



**TRANSPORTATION COMMISSION**  
**Monday, October 2, 2017 6:00 PM**  
**City Commission Room, City Hall, 6 E. 6th Street**

**MEETING AGENDA**

- 1.** Approve of September 11, 2017 meeting minutes
- 2. General Public Comment** *(The public is allowed to speak to any items or issues that are not scheduled on the agenda)*
- 3. Sales Tax Election Details**  
  
Receive staff information on November 7, 2017 sales tax renewal.
- 4. Study – Lawrence Loop Alignment**  
  
Receive update on proposed routes and public comments for the Lawrence Loop Alignment study. Discuss alignments prior to selecting a final route for additional study.
- 5.** Staff Items
- 6.** Commission Items
- 7.** Calendar
- 8.** Adjournment

# City of Lawrence

## Transportation Commission

### September 11, 2017 Minutes

MEMBERS PRESENT: David Hamby, Chris Storm, Steve Evans, John Ziegelmeyer, Erin Paden, Michele Dillon, Jeff Severin, Kathryn Schartz

MEMBERS ABSENT: Charlie Bryan, Ron May, Mark Hurt

STAFF PRESENT: David Cronin, Public Works Department  
Charles Soules, Public Works Department  
Jessica Mortinger, MPO  
Nick Voss, Public Works Department  
Zach Baker, Public Works Department  
Abigail Bradshaw, Public Works Department  
Aaron Roberts, Public Works Department

PUBLIC PRESENT:

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A complete video recording of the meeting is available on the City's website at <https://lawrenceks.org/boards/transportation-commission/>

The meeting was called to order by Chris Storm at 6:05 p.m. in the City Commission Room, City Hall, 6 E. 6<sup>th</sup> Street.

#### ITEM NO. 1:

[Approve of August 7, 2017 Meeting Minutes](#)

Moved by Commissioner Schartz, second by Commissioner Hamby, to approve minutes. The motion carried, 7-0.

#### ITEM NO. 2:

[General Public Comment](#)

Public Discussion:

None

#### ITEM NO. 3:

[Disabled Parking Request – 1909 Edgelea Rd.](#)

Staff Presentation:

Zach Baker gave a presentation on a disabled parking request on 1909 Edgelea Rd. The request was received in April of 2017. Edgelea Rd. is a local street with 30 mile an hour speed limit. It is not a safe route to school. It is not a bus transit route. It's not on the Lawrence-Douglas County bike way plan, and there is no sidewalk on this on both sides of the street. It's a residential area with asphalt pavement width of approximately 26 feet wide and has curb and gutter for drainage. It has on street parking only on the west side of the street. The request would allow for a 6-year-old disabled girl to have a place close to her house. City staff is recommending the approval of adding reserved parking. The city of Lawrence does have a history of having these spaces allowed. We have received some feedback from people requesting denial of this request. Most of the reasons cite that the requester has a lot of cars, and there is not a lot of on street parking available.

#### Commission Discussion:

Commissioner David Hamby asked if city staff was making a recommendation for approval for one spot or two spots.

Zach Baker said the staff was recommending two spaces.

Commissioner Jeff Severin asked about the locations of the other reserved spaces in residential areas.

Commissioner Steve Evans asked about the locations of the other reserved spaces in residential areas.

Commissioner David Hamby stated that Overland Drive had similar reserved spaces.

Commissioner Steve Evans asked how it was enforced.

Zach Baker stated that it would be enforced by the police department.

Commissioner Steve Evans said that this could set up a scenario that was neighbors verses neighbors

Zach Baker stated that some feedback received stated that the street was for public parking.

Commissioner Steve Evans asked about code requirements.

David Cronin stated that the code would not include reserved parking.

#### Public Discussion:

Leanna Scott spoke opposed to restricted parking due to that the residences do not currently use the driveway. She also stated that the residences use three cars. She asked about how the process for a requested reserved spot would work moving forward.

David Cronin stated that the Transportation Commission will make a recommendation to the City Commission who would approve or deny the request.

#### Commission Discussion:

Commissioner Erin Paden asked about the city code for a car parked on the road without moving.

David Cronin stated it was 48 hours.

Commissioner Chris Strom stated that the commission can reduce the scope of the request but not expand on it.

Commissioner Erin Paden stated that it was complicated because the commission did not have information on why the requester does not park in their driveway.

Commissioner Jeff Severn said that it is challenging to allow the request with off street parking available.

Commissioner Chris Storm stated that the owner could have a wider driveway.

Commissioner Erin Paden stated that the requester was a renter and a driveway would need to be installed by the property owner.

Commissioner David Hamby stated that he would support a request for on reserved spot.

Commissioner Steve Evans stated that he would support one spot.

Commissioner Michelle Dillion stated that it could allow for easier pick up for the bus.

Commissioner Steve Evans stated that the bus would still be able to operate and asked if the requesters child used a mobility device for assistance.

Leanna Scott stated that she did not use a mobility device.

Commissioner Erin Paden wanted more information on how the requestor utilized their cars.

Commissioner David Hamby stated that this was a neighborhood issue.

Commissioner Steve Evens asked if the item should be deferred.

David Cronin stated that it could be differed if more information is needed.

Commissioner Steve Evans asked if the existing handicap parking spaces are revisited.



David Cronin stated that he did not know.

Commissioner Erin Paden asked if the vehicle would need to be moved every 48 hours.

David Cronin stated that the parking code would be followed.

[Moved by Commissioner Dillon, second by Commissioner Hurt](#), to deny the request for disabled parking. The motion carried, 6-1.

Commissioner Steve Evans stated that he felt that the request was reasonable.

#### ITEM NO. 4:

##### [Traffic Calming: Rockledge 6<sup>th</sup> to 9<sup>th</sup> St.](#)

#### Staff Presentation:

Zach Baker gave a presentation on a request for traffic calming on Rockledge Road from 6<sup>th</sup> to 9<sup>th</sup> Street. The request was received in May 2017. Traffic Data was collected in September of 2016 with counts that were previously taken. Rockledge Road is a collector, is not on a safe route, is on a bus route, is on a proposed bike route, and has sidewalk along the east side. The 85<sup>th</sup> % speed is 36 mph and 40 mph at the locations studied. Traffic volumes did not meet the criteria to recommend traffic calming. The 85% speed did meet the criteria for traffic calming.

#### Commission Discussion:

Commissioner Chris Storm asked about crash data.

Zach Baker stated that crash data had not been collected.

Commissioner Steve Evans asked how many speed bumps would need to be installed.

David Cronin stated that the length and spacing would be looked at. Three or four speed bumps would likely be used.

Commissioner Steve Evans asked about the profile differences used.

David Cronin stated that public works receives comments about speed bumps being too high and not high enough.

Nick Voss stated that the speed bumps were installed to allow for all vehicles to traverse.

Commissioner Steve Evans stated that they have limited value for the cost to install. He asked about the PCI rating.

David Cronin stated that the projects can be included with a traffic calming project with the existing budget.

Commissioner Chris Strom stated that this one would be a speed cushion.

David Cronin stated that the speed cushions on Lawrence Ave are affective. If approved the traffic calming device would be selected with input from the neighborhood.

Commissioner Steve Evans asked if traffic was calmed on this street would it push traffic onto other streets.

Zach Baker said that it may but some may be moved to Iowa Street.

Commissioner Steve Evans asked if stop signs would be appropriate.

David Cronin stated that crash history and traffic volumes would be used to determine if stop signs were appropriate. He does not anticipate that all way stops would meet appropriate warrants.

Commissioner David Hamby stated that stop signs are not used for speed control.

Public Discussion:

Clint Idle requested this on behalf of the neighborhood association. He stated that the park and skate park generate pedestrians. He stated that traffic calming could create awareness and could slow drivers down. In April about 80% approved traffic calming according to a poll conducted.

Mariona Nieto spoke in support of the project. She stated that a lot of kid used the park, and people walk their dogs. She stated that traffic moved to fast on this section of road.

Commissioner David Hamby spoke in support of the traffic calming and stated that a pedestrian refuge island may be appropriate.

Commissioner Erin Paden stated that traffic calming could make the park more accessible.

[Moved by Commissioner Hamby, second by Commissioner Paden](#), to recommend traffic calming on Rockledge Road from 6<sup>th</sup> to 9<sup>th</sup> Street. The motion carried, 7-0.

ITEM NO. 5:

[Crosswalk request, Louisiana Street 27<sup>th</sup> to 31<sup>st</sup> Street](#)

Staff Presentation:

Zach Baker stated that Louisiana Street is an arterial street, is on a safe route to school, it has a 30 mph speed limit, is not a bus route, is an approved bike route, in a residential area with an elementary school and park. The 85<sup>th</sup> percentile speed for this section is 40 mph. There are a lot of pedestrians in the area so staff is recommending the installation of a crosswalk.

#### Commission Discussion:

Commissioner Steve Evans stated that he supports this and traffic could increase with the construction of 31<sup>st</sup> Street.

Zach Baker presented additional data on excessive speed.

David Cronin stated that speed bumps have not been used on arterials but the pedestrian medians are used on Louisiana Street.

Commissioner Michelle Dillon stated that she supports this and traffic is increasing in this area.

Commissioner Jeff Severin stated that a crossing would be helpful for connection between the neighborhood and the park / South Lawrence Traffic way.

David Cronin discussed the use of a signalized pedestrian crossing.

Commissioner Kathryn Schartz stated that she supports the request. She cited the connection of the South Lawrence Traffic way.

Commissioner Chris Strom asked about the staff recommendation.

David Cronin said that his recommendation was for this location and that a bike crossing would be an additional discussion that could be addressed separately. He stated that this would be prioritized by the bike project criteria being developed.

[Moved by Commissioner Sevrin, second by Commissioner Dillon,](#) to recommend installing a crosswalk at the intersection identified by staff. The motion carried, 7-0.

#### ITEM NO. 6:

##### [Staff Items:](#)

David Cronin stated that study sessions will be recorded and made publicly available. The September 14<sup>th</sup> study session meeting is a draft of the bike and pedestrian prioritization for projects.

Commissioner Steve Evans stated that the meetings should be held to benefit the commission and that public comment should be more structured.

ITEM NO. 7:

Commission Items:

[Update on Complete Streets sub-committee](#)

Commissioner Steve Evans gave an update on what the Complete Streets sub-committee had discussed at their meeting. The sub-committee begun by looking at policy. They are now looking at the process for evaluate complete streets.

ITEM NO. 8:

[Calendar](#)

September 13<sup>th</sup> Regional SRTS Summit – 9am – 3pm

September 21<sup>st</sup> – Mark Fenton SRTS Town Hall – 7pm @ Liberty Hall

ITEM NO. 9:

Adjournment

[Moved by Commissioner Hamby second by Commissioner Dillon](#), to adjourn at 7:55pm.  
The motion carried, 7-0.

Transportation Commission Study Session

Ped Bike Prioritization Draft presented by staff and discussed.

# Memorandum

## City of Lawrence

### Public Works Department

TO: Transportation Commission  
FROM: Dave Cronin, City Engineer  
DATE: September 27, 2017  
RE: Agenda Item for Transportation Commission 10/2/2017:  
Sales Tax Election Update

#### **Background**

In July, the City Commission authorized submitting three (3) sales tax questions on the ballot for the November 2017 General Election - a 0.2% sales tax for the operations of the City Public Transit System, a 0.3% sales tax for infrastructure and fire equipment, and a 0.05% sales tax for affordable housing projects and programs. If approved, the sales taxes will be effective April 1, 2019 and sunset in 10 years.

Information regarding the Sales Tax Renewal Proposal including ballot language has been posted on the city's webpage <https://lawrenceks.org/sales-tax/proposal/> and mailed to City residents in the October 2017 edition of "The Flame", see attached.

City staff members are providing this information to local groups and will be in attendance at the October Transportation Commission meeting to answer any questions.



## City of Lawrence

**The Flame | October 2017**

"We Have  
Tomorrow —  
Bright Before  
Us, Like A  
Flame."

*Langston Hughes*

### **Sales tax renewal proposals for public transportation, infrastructure and equipment, and affordable housing**

#### **Question #1 - 0.2 percent for public transportation**

*A special sales tax for public transit operations and capital investment*

Public transportation in Lawrence travels throughout the community to businesses, educational institutions and employment areas. This revenue source will be used to leverage federal and state dollars to continue operations of the City's Public Transit System, as well as to purchase and maintain buses and other transit vehicles and equipment, facilities, and amenities like shelters and benches.

#### **Question #2 - 0.3 percent for infrastructure and equipment**

*A special sales tax for infrastructure and capital investment*

A dedicated revenue source for streets, sidewalks, storm water, recreational path infrastructure and fire apparatus and equipment. The sales tax revenue will help Lawrence continue the current level of maintenance of residential streets and make improvements to high traffic streets such as 23rd street, from the Haskell Bridge to the east City limits. This revenue source will be used to fund sidewalk projects and pedestrian improvements including installation of accessible ramps, as well as bikeways, trails, recreational paths, traffic calming devices, and curb and gutter replacement. Funds will also be used to purchase fire trucks and equipment like mobile radios and personal protective equipment for our firefighters.

#### **Question #3 - 0.05 percent for affordable housing**

*A special sales tax for affordable housing*

Additional dedicated resources to provide and improve the quality, availability, and affordability of housing in Lawrence. Funds will be used for acquiring land for future affordable housing units; investing in private/public partnerships for the provision of affordable housing; and other related affordable housing purposes as may be in the best interest of the City.

### **Frequently Asked Questions**

#### **How long will the sales tax be in place?**

All approved sales taxes will be effective April 1, 2019 and sunset in 10 years.

#### **When does voting begin?**

Advanced voting: October 18, 2017  
General Election: November 7, 2017

Register to vote:

[www.douglas-county.org](http://www.douglas-county.org)

#### **How does the voting work?**

The ballot will have three questions and voters can vote yes or no for each question. Simple majority rules.

#### **What does the ballot say?**

The ballot and more information can be seen here:  
[lawrenceks.org/sales-tax/proposal](http://lawrenceks.org/sales-tax/proposal)  
and the ballot questions are on the back of this newsletter.

**More information:**  
[\*\*lawrenceks.org/sales-tax/  
proposal\*\*](http://lawrenceks.org/sales-tax/proposal)



# NOTICE OF SPECIAL QUESTION ELECTION CITY OF LAWRENCE, KANSAS

TO ALL THE QUALIFIED ELECTORS OF THE CITY OF LAWRENCE, KANSAS:

Notice is hereby given to the qualified electors of the City of Lawrence, Kansas (the "City") that a special question election in the City of Lawrence, Kansas has been called and will be held in conjunction with the general election on the 7th day of November, 2017, for the purpose of submitting to the qualified electors of the City the following propositions:

## Question Number One:

Shall the following be adopted?

Shall the City of Lawrence, Kansas be authorized to impose a special purpose city retailers' sales tax in the amount of two-tenths of one percent (0.2%) on retail sales consummated within the City of Lawrence, Kansas, for the purposes of operating a City Public Transit System, including purchasing and maintaining buses and other transit vehicles, transit facilities, and equipment and such other transit-related purposes as may be in the best interest of the City, the collection of such sales tax to commence on April 1, 2019 and shall terminate ten years after its commencement, all in accordance with the provisions of K.S.A. 2016 Supp. 12-187 et seq., and amendments thereto?

To vote in favor of this question, darken the oval completely next to the word, "Yes." To vote against it, darken the oval completely next to the word, "No."

## Question Number Two:

Shall the following be adopted?

Shall the City of Lawrence, Kansas be authorized to impose a special purpose city retailers' sales tax in the amount of three-tenths of one percent (0.3%) on retail sales consummated within the City of Lawrence, Kansas, for the purposes of constructing, improving, and maintaining public streets, sidewalks, storm water facilities, and recreational trails, bikeways, and paths including residential traffic calming devices, residential curb and gutter replacement, improvements to crosswalks and accessible ramps, reconstruction of roads and intersections, purchasing fire apparatus and related fire equipment including radios and personal protective equipment, and such other related street, sidewalk, storm water, and recreational path infrastructure, and fire equipment purposes as may be in the best interest of the City, the collection of such sales tax to commence on April 1, 2019 and shall terminate ten years after its commencement, all in accordance with the provisions of K.S.A. 2016 Supp. 12-187 et seq., and amendments thereto?

To vote in favor of this question, darken the oval completely next to the word, "Yes." To vote against it, darken the oval completely next to the word, "No."

## Question Number Three:

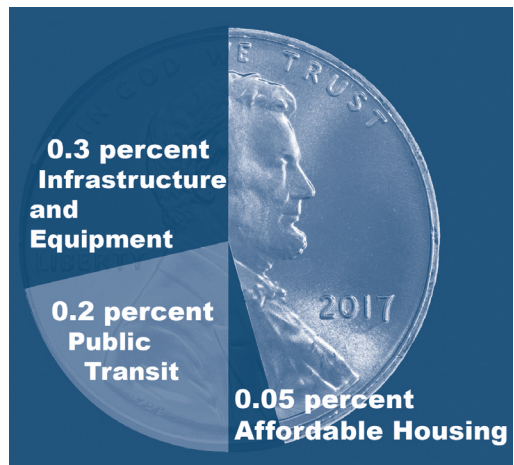
Shall the following be adopted?

Shall the City of Lawrence, Kansas be authorized to impose a special purpose city retailers' sales tax in the amount of five one-hundredths of one percent (0.05%) in the City of Lawrence, Kansas, for the purposes of providing and improving the quality, availability, and affordability of housing in Lawrence; acquiring land for future affordable housing units; investing in private/public partnerships for the provision of affordable housing; and such other related affordable housing purposes as may be in the best interest of the City, the collection of such sales tax to commence on April 1, 2019 and shall terminate ten years after its commencement, all in accordance with the provisions of K.S.A. 2016 Supp. 12-187 et seq., and amendments thereto?

To vote in favor of this question, darken the oval completely next to the word, "Yes." To vote against it, darken the oval completely next to the word, "No."

Notice is further given that the polls will open at 7:00 a.m. and will close at 7:00 p.m. on November 7, 2017.

Voting information: [www.douglas-county.org](http://www.douglas-county.org)



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**City Manager**

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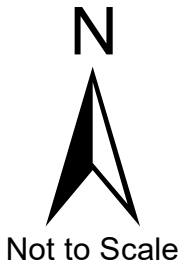
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*Committed to providing excellent city services that enhance the quality of life for the Lawrence community*



Proposed Routes to Close Gaps in the Lawrence Loop - Sandra Shaw to Peterson Road





# Lawrence Loop SWOT Analysis

**Section:** Sandra Shaw Trail to Peterson Road

**Alignment:** A1 (Map Color: Red)

**Description:** This alignment connects to the Sandra Shaw Trail on the north side of the pond and heads north through undeveloped property and then west to Michigan Street just south of Veritas Christian School. The alignment then heads north along Michigan Street to the south edge of the Kansas Turnpike Authority Maintenance Facility and then runs west to McDonald Drive.

**Strengths:**

- This alignment could be a very scenic route avoiding developed areas. It would be similar to Rock Chalk Trail.
- This alignment avoids conflicts with a majority of the streets and driveways in the area.

**Weaknesses:**

- A section of this alignment is fairly remote so user safety security concerns exist. There appears to be several persons that may be currently or previously residing on the City of Lawrence property to the north of Sandra Shaw Park.
- This alignment, while fairly direct between the start and end points, eliminates connection to the path from the 2<sup>nd</sup> and McDonald area.

**Opportunities:**

- This route crosses City of Lawrence property to the north of the Sandra Shaw Park. This project could open up this property to future park development.
- This route provides a direct connection to Veritas Christian School.

**Threats:**

- This route crosses several areas of private property and easement acquisition would be necessary.
- This route crosses a major watercourse on the north side of the City of Lawrence property. A culvert structure or low water crossing would be necessary to cross this stream.

**Section Statistics:**

- Approximate Length – 4,440 ft.
- Residential Driveway Crossings – 0
- Commercial Driveway Crossings – 3
- At-Grade Street Crossings – 1
- Pedestrian/Bicycle Crashes (2013 – 2016) – N/A
- Adjacent Roadway Speed Limit – 35 mph (N Michigan St.)
- Adjacent Roadway Average Annual Daily Traffic – N/A

## Lawrence Loop SWOT Analysis

**Section:** Sandra Shaw Trail to Peterson Road

**Alignment:** A1



## Lawrence Loop SWOT Analysis

**Section:** Sandra Shaw Trail to Peterson Road

**Alignment:** A2 (includes A2.a and A2.b) (Map Color: A2-Maroon, A2.a-Gold, A2.b-Cream)

**Description:** This alignment connects to the Sandra Shaw Trail on the west side of the pond and heads west through and along the south side of the Mobile Village and crosses Michigan Street. The route continues west along the south side of Pine Hills Manufactured Home Community and the north side of Northwood Hills until it reaches McDonald Drive. The alignment splits at this point into two options, A2.a and A2.b. Alignment A2.a heads south to 2<sup>nd</sup> Street along the east side of McDonald Drive. Alignment A2.b heads north along the east side of McDonald Drive until it reaches the Kansas Turnpike Authority maintenance area.

### **Strengths:**

- This alignment avoids conflicts with a majority of the streets and driveways in the area.
- This alignment allows connection to either the B1 or B2 alignment.
- This route provides a connection to the 2<sup>nd</sup> and McDonald area.

### **Weaknesses:**

- This route would be constructed in an already built up area and may be difficult to place the path to minimize negative impacts to the property owners.
- The portion of the Sandra Shaw Trail that is not 10' wide needs to be reconstructed to a 10' width to match the proposed section of the path.

### **Opportunities:**

- This alignment would allow easy connection to the path by residents of two mobile home parks through which this route would pass.

### **Threats:**

- The route through the Mobile Village is very confined and there may not be enough room to construct the path in this location. An alternate alignment would be along the north property line of the Mobile Village.
- This route crosses several areas of private property and easement acquisition would be necessary.

### **Section Statistics:**

- Approximate Length – 4,000 ft. (A2, A2.a), 5,350 ft. (A2, A2.b)
- Residential Driveway Crossings – 0
- Commercial Driveway Crossings – 0
- At-Grade Street Crossings – 3
- Pedestrian/Bicycle Crashes (2013 – 2016) – N/A
- Adjacent Roadway Speed Limit – 35 mph (McDonald Dr.), 30 mph (Michigan Way)
- Adjacent Roadway Average Annual Daily Traffic – N/A



## Lawrence Loop SWOT Analysis

**Section:** Sandra Shaw Trail to Peterson Road

**Alignment:** A2 (includes A2.a and A2.b)



## Lawrence Loop SWOT Analysis

**Section:** Sandra Shaw Trail to Peterson Road

**Alignment:** A3 (Map Color: Orange)

**Description:** This alignment connects to the south end of the Sandra Shaw Trail and then continues south and west along the north side of Woody Park and the Lawrence Memorial Hospital property until it reaches Arkansas Street. After crossing Arkansas Street, the alignment continues west to Michigan Street along the south side of 2<sup>nd</sup> Street. After crossing Michigan Street, the alignment continues west to McDonald Drive along the north side of 2<sup>nd</sup> Street.

**Strengths:**

- This route generally runs along existing streets and within public right-of-way.
- This route provides the most direct access between the end of the Sandra Shaw Trail and the 2<sup>nd</sup> and McDonald Area.

**Weaknesses:**

- The construction of this route would significantly impact the front yard of the properties along 2<sup>nd</sup> Street. Anticipated impacts are tree and landscaping removal and driveway reconstruction.
- The portion of the Sandra Shaw Trail that is not 10' wide needs to be reconstructed to a 10' width to match the proposed section of the path.
- This route includes a large amount of driveway conflicts and two major at-grade street crossings.

**Opportunities:**

- There is not currently a sidewalk on the north side of 2<sup>nd</sup> Street from Michigan to McDonald Drive so this path could assist with connectivity in this area. 2<sup>nd</sup> Street is designated as a bike route but it has no bike lanes.

**Threats:**

- This section would have the highest concentration of residential driveway crossings on any Loop section.

**Section Statistics:**

- Approximate Length – 3,750 ft.
- Residential Driveway Crossings – 6
- Commercial Driveway Crossings – 2
- At-Grade Street Crossings – 5
- Pedestrian/Bicycle Crashes (2013 – 2016) – 2016 (Collision w/pedestrian at 2<sup>nd</sup>/Wisconsin)
- Adjacent Roadway Speed Limit – 30 mph (W 2<sup>nd</sup> St.)
- Adjacent Roadway Average Annual Daily Traffic – 2013: 4,875 (2<sup>nd</sup> St.)



## Lawrence Loop SWOT Analysis

**Section:** Sandra Shaw Trail to Peterson Road

**Alignment:** A3



## Lawrence Loop SWOT Analysis

**Section:** Sandra Shaw Trail to Peterson Road

**Alignment:** B1 (Map Color: Yellow)

**Description:** This alignment begins at the end of alignment A1 and A2.b and then continues west in a proposed tunnel under McDonald Drive. After crossing McDonald Drive the route continues west to North Iowa Street north of the Hallmark Building. A proposed at-grade crossing of North Iowa Street could include a HAWK beacon. The route would then head south along the west side of North Iowa Street and connect to Peterson Road.

**Strengths:**

- The proposed tunnel under McDonald Drive creates a safe crossing of this road that users have requested.
- A HAWK beacon on North Iowa Street at the crossing would assist users in crossing that street.
- This alignment would eliminate the need to cross Peterson Road.

**Weaknesses:**

- The proposed tunnel would add a significant cost to the project budget.

**Opportunities:**

- Possibly could time work to coordinate with any work the Kansas Turnpike Authority plans to do where the tunnel would cross. This could result in savings in cost.

**Threats:**

- The construction of the tunnel under McDonald Drive would require Kansas Turnpike Authority approval.

**Section Statistics:**

- Approximate Length – 1,700 ft.
- Residential Driveway Crossings – 0
- Commercial Driveway Crossings – 0
- At-Grade Street Crossings – 1
- Pedestrian/Bicycle Crashes (2013 – 2016) – N/A
- Adjacent Roadway Speed Limit – 40 mph (N Iowa St.)
- Adjacent Roadway Average Annual Daily Traffic – N/A



## Lawrence Loop SWOT Analysis

**Section:** Sandra Shaw Trail to Peterson Road

**Alignment:** B1





## **Lawrence Loop SWOT Analysis**

**Section:** Sandra Shaw Trail to Peterson Road

**Alignment:** B2 (Map Color: Yellow-Green)

**Description:** This alignment begins at the end of alignment A2.a and A3 and crosses McDonald Drive with an at-grade crossing. The alignment continues west along the north side of Princeton Boulevard and crosses North Iowa Street with an at-grade crossing. The route continues on the west side of North Iowa Street until it reaches Peterson Road, crossing Peterson Road with an at-grade crossing.

**Strengths:**

- The majority of this alignment will likely be located in or adjacent to existing right-of-way thus minimizing property acquisition.

**Weaknesses:**

- This route includes at-grade street crossings for McDonald Drive, North Iowa Street, Kingston Drive and Peterson Road.
- The existing intersection of 2<sup>nd</sup> Street and McDonald Drive is not square thus creating visibility concerns for users trying to cross this intersection.

**Opportunities:**

- Hallmark Park is adjacent to the path and the path could be tied to the existing picnic area in the park.

**Threats:**

- The 2<sup>nd</sup> Street and McDonald Drive is under Kansas Turnpike Authority control and the project would need to be coordinated with the Authority.

**Section Statistics:**

- Approximate Length – 2,645 ft.
- Residential Driveway Crossings – 0
- Commercial Driveway Crossings – 1
- At-Grade Street Crossings – 4
- Pedestrian/Bicycle Crashes (2013 – 2016) – N/A
- Adjacent Roadway Speed Limit – 35 mph (McDonald Dr.), 30 mph (Princeton Blvd.), 40 mph (N Iowa St.)
- Adjacent Roadway Average Annual Daily Traffic – 2014: 20,342 (Princeton/McDonald), 2013: 9,080 (Iowa/Princeton)

## Lawrence Loop SWOT Analysis

**Section:** Sandra Shaw Trail to Peterson Road

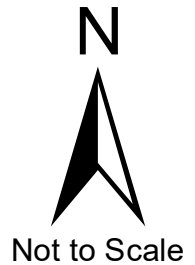
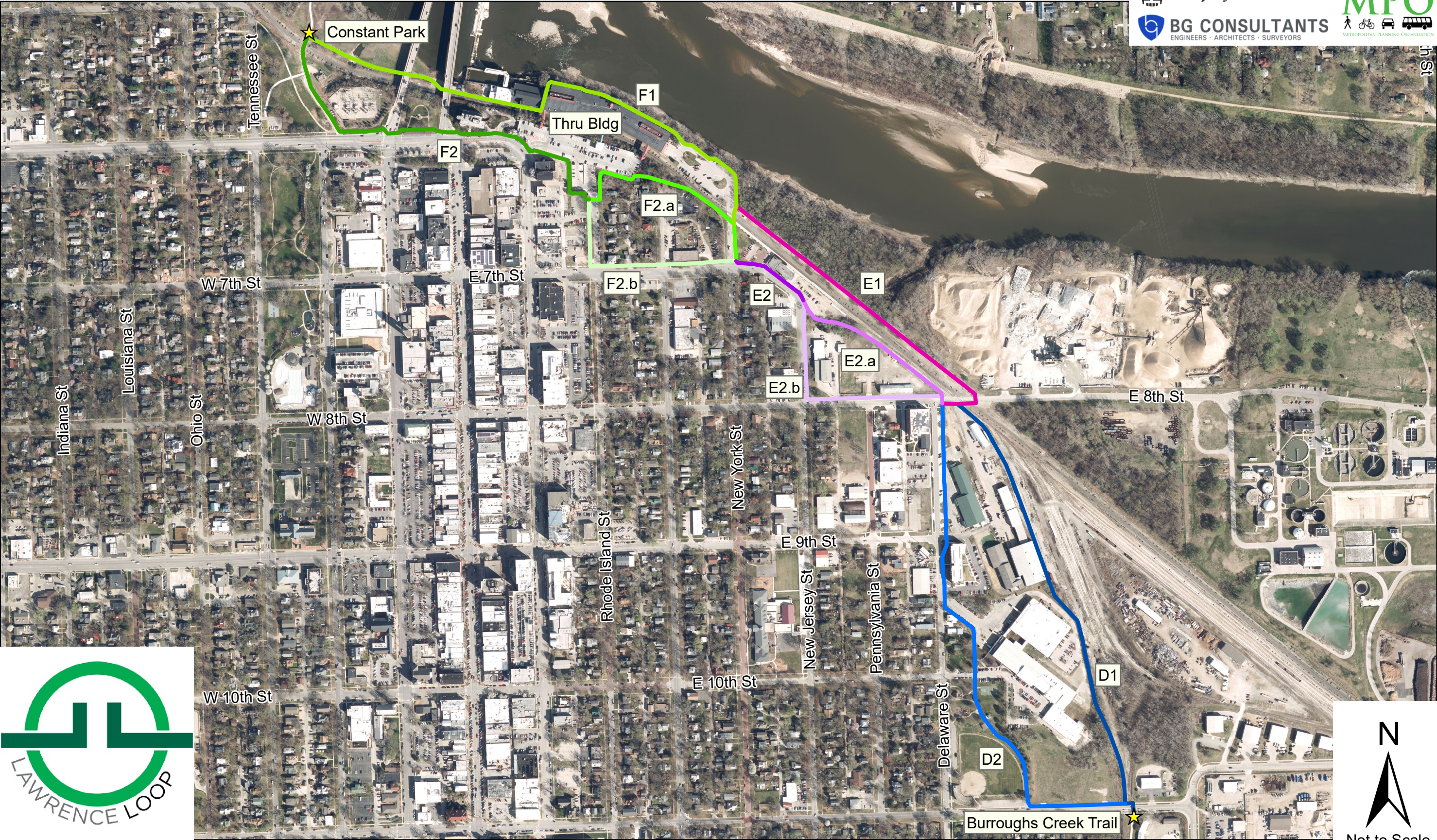
**Alignment:** B2





# Proposed Routes to Close Gaps in the Lawrence Loop - Burroughs Creek to Constant Park

9/2017





## **Lawrence Loop SWOT Analysis**

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** D1 (Map Color: Dark Blue)

**Description:** This alignment connects to the north end of the Burroughs Creek Trail and continues along the west side of the Railroad to 8<sup>th</sup> Street.

**Strengths:**

- This alignment avoids conflicts with a majority of the streets and driveways in the area.
- This route is fairly flat and avoids the hill that alignment D2 crosses.

**Weaknesses:**

- About half of this alignment is adjacent to the railroad which has the possibility to create safety concerns and noise, dust and other nuisance concerns.

**Opportunities:**

- This route could reclaim some of the abandoned railroad area and clean the area up. There is a substantial amount of trash and dumping happening in the area.

**Threats:**

- The majority of this route is aligned on Railroad property. An agreement with the Railroad would be necessary to allow this route to be constructed as shown.

**Section Statistics:**

- Approximate Length – 2,270 ft.
- Residential Driveway Crossings – 0
- Commercial Driveway Crossings – 1
- At-Grade Street Crossings – 0
- Pedestrian/Bicycle Crashes (2013 – 2016) – N/A
- Adjacent Roadway Speed Limit – N/A
- Adjacent Roadway Average Annual Daily Traffic – N/A

## Lawrence Loop SWOT Analysis

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** D1



## Lawrence Loop SWOT Analysis

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** D2 (Map Color: Light Blue)

**Description:** This alignment connects to the north end of the Burroughs Creek Trail and continues along the north side of 11<sup>th</sup> Street to the east edge of Hobbs Park. The route continues north along the east side of the Hobbs ballfield crossing 10<sup>th</sup> Street and running along the west side of the Allen Press property until it intersects with Delaware Street. The alignment continues along the east side of Delaware Street until it intersects 8<sup>th</sup> Street.

**Strengths:**

- A majority of this route already has established sidewalks or paths although the desired width of 10' is generally not present.

**Weaknesses:**

- The route has a fairly substantial hill cresting in Hobbs Park. The grade will create some difficulties for less experienced users.

**Opportunities:**

- This route is adjacent to the restroom in Hobbs Park creating an opportunity for users of the Lawrence Loop to use the facilities here.
- The existing concrete sidewalk on the east side of Delaware is 8' wide.

**Threats:**

- This route crosses or is adjacent to three historic properties/areas. The implications would need to be determined.
- A portion of this route is located on private property. Property acquisition would be required.

**Section Statistics:**

- Approximate Length – 2,630 ft.
- Residential Driveway Crossings – 0
- Commercial Driveway Crossings – 7
- At-Grade Street Crossings – 1
- Pedestrian/Bicycle Crashes (2013 – 2016) – N/A
- Adjacent Roadway Speed Limit – 30 mph (E 11<sup>th</sup> St., Delaware St.)
- Adjacent Roadway Average Annual Daily Traffic – 2014: 2,524 (Delaware St.), 2014: 1,824 (W 8<sup>th</sup> St./Delaware St.)



## Lawrence Loop SWOT Analysis

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** D2



## Lawrence Loop SWOT Analysis

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** E1 (Map Color: Pink)

**Description:** This alignment connects to the north end of the D1 and D2 alignment and continues northwest along the northeast side of the Railroad to the Riverfront Mall parking lot.

**Strengths:**

- This route does not cross any driveways and is isolated from vehicle traffic.
- This route is adjacent to the Habitat Restoration area.

**Weaknesses:**

- This alignment is adjacent to the railroad which has the possibility to create safety concerns and noise, dust and other nuisance concerns.
- There is not a dedicated pedestrian/bicycle crossing at 8<sup>th</sup> Street but there is a signalized railroad crossing.

**Opportunities:**

- A route adjacent to the Habitat Restoration area could create a possibility of opening this area up with more trails.

**Threats:**

- This route is aligned on Railroad property. An agreement with the Railroad would be necessary to allow this route to be constructed as shown.

**Section Statistics:**

- Approximate Length – 1,710 ft.
- Residential Driveway Crossings – 0
- Commercial Driveway Crossings – 0
- At-Grade Street Crossings – 1
- Pedestrian/Bicycle Crashes (2013 – 2016) – N/A
- Adjacent Roadway Speed Limit – N/A
- Adjacent Roadway Average Annual Daily Traffic – 2014: 1,824 (W 8<sup>th</sup> St./Delaware St.)



## Lawrence Loop SWOT Analysis

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** E1



## Lawrence Loop SWOT Analysis

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** E2 (includes E2.a and E2.b)(Map Color: E2-Purple, E2.a-Light Purple, E2.b-Lilac)

**Description:** This alignment connects to the north end of the D1 and D2 alignment and splits into two alignment options, E2.a and E2.b. E2.a continues northwest along the southwest side of the Railroad until it reaches the southeast edge of the Depot property. E2.b heads west along the north side of 8<sup>th</sup> Street and continues north along the east side of New Jersey Street until it reaches the Depot property. Alignment E2.a and E2.b merge into Alignment E2 at the Depot and continues along the north side of New Jersey Street and 7<sup>th</sup> Street until it reaches New York Street.

### **Strengths:**

- Route E2.a does not cross any driveways and is isolated from vehicle traffic until it reaches the Depot property.
- Routes E2.b and E2 are generally familiar routes for existing Loop users connecting between existing sections.

### **Weaknesses:**

- Alignment E2.b crosses the driveways of several businesses along the route.

### **Opportunities:**

- This route provides a direct connection to the Amtrak Depot.
- Route E2.b is on a route that is located within street right-of-way but does not have any existing sidewalk. This alignment would fill that gap.
- Plans for the Depot include a 10' path with the proposed improvements.

### **Threats:**

- Route E2.a is aligned on Railroad property. An agreement with the Railroad would be necessary to allow this route to be constructed as shown.

### **Section Statistics:**

- Approximate Length – 1,300 ft. (E2, E2.a), 1,560 (E2, E2.b)
- Residential Driveway Crossings – 0
- Commercial Driveway Crossings – 2 (E2, E2.a), 7 (E2, E2.b)
- At-Grade Street Crossings – 1
- Pedestrian/Bicycle Crashes (2013 – 2016) – N/A
- Adjacent Roadway Speed Limit – 30 mph (E 8<sup>th</sup> St., New Jersey St.)
- Adjacent Roadway Average Annual Daily Traffic – 2013: 1,430 (E 8<sup>th</sup> St.), 2014: 1,824 (W 8<sup>th</sup> St./Delaware St.)



## Lawrence Loop SWOT Analysis

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** E2 (includes E2.a and E2.b)



# Lawrence Loop SWOT Analysis

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** F1 (Map Color: Light Green)

**Description:** This alignment connects to the north end of the E1 and E2 alignments and continues along the east and north sides of the Riverfront Mall parking area. The route continues onto the Riverfront Mall Promenade area until it reaches the west end of the building. The proposed route would cut through the existing building and then continue west along the north side of the Railroad until it reaches the existing path.

**Strengths:**

- This route does not cross any driveways and is isolated from vehicle traffic and at-grade street crossings.
- This is a very scenic route as it is adjacent to the Kansas River.

**Weaknesses:**

- The section of the route adjacent to the Railroad may feel confined due to the buildings on one side and the Railroad on the other.
- The section of the route adjacent to the Railroad would occupy a space that is currently used for deliveries to the adjacent building.
- Improvements would be necessary on the Promenade to correct drainage issues and eliminate standing water.
- There is not a dedicated pedestrian/bicycle crossing at New York Street but there is a signalized railroad crossing (connection to F1 from E2 only).

**Opportunities:**

- The pass thru in the existing building would create a unique feature on the Lawrence Loop. Other amenities could be considered in this pass thru to provide services.

**Threats:**

- A portion of this route is aligned on Railroad property. An agreement with the Railroad would be necessary to allow this route to be constructed as shown.
- A portion of this route is located on the Promenade of the Riverfront Mall. The Promenade is closed from January 1 to March 1 by Order of the Corps of Engineers. This restriction would need to be removed for a year round connection.
- The owners of the Riverfront Mall would need to agree to allow the construction of the pass thru in the building and the use of the Promenade.

**Section Statistics:**

- Approximate Length – 2,680 ft.
- Residential Driveway Crossings – 0
- Commercial Driveway Crossings – 1 (adjacent to Commercial Driveway)
- At-Grade Street Crossings – 0
- Pedestrian/Bicycle Crashes (2013 – 2016) – N/A
- Adjacent Roadway Speed Limit – N/A
- Adjacent Roadway Average Annual Daily Traffic – 2013: 220 (New York St./Railroad)



## Lawrence Loop SWOT Analysis

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** F1



# Lawrence Loop SWOT Analysis

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** F2 (includes F2.a and F2.b)(Map Color: F2-Green, F2.a-Neon Green, F2.b-Mint Green)

**Description:** This alignment connects to the north end of the E1 and E2 alignments and splits into two alignment options, F2.a and F2.b. Route F2.a heads north along the east side of New York Street until it reaches the south side of the Railroad. The route continues west along the south side of the Railroad and Parking Garage until it reaches Rhode Island Street. Route F2.b heads west along the north side of 7<sup>th</sup> Street and continues north along the west side of Rhode Island Street until it reaches the Parking Garage. Alignments F2.a and F2.b merge into Alignment F2 at the Parking Garage and then continues north and west along the west and south edges of the Parking Garage to New Hampshire Street. The route continues on the north side of 6<sup>th</sup> Street to the access road and then continues heading north and crossing the Railroad and connects to the existing path.

**Strengths:**

- Route F2.b and F2 are generally within or adjacent to existing right-of-way.
- Routes F2.b and F2 are generally familiar routes for existing Loop users connecting between existing sections.

**Weaknesses:**

- Route F2.b crosses an alley between Rhode Island Street and Connecticut Street that has poor visibility and crosses multiple streets with at-grade crossings.
- Route F2.b construction will require the removal of landscaping and trees along 7<sup>th</sup> Street.
- Route F2 crosses Massachusetts Street and Vermont Street with signalized at-grade crossings.
- Route F2 crosses the Railroad with an unsignalized at-grade crossing.
- Route F2.a crosses terrain that would make the path difficult to construct and meet ADA requirements. Less experienced users may find the route difficult to navigate.

**Opportunities:**

- Route F2 could be expanded in the future to create an underpass on the south side of the Railroad under the existing Kaw Bridges which could be tied to Robinson Park. This bypass would eliminate the at-grade crossings of Massachusetts Street and Vermont Street.

**Threats:**

- A portion of Route F2.a is aligned on Railroad property. An agreement with the Railroad would be necessary to allow this route to be constructed as shown.
- This route crosses several areas of private property and easement acquisition would be necessary.

**Section Statistics:**

- Approximate Length – 3,110 ft. (F2, F2.a), 3,050 ft. (F2, F2.b)
- Residential Driveway Crossings – 0
- Commercial Driveway Crossings – 2 (F2, F2.a), 6 (F2, F2.b)
- At-Grade Street Crossings – 5 (F2, F2.a), 4 (F2, F2.b)
- Pedestrian/Bicycle Crashes (2013 – 2016) – 2016 (Collision w/pedestrian at 6<sup>th</sup>/Vermont)
- Adjacent Roadway Speed Limit – 30 mph (New York St., Rhode Island St., E 7<sup>th</sup> St., E 6<sup>th</sup> St.)
- Adjacent Roadway Average Annual Daily Traffic – N/A



## Lawrence Loop SWOT Analysis

**Section:** Burroughs Creek Trail to Constant Park

**Alignment:** F2 (includes F2.a and F2.b)



## Lawrence Loop – Open House #2 & Survey

Lawrence Listens Attendees: 225




Open House (September 19) Attendees: 95

All Survey Responses: 169

Public Comment Period: September 5 – September 20, 2017

## Responses

### Which section do you prefer? (select one)

		%	Count
A1 (Red)		76.6%	128
A2 (Maroon/Dark Red)		15.6%	26
A3 (Orange)		7.8%	13

### If you selected A2, which do you prefer? (select one)

		%	Count
A2.a (Gold)		60.9%	14
A2.b (Cream)		39.1%	9

### Why do you prefer the alignment you selected?

Preferred Selection	Comment
A1 (Red)	A1- Avoids on-grade crossings, avoiding path+ sidewalks means faster bike access to downtown. A2- already existing, congested, poor community choice.
A1 (Red)	A1 with underpass, A2a with underpass between hotel and hallmark
A1 (Red)	New infrastructure allows for true visionary strategies for economic development and environmental planning. Better for Lawrence 20+ years from now as city grows. Trail visibility from I70 is great "free" advertisement for trail and active recreation.
A1 (Red)	Prefer undeveloped, natural areas.
A1 (Red)	It more closely matches the natural character of the majority of the rest of the loop. Separated from traffic, eliminate curb cuts. Recognize the cost of the underpass but at grade crossing at McDonald and Peterson and not desirable.



A1 (Red)	It more closely matches the natural character of the majority of the rest of the loop. Separated from traffic, eliminate curb cuts. Recognize the cost of the underpass but at grade crossing at McDonald and Peterson and not desirable.
A1 (Red)	Outside residential neighborhoods, scenic trail.
A1 (Red)	Natural area, underpass
A1 (Red)	Fewer cars, more interesting scenery.
A1 (Red)	The opportunity to ride in the woods & field is far more preferable than along a street. Much quieter. One street crossing
A1 (Red)	More trails and nature, however, I'm concerned about the safety of a secluded trail
A1 (Red)	Less housing and cars
A1 (Red)	This route provides quality access to green ways while avoiding street crossings and driveways. There would still be opportunities to connect with neighborhoods along the trail, improving transportation options.
A1 (Red)	Fewer homes
A1 (Red)	Underpass beneath McDonald Drive -> more convenient connection to B1
A1 (Red)	Scenic and shaded area
A1 (Red)	More scenic, less contact with traffic
A1 (Red)	Quiet, more scenic, doesn't impact residential property very much.
A1 (Red)	It avoids streets and would be scenic. For the most part it would be a separate path away from vehicular traffic.
A1 (Red)	Scenic route and avoids city streets- when adding trail enhancements this increases opportunities to observe wildlife/ ID that wildlife/ birds, etc.
A1 (Red)	Least contact with vehicular traffic
A1 (Red)	Very minimal parallel along major road/ only one crossing/ more isolated path
A1 (Red)	Scenic walk or ride away from traffic
A1 (Red)	Much more scenic route with good tree cover on windy Kansas days. Love the idea of an underpass as well. The other routes go past too many streets/homes.
A1 (Red)	More direct
A1 (Red)	Fewer potential conflicts with cars. Potential for park and amenities development. Shade trees
A1 (Red)	Viable use of open space and great connection to Burcham Park
A1 (Red)	Natural setting, scenic view, avoid streets
A1 (Red)	More scenic and less disruption of residential areas.
A1 (Red)	Longer, more in nature like the idea of the underpass.
A1 (Red)	More natural & less conflict with cars.

A1 (Red)	Not on streets. Wooded, more natural setting. Like Colombia, MO MKT Trail (right through town but in the woods)
A1 (Red)	Trail through undeveloped area more appealing than through city street neighborhood area.
A1 (Red)	More scenic and adding length to the loop for (fingers crossed) a complete loop in the end of 26.2 miles.
A1 (Red)	Non Grade level crossing of N. McDonald. Most Adventure/Recreation Potential
A1 (Red)	I think this alignment will be more scenic and the possibility of an underpass would make it safer to cross McDonald. It would also create easy access to Veritas School and the Farmers Turnpike. That said, it would seem this option could be more expensive as it is longer than the other options would require new trails, and some water crossing. If costs were prohibitive, I think A2 or A3 would be fine, so long as the route wasn't on the street and a safe crossing at McDonald were engineered.
A1 (Red)	It is more remote meaning less interactions with cars.
A1 (Red)	More open road; less housing congestion
A1 (Red)	Longer, more scenic
A1 (Red)	It is more of a scenic route, cutting through the woods. This also has the added benefit of keeping bikers and pedestrians away from traffic noise and smells.
A1 (Red)	This would be a scenic route to connect the trails. If residents are concerned about safety, there are plenty of existing sidewalks to allow them to run in more developed areas. I would prefer to have a place to get farther away from the cityscape and residential areas, so I prefer having a scenic route.
A1 (Red)	It avoids the most amount of traffic, and would be the most enjoyable route for me as a runner to take. A3 has disaster written all over it. I have tried running at the intersection of 2nd and McDonald Drive, and it is very difficult to do. The loop should involve as little interaction with cars as possible, especially in new sections.
A1 (Red)	The underpass is safer to navigate and this route goes through more green wooded area and less neighborhood traffic.
A1 (Red)	Less contact with auto traffic, which can be heavy at this location because of the turnpike exit.
A1 (Red)	The A-1 alignment would have less automobile traffic than A-2 or A- 3. Also, north of the VFW pond would be some beautiful wooded trail. I like the possibility of a future park that was mentioned in the opportunities.
A1 (Red)	More wooded

A1 (Red)	Less residential and more peaceful.
A1 (Red)	A1 appears to have the most greenspace along the trail.
A1 (Red)	It is the most scenic route.
A1 (Red)	More nature and less traffic.
A1 (Red)	The route through the trees extends the park experience and connects to the propose underpass.
A1 (Red)	A1 is most scenic and attractive, despite slightly greater security concern. However, A3 and B2 seem like a reasonable low cost choice if A1 is impractical with easements, etc. or too costly.
A1 (Red)	Although this path is more remote, I like the creation of an underpass beneath McDonald Drive, which is a major barrier for non-motorists. The other options are too built up for cars already, and will not provide the same opportunities for users who prefer to keep off the street, while at the same time they remain for more direct access to users more confidently able to navigate with traffic.
A1 (Red)	This alignment would by far be the most scenic/attractive to run/bike through. The underpass and hawk beacon would be way safer than runners/bicyclists having to cross multiple streets and driveways. I understand the underpass and Hawk beacon are costlier, but if we're going to throw money at this I think we shouldn't halfway do it. Build something attractive and safe. Regular 5' sidewalk can always be installed in the future in the residential areas along A3 or A2 to help with connectivity.
A1 (Red)	Bigger area, turns and curves- not just straight, more interesting
A1 (Red)	I like that it is primarily off-street, totally away from traffic. I like that it is in a relatively undeveloped area that gives it a more rural feel. I like that it extends the mileage on the loop to provide for more multi use path.
A1 (Red)	Because it is not along backyards or street ROW.
A1 (Red)	I mostly dislike the A3 option. A1 is least disruptive to residential properties and most scenic. I understand the security issue, but there are security issues on several parts of the existing loop, so why is this section of any more concern?
A1 (Red)	As a bike rider for exercise and fun, the more natural setting would interest me more. I would be more likely to use it. I like the short but scenic shared use path along the river that sort of connects to the Sandra Shaw Trail.
A1 (Red)	There appears to be less conflict with street traffic. On the other hand, part of it is rather isolated, which might create safety concerns for some.
A1 (Red)	It is more scenic and on the outskirts of the city, like much of the rest of the Loop



A1 (Red)	Less urban route with less traffic.
A1 (Red)	Best way around traffic and Hallmark
A1 (Red)	Goes through an area with more trees; is longer; avoids residential area.
A1 (Red)	This gives us a unique view of the natural parts of Lawrence.
A1 (Red)	More scenic, less travel by/near cars, and it's direct to the underpass.
A1 (Red)	It includes green space
A1 (Red)	Away from road
A1 (Red)	Seems safest for cyclists
A1 (Red)	It needs to head north anyway so might as well create a route that goes through greenery instead of alongside a busy road
A1 (Red)	More remote
A1 (Red)	length and scenery
A1 (Red)	It's more removed from residential areas and city streets.
A1 (Red)	It has less in- town traffic, and a loop literally around the city is more appealing as an outing
A1 (Red)	I like riding in wooded areas
A1 (Red)	This route is safe and (currently) more beautiful than the other options. I believe that people choosing to travel and exercise on this path would appreciate the fact that they do not need to worry about as many cars passing by, and would appreciate seeing more nature and less houses/businesses. I also think that future development can grow with the trail in mind.
A1 (Red)	More in line with the "loop" designation
A1 (Red)	I enjoy riding in green belt settings for the loop. It's great that we still have green areas to 'develop' in this way.
A1 (Red)	Looking at the larger map of connectivity around Lawrence, it seems like this would be a safer and more pleasant trail, away from most of the traffic. Though I'm very concerned about turning all our urban wild areas into manicured parks, I think a simple connecting trail through this area would serve. I've ridden the orange route many times and it's pretty tight and precarious with traffic. With wide enough trails, this would be my second choice as it's most direct.
A1 (Red)	A1 avoids most of the current development and road in the area
A1 (Red)	I prefer the scenic amenities provided by this route, and the fact it would avoid significant concerns and logistical challenges presented in the other options, which could be disruptive to property owners. I prefer this option even if it was to need to come south to connect to the crossing at 2nd and McDonald.

A1 (Red)	The biggest positive for this course is that it avoids the intersection at Princeton and North Iowa. Even as a very experienced cyclist and runner, I dislike using that intersection when doing those activities due to the heavy traffic, the intersection angles, etc. I'm afraid that unless this intersection is addressed very carefully, less experienced/comfortable individuals may avoid using the path. I also think that the A1 loop is better due to less traffic throughout and the scenic, uncluttered views.
A1 (Red)	While I am uncomfortable with the safety of A1's remote sections, tearing up people's yards or encroaching on their homes is unacceptable.
A1 (Red)	More in the wooded area away from streets and homes.
A1 (Red)	lack of large amount of conflict with traffic, lack of busy intersections, more scenic
A1 (Red)	A1 has the fewest intersections and looks like it goes thru a nice tree covered area.
A1 (Red)	More wooded
A1 (Red)	Alignment includes more undeveloped areas and fewer conflicting points with with existing development.
A1 (Red)	It seems like the most feasible out of the three because the other 2 options follow narrow streets. Unlikely that ROW will be taken from homeowners for this section of trail, I'm guessing.
A1 (Red)	I am particularly opposed to A3 (2nd St) A 6 or 8 foot wide trail/path on either side of the street would simply ruin these front yards.
A1 (Red)	Route A1 looks like it is more out in nature, trees, etc.
A1 (Red)	I prefer the scenic nature of route A1. This route also seems to offer the "easiest" construction in that it has less impact on existing private property. However, I am concerned about the "several persons that may be currently or previously residing on the City of Lawrence property to the north of Sandra Shaw Park." From the wording it sounds like this may refer to camping spot for homeless people. I would not want to evict them from s pot in which they feel comfortable.
A1 (Red)	Continues the trail along the current perimeter. Skirts heavier trafficked areas in town.
A1 (Red)	nature appeal.....it's nice to be able to get away from traffic noises, but really, all three options are nice.
A1 (Red)	It will be less disruptive to traffic and will have fewer accidents for cyclists.
A1 (Red)	Avoids car traffic; more scenic.



A1 (Red)	Biking through a mobile home area and along 2nd street are not as appealing as biking in an area that's mostly woods & fields.
A1 (Red)	Best direct connection.
A1 (Red)	fewer driveways to cross, less traffic, more picturesque
A1 (Red)	I would like a multi-use path loop that minimizes navigation on streets and busy intersections. Better than Maroon A2 because it avoids riding through trailer parks and better than Orange A3 because that route basically exists already and is the one I currently use to get from Sandra Shaw Trail to the West side of McDonald Dr., i.e. I don't see any reason that money should be expended to implement Orange A3.If Red A1 is implemented, could that possibly be a future catalyst to complete a dedicated multi-use trail on the north side which would then lead to a complete a multi-use path circle around the city? I know that's not being considered at this moment but don't forget about how this decision could impact yet unknown future initiatives.
A1 (Red)	It gives more of a the nature walk.
A1 (Red)	safe. free of car traffic. scenic.
A1 (Red)	more scenic, more green to see, fewer cars nearby.A
A1 (Red)	Longer and there are trees around.
A1 (Red)	Seems like it would go through trees, and would be a prettier ride.
A1 (Red)	Preferred over maroon, which is too close to depressing trailer park. Preferred over orange, which is a busy narrow road.
A1 (Red)	More wooded area and less existing vehicular traffic.
A1 (Red)	It seems to be the best option in terms of crossings and traffic. A2 is also a good choice in terms of accessibility to residents.
A1 (Red)	Underpass. minimizes impact on adjacent properties
A1 (Red)	Because of the scenic ride and the lack of driveways to cross.
A1 (Red)	longer
A1 (Red)	Seems to wind through nature rather than business or residential areas.
A1 (Red)	Goes through more "woods"/less populated area. Doesn't follow McDonald Dr which is busy.
A1 (Red)	Route A1 looks like it is more out in nature, trees, etc.
A1 (Red)	It has fewer conflict points (driveways and road crossings). In addition, it looks like a beautiful route. The only drawback is having to cross McDonald Drive at that location.
A1 (Red)	I prefer options that place the path farther from existing roads and/or pass through more green space.

A2(Maroon/Dark Red) A2.a (Gold)	Further from existing traffic yet a direct route
A2(Maroon/Dark Red) A2.a (Gold)	Stay out of the mobile park, keep Princeton connection- stay off Peterson. Not opposed to A1, but creates awkward non-intersection crossing of Michigan
A2(Maroon/Dark Red) A2.a (Gold)	A2 provides bike way access to more residents, as does A2.a. It also avoids conflicts of streets and driveways on 2nd street. 2nd street right of way is problematic for placement, front yards, trees, etc.
A2(Maroon/Dark Red) A2.a (Gold)	A1 underpass unrealistic in short term. Don't want to ride on A3
A2(Maroon/Dark Red) A2.a (Gold)	Most direct route. Least expensive.
A2(Maroon/Dark Red) A2.a (Gold)	A1 looks like it requires clearing out a whole lot of trees. The A2b underpass location seems unsafe without security. With A2, more neighborhoods can access the path. I live nearby and run a similar route - having a path through these areas would be helpful in avoiding or slowing down traffic.
A2(Maroon/Dark Red) A2.a (Gold)	Least amount of time possibly on a (narrow) road.
A2 (Maroon/Dark Red) A2.b (Cream)	A compromise on serving neighborhood without impacting trees and lawns as much.
A2 (Maroon/Dark Red) A2.b (Cream)	Reduced impact on existing residential owners.
A2 (Maroon/Dark Red) A2.b (Cream)	The best of the three you have provided. There is one more alignment that could be done which is located in the right-of-way along Maine Street, 4th Street and Iowa Street. This alignment would also be great for the neighborhood.
A2 (Maroon/Dark Red) A2.b (Cream)	looks easier to build - will take less time to complete
A2 (Maroon/Dark Red) A2.b (Cream)	Less traffic
A2 (Maroon/Dark Red) A2.b (Cream)	Less time in residential area. Allows bikes to be bikes and not just another kind of pedestrian.
A2 (Maroon/Dark Red)	Good residential access, much prefer route north of mobile homes, suggested in A2 threats. Underpass at Michigan & George Court and McDonald & creek. Prefer route to follow creek north of field instead of cutting through field.
A2 (Maroon/Dark Red)	Most functional, safe
A2 (Maroon/Dark Red)	Access to trail for mobile home park residents, flexibility to choose between B1 and B2. A2.b keeps riders away from traffic with Hallmark Park



A3 (Orange)	2nd street is dangerous and narrow biking and could use bicycle infrastructure improvements for all around safety. Also access directly to hospital.
A3 (Orange)	I walk the Shaw Trail regularly. At times, especially when walking alone, I'd prefer to be closer to currently developed buildings (hospital, Bert Wash). I've had some encounters with individuals who may be doing drugs- bring closer to well-traveled areas feels safer for lone hikers/walkers.
A3 (Orange)	I like the connection to Peterson Blvd.
A3 (Orange)	I don't like the idea of crossing near the turnpike entrance even if it would be a underpass.
A3 (Orange)	Closer to existing travel needs. If I'm going from ~downtown to, say Deerfield Elementary (to go up Lawrence Ave), north routing adds a mile and doesn't add any major destinations. Also, massively cheaper... maybe we could get more ped/bike projects done.
A3 (Orange)	It is a bit longer
A3 (Orange)	It goes by the hotel. When I travel I looks for places to run near where I stay.
A3 (Orange)	It's a route I ride on already and it seems to be the more affordable option to make safer.

### Which section do you prefer? (select one)

		%	Count
B1 (Yellow)		74.4%	122
B2 (Yellow-Green)		25.6%	42

### Why do you prefer the alignment you selected?

Preferred Selection	Comment
B1 (Yellow)	Avoids on-grade crossings
B1 (Yellow)	Connects A1 to Peterson Road. Future spurs can follow A2 or A3 route and utilize B2 to connect up. Split cost with KDOT and/or via public/private partnerships required of new developments.
B1 (Yellow)	Safer option
B1 (Yellow)	Shorter from Peterson Road
B1 (Yellow)	Less interaction with traffic underpass
B1 (Yellow)	Connects to A1

B1 (Yellow)	Underpass is much safer for riders than crossing McDonald Drive
B1 (Yellow)	Away from traffic
B1 (Yellow)	It connects with A1, has a safety crossing
B1 (Yellow)	Looks like the most reasonable route
B1 (Yellow)	See above
B1 (Yellow)	Away from the roadway
B1 (Yellow)	An excellent extension of A1 and a safe crossing, under McDonald Drive
B1 (Yellow)	Avoids crossing Peterson Road
B1 (Yellow)	Grade, separated crossing at busy road (McDonald) only 1 crossing
B1 (Yellow)	Safety of underpass
B1 (Yellow)	Casin to connect to Peterson Rd.
B1 (Yellow)	More direct
B1 (Yellow)	I don't have a strong preference. Safety is my main concern.
B1 (Yellow)	Easy access off Iowa to McDonald and A1
B1 (Yellow)	Safe crossing of MacDonald Drive
B1 (Yellow)	More scenic and less interruption of residential areas.
B1 (Yellow)	Away from traffic.
B1 (Yellow)	The underpass is safer than crossing that busy intersection at 2nd/ Princeton
B1 (Yellow)	Not crossing busy intersection.
B1 (Yellow)	Most direct and natural seeming way to reach Peterson Road from A1
B1 (Yellow)	Non grade level/logical.
B1 (Yellow)	B1 is the only reasonable option if A1 is chosen. If the Underpass is a no go, then A2 or A3 with B2 would be good. If A1/B1 are built, I would hope that eventually, B2 could be built to create access to the path from the McDonald/2nd St path.
B1 (Yellow)	B/C it matches up with A1. I prefer a direct route. Given that, I often use Princeton when I ride the loop b/c of the beautiful bike lanes along there. If east bound on the loop, however, I sometimes take Peterson road sidewalk all the way to N. Iowa.
B1 (Yellow)	More open road; less housing congestion
B1 (Yellow)	Underpasses are cool
B1 (Yellow)	This is the logical connection between A1 and the Peterson Road Trail.
B1 (Yellow)	Fewer at-grade street crossings.
B1 (Yellow)	It fits with A1 the best, and again avoids cars and provides the ability to run/bike through nature instead of along roadways.
B1 (Yellow)	Reduced impact on existing residential owners.
B1 (Yellow)	Connects A1 to Peterson most efficiently, allowing bikers to bypass Princeton, which carries more auto traffic.
B1 (Yellow)	B-1 uses less of Iowa Street, which is a road that is used frequently by large trucks.
B1 (Yellow)	Make sense from previous selection
B1 (Yellow)	B1 is the natural extension of A1.

B1 (Yellow)	Because it is not a sidewalk and less dangerous.
B1 (Yellow)	The underpass is the safest way to get across McDonald Dr. That's a very dangerous roadway to cross
B1 (Yellow)	B1 obviously works best as continuation of A1 alignment.
B1 (Yellow)	It goes with the underpass and A1.
B1 (Yellow)	B2 already has existing sidewalk on both sides of N. Iowa St. So from a runners standpoint, that can already be used. N. Iowa also has bike lanes, so more experienced rider can already utilize that route as well. Rather than tearing out existing infrastructure to build a little wider path, I think a new SUP elsewhere along B1 and A1 would make more sense/more options. The SUP would be a route that less experienced bikers could ride along. The underpass for B1 would help with safety for those riders as well.
B1 (Yellow)	Enjoy that section of, is it, North Iowa?
B1 (Yellow)	I like that it is primarily off-street, totally away from traffic. I like that it is in a relatively undeveloped area that gives it a more rural feel. I like that is a clear and simple connection to the Peterson Path without going through traffic lights to allow for more continuous riding.
B1 (Yellow)	It's a short, direct route off of Peterson.
B1 (Yellow)	Don't really care. Both have pluses and minuses.
B1 (Yellow)	To avoid the busy street crossing
B1 (Yellow)	It aligns with A1.
B1 (Yellow)	Underpasses feel cool and make the path user feel a little special
B1 (Yellow)	See above
B1 (Yellow)	I like underpasses
B1 (Yellow)	Avoids more traffic and a busy intersection
B1 (Yellow)	Underpass! Safer.
B1 (Yellow)	underpass provides safety
B1 (Yellow)	Goes with a1
B1 (Yellow)	Seems safest for cyclists
B1 (Yellow)	Less traffic
B1 (Yellow)	Connects with the red path
B1 (Yellow)	more direct route
B1 (Yellow)	Farther away from city streets.
B1 (Yellow)	It flows more naturally from A1 and again, a path On the outskirts has more appeal
B1 (Yellow)	Safer to cross the busy streets
B1 (Yellow)	The bright yellow line is the best match for the red (northern) line.
B1 (Yellow)	Most direct connection to A1 route, and avoids the traffic crossing McDonald Drive at 2nd.
B1 (Yellow)	It's difficult crossing McDonald drive anywhere so I'd hope the best option would be A1 with an underpass. Again, avoiding most of the regular traffic.



B1 (Yellow)	The stretch of Iowa connecting to Peterson is high traffic-B1 minimizes the time on that road
B1 (Yellow)	B2 entails at grade crossing of McDonald Drive at 2nd, which is a very problematic crossing on what we hope to promote as a "family friendly" trail around the city. It would also entail getting across Iowa AND Peterson to get on the shared use path on the north side of Peterson Road. The tunnel under McDonald would be a fantastic way to avoid bike/car conflicts on the loop.
B1 (Yellow)	It's a simple connection given the A1 choice. It also minimizes circling the Hallmark building and other buildings and the additional traffic crossings that come with that.
B1 (Yellow)	B2 does not make sense with A1.
B1 (Yellow)	Works best with A1.
B1 (Yellow)	less conflict with traffic/intersections, possible underpass in cooperation with KTA
B1 (Yellow)	safety
B1 (Yellow)	An underpass would be the safest way to cross Iowa.
B1 (Yellow)	Fewer conflicts with traffic and activity areas farther to the south.
B1 (Yellow)	While I am sure an underpass will be expensive, it will be much safer than crossing at 2nd/MacDonald. That intersection is too wide for bikes. If 2nd/MacDonald is used, I would suggest green paint to delineate bike paths to make drivers more aware.
B1 (Yellow)	It's a natural match with A1.
B1 (Yellow)	Shortest path after preferred A1 section is chosen. An underpass would show the city's commitment to the Lawrence loop, and make it a little more unique in the cycling community.
B1 (Yellow)	It aligns with previous requests for a tunnel and provide a direct route from A1 to Peterson Road Trail.
B1 (Yellow)	Continues the trail along the current perimeter. Skirts heavier trafficked areas in town.
B1 (Yellow)	I may be confused...it seems to me that my preference for A1 eliminates the choice of the B route, as only the B1 connects with A1. This almost makes me want to reconsider my A preference, because I don't necessarily think the expense of the underpass is the best use of any money earmarked for Lawrence loop. I would instead prefer the less expensive option with the remaining dollars going to complete another "broken" section, such as connecting the path over by I-70 to farmers turnpike for instance. Honestly, I think any of the plans are great, I'm just happy this is being done!
B1 (Yellow)	It will be less disruptive to traffic and will have fewer accidents for cyclists.
B1 (Yellow)	Avoids car traffic; connects to A1.

B1 (Yellow)	It's the only option is A1 is used. I also like the idea of an underpass to get over McDonald. I frequently go through the intersection at Peterson & Iowa, and then Peterson & McDonald, and neither are very pleasant with all the commuters using them.
B1 (Yellow)	Best direct connection
B1 (Yellow)	direct connection to A1
B1 (Yellow)	Avoids a busy and fairly dangerous intersection at 2nd and McDonald Dr.
B1 (Yellow)	safe. free of car traffic.scenic.
B1 (Yellow)	Shorter route from red route from earlier selection
B1 (Yellow)	Easier to do, more scenic, but would require a safe way over or under McDonald drive. Better than the busy stop light at red and MacDonald that had a lot of turning (more dangerous) traffic.
B1 (Yellow)	It makes more sense with my preferred alignment.
B1 (Yellow)	The underpass avoids the traffic on McDonald. I have ridden through the 2nd and McDonald intersection on a bicycle and the non-square intersection is an issue.
B1 (Yellow)	connects to A1, minimizes foot/bicycle traffic @ 2nd/McDonald
B1 (Yellow)	Seems to wind through nature rather than business or residential areas.
B1 (Yellow)	The road on the west of Hallmark is too busy.
B1 (Yellow)	Follows my previous preferred alignment better.
B1 (Yellow)	Shortest path after preferred A1 section is chosen. An underpass would show the city's commitment to the Lawrence loop, and make it a little more unique in the cycling community.
B1 (Yellow)	It connects with the red alignment
B1 (Yellow)	I prefer options that place the path farther from existing roads and/or pass through more green space.
B2 (Yellow-Green)	Safety improvements for intersection, direct connection to Princeton bike lanes and hospital.
B2 (Yellow-Green)	Some of the same safety reasons with section A.
B2 (Yellow-Green)	More direct
B2 (Yellow-Green)	Connect to Princeton
B2 (Yellow-Green)	B2 has good residential access. I think A2 should continue west and intersect B2 next to Hallmark parking lot. In other words, nothing on 2nd street.
B2 (Yellow-Green)	B2 provides bikeway access to more residents. The Iowa Street right of way easily accommodates a 10 ft. bikeway with no street or driveway conflicts.
B2 (Yellow-Green)	The cost of B1 will be significant (assume an overhead is not less expensive?). Riding down A2.b to get to B2 isn't so bad
B2 (Yellow-Green)	Safety
B2 (Yellow-Green)	Connects= residential and commercial
B2 (Yellow-Green)	Cross North McDonald at a better position
B2 (Yellow-Green)	Its a little longer

B2 (Yellow-Green)	There is a stoplight at 2nd Street. Least Expensive
B2 (Yellow-Green)	It works with A3
B2 (Yellow-Green)	Seems more straightforward, goes where people might need to go (ie, going on an errand instead of just walking/biking)
B2 (Yellow-Green)	riding behind an industrial building is not attractive
B2 (Yellow-Green)	This alignment is located in the existing right-of-way. Which is important for the budget of the project.
B2 (Yellow-Green)	It connects better with A3, which is my preference.
B2 (Yellow-Green)	Again, cheaper. Also, more direct connection to Princeton Rd, also important in urban routing, even if not part of the 'loop'.
B2 (Yellow-Green)	At B1 there's lots of semi truck traffic heading north, and also semis turning out of Hallmark. The traffic at Peterson Road/Iowa (at the T) is awful during rush hour. Air quality - I think in terms of running (which I'd use the path for) - It's hard to breathe in the air from semi trucks and I-70 when running. I start to notice the change in air quality about where B1 turns north.
B2 (Yellow-Green)	makes more sense to me
B2 (Yellow-Green)	It goes right by my office
B2 (Yellow-Green)	It is direct to A3
B2 (Yellow-Green)	less and slower motor vehicle traffic -- but if A1 is chosen, B2 is silly.
B2 (Yellow-Green)	Again, I ride along here already and think it would be way more affordable to make this safer than creating a tunnel under McDonald. Also, I think casual riders (the target for this enhancement) are a bit weary of riding through tunnels.
B2 (Yellow-Green)	I don't really like either alignment, but I am more anti-tunnel than I am anti-strange-intersection at 2nd and McDonald.

**Do you have any comments or suggested additions to the Strengths, Weaknesses, Threats and Opportunities Analysis for this Section of the Lawrence Loop?**

- A bit concerned about safety but good lighting and some emergency phones should help.
- A1 does not appear to need to be \*so\* remote. Could it be moved so that an emergency whistle, for example, could be heard by neighboring homes?
- Again, the most important part of the Lawrence Loop is avoiding interactions with heavy traffic. This is why A1/B1 is the best path for the loop. If the city is committed to spending the money to complete the loop, they need to get it right. Avoiding traffic as much as possible should be the goal in general, as should maximizing the amount of pathway going through nature.
- Any chance of Hallmark Cards helping to pay for a pedestrian bridge or the underpass?
- Do you have any comments or suggested additions to the Strengths, Weaknesses, Threats and Opportunities Analysis for this Section of the Lawrence Loop? To review the SWOT analysis, please visit [www.lawrenceks.org/loop](http://www.lawrenceks.org/loop).



- Generally in agreement with the SWOT analysis. The SWOT points out the drawbacks to following existing Right of way. If there are too many crossings and sidewalks, the route will become like the 'SLT trail' along 27th between Crossgate and Wakarusa. Great for walkers and dog-walkers. But, higher-speed confident cyclists would continue to feel safer in the streets (2nd, N. Iowa) like I already do on 27th in SW Lawrence. Maybe that's not all such a bad thing.
- Having the loop cross McDonald at Princeton and again at Iowa St, seems to be two weaknesses of the A2/A3 to B2 option. It may be cheaper than an underpass, but the Underpass seems to be the safest route.
- I also really like A3 if it could be made safe, seems impossible. A1 -> too remote
- I am state before there is one other alignment that should be review by the consultant with the neighborhood which is 4th Street.
- I can see that the costs of getting over the turnpike could be high. Perhaps there is a grant from KDOT for this. I can see that right of way acquisition might be more difficult but if you could muscle through and achieve the needed right of way it would be a superior path for the long term.
- I could see 2 routes here, with one being more direct with more conflicts and perhaps some 'on the road' portions for people who are trying to ride to work and don't want to take the time for the more lengthy red portion. The red portion would be a more recreational use path, or a route for those who don't need to minimize their exercise or time while getting to work.
- I don't think a trail through the park is optimal. 2nd Street has heavy car traffic.
- I love the Lawrence Loop plan, but think there should also be a focus on safe bike/walk routes to daily activities and errands (schools, grocery, shopping, parks, and so on).
- I much dislike A3 option. Surprised it is even under consideration. Please no! 1) Imposition on residences on W 2nd St (No, I don't live on W 2nd, but I do travel through this area regularly so am very familiar with traffic challenges). Intrusion into yards with limited setback and driveways would impede availability of off-street parking and probably result in cars parked in driveways extending over the path. Street is kind of narrow and pushing more parking onto the street would exasperate that effect on traffic. 2) Offset intersection at 2nd and Michigan with slight rise on Michigan north of 2nd is a challenge to navigate now, without attempting to funnel more pedestrian and bike traffic through it (unless plan involves purchasing and removing the house on the SE corner to eliminate the offset). Any plus from putting a sidewalk on the north side of W 2nd is counterbalanced by negatives and fails to make enough improvement over what already exists and you can already get from Sandra Shaw to McDonald & 2nd as is with nearly the same degree of difficulty - better to just leave the loop unconnected than to draw W 2nd into it. Would rather see sidewalk on the south side of W 2nd extended to McDonald Dr than any sidewalk on north side installed. If you must/wish to take loop through neighborhood, and are willing to tunnel, why not travel from Sandra Shaw south on Maine to 4th and tunnel under McDonald Dr at 4th to connect to the little spur of S Iowa on the west side of the armory - or put in a roundabout at 4th and McDonald Drive to facilitate traffic turning at that intersection and slow down traffic at the spider web leading to and from 6th St at the same time?
- I realize the selections I have made are more expensive than the alternatives. I believe any of the proposed alignments would be great, and I look forward to completion of the Loop!
- I think gaining good-will and avoiding ill-will us critical with the non-biking public. A2 and A3 seem to require a lot of infringement on legal and perceived private property. Gaining positive experiences, which I think A1 will do, is a long term benefit.

- I think the route I selected would be the safest
- I think this is the best solution. Less impact to homeowners, b/c someone will not want that, plus all that interaction with cars what with all the driveways plus that's their darned sidewalk out in front of their house! Not a good fit. It may cost more, but in the long run will be worth it.
- I would be interested in A2 if it went north of the mobile home park.
- I would have liked estimated costs of each option. But other than that, I appreciate all the work and thought that went into this.
- I would like to see the trail go around the park located at the southwest intersection of Peterson Road Trail instead of going north along Iowa Street. This option would also allow for additional parking.
- If A1 is selected safety concerns could be lessened by providing cellphone bandwidth and therefor 911 coverage.
- It provides many opportunities for recreation/tourism but little for increasing bike/ped.
- Move underpass of B1 south a bit so you don't have to go under 5 lanes of traffic. Or make it an overpass.
- Please consider problems with existing properties when looking at new construction/neighborhoods. Build the off street bike lanes before developments are complete. -Not an answer to the question, but...
- Provide connections to points of interest & areas of high density but take traffic/trail to more natural areas away from roads & intersections where possible
- Really like the options that reduce the number of crossings. Also would prefer the scenic route.
- Sections of the loop needs to contain garbage and water options for those utilizing service dogs or taking pets and family on excursions.
- Security and safety will be key issues because of the isolation along portions of the path, but that separation is also a plus for this selection.
- "-Since these route options have already been analyzed, is it possible that the options that aren't chosen for the extension could be expanded for future development?"
- -Will there be lighting on any of these routes?"
- So glad you are looking at this and making plans to increase our bike path area.
- Strength - away from traffic
- The city's going to keep growing and connectivity is key. Multi-modal transportation networks with working landscapes.
- The less interaction with traffic, and the more unshared intersections, the better.
- The loop bikeway along Peterson Road should either be located on the south side (fewer conflicts) or be widened on the north side from 8 ft. to 10 ft.
- The mention of "opening the natural area to future park development" concerns me very much. I've seen natural areas bulldozed of their understory to chase away transients and wouldn't want that to happen here. Let's be creative to make natural areas safer without destroying habitat or using excessive lighting.
- The money should be used for more trails and nature access. If possible, we should stay away from city sidewalks. They are already an options. We should try for more!
- The remote area of A1 would be less of a concern for me than riding/walking through the trailer park areas.
- The underpass could raise the price significantly.
- The underpass is a great idea, I just don't like it so far out. With we could do it closer to Hallmark

- Think you have done a great job with soliciting input for the loop, AND the actual construction of the path. Thanks for all of your fine work!
- Travelling through less developed land makes sense economically, for safety, and its much nicer to look at as you pass by.
- Underpass for B1 would be safer for loop riders. Access to business and services important. Direct routes would encourage more use.
- We need a safe way across Macdonald Dr. I sold live for my kids to be able to ride this, but I wouldn't want them to cross this busy road. People drive fast on this road, often >50 mph. We need a bridge crossing.
- You don't mention possible car/bicycle accidents in your threats for B2

### Which section do you prefer? (select one)

		%	Count
D1 (Dark Blue)		73.6%	120
D2 (Light Blue)		26.4%	43

### Why do you prefer the alignment you selected?

Preferred Selection	Comments
	<p>Alignment D1 Opportunities</p> <p>This route is closest to the La Yorda historic site, so could promote inclusivity and acknowledge Mexican-American history in Lawrence. Henry Fortunato who created the Hike Through History exhibit on the Lawrence Loop (installation of panels was supposed to happen this summer) can give you more info if needed. henry@henryfortunato.com</p> <p>This route could serve to create an endpoint for a redevelopment zone along East Ninth (the old streetcar route) with infill at the easternmost area between the warehouses and along the Loop. This would activate the area and put more "eyes on the street" for added safety. A cut-through from the Loop to East Ninth would create a connection and reason to formalize the existing (funky) outdoor open space in front of Art Emergency to create an artsy urban plaza and community gathering hub for the Warehouse Arts District.</p> <p>The old streetcar route that went from Mass St. downtown along East Ninth. It would pass by the Wishing Bench, to this funky urban plaza at the end of East Ninth, which would be embraced by the Lawrence Loop on the east side.</p>



	<p>Alignment D2 Weaknesses</p> <p>There is a small seasonal homeless camp at the top of the rise behind the stadium in Hobbs Park.</p> <p>The proposed routing on the existing sidewalk between the shelter and bathrooms would be dangerous for both bikes and pedestrians using the shelter, playground, and basketball court. Please see the attached proposed modification.</p> <p>Alignment D2 Opportunities</p> <p>Routing along the north side of the driveway to Allen Press would give bikers/pedestrians the experience of passing by the small, tranquil (detention) pond and listening to the frogs. A few benches could be placed there to create a tranquil moment along the Loop. The north side routing would also keep people out of Decade's parking lot and off the unsafe Delaware St. truck route until they reach the safety of the lofts' sidewalk.</p>
D1 (Dark Blue)	There is a small seasonal homeless camp at the top of the rise behind the stadium in Hobbs Park.
D1 (Dark Blue)	The proposed routing on the existing sidewalk between the shelter and bathrooms would be dangerous for both bikes and pedestrians using the shelter, playground, and basketball court. Please see the attached proposed modification.
D1 (Dark Blue)	Alignment D2 Opportunities
D1 (Dark Blue)	Routing along the north side of the driveway to Allen Press would give bikers/pedestrians the experience of passing by the small, tranquil (detention) pond and listening to the frogs. A few benches could be placed there to create a tranquil moment along the Loop. The north side routing would also keep people out of Decade's parking lot and off the unsafe Delaware St. truck route until they reach the safety of the lofts' sidewalk.
D1 (Dark Blue)	Grade, remoteness, traffic
D1 (Dark Blue)	Less traffic
D1 (Dark Blue)	Safety
D1 (Dark Blue)	Ease of use, few roads conflicts, opportunity to clean up land around railroad
D1 (Dark Blue)	Old railroad tracks, less traffic
D1 (Dark Blue)	Avoids hill and driveways
D1 (Dark Blue)	Less traffic
D1 (Dark Blue)	More direct
D1 (Dark Blue)	Area in need of beautification
D1 (Dark Blue)	Make use of, and improve, abandoned railroad property
D1 (Dark Blue)	It avoids streets, D2 has a section which is too narrow due to street and buildings
D1 (Dark Blue)	Less driveway conflicts/ reclaim old railway path

D1 (Dark Blue)	While passing by Hobbs field would be nice, I think it will be nice to cut left for a few feet to get back on the path. It would also clean up the area.
D1 (Dark Blue)	Don't like the Delaware Hill
D1 (Dark Blue)	Off street
D1 (Dark Blue)	Flat. If there was a possibility of also creating a path to the Hobbs Park restroom, that would be great.
D1 (Dark Blue)	Abandoned rail line is more optimal than purchase of private property. Rails to trails. Folks maybe could help. Hill to Hobbs Park is a bitch to run in the summer months.
D1 (Dark Blue)	Prefer partnership with railroad to create pathway that avoids city streets
D1 (Dark Blue)	I think it would be cool to clean up the railroad area, but the D2 route is really a good option too. Either work for me!
D1 (Dark Blue)	There are no steep hills. Not much modification needed.
D1 (Dark Blue)	There are no steep hills. Not much modification needed.
D1 (Dark Blue)	Less traffic, big trucks go along Delaware, pedestrians, people coming out of drives, parking on both sides of Delaware.
D1 (Dark Blue)	Most of the sidewalks for D2 already exist. Build D1 and improve small bits of D2 so people can access either.
D1 (Dark Blue)	Reclaiming deserted rail area, desirable. Avoids what will eventually be high pedestrian traffic area.
D1 (Dark Blue)	Prefer not to go up the hill on 11th St and then along the street by Poehler Lofts, Decade, etc.- as this area is becoming heavier with pedestrians and traffic. Also prefer avoiding streets and driveways whenever possible.
D1 (Dark Blue)	More adventure/more interesting.
D1 (Dark Blue)	Having ridden my bike along the D2 route, I think even with a wider path, the weakness of D2 is going through the playground, which can be tenuous with fast moving bikes and fun-loving children. D1 still affords access to the playground, but wouldn't have path traffic cutting through.
D1 (Dark Blue)	I like that it keeps the trail on the RR tracks and then on the river side of the tracks, so they don't have to be crossed again.
D1 (Dark Blue)	Less traffic
D1 (Dark Blue)	It keeps further away from the streets
D1 (Dark Blue)	Fewer streets to cross.
D1 (Dark Blue)	It avoids roadways and provides a more beautiful route through nature.
D1 (Dark Blue)	Existing right-of-way of the old railroad
D1 (Dark Blue)	D-1 is less dependent on neighborhood streets and aligns with the north end of the Burroughs Creek Trail.

D1 (Dark Blue)	Away from traffic on Del
D1 (Dark Blue)	Less residential. More interesting and unique sights with the railroad.
D1 (Dark Blue)	Less intersections with traffic and safer.
D1 (Dark Blue)	I personally really prefer alignment D1 with fewer street/driveway cutouts and interruptions is better but I think with increased trail use going by the bathrooms at Hobbs Park via D2 routing is certainly a reasonable option.
D1 (Dark Blue)	Much less of a grade, and I like the idea of going closer to the Kaw. Much like A1, it provides the easy, off-street option for the less accomplished non-motorist.
D1 (Dark Blue)	This area is already open due to it being a previous rail line. It makes an obvious connection to the Burroughs Trail. I think the development costs would be lower. It opens up an additional area for recreation in addition to Hobbs Park. It keeps the path off the streets and away from traffic so it is better for all users from adults to children.
D1 (Dark Blue)	Generally prefer routes not through neighborhoods with tight fits
D1 (Dark Blue)	The SWOT for this section did not load. My decision is based on a more behind the scenes route rather than being on town streets.
D1 (Dark Blue)	I actually prefer D2 because I think the route should be as close to the neighborhood as possible, but with the development and increase in traffic there, D1 is probably the safer option.
D1 (Dark Blue)	Better continuity and alignment with Burroughs Creek Trail
D1 (Dark Blue)	Flatter, already used by many people, more entertaining
D1 (Dark Blue)	not a strong preference. Fewer intersections, if BNSF is amenable
D1 (Dark Blue)	More direct. More natural.
D1 (Dark Blue)	outside of buildings - open space
D1 (Dark Blue)	Away from road
D1 (Dark Blue)	The hill on d2 is a bit steep, d1 offers opportunities to make the rail area nicer
D1 (Dark Blue)	Why go up a hill only to go back down the hill again?
D1 (Dark Blue)	More removed from city streets
D1 (Dark Blue)	Preference for more outer route and less sharing with a residential traffic route
D1 (Dark Blue)	This route is more safe
D1 (Dark Blue)	Loop
D1 (Dark Blue)	Provides impetus to clean up and improve an unattractive area along deserted RR tracks.
D1 (Dark Blue)	Flatter, faster, more scenic and straight
D1 (Dark Blue)	D1 avoids street crossings.



D1 (Dark Blue)	I realize alignments along railways have challenges, but it is done elsewhere. Given the history of the railroad in our area, I also see this as a plus. Perhaps most importantly, it avoids the grade concerns required by D2. I much prefer to see a flatter alignment that will take people on trails in East Lawrence towards downtown. I think both E1 and E2 have merits, but I like the "tie ins" with the Depot that are possible with E2. I think the railroad crossing on F rather than E are more likely to appeal to the railroad and create an opportunity for discussion with the railroad about pedestrian amenities crossing the tracks.
D1 (Dark Blue)	More scenic, remote, away from city streets.
D1 (Dark Blue)	I don't have a strong preference between the two. Feel both will do well but for different reasons - D1 is a little "simpler" from a user standpoint and could use some of the existing rail grades. D2 is nice from a user standpoint in terms of access to the new businesses that are developing in the area. With some connectors between D1 and the main road, this isn't an issue/concern.
D1 (Dark Blue)	More separated from traffic/streets.
D1 (Dark Blue)	These areas need cleaning up and this would be a good opportunity to address that issue while also creating a usable path for the community. The other route is along established roadways/sidewalks that are busier and would require more stopping and starting and worrying about traffic
D1 (Dark Blue)	D1 would have much less grade change than D2. But I like the placement of D2 as it is highly visible.
D1 (Dark Blue)	Continue along the current rail trail
D1 (Dark Blue)	I would honestly be happy with either option. However, D1 does provide the opportunity of cleaning up the area which would be beneficial to the development underway in the area.
D1 (Dark Blue)	Continues the trail along the current perimeter. Skirts heavier trafficked areas in town.
D1 (Dark Blue)	Easier for bikes
D1 (Dark Blue)	It runs along the train tracks so it won't be as disruptive.
D1 (Dark Blue)	Avoids car traffic.
D1 (Dark Blue)	Closer to river
D1 (Dark Blue)	Straight shot, not on a street. D2 sorta exists.
D1 (Dark Blue)	It's not as scenic as D2, but it would use existing rail bed and involve less interaction between bikes and cars.
D1 (Dark Blue)	More direct
D1 (Dark Blue)	I can ride on streets or sidewalks whenever I want to. I like that this would be an isolated multi-use pathway that avoids street intersections.

D1 (Dark Blue)	Lots of freight trucks on Delaware (safety and fumes)
D1 (Dark Blue)	Shorter (slightly) and (more importantly) more gentle grade; plus, RR tracks are interesting. Finally, D1 has less nearby motor vehicle traffic.
D1 (Dark Blue)	Aligned better with existing trail, doesn't involve going up a hill (on 11th) too.
D1 (Dark Blue)	The light blue is along a busy road
D1 (Dark Blue)	It gives the opportunity to make a part of the neighborhood better (eliminate trash & clean up the railroad area).
D1 (Dark Blue)	Farther from street traffic and no hill.
D1 (Dark Blue)	Less elevation change. More scenic. I'd enjoy potentially seeing some train activity.
D1 (Dark Blue)	Continue along the current rail trail
D1 (Dark Blue)	Less conflict points (driveways and roads).
D1 (Dark Blue)	These are really pretty similar to me and I don't have a strong preference each way.
D2 (Light Blue)	More visible, goes to connects Hobbs, coffee, Bon Bon, housing. Also, it's already there mostly. Also goes by historic site.
D2 (Light Blue)	It's the route I currently use. There's a restroom at Hobbs Park and the Decade Coffee Shop on Delaware. It's adjacent to already developed areas and safer for those walking alone.
D2 (Light Blue)	Deconflict and hill avoided, Access to Hobbs important to improve
D2 (Light Blue)	D2 serves a park, businesses, residents, and entertainment. A railroad is polluting, noisy, and ugly.
D2 (Light Blue)	Less expensive, only short section of private property to deal with. 11th street hill is not steep and really short. Walking that hill if needed is simple.
D2 (Light Blue)	Slightly less industrial, not as close to railroad tracks (noise, pollution)
D2 (Light Blue)	Opportunity to provide signage at historic sites "hills are good"
D2 (Light Blue)	Sidewalk already in place on east side of 800 Block of Delaware, D1 goes through industrial area.
D2 (Light Blue)	More scenic, historic
D2 (Light Blue)	I'd like to avoid the backside of Allen Press
D2 (Light Blue)	It adds more existing amenities & landmarks to the trail system i.e. bathroom, drinking fountain, municipal stadium - coffee shop, etc
D2 (Light Blue)	The outside looks less safe/hidden from view; ugly building backside
D2 (Light Blue)	More scenic, not quite so industrial
D2 (Light Blue)	I don't want to run next to a passing train.
D2 (Light Blue)	For proximity to Hobbs Park.
D2 (Light Blue)	riding or walking thru the arts district is much more interesting than behind the industrial area

D2 (Light Blue)	It runs by the stadium and the 9th street corridor.
D2 (Light Blue)	I believe this would be more scenic to traverse. It also connects to Hobbs park. Running/Biking behind the Industrial area doesn't look too appealing. Having the trail go across the street from all the new renovations and businesses going in on Delaware and Pennsylvania would make sense. I could see someone biking to that arts district and brewery.
D2 (Light Blue)	Looks slightly more interesting, but not sure I have a preference
D2 (Light Blue)	Accessibility to workers as well as for recreational purposes.
D2 (Light Blue)	Farther from railroad tracks.
D2 (Light Blue)	The idea of passing a kickball field and going through neighborhoods seems better than passing an industrial building
D2 (Light Blue)	Safer through the park than the industrial area.
D2 (Light Blue)	the other one is too dirty
D2 (Light Blue)	not through neighborhood
D2 (Light Blue)	Passes the park, includes a bathroom
D2 (Light Blue)	I prefer the connection to the park and through the redevelopment district. This provides contact with the public and easy stops for destinations with the trail loop.
D2 (Light Blue)	It takes advantage of existing SUP in front of 9 Del apartments.
D2 (Light Blue)	Only a slight preference. Either is fine.
D2 (Light Blue)	It goes through the middle of warehouse district. Adds to people watching aspect of outdoor dining.
D2 (Light Blue)	Allows trail riders to access East Lawrence businesses
D2 (Light Blue)	D2 is a much nicer route considering the adjacent properties. I also know that quite a few local bicyclists already use a similar route.
D2 (Light Blue)	Not as dirty as down by the railroad. If the D1 route could be cleaned up, that would be an option.
D2 (Light Blue)	Marginally more nature area.
D2 (Light Blue)	D2 has a restroom, and I'd prefer not to walk directly beside an active railroad.

### Which section do you prefer? (select one)

		%	Count
E1 (Pink)		66.1%	109
E2 (Purple)		33.9%	56

### If you selected E2, which do you prefer? (select one)



		%	Count
E2.a (Light Purple)		72.7%	40
E2.b (Lilac)		27.3%	15

### Why do you prefer the alignment you selected?

Preferred Selection	Comments
E1 (Pink)	Either E1 or E2 could be acceptable, but my preference would be E1 due to its proximity to the habitat restoration area. Most walkers/hikers appreciate opportunities to enjoy nature to its fullest. E2 could still be developed at a later date.
E1 (Pink)	Prefer natural areas
E1 (Pink)	Safest
E1 (Pink)	Outside residential/ industrial area, scenic trail.
E1 (Pink)	Removal from traffic
E1 (Pink)	Scenic, nice grade. E1 and F1 ONLY if elevator at city hall/river front mall. If elevator not possible, than preference ranked in order E2.a, E2, F2.A, F2
E1 (Pink)	I think this is safer and way better to bike along the woods. Non-paved trails into the woods would be a fantastic development, this area is so forgotten.
E1 (Pink)	Remoteness, traffic
E1 (Pink)	Less traffic, more nature. Cops are dogs near the depot, so it is safe
E1 (Pink)	Scenery- Away from traffic
E1 (Pink)	It avoids streets and gives access to the conservation easement held by KDWPT (woodland along river)
E1 (Pink)	Less traffic
E1 (Pink)	It avoids driveways and is more isolated from traffic. While you'd have to follow trucks for a bit, it seems better for the walker/rider.
E1 (Pink)	Looks more scenic
E1 (Pink)	Off Street
E1 (Pink)	Habitat restoration area
E1 (Pink)	Works better with D1 and access to habitat area in the future. Less access to cars is optimal
E1 (Pink)	With rail traffic on BNSF expected to increase, it would be preferred of upgrades
E1 (Pink)	Clear path along railroad (rails to trails), avoid street crossings, etc.
E1 (Pink)	Scenic

E1 (Pink)	It is a scenic route. It has no steep hills.
E1 (Pink)	Even though it would cut out use of Santa Fe Depot as a trail head I prefer E1
E1 (Pink)	Again, other routes can be chosen currently by riding on streets
E1 (Pink)	Would expand pedestrian and bike accessible space. Allow access/view of habitat restoration area, currently completely isolated.
E1 (Pink)	Opportunity for more trails in Habitat Restoration area.
E1 (Pink)	Very Cool!
E1 (Pink)	I prefer having the path be off the street. I think E1 will provide good access to F1 (which I shall check below) and keep the path on the river side of the tracks. I think having the path along the woods would be scenic, too.
E1 (Pink)	Consistent with D1.
E1 (Pink)	Less obstruction, looks like it would run through trees alongside road (which would be nice)
E1 (Pink)	I like the nature trail aspect.
E1 (Pink)	It avoids traffic and provides for a more naturally beautiful path.
E1 (Pink)	I like being as close to the river and that greenspace as possible
E1 (Pink)	E1 is a better trail for nature
E1 (Pink)	E-1 stays closer to green space than E-2. Avoids businesses and houses.
E1 (Pink)	Looks prettier, less residential.
E1 (Pink)	Less intersections, safer and more scenic.
E1 (Pink)	Closer to the river
E1 (Pink)	Generally prefer alignments with fewer interruptions, intersections and curb crossings.
E1 (Pink)	Off-street is always the best choice. The street is available to those who wish to use it, but for those who won't or can't having no other option means disadvantaging and discouraging anyone who does not have the means or the confidence to ride in the street.
E1 (Pink)	I think E2 A is also good but I think E 1 might eliminate some of the issues with getting through the BNSF Yard. Also it would open up that natural area on the north side of the tracks. You would only have to cross the BNSF tracks once with E1, but with E2 you would have to cross the BNSF tracks twice.
E1 (Pink)	More scenic. less traffic
E1 (Pink)	more behind the scenes and along the woods
E1 (Pink)	As before, I really would rather see E2 because it's in the neighborhood, but I think traffic is going to increase dramatically over the next 5 years. E1 may be safer, except for being "trapped" by the railroad tracks.

E1 (Pink)	The pink looks easier to bike on than the purple, it is a straight shoot
E1 (Pink)	Less urban and good view of river.
E1 (Pink)	I'm not sure why I like this one better.
E1 (Pink)	the river scene
E1 (Pink)	Away from road
E1 (Pink)	Avoiding existing roads
E1 (Pink)	seems to be more space
E1 (Pink)	Best to avoid a busy/congested/dangerous area -- though there should be easy options for riders to divert from the main path if they want to go downtown.
E1 (Pink)	straight forward
E1 (Pink)	More removed from city streets
E1 (Pink)	Outer loop preferred and flows well to a river route on Next section
E1 (Pink)	Safety
E1 (Pink)	There is plenty of room between the tracks and the wooded area. Nice exposure to the habitat along the river. Loop can be a significant alternative to riding with or next to street traffic.
E1 (Pink)	E1 is more direct and scenic though I do like that E2 connects with Amtrak.
E1 (Pink)	Away from crowded city streets, passes under mass St. bridge.
E1 (Pink)	Don't feel that there is a compelling reason to loop it in front of the railroad versus in back UNLESS it is simpler due to avoiding working for right of way. In that case, I think the other option is perfectly acceptable from a user standpoint.
E1 (Pink)	Same as above.
E1 (Pink)	same concerns - less conflict with homeowners/traffic, area already needs some rehab work so might as well clean it up and connect these paths at the same time
E1 (Pink)	You have to cross the train tracks somewhere, and this seems like a crossing with good visibility.
E1 (Pink)	IT doesn't cross driveways and is adjacent to the Habitat Restoration area.
E1 (Pink)	Continues the trail along the current perimeter. Skirts heavier trafficked areas in town.
E1 (Pink)	like being adjacent to habitat restoration area
E1 (Pink)	Because the cyclists won't have to cross the train tracks.
E1 (Pink)	Avoids car traffic; more scenic.
E1 (Pink)	Less congestion?
E1 (Pink)	If we go with D1, E1 is the only logical option.
E1 (Pink)	I like running near water.



E1 (Pink)	Less nearby MV traffic; more green.
E1 (Pink)	Allows trail users to access East Lawrence and downtown. E2 alignment should travel down Ninth Street and coordinate with the Ninth Street project...Ninth is an important corridor and the loop should incorporate Ninth and bring users to Massachusetts Street.
E1 (Pink)	Follows the F1 and the existing Burroughs trail better - not as "jagged" and chaotic as the other choices. It simply flows better. If understand these choices, these routes might follow a railroad that may not be used anymore, which means it would be a better slope.
E1 (Pink)	Only if it has safe ways to cross the railroad tracks. This could teach a potential future city park along the river.
E1 (Pink)	Away from neighborhood and traffic.
E1 (Pink)	The possibility of opening the habitat restoration area for more trails is appealing. Less traffic is also a bonus.
E1 (Pink)	And as long as the current E.2b route is available as is without improvements, there are two options depending on user skill levels.
E1 (Pink)	More isolated from vehicle traffic. More scenic. I like the opportunity that it could create a possibility of opening this area up with more trails.
E1 (Pink)	Separation from roadway and conflict points
E1 (Pink)	Again this is farther from existing roads. I've found cycling Lawrence for years the paths that aren't right through residential/commercial areas and not adjacent to regular roads are best.
	<p>Alignment E1 Weaknesses</p> <p>The historic train depot that will soon be on the National Register can't be used as the main downtown/tourist Loop trailhead with bathrooms, wayfinding, fun events, and historical signage. Direct bike/ped connectivity to Amtrak passenger trains would also be prevented. The Depot is easily accessible by car from the bridge coming south from I-70, so is easy to find for tourists and those coming from north of the river. The Habitat Restoration area adjacency benefits provided by Alignment E1 could be picked up along Alignment F1 instead.</p>
E2 (Purple) E2.a (Light Purple)	Connection with neighborhood, train station. E2.a avoids street intersection

	E2- Allows for connection with neighborhood without being too congested.
E2 (Purple) E2.a (Light Purple)	E2.a- Not on existing streets, avoiding traffic intersections. Keeps bikes off 8th, with truck traffic from Penney's
E2 (Purple) E2.a (Light Purple)	Direct and away from existing traffic.
E2 (Purple) E2.a (Light Purple)	E2.b is already used by bikes. I'd like something new. 8th gets a lot of lost arts district people wandering in cars.
E2 (Purple) E2.a (Light Purple)	Avoids driveways but provides more opportunity to connect with major streets
E2 (Purple) E2.a (Light Purple)	No railroad crossing
E2 (Purple) E2.a (Light Purple)	Connection to Amtrak/ no need to cross tracks/ would feel less isolated than E1
E2 (Purple) E2.a (Light Purple)	This was also a close call- I love E1 because of the habitat area, but the crossing of the railroad tracks is a safety concern. I like E2a because it's farther from residential area.
E2 (Purple) E2.a (Light Purple)	This was also a close call- I love E1 because of the habitat area, but the crossing of the railroad tracks is a safety concern. I like E2a because it's farther from residential area.
E2 (Purple) E2.a (Light Purple)	It does a good job of both de-conflicting auto/bike & connecting important elements
E2 (Purple) E2.a (Light Purple)	More direct route.
E2 (Purple) E2.a (Light Purple)	E1 there is a wider section of railroad tracks to cross. Eventually the tracks will need crossed, but the crossing at F1 would be less wide and easier to get across safely. E2.a would have less driveways and properties impacted.
E2 (Purple) E2.a (Light Purple)	Interesting. Along those tracks
E2 (Purple) E2.a (Light Purple)	E1 is a little too close to the spooky forest, and it floods. Trains may be a problem.
E2 (Purple) E2.a (Light Purple)	Weak preference. If the city seems committed to doing something with the Santa Fe depot (never bought into that), then we should buy into that.
E2 (Purple) E2.a (Light Purple)	D2 - safety, E2a - a short segment that is more scenic and looks like there are a few trees for shade.
E2 (Purple) E2.a (Light Purple)	No strong preference for wither E2A or E2B  Like that this segment goes to the Depot
E2 (Purple) E2.a (Light Purple)	There would be more points of access on E2

E2 (Purple) E2.a (Light Purple)	The E2 and E2a alignment provides connectivity to the depot. It can be incorporated into a destination stop, rest stop, mixed with other transportation related amenities. This alignment also leads to a more natural connection across New York.
E2 (Purple) E2.a (Light Purple)	Avoid a trail immediately next to heavy industrial use at the sand plant.
E2 (Purple) E2.a (Light Purple)	Again. Bicycle use y more than just slow bicyclists
E2 (Purple) E2.a (Light Purple)	No along street.
E2 (Purple) E2.a (Light Purple)	Avoids street intersections.
E2 (Purple) E2.a (Light Purple)	Less vehicle traffic and connects with the Depot.
E2 (Purple) E2.a (Light Purple)	Avoid a trail immediately next to heavy industrial use at the sand plant.
E2 (Purple) E2.b (Lilac)	More connected to neighborhood, more visible (more eyes on bicycles encourages more bicycle riders)
E2 (Purple) E2.b (Lilac)	E2.b serves businesses and residents. The E2.a alignment by the railroad is polluting, noisy, and ugly.
E2 (Purple) E2.b (Lilac)	E2.b serves businesses and residents. The E2.a alignment by the railroad is polluting, noisy, and ugly.
E2 (Purple) E2.b (Lilac)	Straight forward path familiar to locals, gains from building new sidewalk in less affluent area of town
E2 (Purple) E2.b (Lilac)	Same reasons as above
E2 (Purple) E2.b (Lilac)	Easier flow; no sharp corner
E2 (Purple) E2.b (Lilac)	I don't want to run next to a passing train.
E2 (Purple) E2.b (Lilac)	Would benefit area with no sidewalk.
E2 (Purple) E2.b (Lilac)	I'd rather have the trail go to the Amtrak depot.
E2 (Purple) E2.b (Lilac)	Greater separation from the railway.
E2 (Purple) E2.b (Lilac)	It's not right next to railroad tracks
E2 (Purple) E2.b (Lilac)	Familiarity-I take E2b already to connect the missing legs of the loop.

E2 (Purple) E2.b (Lilac)	I like the idea of filling in missing sidewalk segments in this small area, and while I like the idea of the trail running along the railway in some areas, it might be easier to work with the railroad if the trail didn't run continuously along the track. Would also save some expense in building whatever protective barrier would be needed between trail and railway along that section.
E2 (Purple) E2.b (Lilac)	Seems to be near more nature rather than business or residential areas.

### Which section do you prefer? (select one)

		%	Count
F1 (Light Green)		81.3%	135
F2 (Green)		18.7%	31

### If you selected F2, which do you prefer? (select one)

		%	Count
F2.a (Neon Green)		70.0%	21
F2.b (Mint Green)		30.0%	9

### Why do you prefer the alignment you selected?

Preferred Selection	Comments
F1 (Light Green)	The opportunity for improvements to the promenade, which shouldn't be forgotten and allowed to deteriorate. This alignment takes advantage of the KS river scenic route. We should enhance/improve existing landmarks wherever possible.
F1 (Light Green)	It's scenic
F1 (Light Green)	Riverfront park connection to river, water, views, connecting with nature.
F1 (Light Green)	Prefer to have river views.
F1 (Light Green)	Away from streets, scenic trail
F1 (Light Green)	I prefer this alignment because of removal from traffic BUT it should go under the bridges
F1 (Light Green)	Scenic, nice grade
F1 (Light Green)	Going along the river would be great. How to traverse the building to get near the railroad tracks seems really difficult. If that kills F1 then F2.a is my choice.
F1 (Light Green)	Traffic
F1 (Light Green)	Close to river & access to bridge



F1 (Light Green)	River
F1 (Light Green)	Uniqueness of this part of the trail compared to other sections that are isolated from buildings
F1 (Light Green)	Takes the trail back to the river and under the bridge crossing instead of following busy streets and multiple intersections.
F1 (Light Green)	Avoid traffic
F1 (Light Green)	Higher visibility
F1 (Light Green)	Scenic view
F1 (Light Green)	Better views
F1 (Light Green)	It avoids streets and would provide scenic views of the river. Plus, going through a building would be a unique feature.
F1 (Light Green)	Utilizes promenade
F1 (Light Green)	Eliminates at grade crossing at 6th street/ scenic
F1 (Light Green)	If it could be opened from January to March, this route will rock. Love riding close to the river.
F1 (Light Green)	To bike along the river and through building is intriguing.
F1 (Light Green)	fewer car/bike conflicts
F1 (Light Green)	River views!
F1 (Light Green)	Birds, eagles more scenic
F1 (Light Green)	Such a unique & cool idea! Also, there is so much traffic & congestion in the 6th/Mass/Vermont area, I think it would be way safer to avoid them.
F1 (Light Green)	It is a scenic route. There is more room for the path.
F1 (Light Green)	Avoids traffic, creates unique feature. Scenic. Might revitalize riverfront property.
F1 (Light Green)	Avoids traffic, more picturesque and possibility of adding a feature to Riverfront Building that would bring businesses back to it.
F1 (Light Green)	Awesome
F1 (Light Green)	F1 will create access to the river, which I think will be a real asset to the city. The F2 options look complicated and indirect. F1 will be more direct and I would be very lovely. I think F2 would be a really bad idea with path traffic crossing both bridges. Those are harry intersections and if at all possible, the path should go below the bridges. Also, I want to see how you get this path through the building! That sounds really cool!
F1 (Light Green)	Riding next to the river is better!
F1 (Light Green)	Better flow
F1 (Light Green)	I like the idea of the trail running alongside the river.
F1 (Light Green)	It stays closer to the river
F1 (Light Green)	Avoids at-grade crossings, tree removal, and ADA concerns. Also more scenic.
F1 (Light Green)	Much prefer to be off the streets and away from traffic.

F1 (Light Green)	Avoids traffic, and can run alongside the river, which would definitely be preferable. However, when looking at the pdf link of the map, it says "Thru Bldg" along the F1 path. Does that imply that the path would go through the Springhill Suites/Midco building? Surely that can be avoided and the path could continue to go along the train tracks and then under the bridges and on to Constant Park.
F1 (Light Green)	I like the levee route and being closer to the river. Too many busy streets to navigate the other way. Going through the riverfront building seems fun and the route along the tracks avoids traffic. Don't like having to navigate 6th and Mass and the bridge at all!
F1 (Light Green)	More scenic route.
F1 (Light Green)	Easier development along the existing river route and better to enjoy the natural area
F1 (Light Green)	F-1 stays closer to the Kansas River and would be more scenic. Love F1.
F1 (Light Green)	Away from streets
F1 (Light Green)	Better river view. This area of Lawrence has next to no access to river excepting the hotel balcony which is not easily acceptable. We really should have access to a nice river view to help build up the attraction and appeal of this neighborhood!
F1 (Light Green)	The most important aspects are safety and the scenic routes will encourage people to use the paths.
F1 (Light Green)	I prefer the route that is closest to the river, more natural and less cars.
F1 (Light Green)	Closer to the river
F1 (Light Green)	F1 could be much more scenic than F2 if Lawrence Loop is fully developed. Also has fewer stops, starts and joggles.
F1 (Light Green)	We need to build more off-street options for non-motorists.
F1 (Light Green)	F2 options will have a lot of conflicts with cars near the downtown area. Crossing busy streets and driveways will be way less safe. F1 will have less conflicts and will also be a more scenic route by the river.
F1 (Light Green)	River view? Fun. Can't wait to ride on it!

F1 (Light Green)	I like F1 because it keeps the trail away from traffic and existing streets. I think it would be cheaper to run F1 on the South Side of the Spring Hill Suites building because I think cutting through the building will be costly. You have to deal with the BNSF no matter which way you go on F1 and it makes more sense financially to make the promenade deck a spur to start and raise funds to cut through the building later. Running the trail along the south side of the Spring Hill Suites Building between the tracks and the building will be the most financially attainable. The undeveloped space is there and the only major issues will be putting a robust fence between the trail and the tracks and getting BNSF approval.
F1 (Light Green)	Because of its proximity to the lower level of the riverfront plaza.
F1 (Light Green)	More scenic, less traffic. May as well just ride/walk on existing streets & sidewalks as F2 route; plus crossing Vermont and Mass at the bridges can be a little scary. As a motorist, there is already a lot to attend to in this area without inviting more pedestrian and bike traffic into the mix.
F1 (Light Green)	Looks like it goes underneath the bridge so I wouldn't have to ride up to Mass St.
F1 (Light Green)	I think it would be safer and more interesting scenery-wise. But it could present some difficult terrain for many riders.
F1 (Light Green)	Crossing 6th street seems challenging no matter what kind of stop signs are in place, and going under a bridge that's a designated shared path seems fun.
F1 (Light Green)	Less urban and good view of river.
F1 (Light Green)	F1 would be the jewel of the bike path! River views and a connection to the city, do it!
F1 (Light Green)	River!
F1 (Light Green)	river scene
F1 (Light Green)	Away from the road
F1 (Light Green)	Scenery of the river and out of the way of 6th street traffic.
F1 (Light Green)	Closer to the river
F1 (Light Green)	like the path along the mall
F1 (Light Green)	along the river, not through the neighborhood
F1 (Light Green)	More removed from city streets
F1 (Light Green)	River route is more scenic, inviting and less by downtown traffic
F1 (Light Green)	There are a lot of difficulties with both options here. I prefer F1 because it is scenic and has easier road crossings. I understand that F2 would be easier to build, and allows people easier access to downtown shops and restaurants. Overall, I prefer F1
F1 (Light Green)	Safety. Beauty - we need to highlight our river

F1 (Light Green)	Although I haven't done it very often, I have ridden a bike along the terrace of the Riverfront Mall, just for that view of the river. Always sorry to turn around and go back out. It would be unique and fun to be able to pass through a building and go under the bridge. Although I no longer live in the Pinckney Neighborhood, once upon a time I raised two children there. My kids would have loved to ride along the river and go through a building on their bikes to go play with friends in East Lawrence. It would be a fairly safe route.
F1 (Light Green)	Would be one of the most beautiful and interesting parts of the entire loop around Lawrence and think we need to make the most of it. Promenade riding would be interesting though hard for me to picture, and the crossings around city hall are so risky, I'd love to get an under-bridge crossing there.
F1 (Light Green)	Scenery, and the unique nature of that leg.
F1 (Light Green)	F1 is vastly preferable to F2. First, it allows for a railway track crossing at an existing signalized crossing near the depot. It avoids the unsignalized, at-grade crossing that would be used in Constant Park, which is a TERRIBLE idea for a popular loop trail. It avoids the at-grade crossing at 6th and Massachusetts which is another TERRIBLE spot for car/bike conflict, which would be eliminated only through an expensive future expansion by creating an underpass under the Kaw River bridges (I'd approve of considering such an underpass in the future for pedestrian use, but not as part of this project). I also believe it is possible to avoid the use of the promenade by running the trail between the railroad track and the hotel/Abe&Jake's/Bowersock. I like the idea of using the promenade for its scenic qualities, but cutting through the building seems challenging. I believe working with the railway and existing property owners in that area, an alignment along the track is possible. Either way this section of the trail could be a real gem.
F1 (Light Green)	This would be a beautiful and fun and unique section that individuals could really enjoy. While the other options would not be bad, I feel that the ability to route in the promenade and stick close to the river would be ideal. If seasonal reroutes were necessary, using the local infrastructure would be easy.
F1 (Light Green)	Nice to be by river.
F1 (Light Green)	would prefer route next to river rather than along established roadways



F1 (Light Green)	F1 looks like a fun path that would be very safe as it is separate from car traffic. I regularly cross the two bridge intersections along 6th street and it feels very unsafe. Cars rarely yield at yield to pedestrian signs.
F1 (Light Green)	over next to the river
F1 (Light Green)	The F1 alignment provides connectivity to the river that is lacking in the community. Would a trail head located at the north end of New York Street provide access to the City park property to the south and the downtown property to the northwest?
F1 (Light Green)	No good options in front of City Hall or through 6th/Mass intersection. Pretty uncomfortable for bicyclists. Near the river and under the bridge would be much more enjoyable.
F1 (Light Green)	Scenic views next to the river, below the bowersock dam.
F1 (Light Green)	While F1 does offer some unique challenges, I think the scenic nature of the route combined with the possibilities provided by the building pass through make this a very exciting option with the most potential benefit.
F1 (Light Green)	Continues the trail along the current perimeter. Skirts heavier trafficked areas in town.
F1 (Light Green)	Along the river is nicer
F1 (Light Green)	Scenic. :)
F1 (Light Green)	Avoids car traffic; more scenic.
F1 (Light Green)	Less traffic
F1 (Light Green)	F1 is the logical continuation of D1 & E1, and like them, it involves less car/bike interaction.
F1 (Light Green)	Avoids streets and intersections. I can ride on those streets and through those intersections anytime I want to. What I can't do is avoid those streets and intersections anytime I want to.
F1 (Light Green)	Again, nearer to water.
F1 (Light Green)	more green, less nearby MV traffic, river view
F1 (Light Green)	This could connect downtown to the river and offer safe ways to avoid traffic if the trail went under the busy bridges. Ideally, it would be good to have both of these with a bridge connection to cross over sixth street to safely access downtown. The trail could also offer a safer route somehow to the currently cutoff park between the bridges.
F1 (Light Green)	I *much* prefer F1 EXCEPT how it would affect the eagle nesting restriction. Has there been or could there be a study that could assess if/how ridership would affect nesting? What else can be done to minimize any negative effect of bike riders on eagle nesting?

F1 (Light Green)	Seems to be near more nature, including the river, rather than business or residential areas.
F1 (Light Green)	This is the portion that I feel most strongly about. F1 is the answer. Creating the path underneath the bridges is beneficial for everyone, including motorists. The intersections of Massachusetts Street/Vermont Street and 6th are complicated enough. Adding in the F2 route would only increase the complexity and increase the risk of accidents.
F1 (Light Green)	Scenic views next to the river, below the Bowersock dam.
F1 (Light Green)	My main reason for the sections I select is the separation from vehicular traffic. In many cases, this results in a nice view, which is also nice.
F1 (Light Green)	Again this is farther from existing roads. I've found cycling Lawrence for years the paths that aren't right through residential/commercial areas and not adjacent to regular roads are best.
	<p><b>Alignment F1 Strengths</b>  Scenic. Experience of the river up close. Views of the dam and views down the river. Visual connection to North Lawrence and Levee Trail promotes a sense of cohesion with the neighborhood north of the river. Potential to connect to future waterfront beach, up-close dam experiences, kayak and SUP launch, bald eagle viewing, etc. Activates the Promenade for safety; new businesses and activities such as a terrace cafe would help finance its upkeep. Building pass-through creates interest and may create intriguing opportunities to maximize the investment in that building which is under-utilized. The trail frontage right along the tracks creates an interesting and exhilarating experience to add variety to the Loop and increase its value to the community, and creates great selfie video ops: free publicity for Lawrence on social media. Potential for strong historical tie-ins with early Lawrence industry and river culture. Views from underneath the bridges are interesting and there's a nice transition from urban working waterfront to tranquil riverfront park as you travel west. The feeling of the F1 experience is interesting and varied, which makes it more compelling and valuable.</p> <p><b>Alignment F1 Opportunities</b>  The section between Bowersock/Abe &amp; Jake's and the foundations of the old grain silos on the other side of the tracks is very tight. There's a lot of standing water there, too. It's a weakness because it's problematic, but could be turned into an opportunity by re-designing this as a high-performance landscape, even a brownfield remediation. It could be used in conjunction with the dam as an educational outreach mechanism to demonstrate "working landscapes" and how</p>

	they manage stormwater volumes and protect the health of the watershed.
F2 (Green) F2.a (Neon Green)	No great option here. Scenic, fun, avoids traffic. It would be so cool. Being that close to trains freaks me out, and it's tight down there.
F2 (Green) F2.a (Neon Green)	F1 is nuts- not safe. No room adjacent to tracks. F1 requires agreement with railroad, which won't be easy or timely. F2.a does not excite me, but it's workable.
F2 (Green) F2.a (Neon Green)	F2.a serves residents, businesses, and goes to the front door of city hall, one of the most important destinations.
F2 (Green) F2.a (Neon Green)	The Myers alignment F2c
F2 (Green) F2.a (Neon Green)	Less impact to residences
F2 (Green) F2.a (Neon Green)	Connects to Downtown
F2 (Green) F2.a (Neon Green)	I think the whole path should be on the western side of the train tracks
F2 (Green) F2.a (Neon Green)	It's not right next to the river.
F2 (Green) F2.a (Neon Green)	Best connection to downtown.

F2 (Green) F2.a (Neon Green)	The F1 option doesn't seem feasible. Removing delivery access from Abe & Jake's is not an option and I wouldn't want to talk or ride my bike between the train tracks and the buildings. I'm scared to be down there during deliveries, as it is.
F2 (Green) F2.a (Neon Green)	I don't like the idea of removing the restriction on the Riverfront Mall promenade. The restriction is to encourage eagle nesting during that time. F.2a is an appealing option to continue along the railroad and avoid streets. F.2b isn't bad, but 2a may appeal more to less skilled users.
F2 (Green) F2.a (Neon Green)	The restriction on the mall promenade from January 1 to March 1 is a hurdle and the front the of the mall seems out of the way.
F2 (Green) F2.b (Mint Green)	Better connected to neighborhood and services, less noisy as trains pass.
F2 (Green) F2.b (Mint Green)	Direct
F2 (Green) F2.b (Mint Green)	I don't want to run next to a passing train, and I don't want to be wedged between the river and the riverfront mall.
F2 (Green) F2.b (Mint Green)	While a view of the river would be nice, I don't like that it might have to be closed 2 months of the year, and that it would have to go through a building. (However, I do like the idea of a pedestrian/bicycle underpass under the Kaw bridge).
F2 (Green) F2.b (Mint Green)	farther from railroad tracks
F2 (Green) F2.b (Mint Green)	Weak preference. Lot more likely to get done a lot sooner. F1 along the promenade floods out, sucks mightily in winter weather, etc. Would like an '11-months-of-the-year' trail over a '9 months of the year' trail.
F2 (Green) F2.b (Mint Green)	These options are not ideal...the trail should utilize Ninth Street and Mass
F2 (Green)	F1 would be very cool but winter access sounds like a real problem
	<p>Alignment F2 Comment</p> <p>The idea of doing an underpass on the south side of the railroad under the existing Kaw Bridges to tie into Robinson Park would be expensive due to the required grade and problematic for safety reasons. The homeless who live under the bridges would likely move on, but traveling under the bridges would still feel unsafe.</p> <p>I like the idea of activating Robinson Park a lot and re-connecting it to downtown, and have walked around there trying to figure out how to do that. It's tricky. After some thought, it seems to be a different problem to tackle and should be de-coupled from the Lawrence Loop, at least for now. Maybe it gets incorporated into a re-design of the under-utilized hardscape terrace on the southeast corner of Mass and 6th and the equally "wasted space" on the southeast corner of Mass</p>



	<p>and 6th at some point in the future.</p> <p>The large boulder in Robinson Park was a spiritual rock to the Kanza native people that was brought to that site from elsewhere. Perhaps it would make sense to move the boulder to the Habitat Restoration area, or to Haskell University near the Haskell Rail Trail (Lawrence Loop) and the cemetery on campus. That way, the story of the Native people of this area could be told along the Loop.</p>
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**Do you have any comments or suggested additions to the Strengths, Weaknesses, Threats and Opportunities Analysis for this Section of the Lawrence Loop?**

- Very thorough
- Again, I know the "restoration" area is a magnet for transients, but let's not develop it to death. More bike and ped activity alone should make it less appealing to campers. Plus, we know this area is protected for eagle habitat and have to be sensitive to that by keeping all the big tree habitat there.
- As before, it may be possible to develop 2 loops...one which utilizes the existing shared use path and some on the road portions as a 'route' and my preferred route which is more separate from the vehicular traffic. But if I had to choose 1, it would be the more separate route.
- As I said above, F1 should not be an option.
- As I've stated, I'd prefer that the route go thru neighborhoods where possible and appropriate. But that would require the ability to calm and reduce car/truck traffic to some extent.
- As long as the F1 path doesn't go through a building, D1-E1-F1 is the preferable route for two reasons: it avoids traffic (especially the confusing intersection of 6th and Massachusetts St./6th and Vermont St., which is why F2 shouldn't even be on the table), and it is a more naturally beautiful route. These should be the two main goals of the Lawrence Loop in general: avoiding traffic, and maximizing the amount of pathway through nature.
- At some point when the loop is closest to downtown business (Road Island St.?) how about a bike parking area, so we can leave our bikes and patronize downtown businesses.
- Bicyclist will use the path over roads because they want a safe route. The least car crossing areas are the most important.
- Do this right even if it takes more effort. Keep it away from people's front yards, as would happen as it crosses too close to busy apartments at 9th and Delaware. Better to be on river side of tracks, less distractions.
- F1 and E1 force and at-grade crossing with railroad, avoid these wherever possible.
- F1 keeps runners/bikers away from cars more than F2. I run a route from Burroughs to Constant Park already and it is pretty dangerous depending on the time of day. 6th Street traffic is a disaster. Running along the river and thru the building would be great + fun!
- I think it's important for successful place making that Loop users have an experience of:


the railroad (sense of place, historical context, railroad engineering education opportunities, tourist draw) the river up close (nature, mental health, water-based recreation like kayaking and fishing, environmental education opportunities, tourist draw) the river as a view (sense of place, geographical context, inspiration, beauty, connections to surrounding county, tourist draw)"

- Hard to keep pedestrians off railroad, especially along F1.
- I believe that the strengths and weaknesses of each proposal should include an assessment of navigability from the standpoint of a newer user or a visitor to Lawrence. When users are forced to navigate roadways/sidewalks the ease of navigability decreases even with signage. Newer users find it frustrating when they have to try to re-find the next part of the loop after the multi-use path diverted such user to the streets. Whereas, navigability is easiest when a multi-use path simply continues without any diversion through streets.
- I think F2 should go around the city hall, just to the west and then under the bridge, connecting with Robinson Park.
- I think the D1/E1/F1 has the potential to be amongst the most scenic parts of the Loop. It will give access to areas of the city that we don't currently have - especially the river. Better river access will be a real boon to our Downtown and with the right business minds, the folks who own the buildings along the river.
- I think the Santa Fe depot building could be something exciting with the trail & city in the future. A nice trail will help get us closer to that being a reality. Also, the RIVER!
- If E2.b selected, family (Kennedy glass) would have concerns regarding impact to parking area in front of building. Concern regarding likelihood of Corps allowing promenade to be open in winter.
- Important to avoid the dual crossings at bridges and 6th Street. These are no fun as pedestrian. Would be very unique and scenic to follow as much river as possible/ maybe a future connection to PED only bridge across river.
- It makes sense to go under river bridges
- It provides the most direct route to Burroughs Creek Trail.
- No, but I hope the idea will be to make the loop as enjoyable and safe as possible. It would be great to walk/bike Lawrence without constantly being on the lookout!
- Nope; thanks for the opportunity to share my thoughts.
- Paint bike paths on shared roadways in a color that stands out. Not just a print of a bicycle in the middle of the road. Must be much more clear in order for it to be safe.
- Please do what you can to have toilets and drinking fountains along these routes. I know freezing temps come into play, perhaps a business can offer water stops. I pit toilet like the ones at the Clinton Overlook are quite adequate. Shade in summer is a plus.
- Put F under the bridges or I like F2 but bring it under the bridges.
- "Scenic routes and wooded/shaded routes are always a strength. And I am a woman who often rides alone. I am not afraid of wooded areas, in fact I seek them out. I avoid the bike path along Clinton Parkway because it offers no shade.
- Strengths should also always consider access to drinking fountains and restrooms. And opportunities/access options for neighborhood folks to use the path for commuting"
- Thanks for all your work. As a casual rider (who can always use a little more exercise), I look forward to having a loop I can ride for fun and exercise.
- The biggest challenge here will be working with the BNSF, but you are going to have to work with the BNSF in any case, so you might as well work with BNSF 1x and get the maximum amount of trail mileage you can while limiting crossings of the BNSF rail line. I am not a fan of F2A because one of the best things about the Loop is that it gets trail

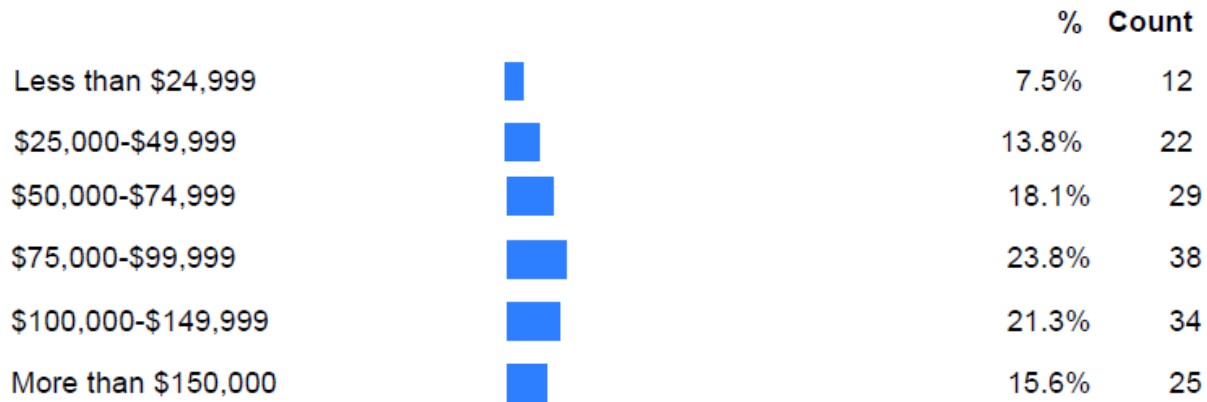
users out of traffic and F2A runs the trail through one of the busiest, most traffic-y sections of town.

- The investment needed would be higher, but the trail would completely change the riverfront for the better. The Burcham Park trail sets the example. It has transformed the feel of the downtown area by opening access to the waterfront W of the bridge.
- The mention of signalized at-grade crossings of Mass and Vermont do not underscore how difficult it is to navigate those on bike and how current challenges would be alleviated by the trail. I'm also not certain that the railroad has actually authorized the crossing that has been created in Constant Park. I guess that crossing will remain, but I like the idea of creating options that would eliminate the need for (and eventual removal of) that crossing.
- The more trails away from the existing roadway the safer for the bike riders.
- The study needs to show how F2 can go under the south end of the bridges safely. Otherwise this study & the materials presented is biased by the study team.
- These areas need lighting and management of transients
- These options illustrate a terrible missed opportunity by not incorporating Ninth Street.
- This part needs bridges over busy roads for safe use by all users. It is crucial that the loop safely (overpass) connects to Massachusetts Street, which is something missing in these plans.
- This section seems to me to be the nicest and safest section as it exists right now. If this section is completed last it wouldn't detract from the entire route. The opportunity to expand dirt trails into woods by river is great.
- What happened to the idea of F2 with a jog under the bridges at Robinson Park- it's not shown on the maps? I would choose F2 with that over F1. F2 as it is seems dangerous to me as a cyclist.
- Where F2.a heads west from New York Street, a simple way to reach City hall would be to build a ramp up to the top deck of the riverfront parking garage. The very awkward and convoluted diversion south and across Rhode Island and then north again to the parking garage should be deleted. I prefer the bikeway go from the front of City Hall down under the bridge and to Constant park.
- Yes, this is an amazing idea!! I am in east Lawrence warehouse district. We want this! We also want access to a view of the river.

**If you are a student, select all that apply.**

		%	Count
University of Kansas		7.6%	10
College/School outside of Douglas County		1.5%	2
Not a Student		91.6%	120

**What is the approximate average household income? (select one)**



#### What is your age? (select one)



#### What is your sex? (select one)

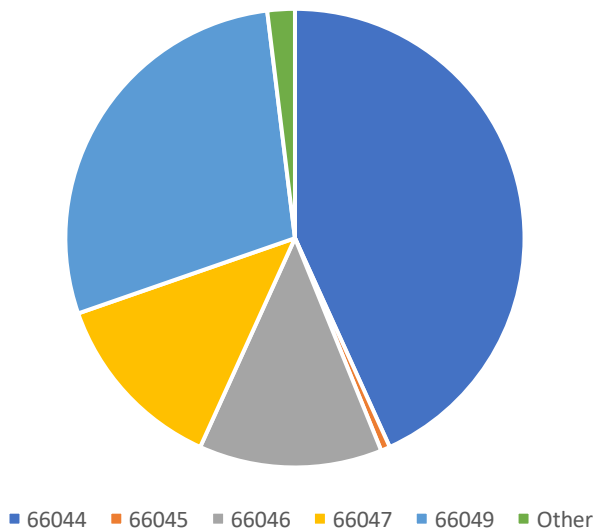


#### Which race/ethnicity best describes you? (select all that apply)





Home ZIP Code  
155 Responses



Work Zip Code  
103 Responses

