 12:00pm

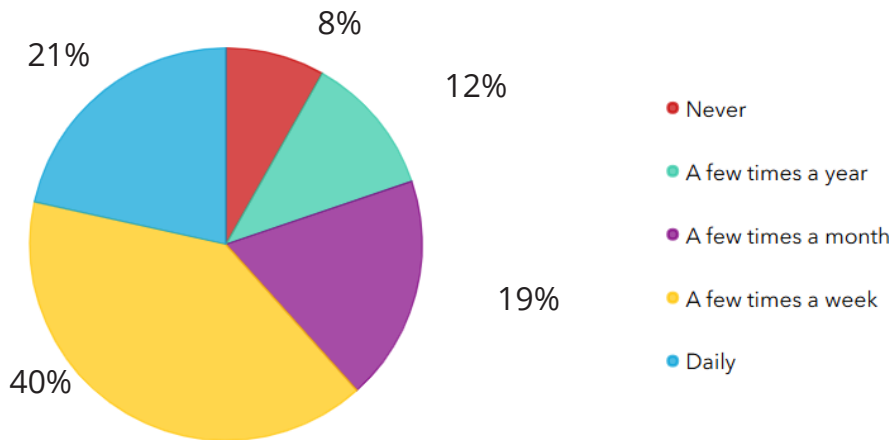
Survey 1 Responses

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



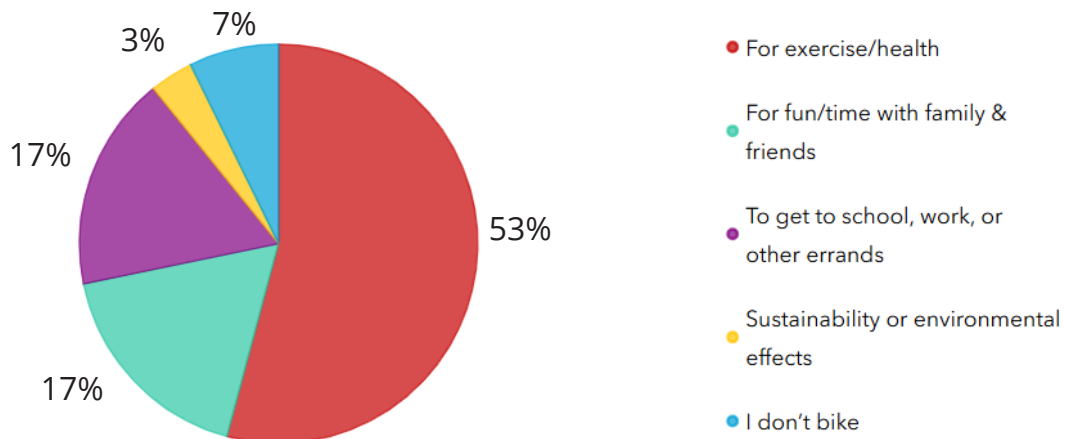
Responses: 576 Skipped: 5

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



Responses: 579 Skipped: 2

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



Responses: 566 Skipped: 15

Question 3 - "Other" Responses

Health

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

Barriers

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

Social

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

Economic

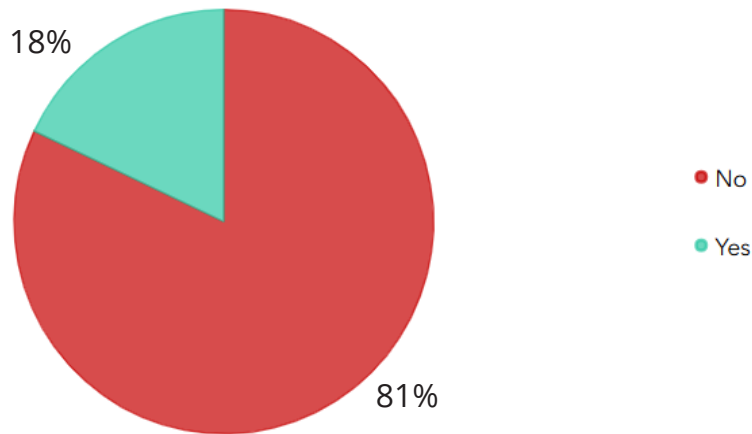
- To avoid the \$12,000/year expense of owning a second car.
- High gas prices
- Running errands with added exercise benefit
- Mostly to run errands while exercising and caring for the environment
- The crazy cost of regaining a license.
- I also bike to work but and for transportation but it is secondary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

Environment & Enjoyment

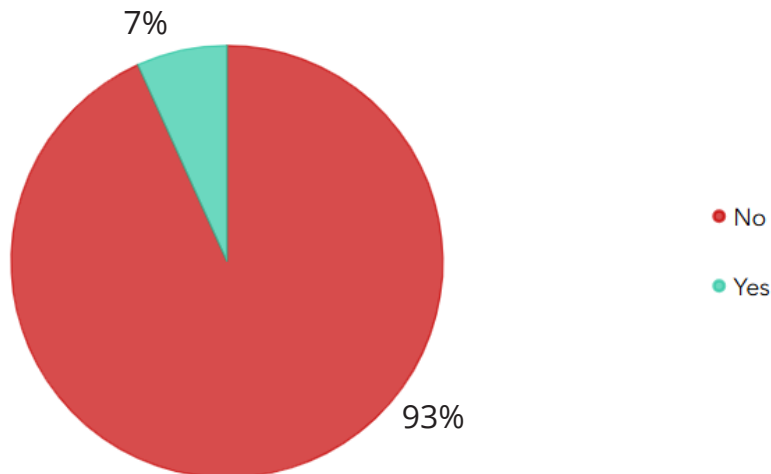
- To enjoy being outside in nature
- Because biking in the woods is a spiritual experience.
- I love to bike in the LRT and be in the center of nature. My endorphins kick in which makes me happy.
- It's more fun to run errands and get around on a bike than in the car.
- But also because it's way more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

All

- All of them. (x8)

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

Responses: 576 Skipped: 5

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

Responses: 578 Skipped: 3

Question 5- If yes what type of vehicle?

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

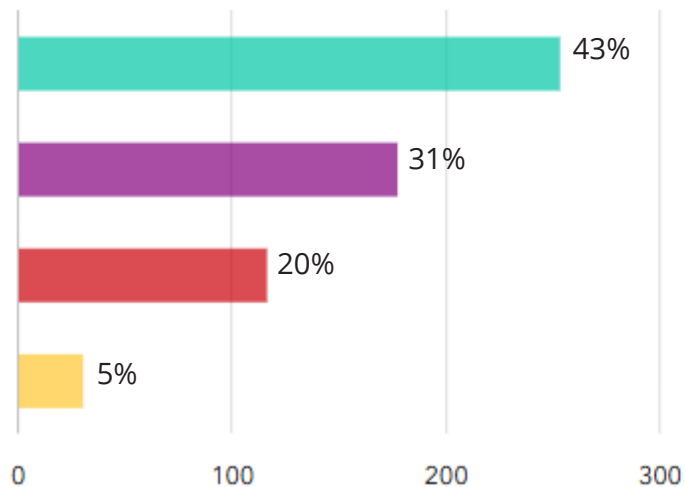
Question 6- How would you classify/describe your approach to riding? (select one)

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

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

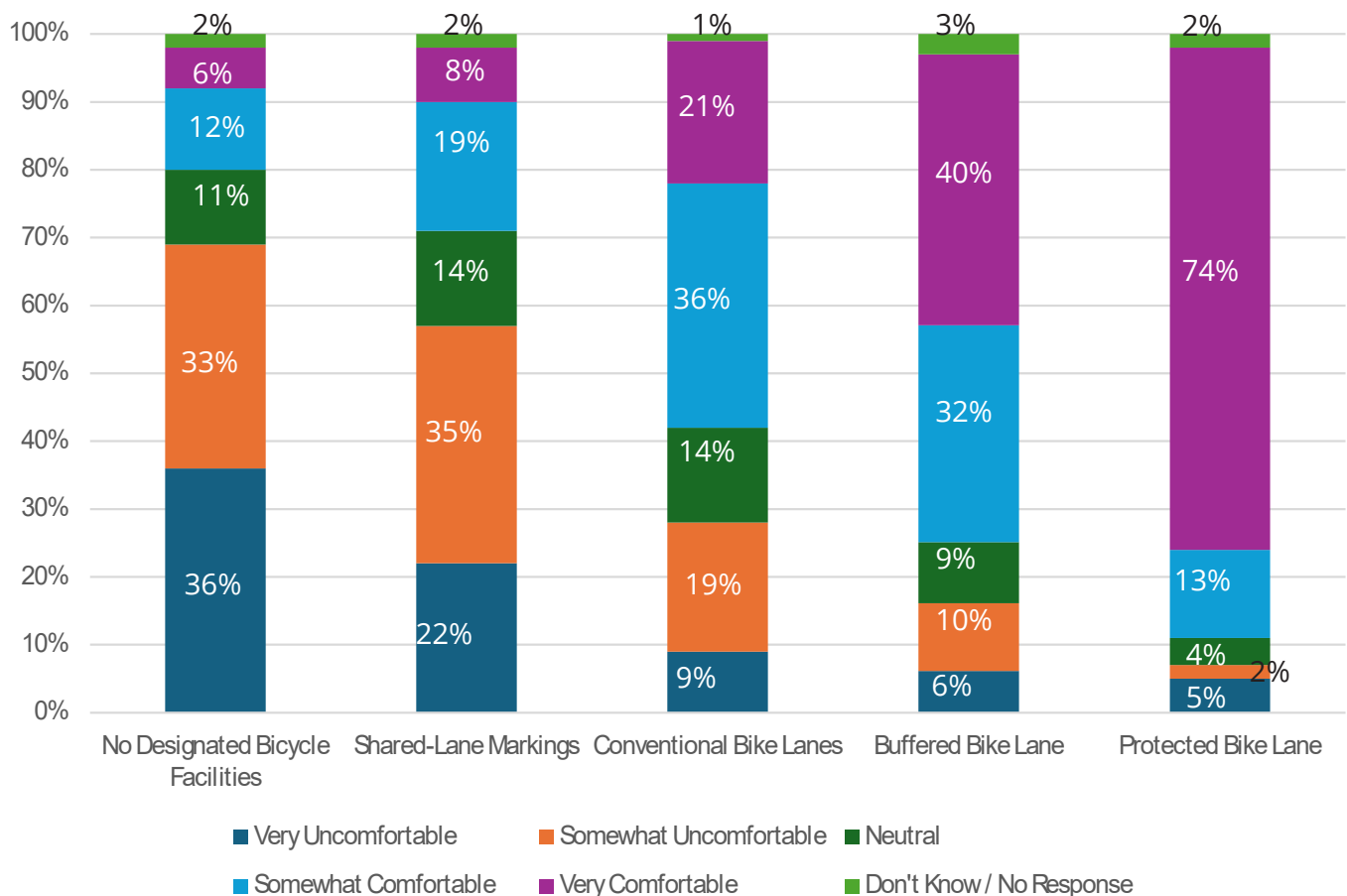
Strong and Fearless: I am an avid rider and will go pretty much anywhere, whether there are designated facilities or not.

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



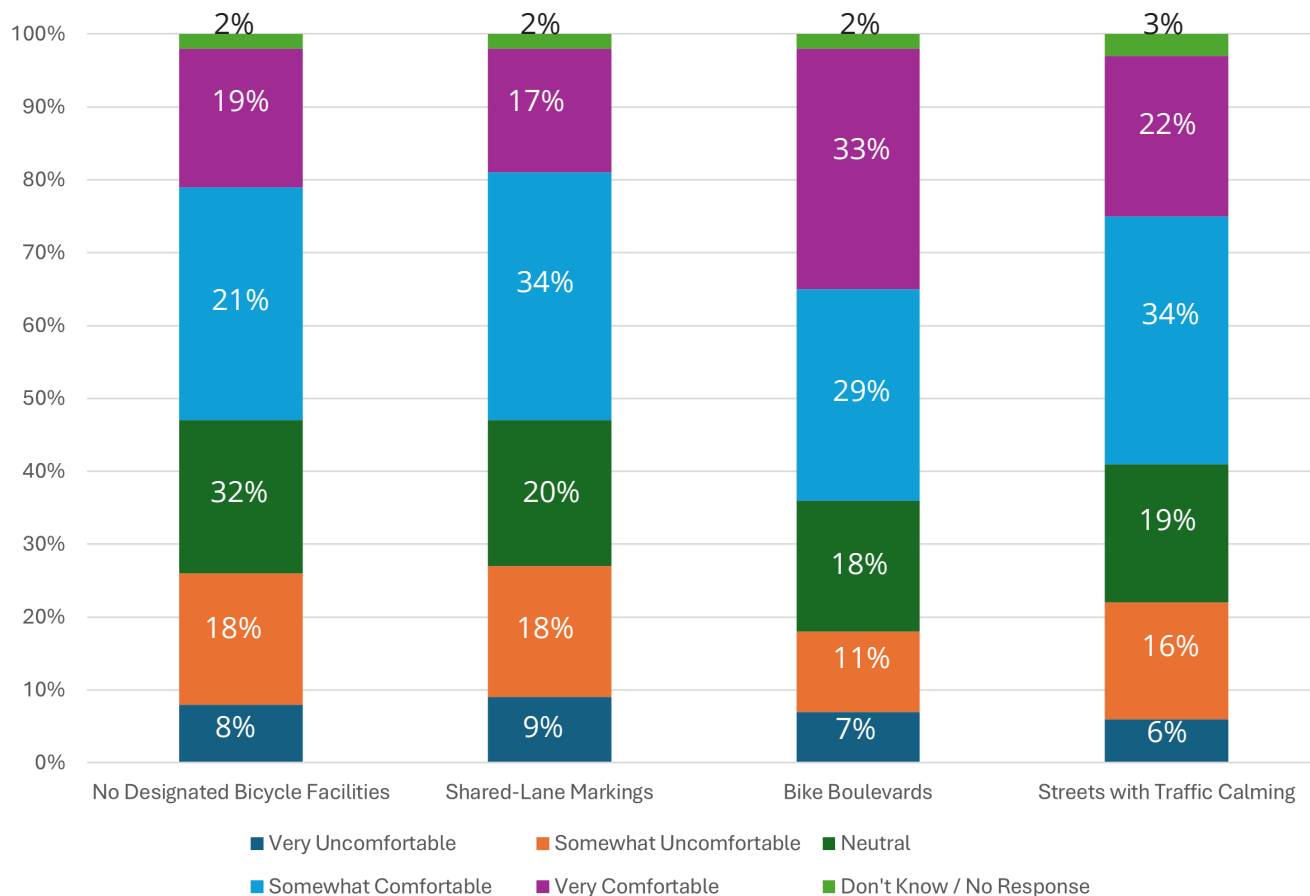
Responses: 576 Skipped: 5

Question 7 - How comfortable do you feel bicycling, or using other mobility devices, with these bicycle facilities on busy commercial streets? (select one) (such as Massachusetts St., Wakarusa Ave., or 9th St.)



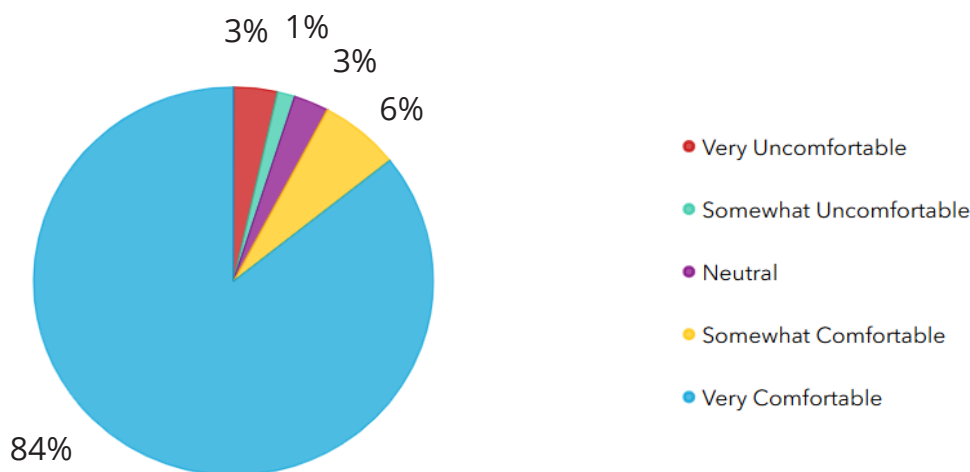
Responses: 577 Skipped: 7

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



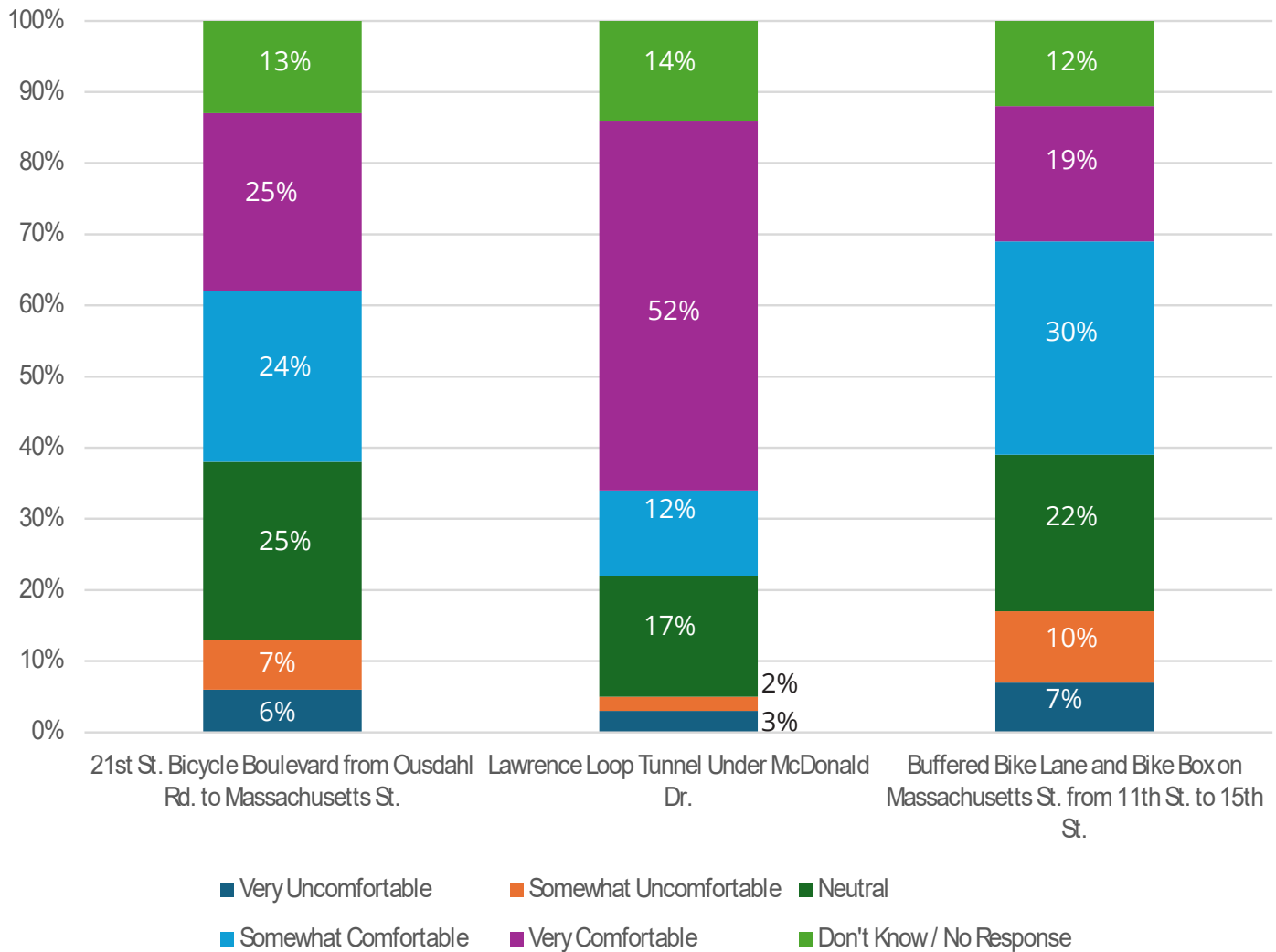
Responses: 574 Skipped: 10

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



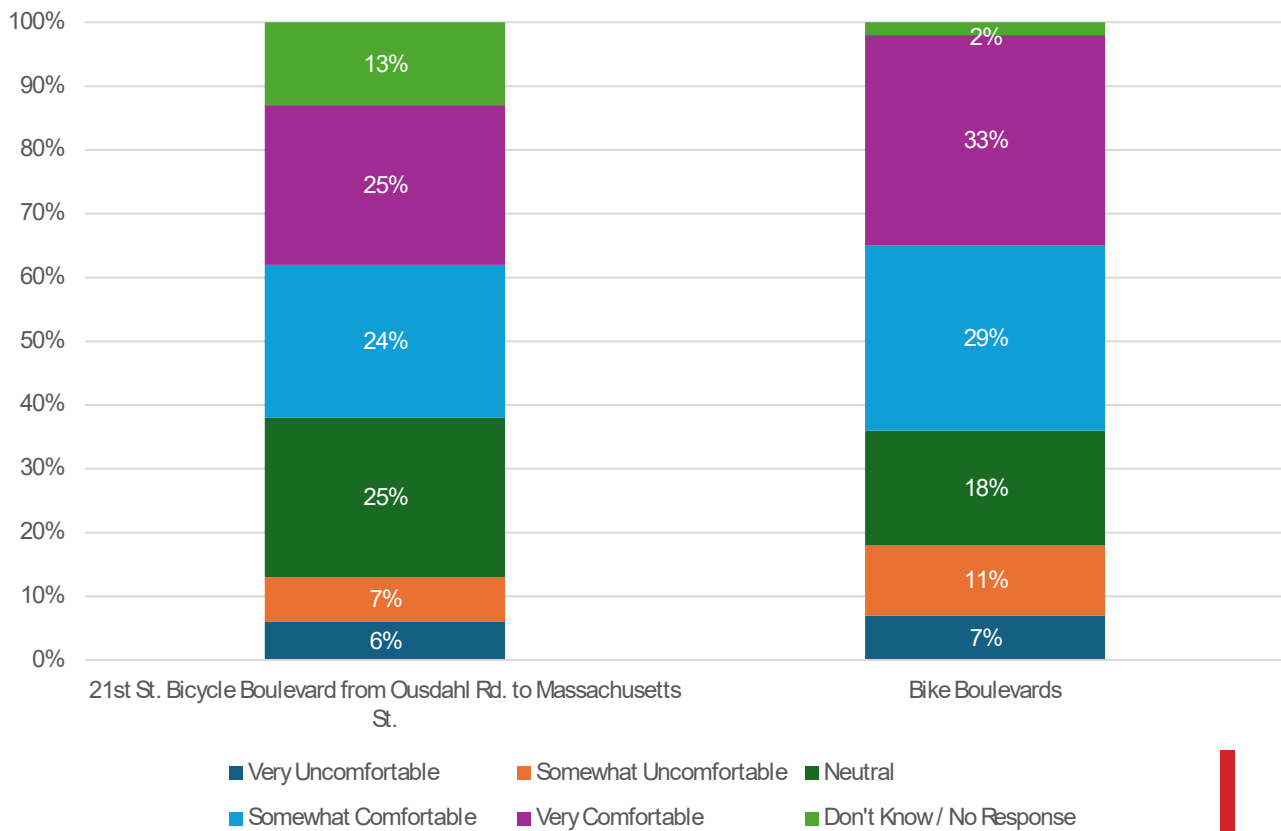
Responses: 569 Skipped: 12

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



Responses: 504 Skipped: 80

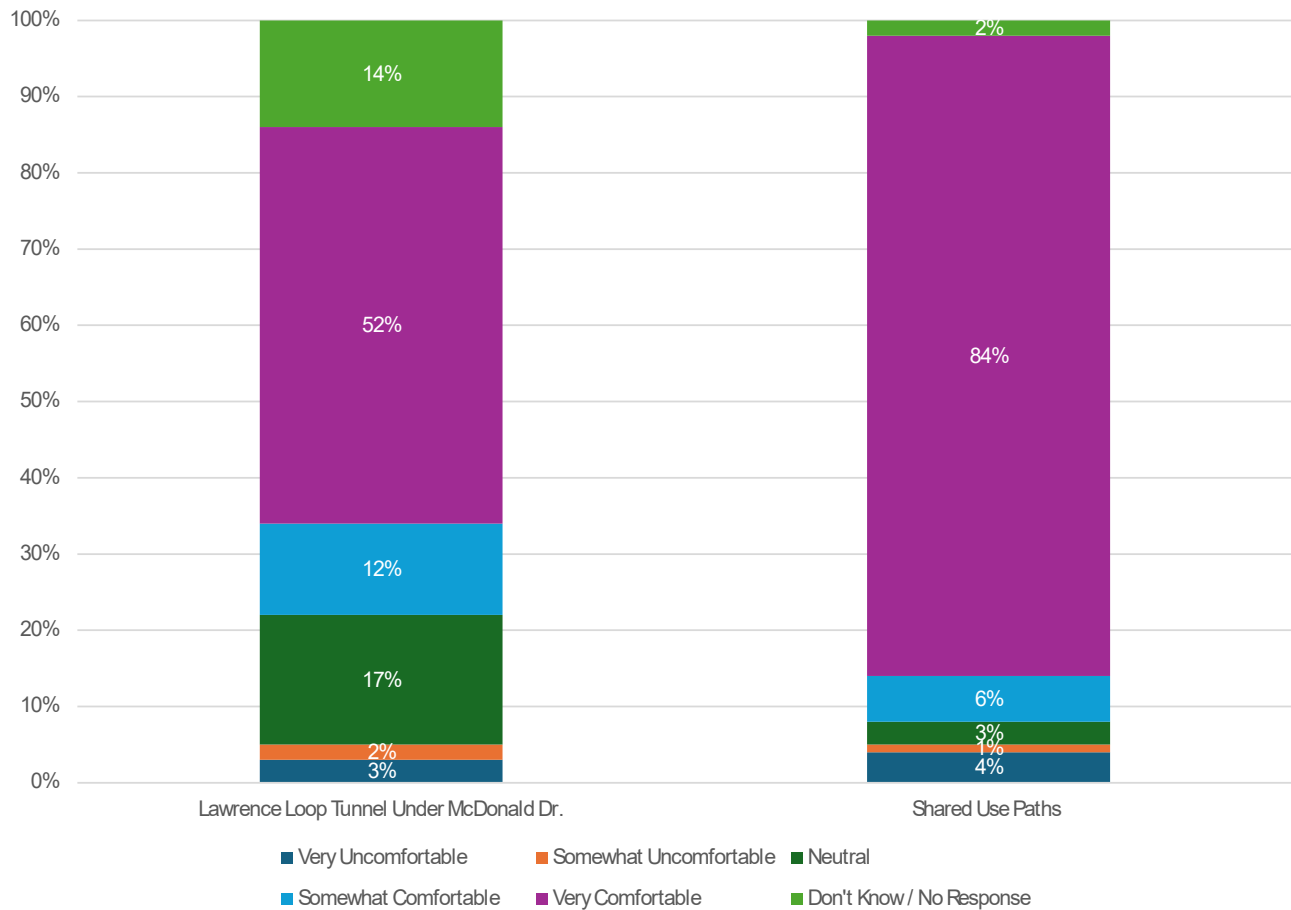
Question 8 & Question 10 Answer Comparision: Bike Boulevards



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

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July
2025.*

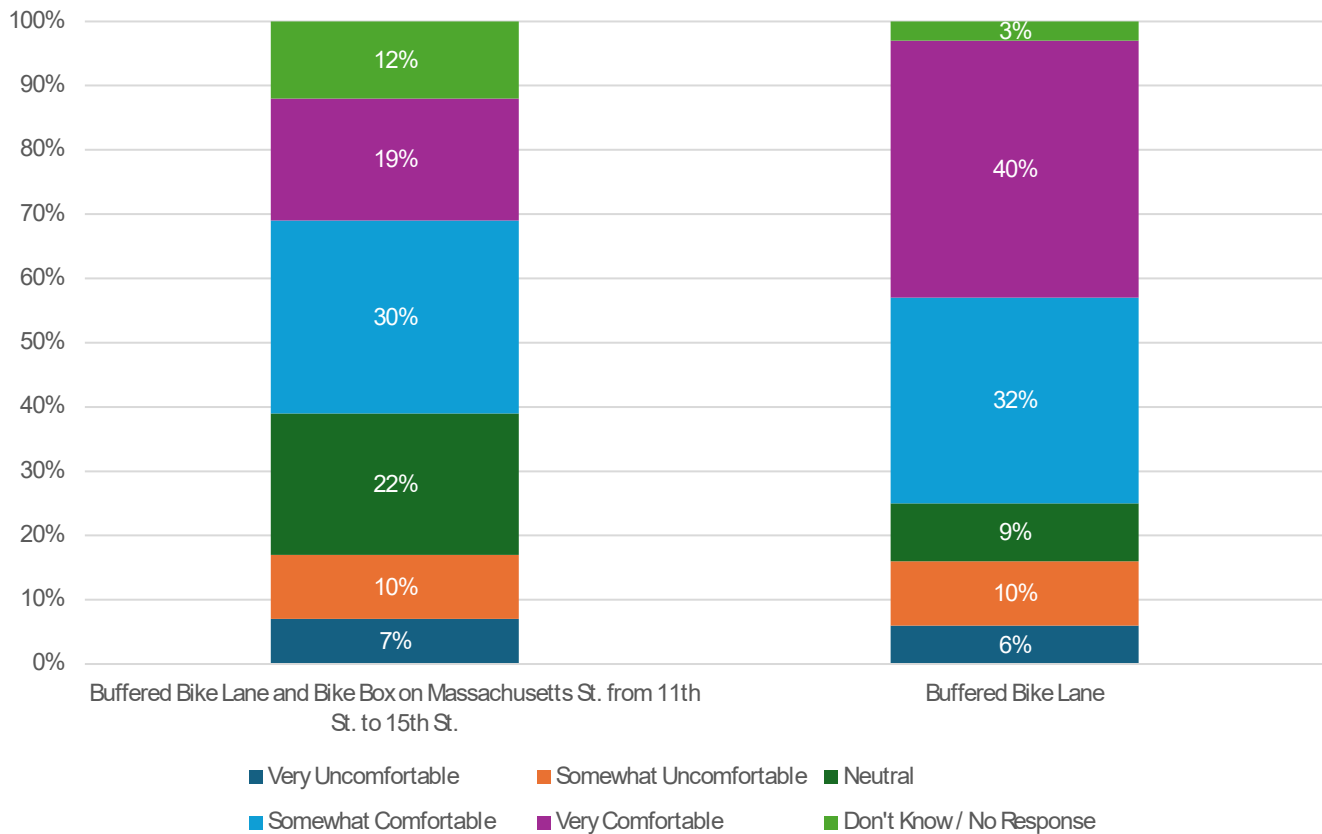
Question 9 & Question 10 Answer Comparision: Shared Use Paths



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

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July
2025.*

Question 7 & Question 10 Answer Comparision: Buffered Bike Lanes



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

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

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

Bike Infrastructure

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

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street. Speed humps will help to calm traffic without encouraging cars to swerve around.

- The 21st St. bicycle boulevard has weird concrete curb bump-outs and a confusing lane layout that makes it hard to know where to ride and how to let cars pass; it's always a little stressful to navigate. I haven't used (or even seen) the tunnel under McDonald Dr. The buffered bike lane and bike box on Mass are ok—appreciated and definitely better than nothing!—but paint by itself doesn't really make a safe bike lane.
- I think the protected bike lanes are not worth the additional cost relative to buffered or conventional bike lanes - assuming a fixed budget, it is better to have more normal bike lanes than a smaller number of protected bike lanes. In my opinion, there are many more north-south bike routes and relatively fewer east-west routes in town. Bike lanes on 9th St between Avalon and Iowa should be a top priority.
- Buffered bike lane on Mass is great, but the bike box isn't great. That intersection is tricky, both entering and exiting the bike lanes from Mass, I was glad to see the problems addressed in the public meetings about the Mass St redesign.
- On the Ousdahl to Mass bike boulevard, the bump outs that are intended to calm traffic actually create more danger for cyclists because they force cyclists over into the vehicle lane. Fortunately there is reduced traffic, but in situations when a car approaches a cyclist from behind in the locations of these bump outs, the vehicle has to move left into potentially oncoming traffic to avoid hitting the cyclist, who has to move left to avoid hitting the bump out. I know it was well intentioned but it is a seriously terrible design.
- Better bike lane/box markings at intersections for the adjacent blocks to the East and west of Mass St through downtown.
- Would prefer more protected/separated lanes or paths whenever possible
- We need more bike paths with no cars.
- Look I understand the difficulty of installing a fully protected / barrier-walled bike lane along major thoroughways but I honestly ride as if the paint-marked bike ways didn't exist on these roads because I feel like they offer a false security. On quiet roads they're great. By a long shot my favorite bike routes are the 21st St style of a restricted street or a dedicated wide path like you see along Iowa or Clinton Pkwy. I'd love to see modifications to Barker and Connecticut St to make them more like 21st. With that, you could safely ride from the loop at K10 all the way to downtown on protected routes
- HATE the concrete curb triangles on 21st. Forces riders and drivers to swerve. Takes up space a clear bike lane would be safer.
- More bridges over major intersections like the Lawrence loop at Wakarusa
- "Sharrows" are unsafe. The first time I rode on New Hampshire with the shared-use arrow with my young daughter, someone in a car yelled at us to "get off the road" and almost hit us. These sharrows just encourage people to bike in traffic with angry drivers. I'm never doing that again. Give us protected bike lanes. Painted lanes and sharrows are worthless.
- Get rid of the bike lanes on roads and streets. Build wider mixed use walking/cycling lanes on sidewalks to get bicycles off the streets. Most cyclists fail to adhere to and obey traffic laws. Or take up an entire lane requiring a car to move into oncoming traffic to pass the bicyclist.
- As someone who rides often and appreciated shared lanes and "sharrows", as well as designated bike lanes, I'd offer this observation: Whatever it is you did on 21st between Ousdahl and Mass., don't do it again. That's a confusing mess for drivers and riders alike. When drivers are confused, bikers are at higher risk in EVERY situation. Also, when you construct roundabouts, consider making the lanes wider for bikers. Those can be death traps.
- The traffic calming devices are crap. They do nothing to slow people down and are a huge waste of money. I also no longer feel safe riding anywhere on the loop that is isolated due to being harassed by

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vagrants, including by the tunnel under McDonald. Until the city gets that under control I will not be using most of the loop unfortunately. It is just not safe for a woman riding alone.

- Would prefer if the bike lane on Mass Street was parking protected alongside South Park instead of having to worry about cars pulling in/out
- Buffers need to be bigger, wider and more permanent. make a berm with grass/landscaping not just rubber/plastic cones
- I'm still nervous using the buffered bike lane with my child (6 years old) biking--would love to have that be a protected bike lane
- The crossing on North Iowa is great for pedestrians, who can easily press the button as needed, but it is not ideal for cyclists, because of the hill from the overpass over 1-70 and trees.
- Love the mass St 11-15th changes and found that I use it A LOT more now. I was surprised that I was a lot more comfortable. 21st ST seems over the top and silly. I ride all of Mass street except 17-19th, which feels dangerous.
- We use the 21st bike boulevard a lot and the path in the wetlands. It is hard to get to some of those paths though especially with kids. Crossing 23rd is really hard on bike.
- It would be more convenient if the 21st street bike boulevard had a connector to the Burroughs Creek Trail. A connector from Naismith Valley Trail to 21st Street (is that the new Naismith Sidewalk?)
- Buffered bike lanes are generally good, protected lanes of course are ideal and should be pursued where appropriate and incorporated into the city roadway development in subdivisions and as part of regular street maintenance, ie mill and overlay.
- I like what we did with 21st street but the bump outs suck. Please don't do that again.
- Putting prints of bikes in the road doesn't make it any more safe because no one enforces cars to respect the people on bikes. I have experienced this, a lady in a car tried to pass me in the middle of a traffic circle, she almost hit me.
- It would be nice if the buffered lane on mass started at 21st street so I could take the boulevard all the way to mass.
- Please keep adding more shared use path connections as a priority whenever possible!
- Buffered bike lanes suck.
- Do not shut down Mass St from four lanes to two lanes for cars
- It would be awesome if the bike lane extended down to 23rd on Mass St. I bike on Vermont until 17th where there is a light to turn left on Mass St. - I've been almost hit by a car on that gap of road there before the bike lane starts on Mass.
- The termination of the bike lanes on Mass St in both directions, but especially going north, presents some difficulties. Heading toward downtown, the bike lane stops just before 11th and cars are not expecting bikes to merge into their lane. It can be dangerous, unless I completely stop and wait for traffic to open up. It is a little easier when it stops going in the other direction, because Mass is a little wider at the stoplight at 14th, but with the parking there and the rough road, it still presents issues when merging onto the road.
- I have only biked from 14th to 11th on mass. We live at 11th and Tennessee. So I want to turn left at 11th. With light traffic I can go into the left turn lane. Otherwise, I have gone on the sidewalk and walked my bike until my dog and I are headed west on 11th. Don't have a solution, but since 11th St has some bike friendly lanes from Ohio to Indiana, better access would be appreciated.
- More bike boulevards and traffic calmed side streets!
- Buffered bike lane starts at 14th St, not 15th. Transition from buffered bike lane to shared-lane

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marking south of 14th is uncomfortable as Mass is still single-lane at that juncture, and cars typically do not leave space for a bicycle.

- Buffered bike lane and box on Mass from 11-15 is confusing to drivers and bicyclists. Drivers many times lack awareness of bicyclists on streets and county roads. Congestion and excessive speed creates a dangerous environment for all.
- Wish the bike blvd had room for bikes when the jut out goes out for cars because the cars get mad and zoom past at those points.
- One thing I would like to see is greater continuity (I don't like when bike lanes/ paths just end or transition into sharrows). Additionally, maybe you could look into grade-separated paths (bike paths at sidewalk level, adjacent to streets) so that amateur riders or children would feel more comfortable.
- The more marked bike lanes, the better, although some streets like Iowa, 23rd, 6th, Wakarusa, and 15th (B Billings) should always be avoided by bikers, regardless. I tend to use the sidewalks on those busy, fast avenues.
- The design of the buffered bike lanes has a lot left to be desired. I bike to downtown frequently, and some paths made me wonder whether the designers have tried out the buffered bike lanes. Here is an example. In the north-bound buffered bike lane section right in front of the Liberty Memorial Middle School, a truck cut me off to take the right turn to the E. 14th st. The buffered bike lane didn't make me feel safe, despite wearing a helmet (MIPS safety). For the shared lanes, some cars are respectful, but recently I have noticed that cars are driving excessively fast, even on the 21st st. bike lane. I understand that a car-dependent society will take time to transform to respect a biking culture, and I know that Lawrence isn't setting its bar high to the Paris or Amsterdam standards. Right now, though, Lawrence has a long way to go, and the design itself needs to be revamped with more protected bike lanes.
- Having at least bike lanes builds confidence with the extra space.
- The chicanes on the 21st st bike boulevard make me feel uncomfortable on a bike. I feel they throw one out into car traffic. since you can't ride to the right of the obstruction. The shared bike lanes are essentially no different from an unmarked street. I don't feel that automobile drivers pay any attention to the markings.
- Bike lanes that end suddenly, like at 9th and Indiana, are also a hazard. Suddenly you have to ride in a shared lane, not knowing if a car is right behind.
- 21st curbing is not a good design past Louisiana.
- The way the bikeway ends on Mass St. causes confusion and anxiety for cyclists.
- Designated bikeways like the ones mentioned above send a strong message to our community that we encourage cycling and that we understand the importance of providing safe modes of alternative transportation.
- Extend them
- I wish the buffered lane on Mass went to 19th. There are often service trucks parked on the bikeways
- Having a bikeway for 4 blocks that ends suddenly is more dangerous than not having one at all. • Make these more continuous.
- I love shared use paths and when there is some distance between cars and bikes.

Safety Concerns

- Bicycles and Cars on the same pavement are dangerous for the bicycle rider everywhere.
- I used to commute daily when I worked at KU. I would take neighborhood streets, no matter the weather. Billings and Ninth became too busy and too narrow to use. Wakarusa is now impossible with the speed limit and constant decelerations and accelerations because of the roundabouts with no space for bikes. Bike routes using 'sidewalks' like 27th and like Delaware are extremely dangerous. To go up on the sidewalk at the Wakarusa roundabouts would be suicide. Further, this use of sidewalks clearly sends the message to drivers that bikes are not legitimate vehicles of the road.
- I mostly commute within town so the loop isn't helpful from that standpoint. I cannot tell you how many times I have been almost hit simply because people driving vehicles do not anticipate bikes. In fact I would say that the fact I am on a bike frequently incites anger from drivers. I will not feel safe within any of these models above until drivers anticipate and make room for bikers. Even in bike lanes drivers frequently cross the white lines. I bike with three young children and that is a terrifying feeling. Moreover the traffic lights frequently do not account for us so we have to figure out how to get up to the pedestrian signals. Can we get easier access from the road?
- I've only used the 21st St and I felt it was unnecessary and possibly made me feel less safe.
- I ride on the sidewalks or I ride on side streets I do not like using lanes and riding that close to a moving vehicle it is incredibly dangerous and I would not do it ever. But I do write on the sidewalks on major streets and I appreciate the handicapped access for a bicycle. I also just stick to side streets where there's no traffic. I don't like competing with cars and I think Bike Lanes on busy streets are a fallacy bike lanes that lead people to think they're safe and they are not there's nothing preventing a car from crossing that little line or that little buffer nothing
- Is there any discussion to stop forcing high levels of car and bicycle traffic and creating true safer bike boulevards parallel to these busy streets? A great example of this is N Street in downtown Lincoln NE
- When the bike lane runs between the parked cars and traffic, it is incredibly dangerous because cars pulling out of parking don't see cyclists. The parking should be the buffer protecting the bikes. Paint on the road offers no protection. We need barriers. If Boulder Colorado can make biking in a college town safe, so can we! I would bike to work if I felt safe. Also, the 21st street boulevard needs just as much care as car roads. The potholes are unacceptable. How will The Crossing @ KU affect crossing Iowa?
- Simply painting lines on a street to designate a bike lane doesn't make cycling any safer. It's important to have streets that are wide enough to accommodate bike lanes, to have appropriate signage for drivers, and to keep markings updated and clearly visible.
- Painted lines on the road can only do so much for drivers who aren't paying attention. I feel much safer with protected bike lanes or separate infrastructure.
- It's ALWAYS nerve-wracking to ride on a road with cars. Distracted driving, aggressive drivers and running red lights is a huge problem and being on a bike is scary.
- The painted lines on busy streets don't make me feel all that much more comfortable. The less traffic, the lower the speeds in general the better. I generally do not like biking next to cars.
- The buffered traffic slowing on 21st is more dangerous than anything because cars try to race bikes through the pinch zones creating extremely unsafe scenarios. This happens every time I ride on 21st.
- Lines of paint are not sufficient protection for bikers. Extra-wide sidewalks (like on 6th St, 23rd St, etc.) are also not recommended for safety. Separated, physically-protected bike lanes are the answer.
- I do not like the blocked parking lanes and forced curves on 21 between Naismith and Louisiana. I ride it daily. The narrow road allows less space for the passing cars. I think it makes the road more dangerous. I also believe that this system builds ill will amongst drivers. So not only do these features make me feel less safe, car drivers are angry at me because of their existence. Please remove them.

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- While the bikeway between 11th and 15th streets on Mass is very nice, there is no way to continue south on pedestrian streets (Vermont) without a block on Mass with no bike line and cars biking out of spaces. It feels very unsafe for that one block until you can turn right on 16th.
- I avoid biking anywhere where I have to use bike lanes, as those lanes are often full of debris (sticks, rocks, dirt, sand, etc.), uneven (because half of the lane is asphalt & half is concrete), & on roads with high speed limits (40 to 45 mph). I think it's far safer to bike on shared-use paths. George Williams Way is a perfect example of a road on which it would be far safer for bicyclists were there a shared-use path instead of bike lanes. I wish the city would put the bulk of its resources into creating shared-use paths, as opposed to adding bike lanes or creating bike boulevards. In particular, I am deeply concerned about the city's plan to add bike lanes to 9th. 9th is congested enough. There is a lot of traffic coming from & going to those side streets. I fear that adding bikes on the road is only going to make it more dangerous for everyone.
- Transitioning from street to shared use path is always difficult. A lot of times I default to using the road because getting on and off the path can either be dangerous or make no sense. Many times I feel that vehicles won't acknowledge you if you try to get on or off or don't see you through a crossing like around 27th st.
- I personally still prefer to take less busy side streets when possible when navigating from Point A to Point B rather than bike lanes or other accommodations on busier streets.
- I avoid using Mass in favor of using side neighborhood streets...
- But it is more dangerous when Lawrence high students get out of school.
- It is good to have three options to cross Iowa: 23rd path, 21st light, and 19th Tunnel.
- The back way into Schwegler should stay open after the new construction nearby.
- My comfort level more depends upon the street speed limit and the amount of traffic. No traffic = comfortable. The more the traffic, the less the comfort level, because while sections of the bikeways are great, I have to get to them somehow. And, it is probably more the getting to the bikeways that would be the challenge vs. the actual section itself.
- I would never ride my bike on any type of road on Lawrence because drivers here are insane, have road rage and do not follow traffic rules. Due to the crime in all of Lawrence and the increase in bike theft, including an individual pushing people off of their bicycles on Lawrence trails, as well as the amount of off leash dogs running all over town and attacking people, I no longer ride my bike anywhere in Lawrence ever. I drive my bike to Johnson County and use their trails.
- Unprotected bike lanes are unsafe in Lawrence. I have been cut off and screamed at while using a designated bike lane on 19th.
- I'm not entirely comfortable biking without an substantial physical barrier separating me from fast-moving cars and trucks.
- Honestly, the bikes should not be on major traffic thoroughfares. They are already too congested and backed up to be safe - a bike going 10mph should not be holding up traffic on those streets even if it's legal to use the lane. Decreasing traffic lanes on major arteries will make that congestion worse and drivers will respond more impatiently than they do now. Shift bikes to lesser-used streets where everyone will be safer.
- Biking on shared surfaces with cars does not feel safe in this town.
- I moved here from Colorado where they were investigating in completely separate paths for bikes. Bikes and pedestrians sharing paths feels much safer than bikes and cars. I biked a lot there.
- These are small distances that then transition into terrible conditions. Mass heading south turns into a dangerous situation where the uneven sidewalk is safer. Mass heading north has an asphalt road with a concrete parking apron. The joint between them is EXACTLY where the bike tires should be

creating a hazard.

- In areas where there is on-street parking for motor vehicles, the risk of doors opening, children walking out from between cars and cars/truck pulling out across the bike lanes requires careful, astute defensive riding attentiveness.
- I don't think just paint on the road qualifies as a safety feature/designated bike lane. Oftentimes cars/trucks will veer close, park there, or the lane is simply closed off for construction.
- I live in NW Lawrence and ride downtown for errands. I avoid major streets, preferring streets with much less traffic (7th st from Iowa through Old West Lawrence) because drivers are not looking for bikes. I use the 10' shared paths when possible.
- Cars weigh 3000-4000# and are a danger when there is no barriers.
- The biggest challenge is when these bikeways cross vehicle traffic.
- Do not allow any type of motorized vehicles, including bikes on bike pathway on the loop. There have numerous times I have almost crashed because of their speed, etc.
- Even with dedicated facilities, biking on Mass will always be a little difficult due to the amount of foot and vehicular traffic. I usually prefer taking New Hampshire and "going in the back way" when I bike somewhere on Mass at peak hours.
- It is not safe for bike riders to share the road with cars. Bikers do not follow rules of the road.
- Everyone I know absolutely hates the bike boulevards. Please do something about them they do not help as much as you think but rather negatively affect the community. It worries me driving around bikers there, as I am constantly swerving to stay on track with the road, even going under the speed limit.
- I feel very uncomfortable using city streets for bicycling activities due to the unsafe activity of larger motor vehicles that share the road. Many motorists don't respect bicyclists and would just as soon run them over than share the road.
- Also, I feel the City of Lawrence has overspent tax and grant dollars to appease a small group of cyclists by creating city streets or bike routes that disrupt traffic flows for larger vehicles, i.e. - Bike Blvd on 21st Street, and future reconstruction of 9th Street to accommodate cyclists by reducing traffic flow down to one lane for motor vehicles.
- I have personally witnessed cyclists ignore standard traffic laws by running stop signs, stop lights and not signaling turns because they feel empowered and protected by the City's treatment of cyclists. Also, I've experienced cyclists riding after dark without benefit of bike lights, reflectors or blinking helmets to show their preference on the roadway. Lawrence Police should issue citations.
- I find streets with traffic calming devices to really not be worth it. It some times puts me in a less safe position and cars so stupid things when they encounter a bicyclist near a traffic calming device.
- I marked somewhat comfortable for any of the questions in which cars WOULD be present in a way that a distracted driver could collide with me while on my bike. I lost a close friend as a result of a car-bicycle collision, so my "comfort" level always recognizes that I am still relying on drivers to be obeying those sharrows and bike lanes etc.
- We need more bikeways so one can comfortably ride completely across Lawrence from West to East and also from North to South. The road conditions are very inconsistent from terrible to good.
- The only thing that makes me uncomfortable on the shared use path is cruising with headphones playing and a homeless person jumping out of the camp they set up over night. Needles laying every where.
- Still uncomfortable biking on Mass from 11th to 15th Streets due to vehicles' potential to back out of parking. The 21st St. Bicycle Blvd intersection with Mass is great with the right-turn-only for vehicles

Lawrence Bike Plan Update

onto Mass. However, the push-buttons should be regularly assessed for timeliness and accuracy. The push button interval often takes so long that drivers wave the cyclist through before, and by the time the cyclist is told to proceed, their already long gone, so the vehicles have to wait for no reason, further exacerbating poor cyclist-vehicle relations and misunderstandings.

- Personal automobiles do not belong in the same space as bicycles or pedestrians when speed limits and ignorant driving practices go unenforced and ignored.
- The larger cars and trucks become the more they need to be regarded as the potential cause for injury to anyone not inside of them, both physically and mentally due to unenforced volume both physically and aurally of the vehicle.
- This survey is so off? Wakarusa Avenue? Where's that? Wakarusa Drive has bike lanes on some of it. Harvard has sharrows and is a designated bike route. I am a strong rider and can navigate busy streets, etc. But I have become more risk averse in my old age. Give me a bike lane that at least has a white line and I believe that I am safer. Don't make me ride in the same lane as traffic as on bike blvds and narrow traffic calming devices. Bike blvd means I constantly have to look out for cars and hope they yield (slow down) for me and don't try and pass unsafely. Same with sharrows. Bike lanes, protected bike lanes and buffered, and shared use paths are the way.
- I live in NW Lawrence & ride downtown for errands. I avoid major streets, preferring streets with much less traffic (7th St from Iowa thru West Lawrence) Because drivers are not looking for bikes. I use the 10' shared paths when possible.
- There is a lot of speeding on the 21st Boulevard. I like the traffic calming, but it doesn't seem to be enough. The speed on Mass still makes it a bit terrifying.

Lawrence Loop

- Some spots on the 22 mile Lawrence loop dump you out onto some less than desirable places to 'share the road' with cars since they see it as their road and some still drive very aggressively after getting into town like the section of the loop from Peterson that goes under busy McDonald street, which is an awesome feature but then it just to dumps cyclists on N Michigan which is too narrow and the bike lane is full off dangerously uneven potholes that will swallow a bike tire, glass and general loose debris for average-skilled cyclists to maneuver. The best safest options would include redesigning areas that connect to the existing loop and ensuring those intersections it meets with the roads have separate designated bike lanes/ roads, would make it much safer for cyclists and pedestrians to get around town.
- The Lawrence Loop is the jewel of Lawrence! When I moved here in 2019 it was partly because this city and this community values recreation and bikes. Having a dedicated bike path that (almost) encircled the city is AMAZING. I ride it all the time. Some days I use it to get around town to run errands after work. Some days I just ride it for recreation and exercise. Please finish it.
- I wish there were better maps to show where all these paths are for bikes, like the Lawrence loop, it can be hard to know how construction is impacting or closing down parts of the loop that are shown on the Lawrence loop map as completed. This then causes me to have to go on roads that I don't feel safe biking on because I have to do a detour.
- Significant challenges with off leash dogs on the Lawrence Loop. More signage would help.
- As the car traffic gets heavier and heavier we need even more protection. I use the loop anytime I can for that reason but it adds a lot of time. I would bike more frequently if there were more protected bikeways throughout the city.
- Connectivity is key. Riding on the Loop can be awkward when busy; I feel like I'm bothering people walking.
- Hopefully the loop will get finished. I like the planned over pass
- Close the loop!

Lawrence Bike Plan Update

- Love the loop and busses with bike racks.
- I need more signage for the Loop. Additional comment written next to tunnel question "Can't find it!"
- Finish the Lawrence Loop.
- Too many walkers, strollers, dogs and e-bikes on the Loop. I would also very much prefer asphalt over concrete.
- Please finish the Lawrence Loop!
- The Lawrence loop is a wonderful place to ride with exception of the area along the Wakarusa river and areas around the Sandra Shaw park due to the number of houseless people. I will not ride in these areas alone for safety reasons.
- The Lawrence loop is a wonderful example of what bike infrastructure should look like. Whenever possible bike lanes should be separated from traffic or minimally be redirected to streets where car traffic is minimal and slow. Great examples both can be found in bike friendly EU countries. Preferably, bike lanes should be planned prior to or in conjunction with new developments. Make it a requirement for the developers. The bike boulevard is simply dangerous. Forcing bicycles out in the road with the car traffic seems quite the opposite of its intended purpose, namely to make cycling safer. It's also unsafe in that it puts obstacles on a cycle route that a cyclist might not see (e.g., at night) or will not be able to avoid (e.g., a car is passing). Judging neighborhood streets as one category does not make sense. Some neighborhood streets are very busy while others have little traffic. Some neighborhood road surfaces have deep potholes that affect safe cycling.
- The one I use the most is the loop & it is very well kept, so pretty,
- FINISH THE LOOP!
- I would very much like the Lawrence Loop to be completed. This is my top wish and hope.
- I strongly prefer to bike on trails such as the Kansas River levee and the Lawrence Loop. It's safer. I keep wishing that the city would finish the Lawrence Loop. I look forward to riding it in it's entirety if it ever gets finished.
- The section of the Lawrence Loop that has the tunnel under McDonald drive runs from Peterson Park to Michigan Street, and is disconnected from the rest of the loop. I would like to see this section extended so that I could ride more of the loop. The entrance to the loop at Peterson Park is the most accessible one from where I live, i.e. only a mile from my home, and I have really appreciated having access to the loop through this entrance, but would be able to ride much farther if it was connected to the rest of the loop.

Community Awareness/ Education

- Motorists do not know how to navigate any of these special new marked spaces.
- The biggest problem is car traffic. Even at the bike box, cars loom and zig and zag.
- I've had a few spills which set me back for weeks. I enjoy biking and don't want to lose enjoyment due to down time. And cars/trucks seem to mostly not care because they feel they own the road. Sadly Not on those specific Lawrence bikeways, however.
- Speed of cars is a major factor. If speeds were enforced many roads would be safer for biking.
- I have experienced many times motorists (traveling the same direction as me) accelerate to high speeds on the opposite side of the traffic calming medians on Barker Ave to pass me. Which is pretty alarming for anyone around not in a car. I am skeptical as to how effective that specific form of traffic calming is in a neighborhood.
- The public has not been educated about our bike usage, we have been honked at for riding on the bike boulevard. Many drivers do not think we have a right to be on the road. Shared use signs are

Lawrence Bike Plan Update

pretty useless. Most drivers do not pay attention to them.

- I don't use the Bike box at all and I don't get the feeling that anyone (especially drivers) understands what it is there for or what it means for cyclists.
- Lawrence is one of the best cities for cycling, both for commutes and recreation. It is essential to create separate bike lanes on all main and side streets. Educating the public about bike infrastructure is also important.
- Increasing public knowledge of them, and having clear and concise signage will always be the best way to feel safe.
- The more the restricted areas are for bikes, the less drivers will pay attention to those who use them. The level of attention of motorists with shared use plans is reduced.
- I love the pavement markings and bike lanes but my experience is that some drivers do not pay attention to these and will buzz cyclists no matter what paint is on the ground. Divided lanes or bike/ped only paths are the only way to ensure that people are as safe as they can be.
- Bicyclists are not paying attention in this town and making it difficult to drive. When they are on the roadways they often are slowing down traffic and not following road laws.
- I would love to bike more for a fun Saturday afternoon activity. I have a stellar bike I haven't ridden longer than 10 minutes in 5 years. These are my issues/concerns: 1) I don't know how to get a bike to safe trails because I can't ride to them - too many busy streets and no bike rack on car. 2) I don't feel confident about knowing bike safety culture. I'm too novice to know how to interact with traffic - hand signaling motions, right-of-ways in these bike lanes. I feel like I could cause an accident easily right now. Therefore, I avoid streets. I also don't feel confident that my bike won't get stolen. I don't know how or where to secure it properly. 3) I don't know who to talk with when I have a bike maintenance issue.
- It is the careless and distracted drivers that make me nervous. There are way too many people glued to their phones while they are driving.
- Use to bike frequently. After many close calls only biked on bike paths with proper head protection. Drivers do not watch for bikers- never have. Bike paths are fairly safe. Lawrence is a great place to bike on the paths but I would not want to use biking as a main form of transportation because of the unawareness of drivers. I have biked in several states and cities and find this true across the board.
- I just want to make sure bike riders are using the bike lanes. I get tired of see it not being used. My tax money is a waste if there is no enforcement of those you choose not to use the lane as they are intended for. We have build all these trails and side walks and there are still so many people walking and riding on the road.
- All bikers/users of non-vehicular objects and pedestrians should receive continuing awareness about all "Rules of the Road" for all traffic, be it vehicular or pedestrian! Foreexample: Is it with or against vehicular traffic in undesignated areas? Is it single file or side by side with vehicular traffic? Is it pedestrians and loose pets first when crossing traffic or not?
- You can't leave these and similar questions to "common sense" because that only develops with years of experience and maturity!
- Cars do not follow the 20 mph speed limit or the controlled entrances on 21st St bike boulevard. This is such an important and safe path East/West, but cars don't make it feel safe.
- Also, cars drive in the bike lane all the time, especially on 19th St.
- The uncomfortable part comes from drivers of. Vehicles not paying attention or become aggravated by biker presence
- 21st is odd and cars don't know how to drive on it or treat other cars or bikes, kind of scary.

General Support

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

Opposition/ Tradeoffs

- With a growing population, we need more 4 lane roadways with an extra turn lane instead of sacrificing car lanes for bike lanes. To protect bicyclists, we need completely separate by ways through neighborhoods. Stop trying to force us to ride bikes--we pay taxes too to have roadways that get us across town in a timely manner. You did not adopt the "zoom to zero" until AFTER you started this agenda. I am not alone and we OBJECT. PUT IT UP FOR A GENERAL ELECTION VOTE.
- PLEASE REPAIR OUR STREETS RATHER THAN INVESTING MORE TAX DOLLARS INTO BIKE LANES THAT FEW PEOPLE USE.
- I don't find these particularly useful. False sense of safety lulls you into unawareness of your surroundings.
- Seems like a bad expenditure for the amount of bike traffic we have!!
- I wouldn't say that these areas made me more comfortable. I didn't have any issue with these sections before these improvements.
- With all the bike lanes in the city, I seldom see people using them. The cost to build them does not equal the use. If people want to bike, use the trails. They are safe. The funds used to serve the bikers, need to be reallocated to maintaining the streets. Our streets are in horrible condition (just look at 21st street to Ousdahl). It is terrible. So many of our streets are in need of repair. The streets are used for all, just not to accommodate the bikers!
- Lawrence does not need to be spending money on this!!! You are cutting parks and recreation

program from our children, but then willing to spend money on something like this which benefits a small amount of the population that bikes. If you don't have money to continue making good on the tax paying members of Lawrence like keeping the sports pavilion free, then you need to stop the frivolous spending.

- 21st seems like a waste. Rarely see bikes on that street.
- This should be put way back considering the huge budget cuts!! People no longer pay attention, biking no matter what is dangerous.
- Yeah, the one at lime 22 and Ousdahl right by my house is useless! I live there, and no one ever I mean ever uses it! It sucks for cars, and is useless. Do something meaningful, like a lane. Take this garbage out! I literally, have never seen anyone use this! Love one block away for 6 years, and travel this rout several Times daily!
- As a long-time resident of the Centennial Neighborhood, I have NEVER seen any bicyclists use the 21st street bike way. It's a boondoggle! Please stop creating any more bike paths because our over-burdened City budget can't afford it.
- These bikeways should not come at the expense of motorists. Traffic calming is government oppression.
- When are you going to tax the bike riders for the bike lanes that the people of vehicles are paying for?
- Please put all efforts into fixing the Kansas River bridge. It is bad for bikes and bad for walkers runners/pets/etc. Can we expand the pedestrian area or make a bike lane in the road section?
- I would like to know how many bicycles use out Lawrence roadways for main transportation and that same for leisure. It is not very common to see that many and you spend a lot of money redoing roads and consulting so show me the numbers please.
- I'm terribly scared that this new Dillon's development will ruin the safety of biking there.

Other/General

- Dude humans might be on the brink of building something more amazing than Utopia See nanotechnology and Rosie the riveter robots Hopefully we can get to Utopia without a prison surveillance state replete with roving bands of dudes with cages cameras chains and guns. Make it more like a Dutch countryside with the happier healthier freer humans
- I haven't used them yet
- The only one I've used is the tunnel
- I do not know the last 2.
- Steve
- I've marked neutral on the areas I have not used before. The more buffering from cars, the better. The more educational outreach for auto drivers, the better. I don't ever anticipate shared usage on the busiest Lawrence roads becoming a reality. Separate, buffered, dedicated bike lanes or shared used paths seem best. I'm sure it would take a significant investment (and maybe the overall community interest level just still isn't there yet), but most of Europe have a pretty robust cycling infrastructure and culture. I think we should look to their solutions/practices as much as possible to inform our improvements and programs. As climate change (and our national economy) worsen, alternate transportation will only become more important. Best to invest while we can.
- I've never used them, so I'm not able to comment in good faith.
- I have not used these yet.

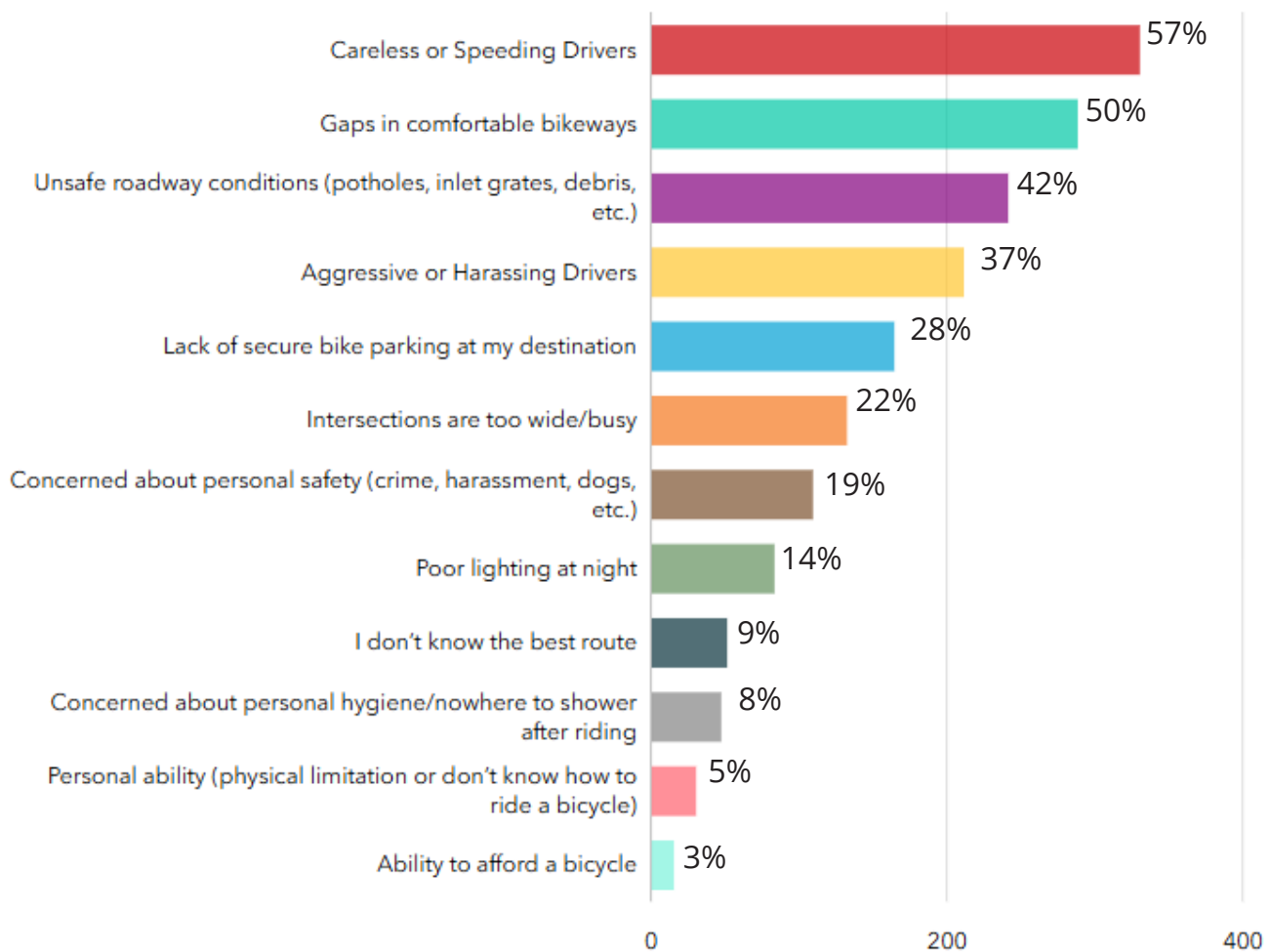
Lawrence Bike Plan Update

- I want to use them more! I haven't ridden them since I moved out to the country on gravel roads with steep hills and my dogs.
- In a perfect world there would be well marked bike routes off street and on that get you to and from major parks and locations.

Maintenance and Operations

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

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



Responses: 506 Skipped: 75

Question 11 - “Other” Responses

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

Safety Concerns / Comfort Levels

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

Infrastructure Issues

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

Personal Preferences

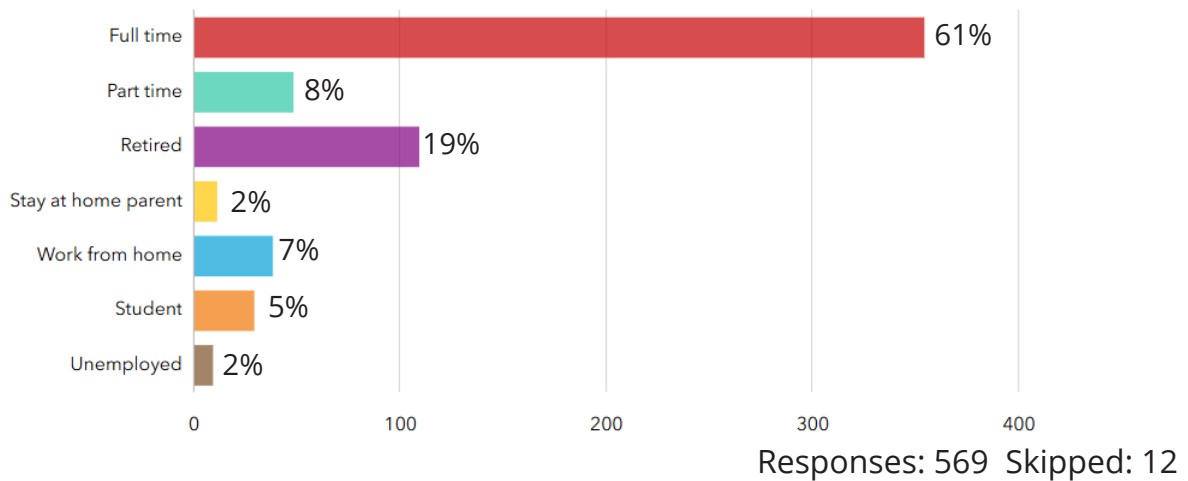
- I do not WANT to bike anymore.
- Carrying necessities with me, or returning home with items (i.e. shopping).
- Commute too long.
- Running out of water on a trip. Difficult to find public water fountains, or ones that are working.
- Hills.
- Although I have biked in the rain/snow before, I prefer warm,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

Other

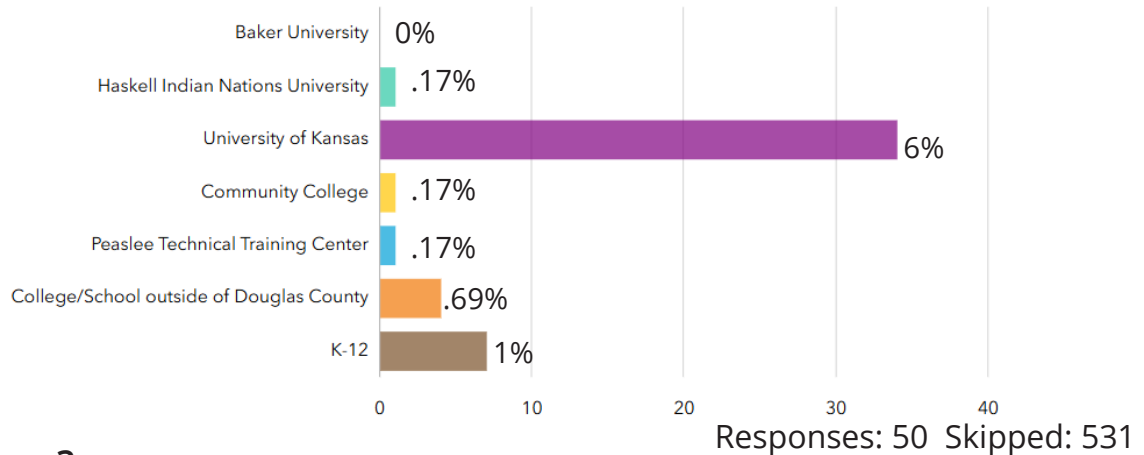
- Laziness.
- This survey is biased having no questions against expanding bicycle routes.

Demographics

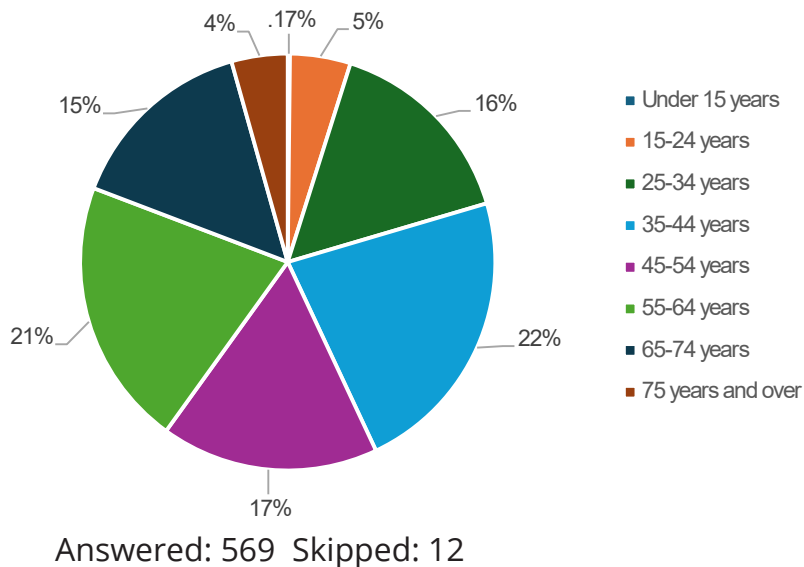
What best describes your employment status?



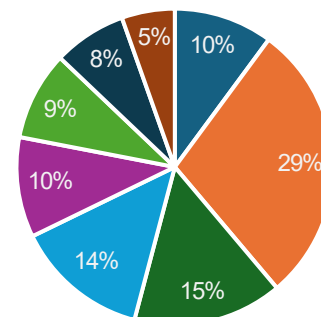
If you are a student, where do you go to school?



What is your age?



Lawrence Age Estimates



Source: American Community Survey (2023)

Content added July 2025.

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

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

Bike Infrastructure

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

Safety Concerns

- Biking on busy streets without bike lanes feels dangerous.
- There should be more bike traffic lights to keep cyclists safe.
- I worry about getting hit by cars on streets without bike lanes.
- Some areas of town have no clear paths, making biking dangerous.
- Pedestrians often don't look out for bikers, creating safety issues.
- Cyclists need more protection from distracted drivers.
- Lack of bike lanes makes cycling on major roads feel unsafe.
- There needs to be more signage to remind drivers of cyclists.
- I feel unsafe biking near fast-moving traffic on streets like Iowa.
- More signs alerting drivers to be cautious around cyclists would help.
- Not enough police enforcement for drivers who don't yield to bikers.
- I've had close calls with drivers who don't respect bike lanes.
- I love biking in Lawrence, but I have been biking on roads for my entire life and am comfortable being in cycling-unfriendly places. My partner is not as experienced and the street design restricts her use of a bike due to the focus on speed and convenience for cars, and lack of safe routes for cyclists.

Lawrence Loop

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

Community Awareness/Education

- More biking education programs could help make drivers more aware of cyclists.
- The city should run events to raise awareness about safe biking.
- There should be a campaign to educate pedestrians on bike lanes.
- We need more community events that promote biking and bike safety.
- Cyclists should be educated on how to navigate streets with heavy traffic.
- More awareness about bike safety and infrastructure would encourage more people to ride.
- Drivers need to be better educated about how to safely share the road with cyclists.
- I think bike safety programs for kids would be great.
- The city should host workshops or classes on safe biking techniques.
- More effort should go into teaching people about how to properly use bike lanes.
- Education about how to park bikes without blocking walkways would improve the experience.
- Public service announcements about bike safety would help, especially in high-traffic areas.
- More awareness of the rules of the road for both cyclists and drivers would help.
- There needs to be more community outreach to get people excited about biking.

Other/General

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

Supportive of Bicycling

- Lawrence has some great biking routes already, and the city is moving in the right direction.
- I really enjoy using the Lawrence Loop for biking—it's a well-thought-out path.
- I love biking through the city when the weather is nice; it feels refreshing.
- The improvements to bike lanes have made my rides much safer.
- I enjoy how easy it is to get from one part of town to another on a bike.
- The city is starting to prioritize biking more, which is awesome.
- I think Lawrence is doing a good job of integrating cycling into the overall transportation plan.
- I really appreciate the bike lanes that have been added near major shopping areas.
- The city's efforts to make biking easier are noticeable and improving.
- I love that there are more options for bike-friendly transportation now.
- The city's bike lane updates are a great step toward making biking safer and more accessible.
- I like the direction Lawrence is going with its bike infrastructure, even though there's still room to grow.
- Lawrence has great weather for biking, and the roads are mostly good for cycling.
- I enjoy the scenic bike paths around town and hope there will be more of them.
- Thank you for what you do!