

Countywide Bikeway Plan Update: Lawrence Public Input As of September 20, 2018

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Overview

The Transportation 2040 (T2040) plan completed in March of 2018 included planning for people who bicycle, walk, ride transit, and drive vehicles. The plan reflects the regional values and priorities, which are shifting towards non-single occupancy motor vehicle modes of travel. The public engagement process identified the desire for improved bicycle safety and additional bikeway design options. There is a need to update the Countywide Bikeway System Plan, which was approved in March of 2014, to better reflect the community’s vision.

The first phase of public engagement began in late May and ended on August 31st. It consisted of open houses, guided bicycle rides, and a survey to better understand comfort levels for bicyclists. 589 survey responses were collected for people who self-reported they either live or work in Lawrence. All together there were 638 responses when the Baldwin City, Eudora, Lecompton survey is included in the survey responses.

Open Houses

There were 5 open houses held during the first public engagement phase.

- Baldwin City Public Library – June 12th, 5:00 – 6:00 pm
- Lawrence Public Library – June 14th, 5:30 – 7:30 pm
- Aunt Netters Café – June 15th, 11:00 am – 1:00 pm
- Lawrence Public Library – June 16th, 10:00 am - Noon
- Eudora City Hall – June 19th, 5:30 – 6:30 pm

Guided Bicycle Rides

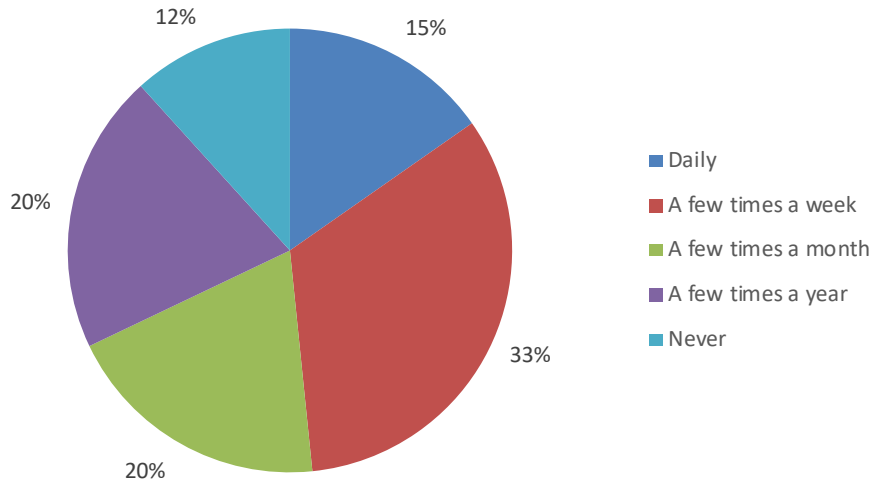
Three guided bicycle rides were held during the first public engagement phase.

- Baldwin City Public Library – June 12th, 6:30 – 7:30 pm
- Lawrence Public Library – June 16th, 10 am – Noon
- Eudora City Hall, June 19th, 7:00 – 8:00 pm

Survey Responses

When asked “How often do you ride a bicycle (in good weather)? (Select one)” Respondents indicated:

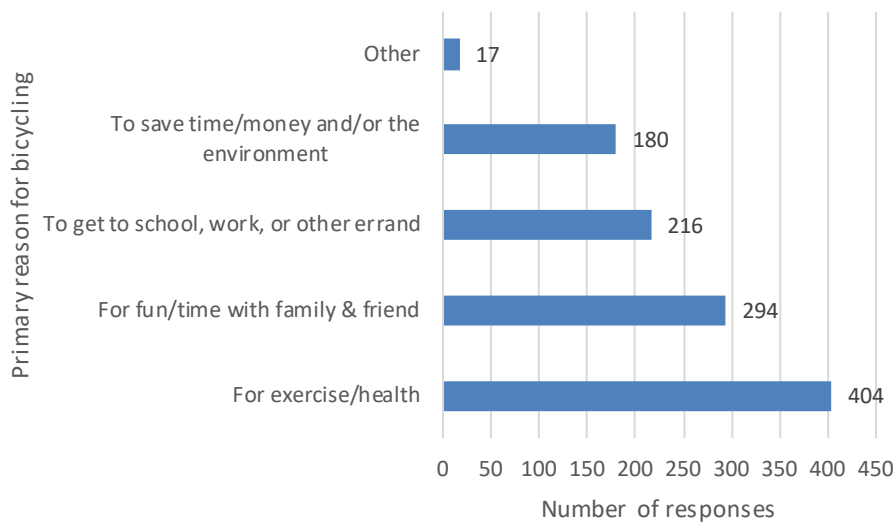
Figure 1: Frequency of Bicycle Riding



Number of Responses - 589

When asked “What is your primary reason for bicycling? (Select all that apply.)” Respondents indicated:

Figure 2: Primary Reason for Bicycling



Number of Responses -1,111

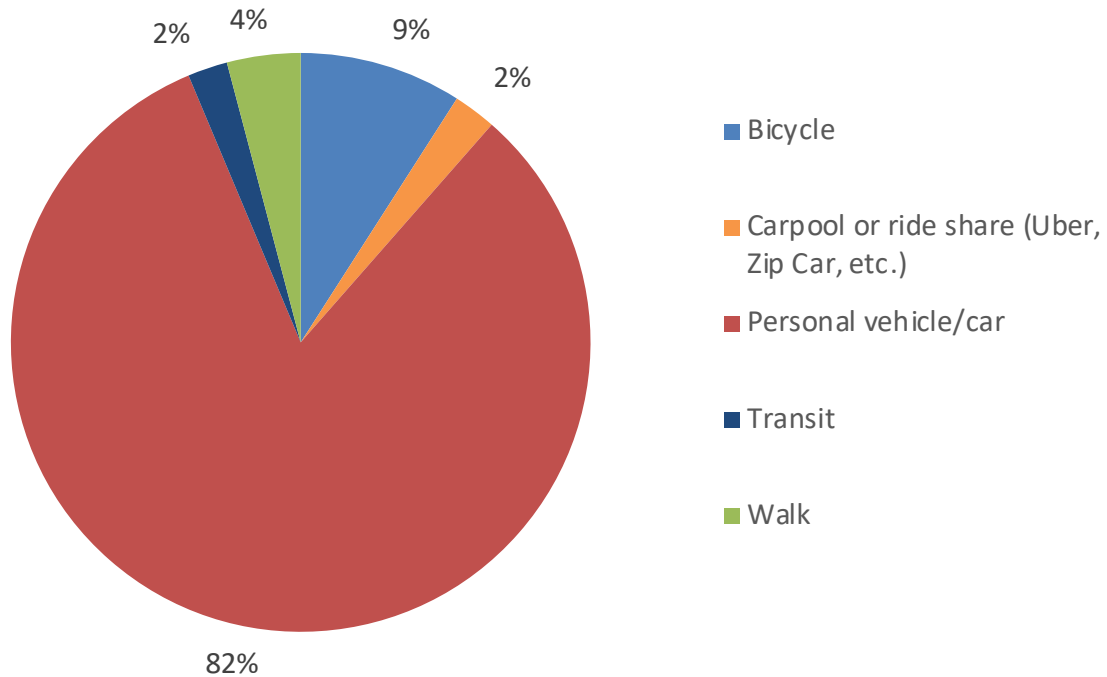
Other responses:

- All of the above (5)
- Biking is good for you.
- Competition
- Daily bike riding during other seasons of my life
- Easier to find bike parking downtown. Faster sometimes.
- I don't bike
- improve health of the community by reminding them cycling is a viable option
- I've enjoyed riding a bike since I was a kid. And I prefer to get my exercise outside and as a part of daily errands.
- Just to be outdoors! The paths allow this to be done peacefully.
- No car
- Riding creates a positive mood, increases focus and energizes me.
- Sight seeing
- To be clear, I WOULD bike to work but find biking on Lawrence streets too dangerous.

When asked “What is your primary mode of transportation? (Select one)”

Respondents indicated:

Figure 3: Primary Mode of Transportation

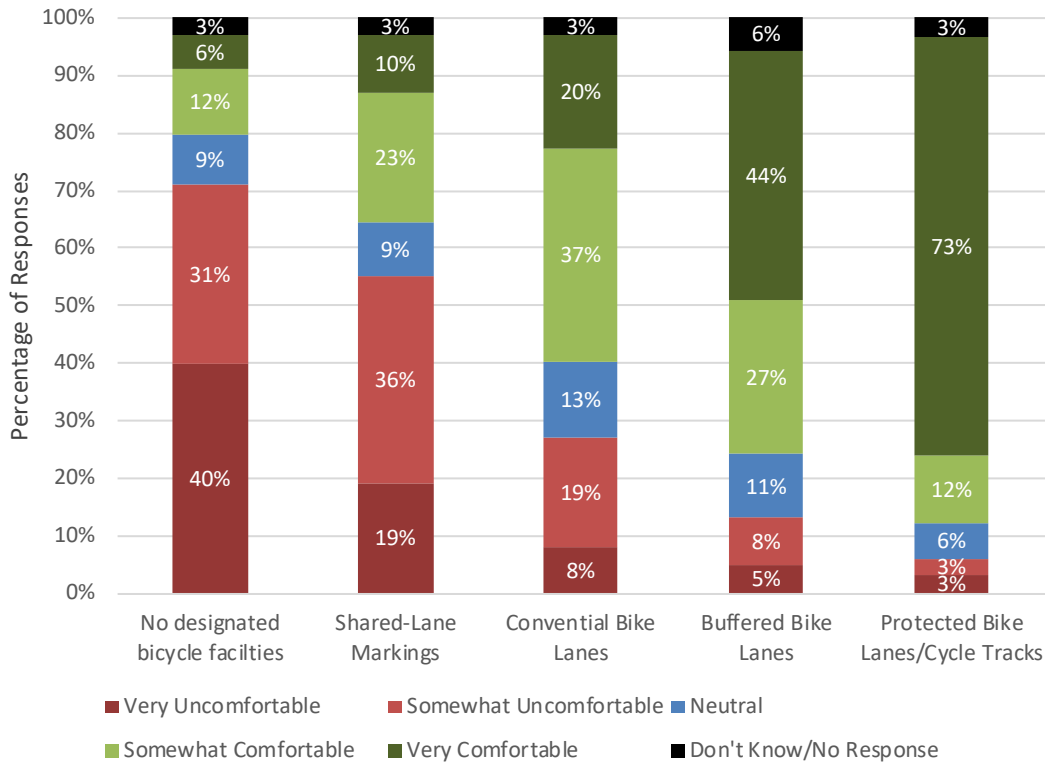


Number of Responses – 585

When asked “How comfortable do you feel bicycling on different forms of bicycle facilities on commercial streets?”

Respondents indicated:

Figure 4: Comfort Levels on Commercial Streets



Number of Responses – 588

Additional Comments about Bicycling on Commercial Streets

Roads are not for bikes

- I was raised to either ride with traffic coming towards me and or on the sidewalk and move for those who are on foot. We didn't have these nice bike lanes or laws that let the person on a bicycle impede traffic by not keeping the minimum speed on a street. Bicyclists are not motorists and do not belong riding in lanes as motor vehicles for they hardly if any at all obey basic traffic laws.
- I would like to see questions about how MOTORISTS feel about bicycling in Lawrence. There are plans to put bicycle friendly areas where motorists are the primary (or only) users of the neighborhood streets, which is a supremely bad idea for the neighborhood residents, as well as the people who have to use those streets to get to work, drop off children at school, etc.

- "Keep bicycles and peddle-powered vehicles off public streets. Allow them only on pathways and other areas where
- cars and trucks do not go. They create traffic hazards and are dangerous to regular cars and trucks. Bicycles and tricycles are for recreation, they interfere with work vehicles such as cars and trucks which have jobs to do.
- Improve the roads for cars. Let bicycles be relegated to parks and pathways.
- Keep the darn bikes off street. There are bike paths all over Lawrence and that is where the bikes should be. Streets are for motorized vehicles not bikes which are too slow and dangerous.
- My concern is that if you're going to continue to reduce the number of streets where cars can go, then you need to time the traffic lights, for example on 6th Street. After putting in about 20 speed humps on Trail Road last year, it is impossible to travel on, so I go to 6th Street, which I assume was your intent. However, if you don't want to accommodate CARS ON STREETS THAT WERE BUILT FOR CARS, then you NEED TO TIME THE TRAFFIC LIGHTS SO THAT WE DON'T HAVE TO STOP AT EVERY STOPLIGHT. PARTICULARLY BAD are CHAMPION LANE THAT DOESN'T NEED a LEFT TURN SIGNAL, THE LIGHT AT 6th & FOLKS, WAKARUSA and particularly on WEST TO K10. IT IS MISERABLE TO TRAVEL ON THAT STREET. HOW MANY CARS ARE THERE IN LAWRENCE VS BICYCLES??? WHY NOT ACCOMMODATE CARS MORE? PEOPLE WILL NEVER TRAVEL MUCH ON BICYCLES - THE WEATHER HERE IS AWFUL FOR MOST OF THE YEAR. PLEASE ACCOMMODATE CARS ON OUR STREETS THAT WERE BUILT FOR CARS.
- Use the million miles of sidewalks that very few people use. The curbs are already wheelchair accessible . So much safer than in the streets with traffic at your back!

Avoid Commercial Streets –

- I rarely bicycle on commercial streets.
- I rarely ride on commercial streets. I usually ride on low traffic areas or at slow traffic times. I do not have enough experience to feel comfortable riding on commercial streets
- I routinely plan. Alternate routes to avoid commercial areas
- I try not to do commercial streets. I am a senior citizen.
- I try not to.
- I try to avoid except during less busy times.
- I try to ride on the sidewalks whenever possible.
- I use sidewalks as much as possible.
- I usually ride on sidewalks if I am not downtown. I don't feel safe, especially on our major traffic ways: 9th st., Iowa, Tennessee, Kentucky.
- I was hit by a car, hit and run driver who left me and my bike crumpled in the middle of a busy intersection--and no, I did not run a stoplight or stop sign, I was on the through street, the car had a stop sign and either didn't stop or didn't see me. It could have been worse, it wasn't going that fast when it hit me, threw me up over the top of the car, road rash from top to bottom and a severely broken wrist. The bike was destroyed. I had two friends who also were hit by cars and were in hospital for months with severe internal injuries and since I've moved to Lawrence, I've had one friend killed while riding a bike and seen two people I didn't know hit by cars (I was

walking). I still cannot make myself ride on streets with cars unless it is very early and a very short stint between trails that are completely separate from traffic. If there were a way I could ride to work without being in traffic, I would. I walk the 1.5 miles (3 round trip) most of the time, but when I have to be in a hurry, being able to ride my bike would be a wonderful alternative to driving.

- I was never comfortable enough to ride on commercial streets when I had my bike. I avoided them and took side streets. I see motorists drift into bike lanes pretty often.
- I won't do it if can be avoided. I always use the sidewalk.
- I would be fine, but I wouldn't. Let my kids.
- I'd rather ride on the sidewalks if they are in good shape.
- It is a hazard. Fighting with trucks, emergency vehicles, other bikes is troubling! That's why I don't bike. Ban the cars.

Driver Awareness/Attitude –

- "conventional bike lanes" are useless, and probably worse. They give auto drivers a false sense of complicity.
- Cars don't respect bikes, especially around Lawrence. Most people are fine, but I'm riding any major street it's rare to go for a ride without getting (unnecessarily) buzzed by car or cut off. Dedicated bike lanes demand visibility and respect from motorists. Many motorists think bikes "shouldn't" or "aren't supposed to" be on the road. A dedicated lane makes sure they know bikes are welcome.
- Concern about drivers awareness
- Drivers are very distracted and often on cell phones. It's dangerous and we need less people in cars and more on foot and bike.
- Drivers in Lawrence do not seem to be looking out for bicycles. They tend to be younger less-experienced drivers driving too fast and distracted. I think not only a buffered bike lane - but better signage and normalcy of biking on the road will be vital. I work on campus. I live 2 miles away in east Lawrence near downtown. I frequently walk instead of drive, but NEVER bike, because I am too fearful to ride my bike up the streets near campus. There are no clearly marked safe routes for me. Whatever bike lanes are around there, are not marked well enough that they are recognized by an average driver. I have tried a few times and found it felt far too dangerous.
- I actually love bicycling but never do it in Lawrence because there are too many reckless automobile drivers here (especially with a new crop of 18 year old students coming in each year) and I don't feel safe doing so. If I could do so safely, I'd bike everywhere.
- I always feel like motorists are irritated, don't know the rules, or are driving while distracted which makes it hard to feel safe.
- "I find the times I feel mostly to not be seen or recognized as having the same rights as a car are the bike lanes that cars can come up next to me so that we reach a corner at the same time and they want to turn and I am going straight.

- I also find this on trails, like on Kasold, if you ride on the sidewalk instead of the roadway, it feels more dangerous sometimes at the intersections getting recognized by turning vehicles or pulling out vehicles.
- And while I say I am comfortable with all of these situations, I still have hesitation about cars in terms of them treating me like another vehicle the way they should. Sometimes they are overly cautious and other times they are not as aware or considerate as they should be and both of these cause need to be a good defensive bicyclist."
- I have been surprised by the level of animosity toward cyclists in Lawrence, on occasion. I feel like many drivers think cyclists should stay off the commercial streets. I generally try to ride on paved trails, when possible.
- I have had glass bottles thrown at me when I used to bike all the time, had people try to run me over, or accidentally turn where I was turning without stopping or being attentive to my signaling...and yes I signaled. Now that I have children who would have to travel behind me in a covered canopy bike attachment I am extremely, extremely uncomfortable with biking in Lawrence. When it was just me risking it, that was different. Now I cannot.
- Many car drivers do not respect bike lane markings.
- Many non bicyclers are unaware of the legal requirement that allows 3 feet on the right for bicyclers.
- Most commercial streets in Lawrence are great for cycling and drivers are mostly responsible and respectful. That said, distracted drivers are generally my largest concern, especially on large commercial streets around KU campus where I tend to observe the most distracted drivers.
- My comfort level improves as more vehicles see and are accustomed to bikes also being on the road.
- Streets in Lawrence are VERY busy and much of the traffic is very FAST! Stop signs are run through frequently and the proliferation of hand held's makes the situation even more dangerous. I have seen several instances of both ... STOP signs ignored WHILE driver was looking at phone. Also driver pulling into the crosswalk area while looking at phone.
- There's a shocking number of drivers texting at any given time I happen to take a look.
- Too many people are texting and driving. It's dangerous to ride bikes on any streets with these people.
- Too many speeders
- two comments: 1) I am uncomfortable on narrow commercial streets with lots of very large vehicles, tractor trailers, etc. 2) I am uncomfortable when drivers of any vehicle are speeding on any street with bike lanes. Cars need to be responsible and obey the law, especially speed limits when near bike lanes. Fines should be doubled near bike lanes because bicycle riders can be severely injured if hit by a car.
- Vehicles are non-compliant in crosswalks.
- Very variable whether or not drivers will be aware of bikes.

Education –

- Bicycling is growing in popularity quickly. However, it seems motorists lag in bike awareness on commercial streets and roads. Much like motorcycleists experience. Increasing street marking and signage indicating bicycling is present could help.
- Bicyclist need to take a course before they ride on commercial streets. Sometimes they act like they are cyclists and sometimes like they are a car.
- BOTH motorists and cyclists need to be better informed of traffic laws that allow everyone to safely share the road. In Lawrence, it is VERY common to see cyclists riding on sidewalks. This confuses drivers, who then seem to think that is where we belong. When I cycle on marked, shared roads, motorists seem confused, hesitant, and--sometimes--hostile. They seem to think that I do not belong on the road. Even when I am on a designated bike lane (for instance, on 9th street) motorists slowly follow closely behind me rather than safely passing me, causing stress and frustration for everyone involved. Furthermore, drivers and cyclists both seem not to understand that cyclists are law-bound to follow the rules of the road. For instance, drivers often stop when they have the right-of-way, as if they have been conditioned to assume that any cyclist is going to ride heedlessly out in front of them, likely based on previous experiences with cyclists who fail to follow traffic laws. In addition to infrastructure, better public information might help to alleviate some of the tension between cyclists and motorists. Perhaps in addition to "share the road" signs, signage could indicate that cyclists DON'T belong on sidewalks (with the exception of shared-use greenways), and/or signs could encourage drivers to be courteous of cyclists and pass when it's safe to do so. If EVERYONE knows and follows the rules, we'll all be safer and have smoother travels through Lawrence!
- I think most people don't understand how to safely drive a vehicle around bicyclists, it makes me very uncomfortable and I feel unsafe most days that I ride on streets.
- I think the majority of drivers (and some riders) don't know the meaning of sharrows so, while I definitely think sharrows are a good idea it's still important to be wary of driver behavior. There are also some difficulties with the bike lanes adjacent to parking, especially when lane markings begin to wear off (for example, Lawrence Avenue between 6th and Princeton). I've seen many cars driving down the parking lane not aware that they're both driving in the parking lane and in the bicycle lane. This is not as much an issue where lots of cars park in the parking area.
- In my experience, drivers on actual commercial streets (Wakarusa rather than Mass.) tend to view cyclists as a nuisance - that it is THEIR road, and cyclists are just in the way and should take a different route. This attitude, which I've overheard expressed in numerous conversations, makes it dangerous for cyclists which is the main reason I rarely use my bike as a mode of transportation.
- Instruction on safe cycling and bicycle maintenance suggested
- It seems that motorists are still very unaware of cyclists. Two cyclists were hit right outside of my house on Iowa.
- More people should be made aware of the 4' leeway rule...
- There is some level of discomfort feeling that these lanes are not well understood by the general public.

- There needs to be a greater push to educate drivers as well as cyclists regarding safety/safe practices
- there should be a concerted effort to educate drivers about shared lane markings.
- Traffic calming devices like that make cars go to a single lane are dangerous for biking. Drivers think you are wrong if you take the whole lane and drive dangerously. They don't slow down for bikes.

Efficiency –

- As a cyclist, I understand that cars are the first priority. They are the reason the roads are there in the first place. The more efficiently that cars can get around, the kinder the drivers become, especially toward cyclists. More speed bumps, roundabouts, and inefficient traffic lights on main thoroughfares only force more angry drivers onto neighborhood streets. An easy and cost-free solution is to improve the efficiency of the lights on main roads. This will allow more cars to use those streets and leave the neighborhoods safer for cyclists. Win-win.

Enforcement –

- Bike laws are not enforced which makes it unsafe for bike drivers.
- Drivers are not aware enough of their surroundings in general and bikes in particular. Most of them don't know that biking is illegal on many sidewalks or that it's required to give 3 feet when passing. Pulling people over for doing that might be helpful. Enforcing no texting and driving would also make me feel much safer.
- Drivers suck regardless of lanes. More punishment & policing of drivers is just as important.
- The issue is drivers not respecting the bike lanes. I've even seen police drive in the bike lanes! It seems that any time a bicyclist is hit by a car, the driver of the car has no consequences.
- There are few consequences for hitting bicycles. It's scary to interact with vehicles outside protected lanes. Attitudes towards bicyclists is poor.
- There should be some law enforcement for bicyclists running stop sign, traffic lights, and blocking traffic.

Facilities –

- 1. If we're serious about supporting bicycle use, then there has to be continuous bike lanes of some kind (not just sharrows) on all arterials ("commercial streets") or on *immediately neighboring* streets. Those routes have to go through (e.g. there is no bike route at all E to W from downtown - we are forced to follow a disappearing bike lane on 9th and then detour up Emory etc etc. 2. Also, consider truck traffic. Banning trucks on 9th Ave would be a good idea. 3. All arterial re-dos should be required to include some kind of bikelanes (not sharrows). The city missed an opportunity with the "new" Bob Billings Pkwy, which has no bike lanes and uneven/sharp-turn sidewalks completely unsuited for bicycles.
- Any additional bicycle lanes of appropriate width would be a great improvement.
- As dangerous as having no bike facilities seems, I would argue that unprotected/dedicated bike lines may be the most dangerous to cyclists. They create a false sense of security for all, and enable cars to drive faster than they would if there were confusion over where the bikes can go. Additionally, the danger of opening doors on parked cars cannot be overstated - this is the only way I have ever crashed.
- Better bike systems are good for Lawrence

- Bicycling should be discouraged on busy commercial streets due to lack of respect by too many drivers. Safer routes should be encouraged. This thinking would change if Lawrence would provide protected bike lanes on all selected commercial bike route streets. Of course to reach this goal will require dedicated spending of about \$2 million a year for new construction plus ongoing maintenance.
- bike lanes seem to randomly sort-of start and stop on some streets. This is worse than not having one at all, because eventually you have to merge back into a traffic lane – especially on commercial streets.
- Bike lanes tend to be cluttered (sticks, leaves, sand, gravel, trash) and also have bad pavement, asphalt/concrete seam, etc.
- Bike lanes come and go, e.g. 9th and Mississippi
- Commercial street size greatly affects the applicability of these designs. Designing a walk-able community with limited main feeder streets is the best overall design. Combined with walk-able shopping and school areas greatly improves the overall plan. Even a highly commercial area like Boston, MA has bikeable commercial roads because it also uses walkable (high walk score) community design to manage traffic levels.
- Even with bike lanes, the hills in Lawrence shield views of bicyclists.
- Having a small green sign to indicate a shared bike lane isn't adequate, which is what Lawrence has in place. Additionally, bike lanes that do exist merely end at random places, indicating a disregard for the safety of those riding bikes. It's disappointing how much more support other cities have offered cyclists with dedicated commuting bike lanes.
- I am scared to death riding on streets with parked cars
- I am. Afraid of cars .
- I avoid biking on commercial streets in Lawrence. If there is no sidewalk or rec. path I can use, I just find another route.
- I avoid busy city streets, unless I plan a ride for a low-traffic time of day.
- I avoid commercial streets as much as possible. Downtown Vermont Street isn't bad.
- I avoid commercial streets at all costs in Lawrence. I go through residential streets when possible. For instance, my route to work would require biking on North 2nd Street, but I bike through North Lawrence to get to my job near the I70 turnpike exit - having to use sidewalks for the end of this route.
- I avoid commercial streets without bike lanes or other bike friendly accommodations if I can find a secondary street to ride on. It is more peaceful not to deal with traffic.
- I avoid it as much as possible.
- I avoid it. Too easy to use lower car traffic residential streets.
- I believe it is very important to have designated areas for bicyclists on the road.
- I currently only ride on sidewalks on commercial streets.
- I don't ride a bike because of the lack of bike lanes in the city
- I don't really have any experience with most of these options, but I would prefer the protected bike lanes. I ride on the sidewalk on 6th St. and in the street the rest of the time. There's not too many bike lanes in my area at all to help me decide.
- I feel uncomfortable biking on most downtown streets even though I am a very experienced cyclist. Too many cars, including parked ones. Because it is a busy area, drivers have too much to pay attention to. This makes it unsafe without areas restricted to cyclists, like clear bike lanes, at minimum. At least a few streets should have protected bike lanes. Then I could just walk my bike in the busier areas.

- I feel very uncomfortable biking on the bike lanes on 19th st and anywhere around the highschool, but especially during high volume traffic times. The quieter side streets are ok.
- I have been riding my bike all my life. A sharrow is the least effective because no one knows what they are. The safest way to ride is a buffered bike lane but you still have to be seen crossing the street. I am more risk averse these days, so I'd rather be on a shared use path with minimal interaction with cars.
- I have visited many large cities in Scandinavia where bicycling is a way of life. They have dedicated bike lanes separate from walkers and cars due the high number of cyclists. People ride bikes to work every day because it is safe to do so. Safe bike paths will produce more bike riders. New residential and commercial areas should have bike lanes planned as well as the roads and sidewalks.
- I know that there are many advantages to bicycling for the riders and the general public - however there is just too much danger to bicyclists and motorists when they share the roads without bike lanes on streets such as Kentucky (one way), Tennessee (one way) and Massachusetts.
- I might consider it with enough protection from traffic.
- I moved from DC and used the buffered bike lanes daily. They were wonderful and really helped people feel safe on their bikes-- at stoplights during rush hour, there would often be dozens of riders. I bike with my daughter in a seat on the back of my bike. When she's with me, I avoid commercial street that don't have some sort of designated lane for bikes.
- I nearly selected "don't know" for both #3 and #4, because we don't have those in Lawrence, at least not on the east side of Lawrence. Eastern Lawrence is where I live and work, and therefore the only place I bike regularly. Any other bicycling I've done outside of Lawrence has been recreational, and has been on a recreational track/ route. I'd be open to trying both of those kinds of bike lane solutions, and giving feedback, but I feel it's easy to say that a protected bike lane would make me feel very comfortable biking.
- I only bike on bike trails so I just thought of how comfortable I would be.
- I prefer to ride on the Burroughs Trail for safety and efficiency. I prefer not to cross intersections or ride on streets with automobile traffic. More isolated trails like Burroughs Trail and the SLT trail would likely increase the number of bicycle commuters.
- I tend to ride against the traffic in bike lanes - as when walking without sidewalks. I don't equate cars and bikes as equals. cars kill, in more ways than one.
- I think protected bike lanes are unnecessary. Buffered or conventional bike lanes are good.
- I think that if you want to really encourage people to use bikes as a primary mode of transportation, you need to offer them a safe way to travel. I think protected bike lanes is the only real viable option listed above. You need a physical barrier or cars will always come over into the bike lane. I've seen it happen multiple times on 19th Street and pretty much every other Street that has bike lanes or other supposed "bike-friendly" infrastructure. Better yet, make a set of bike and pedestrian only paths through town that actually go somewhere, and aren't just for the super athletic types with a ton of time on their hands for exercising. I'd love to feel comfortable letting my kids go places on their bikes. No way would I let them ride most places in town right now, it's not even remotely safe enough for that. The current system we have for bikes isn't even safe enough for experienced bicyclists.
- I would be much more inclined to ride to work and around town on marked or buffered bike lanes. But, I would only be inclined to bring or allow my kids to ride around town on the fully protected bike lanes. Moreover, infrastructure would change the culture of bike riding in Lawrence-- a few key fully protected would signal to the town that this is a priority.

- I would definitely ride a bike to work if I could feel safe doing so. Drivers have no respect for bicyclists. And as a motorist, I see too many bicyclists not obeying traffic laws and getting in the way of the flow of traffic. The two need to be separate for the safety of the bicyclists.
- I'm uncomfortable riding my bike on busy streets unless there is a bike lane or other designated bike area (i.e., multi-use path). Just rode in Wichita from Old Town to river trail (and back) on busy streets with designated buffered bike lanes and felt very comfortable. That made it more comfortable than simply a solid white line, although that is better than nothing.
- I'm very comfortable on 9th and on Mass, but not on 6th. I always ride on the sidewalk on 6th.
- In addition to potential lanes for bike, signage for drivers as a warning regarding biking would be very helpful.
- It is far safer to ride on the street, in a normal street lane, than it is to ride on a path or sidewalk that crosses entrances and exits to businesses or houses. This is especially true for those that ride on the side of the street that is opposite the flow of regular traffic. Why? It is a visibility issue. If you are seen you are safest.
- It is good to bike on those roads
- It is very dangerous riding bikes n Lawrence commercial streets. The amount of traffic and intensity increases every year. Protected pathways on commercial streets is a good idea, but protected bike paths should be designed and enforced to encourage drivers of motor driven and human driven bikers. How will it be enforced? In addition to fines, I would recommend education like these kind of activities in completing safety courses.
- It should be continuous
- It would be nice if there were more bike repair services (or even pop up bike repair shops) sprinkled throughout the city
- I've been bicycling in Lawrence since I was a child, and have seen the overall quality of multi-modal planning increase tremendously. Particularly in the past 15 years, the advent of bicycle lanes and shared-use paths has improved my overall sense of safety. That said, my expectations have changed, so that I have become more uncomfortable on unmarked commercial streets.
- I've just seen too many drivers who don't pay attention while they are driving that it would make me nervous. The buffered bicycle lane would be a lot better.
- Lawrence is doing well to provide protected lanes for recreational cyclists. Lanes for commuters are sorely lacking.
- Lawrence lacks protected infrastructure, but I have ridden on these in many other communities. It is great!
- Most biking lanes are still unsafe, as a vehicle driver, I think the lanes need to be wider.
- Most times, I feel that you're taking a risk on unmarked commercial streets and even shared lanes due to the lack of responsibility that can be very present on the road. Buffered and Protected lanes would make riding for fun or just commuting exponentially more fun the more safe one feels.
- Motorists open car doors into bike lanes without even thinking about whether a cyclist is there. Protected bike lanes truly support bicycle safety by helping to prevent bike/door accidents.
- My experience is that perception of distances changes with protected track. Can cruise much longer distances with less effort.
- Need more buffered bike lanes please!
- Not enough space on streets like 9th St to feel comfortable as cars come so very close to you.
- Painting a bike on the street, the "shared lane markings" does nothing but make the road a bit more bumpy for my bike. Useless.

- PLEASE build physically separated infrastructure for cyclists exclusive from other traffic or pedestrians. This has been proven to be safer for cyclists and to increase ride share. I strongly recommend the book "Copenhagenize" for relevant county/city staff.
- Protected areas are nice to keep people from parking and blocking them
- Protected bike lanes are great provided there is enough space that an open car door does not protrude into the bike lane and the car occupant has adequate room to exit the vehicle without entering the bike lane.
- Protected lanes and dedicated paths are the way to go. Sharrows are a joke. The City doesn't know how to place them on streets (look at Lawrence Ave b/t Harvard and 15th, and also Wisconsin b/t 3rd and 2nd. The sharrows show the cyclists riding down center lane, even almost overlapping with other direction). The Public doesn't know what they are. They look like dead cyclist markers.
- Ride one block over. Don't try to force commercial streets and bikes together on the same street. Not all traffic has to share the exact same path. Make sure bike safe paths to everything exist, but don't force the two incompatible modes to share the same space at the same time. As long as the bikes aren't second class citizens and are allowed to make reasonable progress, they don't have to coexist in the same space - trucks on one street, bikes and other similar traffic on the next street over. A great example is using 21st instead of 23rd.
- Right now, I am most comfortable riding quiet streets without any bike lane, but I would love to get more comfortable with better bike infrastructure.
- Saw the dedicated bike lane in downtown Lincoln NE, would use that.
- Solid separation between cars and bikes would get more people out riding
- Streets like 6th, 23rd, & Iowa Streets need bike lanes on both sides because they are busy commercial streets that everyone shops on. Also, 6th St, 23rd btwn Mass, & Iowa south of 23rd are relatively flat, which makes them good for bikers.
- the "conventional bike lanes" I have seen in Lawrence are usually pushed to the sides of the road...which collects a lot of debris and trash (particularly after snow plowing). This takes away space for bikes and it makes the traction of the bike-tires unstable.
- The more protection for the bicyclist the better!
- "What about bike boxes at lights?"

Other –

- Being tolerant of other folks mistakes will build respect and cooperation on the streets. Maybe?
- Bicycling through a busy roundabout (Wakarusa) sounds terrifying and I'm not sure what the solution is since Lawrence loves its roundabouts.
- Biking on commercial streets is key to biking for errands/commuting, not as key to biking for fun and family time. Both types of biking are important.
- Car drivers need to be more aware and bicyclists need to pay attention. Make 23rd and Iowa more friendly for bicyclists. Bicyclists should be treated as a car"
- Cars and trucks rule and I am not confident trying to share road on a bicycle
- Cycling on major streets like S. Iowa, 23rd, Haskell and 6th Street is very uncomfortable for me.
- Downtown Massachusetts Street (20 mph or less) is very different than 6th or 8th where speed limits are 35 to 45 mph

- Have to ride them at times to continue on bike paths. Requires much more defensive riding. Flashing lights or other lights day and night seem to help keep drivers aware. Difficult intersections to cross include 6th and Mass to get to bike path after leaving it at 11th street. Trying to ride back west from downtown is difficult.
- I am from the country but am in Lawrence for the summer. I usually ride my bike on the Lawrence Kansas river trail
- I definitely like the conventional bike lanes that we have. Some streets---Iowa, 23rd---simply are not going to be safe for bicycling.
- I feel that bikes should not be on commercial streets. I have biked for years and too many bike riders take safety for granted!
- I have a 9 yr old, who is a skilled cyclist, that is really scared to ride on commercial streets. I feel its imperative for youth to feel safe in order to keep them outside exploring and experiencing life not being fed by someone else electronically.
- I think that it is great. I would bike more if I wasn't a student. I am very interested in the new biking programs where you can borrow bikes and pay through mobile apps.
- I was recently hit by a car on a business street in the down town area while bicycling and my answers may be effected by that recent experience.
- It seems very dangerous to bike on streets in Lawrence. Many drivers are not paying enough attention to driving or looking for bikers and the streets are made for one lane of traffic in each direction generally which makes passing bicyclists dangerous.
- It's a lot of fun, but it's sometimes a little scary
- It's something everyone should do
- Many of us bike around Lawrence and making it safer and increase education and awareness. Having a shared bike program would be great downtown.
- Most bicyclists I encounter are polite and follow traffic rules, but a significant portion drive and ride so that both their safety and that of those walking or in vehicles near them are in jeopardy.
- My experience has been that most motorists in Lawrence are very aware and accommodating of bicycle traffic.
- Nice push poll. This is designed to elicit a response suggesting more "facilities" will make things better. It will not. The attitude of city, county and the general public is such that the roads are not safe.
- Not too interested in commercial streets.
- Opening car doors and large trucks are concerning and require constant attention. This focuses too much on street cross section and not enough on intersections. Little details make a huge difference. How fast are cars going? Does Overland drive between Trail and Wakarusa fit in this category? I don't see how sharrows help there. Prefer to be on sidewalk there with so many cars speeding by.
- Overall, I do not find Lawrence a bike friendly town for commuting/running errands. I have been riding a bike in town for over 30 years. I have had more near collusions with cars then I care to think about.

- Please implement more lights and signage for safety. Also, please consider adding mandatory cycle and car share lane educational training into current driver education.
- Re mind riders that sidewalks are an option
- "Riding on commercial streets is particularly uncomfortable at intersections and an Idaho Stop rule would be preferred:
- https://en.wikipedia.org/wiki/Idaho_stop
- That way as a rider, I can get through the intersection before other cars and get into my lane while they are waiting at a stoplight or stop sign."
- Sweden has bike lane intersections figured out.
- Thank you so much for the improvements in the past five years. We have made huge strides to improve safety and fun
- Thanking the universe for your concentrated efforts
- The overall road condition and gutter/drainage design has a measurable impact on safety. Regardless of whether or not bicycle specific features are in the budget or space available, consideration should continue to be given to cycling traffic.
- There are some streets in town that I feel very uncomfortable on (Clinton Parkway/23rd, 6th Street, Iowa, Bob Billings, Kasold, etc.).
- Too many cars.
- Too much traffic.
- Why are we wasting money on this stuff?
- Wildly differs based on speed, traffic volumes, parking/no, etc.

Potholes/Maintenance -

- A major problem with commercial streets in Lawrence is the condition of the streets. Potholes and even large cracks and bumps can be dangerous.
- Consider the state of repair the pavement is in and how frequently it will need to be upgraded. Lawrence's potholes may not phase drivers in trucks and SUVs but when you're riding on two wheels with the pavement rushing by beneath you, you realize how poor road maintenance could mean a bad smash-up if you can't manage to avoid some of the craters in the streets here. Whatever you all are planning to build, MAINTAIN IT. Please.

Safety –

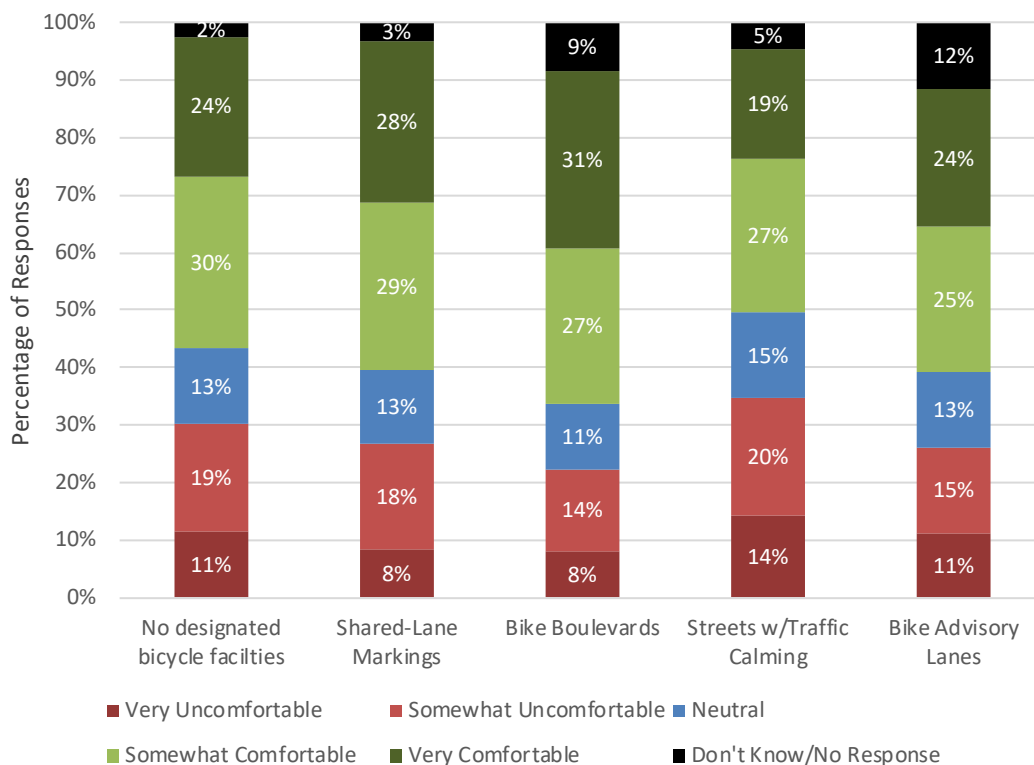
- I generally do not feel bikes should be allowed in the road on commercial streets (with the exception of Massachusetts Street where biking on the sidewalk is not allowed). Streets such as Wakarusa and W 9th street generally already have wide, level, smooth, well-maintained sidewalks that can easily accommodate both pedestrians and cyclists in both directions. Riding a bicycle in the street on these roads needlessly inconveniences drivers and endangers cyclists.
- My mother was a pedestrian fatality at a signaled crosswalk on a commercial street, so my responses lean toward uncomfortable due to that history.

- My safety depends more on changes in altitude and road conditions[pot holes] more than bike lanes.
- Pedestrians and bikes going east/west on 6th street at Mass/Vermont are put in serious peril any time they attempt to cross on the north side of those intersections. Vehicles turning north at 6th and Mass either do not understand the concept of the pedestrian cross light or choose to ignore it and vehicles coming off of the bridge from the north and turning west onto 6th street have the same problem - many of them actually speed up which makes it interesting when trying to cross.
- Promote safety night reflectors
- Scared of getting "doored" by a parked driver.
- Sharrows come off as suggestions. Too many drivers hang over in traditional bicycle lanes. And will you ever get serious about bicycle safety along Iowa street? Cyclists basically have no choice but to ride on sidewalks and this is dangerous, too.
- Speeding by motorists raises my fear . There is no time to react.
- There are certain busy roads (Iowa/Mass) That I only feel comfortable riding on the sidewalks. However I feel like drivers pay less attention to bicycles on the sidewalks and makes it more dangerous at busy times.
- These would be great on busy main streets. Makes me feel much more comfortable.
- We ride on the bike path that runs from the movies to the lake, not really on commercial streets, we cross K-10 & the intersection at 27th & K-10 needs more bike safety.
- You take your life in your hands daily!

When asked “How comfortable do you feel bicycling on different types of bicycle facilities on Residential/Neighborhood Streets?”

Respondents indicated:

Figure 5: Comfort Levels on Neighborhood/Residential Streets



Number of Responses – 583

Additional Comments about Bicycling on Residential/Neighborhood Streets

Roads are not for bikes –

- Again, bicycles and tricycles should be kept off public streets.
- Bike compete with big trucks on all roads. Thats dangerous and stupid
- Dont try to make things too complicated or restrictive. Bikes want to be comfortable on the street but automotive confusion can be even more dangerous. Also streets are a very expensive public investment that should not be wasted on a few bicycles.
- I think streets should be for cars and bicycling is too dangerous for streets. It is too much to expect cars to look out for other cars and bikes!
- I would like to see questions about how MOTORISTS feel about bicycling in Lawrence. While cyclists do have a right to share the streets with motorists, the plans should be made for areas where there is a high volume of cyclists, which the city commission doesn't seem to be doing.
- My concern is that if you're going to continue to reduce the number of streets where cars can go, then you need to time the traffic lights, for example on 6th Street. After putting in about 20

speed humps on Trail Road last year, it is impossible to travel on, so I go to 6th Street, which I assume was your intent. However, if you don't want to accommodate CARS ON STREETS THAT WERE BUILT FOR CARS, then you NEED TO TIME THE TRAFFIC LIGHTS SO THAT WE DON'T HAVE TO STOP AT EVERY STOPLIGHT. PARTICULARLY BAD are CHAMPION LANE THAT DOESN'T NEED a LEFT TURN SIGNAL, THE LIGHT AT 6th & FOLKS, WAKARUSA and particularly on WEST TO K10. IT IS MISERABLE TO TRAVEL ON THAT STREET. HOW MANY CARS ARE THERE IN LAWRENCE VS BICYCLES??? WHY NOT ACCOMMODATE CARS MORE? PEOPLE WILL NEVER TRAVEL MUCH ON BICYCLES - THE WEATHER HERE IS AWFUL FOR MOST OF THE YEAR. PLEASE ACCOMMODATE CARS ON OUR STREETS THAT WERE BUILT FOR CARS.

- Stay on the designated trails as possible
- Use sidewalks! They are already built!

Awareness –

- As residential neighborhoods are not very active with cars, my safety level is higher except when cars are not aware of you so vigilance is always necessary for clear way.
- Generally somewhat safer, but STILL subject to abuses ... cell phones distracting, narrow streets with cars not giving way to bikes, danger at intersection with cars turning right while cyclist is WALKING bike on crosswalk.
- Motorist awareness needs to be improved in some way.
- Too many people are looking at their phones trying to find an address.

Bicycle Advisory Lane –

- Advisory lanes sound hopeful, but the devil is in the details, esp. conflicts between bikes and cars meeting in the middle.
- Bike advisory lanes look like a car accident waiting to happen.
- Bike Advisory Lanes will not work. People cannot drive in Lawrence. They cannot even grasp the basic concepts of a roundabout... this would blow their mind, and as soon as an oncoming automobile came at them, they would swerve into the bike lanes.
- Have never had the experience of advisory lanes, as far as I can recall.
- I have never seen or ridden on a bike advisory lane style road.
- I honestly can't comprehend what's going on in the image for the bike advisory lane, even with the context provided. I've never seen this type of street in person and I doubt many Lawrence residents have either. Unless it was marked EXTREMELY well with signage, I would not trust that this is a reasonable solution for a Lawrence streets.
- I would think many drivers wouldnt know what a "bike advisory lane" is and that would add to the hazard.
- "My comments on question four apply to both residential and commercial streets.
- Also, Lawrence's residential streets--especially those on marked bike routes are relatively bike-friendly with the exception of the motorist confusion I mention above. It seems to me that Bike

Advisory Lanes as described above would cause MORE confusion and problems, rather than addressing the larger issues of misunderstanding and misinformation. "

- Sharing a lane with on coming traffic is the worst idea ever.

Bicycle Boulevard –

- Bicycle boulevards are dangerous, as again, they will create angry car drivers. Cyclists and drivers need to remain separate from each other, not clogged together. We should not be treating these two modes of transportation as if they are the same thing. They cannot go at the same speeds, and should not be blended together. Boulevards like this will create dangerous situations, especially in a midwestern town that hasn't seen them before, and in a city where cyclists like us are few and far between to begin with. The boulevards are a solution in search of a problem.
- If Connecticut Street is considered a bike boulevard then I'm not at all comfortable with the concept. Vermont Street is ok because it is wider and slower.
- In my personal experience, "bicycle boulevards" create a dangerous situation on popular residential streets where motorists speed up to pass cyclists before reaching the median
- Some bicycle boulevards make a big difference (e.g. total restriction of through traffic between collectors). On these I feel somewhat comfortable.
- The Bicycle Boulevard as described here is counter productive when it comes to bike/motorist relations. From experience will those curbed dividers in Lawrence, they actually antagonize motorists because it forces bikes to be in their way. In fact motorists will tend to speed up around bikes in order to make it through the "curbed" portion of road before a bike. I've been severely cut off in this way and nearly run off the road by motorists.
- The narrow areas with medians on bike boulevards cause problems for cyclists because motorists can be ignorant about the space needed to squeeze in their vehicles.

Bike Behavior –

- About half of the bicyclists I meet while walking are riding on the sidewalk; some share that with me, some don't.
- Cyclists are no problem when they follow the rule of the road.

Debris/road condition –

- "I don't believe anything listed previously needs to be done to improve bicycling on residential/neighborhood streets. You would help us more by keeping the streets well maintained unlike the current situation.
- Like commercial streets, poor conditions (bumps, cracks, potholes) can be dangerous.
- Make sure they are wide enough or have a wide sidewalk. The bumps on Trail street are somewhat of a hazard to bicyclists. Hard to see the ride through area and hitting the side of the bump could be a real hazard. Make sure the paths and streets are cleaned periodically so you can avoid lose gravel that may be on the street.

- similar to "conventional bike lanes" bicycling through "residential/neighborhood streets": I have seen in Lawrence are usually pushed to the sides of the road...which collects a lot of debris and trash (particularly after snow plowing). This takes away space for bikes and it makes the traction of the bike-tires unstable.
- Streets are not always in the best condition and with constant construction it's harder to maneuver around on a bike.

Education/Enforcement –

- A bicycle boulevard doesn't leave enough room to pass. In Lawrence, people don't know how to use traffic circles. I've never seen a bike advisory lane before, so I don't know if people would understand how to use it. None of these things will make me safer if they are not being used properly, which would require education. People also get really resentful about change, and resentful drivers are not always safe.
- Cars still move pretty quickly on residential streets. Car driver education has to be part of the conversation!
- Drivers' attentiveness, alertness, and respect for bicycles are the biggest influence on my sense of safety on residential streets. Markings and calming measures are great, but only insofar as drivers understand how to interpret them. That is why I'm never more than "somewhat comfortable" with any markings on streets without bike lanes.
- Drivers who speed through these neighborhoods or distracted drivers are my concern.
- Enforcing traffic laws for vehicles or physical barriers to speeding along with separated infrastructure would make me more comfortable.
- I feel like the rules of streets with "bicycle facilities" are not well understood by drivers or bicyclists. Again there needs to be stricter enforcement of vehicle regulations, especially speeding near bike lanes. Fines should be doubled.
- I generally plan my bike route on the slowest residential streets. Let me just say, as a general rule, motorists are so rude! People are impatient and don't want to slow down behind a bike, so the fewer cars there are on a street, the more comfortable I am biking it. Not sure if the designated lane business matters as much. And, roundabouts are the devil. There is absolutely no way I am taking a round about on my bike. Like, I try to avoid them in the car -- again, people are so impatient and rush into the intersection and fail to yield, etc -- so there's not a chance I'd try to take one on my bike. The bicycle boulevard piece gives me heart palpitations as well. The drawing reminds me of Barker. If I had a dollar for every time a motorist nearly ran me down on Barker, between my home and Dillons, well, I'd have plenty of dollars to spend at Dillons if I ever got there. As I said above, people are impatient, and don't want to slow down and wait behind a cyclist. So, the cars creep along behind a cyclist during the segments of street where the medians are, you know, they can't pass, but then the cars shoot around the cyclists just as quickly as possibly after they reach an open area, before the next median. But, there isn't a lot of room between the medians. Not enough distance for a car to safely, at a reasonable distance and speed, get around a cyclist before another median. Near death. Numerous times. The last

question here, #5, I also have trouble gauging my feelings, because we don't have any of those in eastern Lawrence, so I've never encountered them.

- I really only feel comfortable biking on designated paths. All these options improve on traffic calming, but it's the mentality of the drivers that makes it feel unsafe, especially with kids. There needs to be more education of motorists about what sharing the road means.
- "I will mark somewhat uncomfortable on all questions due to lack of respect by too many drivers. Lawrence should consider doing 24/7 advising
- drivers of bicycle right of way and bicycle rights perhaps using a variety of public media such as newspapers, radio etc etc etc. Signage is helpful but not enough.
- Education is key even in Lawrence, Kansas.
- Just because the markings are there, doesn't mean Lawrence motorists acknowledge them.
- My only concern is unattentative drivers texting while driving. And of course, elderly drivers that are senile.
- My son complained to me that sometimes and anywhere cars would make him ride his bike in the gutter and often the gutter was in need of renovating and risky riding in.
- Never certain drivers of vehicles see or understand rules of road for bicyclists.
- No consideration. For older residences. And their reaction time
- Same as in city traffic, often car drivers in residential areas don't respect bike lane markings.
- The drivers of the cars, will they follow the rules?
- These streets are not the problem for me but are very important for children. Enforcing speed limits or other traffic calming would help. Traffic circles are not built for bicyclists
- This would seem to require educating riders and driver a lot since it is not common use at all in Lawrence. I suggest focusing on building upon "Bikes may use full lane".
- Traffic calming circles... Wow. Want to talk about how many times I've almost been plowed on one? HUGE negative for bikes. I also don't think advisory lanes will work. Our police already don't enforce cars parking in bike lanes (marked no parking)... Without enforcement, the abuse will make advisory lanes worse than nothing at all.
- We have a bad problem with speed violations in my area
- What is a bike boulevard? Just paint on the street? That is too much like the ineffective sharrow. Center lane for both directions for cars? What, are we in Europe? Trucks are too wide for that here. We need education, not paint. Teach car and truck drivers to pay attention. Roundabouts are tough because no one knows what they are doing and cars don't like to follow bicycles.

Facilities –

- Again, I am pretty comfortable riding in Lawrence but I prefer having bike lanes to not having.
- Again, you need to have physical barriers or it doesn't count. This community, in particular, has a number of drivers coming in from out of town that are totally unfamiliar with these types of road systems. If you have people driving the wrong way down Kentucky and Tennessee, do you think they will really understand not to drive in a white dashed lane on the street? They'll have no clue what it is and completely ignore it.

- I frequently use east 13th street as my bike route uptown from my home in far east Lawrence. It is a fairly wide street with low traffic. I understand the city is considering traffic calming devices on this street. I think that is unnecessary as the street is fine for biking as it is. Use that money somewhere else.
- I like the street signage in Topeka for their bicycle boulevards. It sets a tone for drivers that if they just can't stand having to deal with bicycles, then perhaps they should select a different neighborhood road to use as their cut-through route.
- Need wider lanes.
- Neighborhood streets in old Lawrence are OK, but the new suburban community designs in west Lawrence are less effective for bicycling. The large streets are too large and the traffic is too high because no one can walk anywhere. A car is needed for all errands exponentially expanding the number of cars on the streets as well as the size of the roads and therefore, the distance between destinations.
- On Mass many people bike on sidewalk even in residential areas, even adults.
- The more protections for cyclists, the better! Not just for safety, but for comfort reasons - the more protected cyclists are, the more we'll all ride our bikes. And that's good for everybody - good for traffic, good for the environment, good for health, and cheaper on infrastructure!
- The pedestrian islands in crosswalks are deathtraps for cyclists. And what pedestrian wants to be stranded in the middle of the road? Take these out and enforce state law regarding stopping for pedestrians in the crosswalk.
- The safest I have felt is where there are speed bumps with areas in them that bikes can pass through easily. Designating something a "bicycle boulevard" or painting a bike on the street does nothing. No effect. I was hit on a bicycle boulevard (21st street). People use them as common streets, because they are.
- The shared lane seems same as boulevard; I guess there are fewer traffic calming devices on "shared lane" and more on "boulevard"? The markings would have to be very frequent, to remind drivers. Drivers need to expect cyclists in the middle of "their" lane so they look out for bikes and drive slowly. It is a problem in Lawrence because drivers don't expect many cyclists. Once it is more convenient and safer to ride in Lawrence, the "shared lanes" may be safer because drivers will expect cyclists and hopefully look out for them better.
- Very comfortable with no designated bicycle facilities except in my neighborhood where certain individuals want to kill me. Very comfortable with humps not with roundabouts.

Neighborhood Streets –

- If traffic is light enough on residential streets, I am comfortable. I am always vigilant. The bike advisory lane looks like trouble, but maybe it works.
- I'm pretty comfortable on most neighborhood streets that have little traffic in Lawrence.
- I'm very comfortable on neighborhood streets even without a bike lane
- In my experience, most neighborhood/residential streets in Lawrence have little traffic and it's rare that I can't just hug the curb or stay close to parked cars and feel safe and at ease.

- In neighborhoods where the posted speed limit is 20 miles per hour, I feel comfortable riding my bicycle. On streets with speed limits exceeding 30 miles per hour, I feel it can be dangerous to ride my bicycle.
- It's better in residential with no cars
- Its better to bike in a neighborhood cause the streets are more calm
- It's the default way to ride through Lawrence, given the absence of flow through alternatives.
- There are lots of cars parked on residential streets which needs to be taken into account and changes the flow of bikes lanes and traffic in general.
- There are many residential streets in Lawrence that I feel experience commercial-heavy traffic. Ie. Tennessee, Kentucky, Connecticut.
- there are some residential streets that are brick that I avoid as they are very bumpy and with holes. I'm more concerned with the condition of the street with a lack of cracks, holes and trash obstructions.

Other –

- An Idaho Stop rule is particularly important on residential streets where I can keep my momentum and get out of intersections quickly, rather than stopping at stop signs and leaving myself exposed in the middle of an intersection having to ride from a complete stop.
https://en.wikipedia.org/wiki/Idaho_stop
- Biking on residential streets is so important. For family/fun time, for commuting, for creating a sense of neighborhood, for encouraging physical activity. It's *healthy* in so many ways for people to be riding bikes in their neighborhoods. I'm open to the idea of a bike advisory lane, but there is a large learning curve for that. I like the idea of bike boulevards, but I'm not hugely in favor of the locations you chose. The location should connect to other bike-friendly streets, to create bike-friendly routes. The one on Lawrence Ave, in particular, is extremely isolated, not useful.
- Feel more comfortable than on major thoroughfares.
- I am not a skilled cyclist, so even on neighborhood streets, the combination of my own lack of skill and the issue of distracted drivers is nerve-racking.
- I don't believe Lawrence has the knowledge necessary to build effective Cycling routes. I know you are up against retrofitting old infrastructure and that makes it difficult. In Kansas and in Lawrence there are too many drivers who think they own the road. I don't want to ride in a situation where I hope the other driver will do the right thing. Painting stripes or dead cyclists on roadways gives a false sense of security. Even putting obstacles out when drivers don't know how to deal with them. Parents don't let their kids cycle through roundabouts, they take to the sidewalks when approaching them. And get off and walk through the crosswalks if there are any, and hope that the cars see them and will stop. Hope is not a solution!
- I like to encourage biking as a healthy and environmentally friendly mode of transportation for my children. We bike to town often and I hate for them to use the sidewalks in town, but I don't know what a safer alternative is. There have been too many close calls. Thank you for taking the time to find safer solutions.

- I live in North Lawrence and mainly head to the levee as quickly as I can on the residential streets. I don't enjoy pedaling over the bridge, so it's rare that I go across the bridge. I would like to get more comfortable using the bridge on my bicycle.
- I try to only bike at off hours when vehicle traffic is at a bare minimum.
- I was moderately comfortable bicycling in residential neighborhoods. I tried to stick to streets that had very little traffic.
- I will avoid busy neighbor streets without bike lanes if quieter secondary streets are available.
- In Lawrence, from Wisconsin to Indiana both 4th and 5th are marked as sharrows. Avoid riding on 4th, west of Michigan because people drive too fast and will heckle if forced to wait for a left turning cyclist. After the city added curb and gutter in the 90s, making it too appealing to speed and wound up raising the speed limit! These questions don't distinguish a good cycling street, 5th, from a bad one, 4th. It only takes one driver to make it uncomfortable. Advisory lane photo has a car lane that is much wider than typical. Visually it helps, like on 19th.
- Like to use sidewalks
- Mostly ok.
- Pretty good bicycling spots
- same notes as above
- See above, re being hit by a car.
- See Question 4 answer.
- So much of cycling with traffic is about slowing down vehicle traffic. The closer you can get vehicles and bicycles traveling at the same speed, the more comfortable cyclists will be with sharing traffic lanes with vehicles.
- The amount of traffic and the time of day are the two biggest factors on how comfortable I feel riding on the street
- Where I do get a helmet that fits?

Safety –

- Always worried about my 3rd grader, bikes , and cars. We bike way less because of it
- I believe "thoroughfare" residential streets should have reflective safety designations for enhanced awareness of cyclist/runners due to random condition of most sidewalks.
- I feel safer riding my bike on residential/neighborhood streets than on commercial streets.
- Intersection visibility would be my largest concern among Lawrence residential streets.
- Much better than commercial streets. Less direct but less worry about getting hit from behind.
- Safety first

Traffic Calming/Roundabouts –

- Cars are more dangerous around constrictions like traffic calming and roundabouts. I think it is safer to have a full width lane and contend with a passing vehicle than it is to get cut off when the car races to get around me at the constriction.

- Could we quit making traffic hazards in the middle of streets already. Roundabouts are great, especially if they are large enough for an easy entrance/exit flow. Misc. obstructions to scare traffic into going slower is simply a mess. None of them are attractive and most cause more damage to vehicles than if the road was left alone.
- I think the bike boulevard being built are a old idea. Not all “traffic calming” is comfortable for cyclists, though. Roundabouts will need protected infrastructure for people to feel comfortable.
- People don't seem to know how roundabouts work. I have had cars pass me in them while I am on bike. They have gone as far to go up on the inside curb to pass me IN the roundabout.
- Roundabouts are scary residential or not, drivers get angry when cyclists take up an entire lane and cannot pass (or try to pass anyway!) and it is unsafe for cyclists to not take up the whole lane.
- Roundabouts effect a dangerously blind merging of cars and cycles. The bike lanes disappear and cars go whipping around them, not looking for cyclists.
- "Roundabouts often feel very uncomfortable as some cars drive up on you and others wait unnecessarily. They often feel like death traps to me.
- I'm not familiar with bike advisory lanes. Not sure we currently have any in Lawrence, but they look to me like you are exposed to traffic and don't have a good defensive position."
- Speeding is a serious issue in my neighborhood. Traffic calming devices scare me to death. I hate the islands the most!!
- The extra signage at the Barker roundabout has helped me feel more comfortable when riding home from the Burroughs Creek trails.
- The landscaping in some roundabouts obscure pedestrians and bicyclists like the one on Monterey Way and Harvard please have sensible regulations about visibility and roundabouts! Please NO bike advisory lanes.
- The signage in roundabouts advising that bicycles take the lane is very helpful.
- There are a lot of speed humps on my area and if no one else is on the road, I like to use the cut outs for emergency vehicles, but I can't do that when there are cars behind me, so I have to hit them. I wish they had a consideration for bicyclists.
- Too many drivers AND bicyclers don't know how to safely negotiate a round about.
- Traffic calming circles do NOT allow vehicles to see cyclists with tall vegetations or walls. I've nearly been hit twice in calming-circles and had to lay my bike down to avoid being hit by an incoming car on GW Way and Harvard.
- Traffic circles are not the only examples of traffic calming, and for bikes they are distinctly dangerous as drivers often have no clue how to use them (unless they're from DC or Europe). Other non-aftermarket traffic calming measures, like close-in street trees, street parking, blind intersections, and potholes make it much more likely that cars will drive slower in a straight line.
- Traffic circles are so scary on a bike-- cars often don't yield until the last second and cars behind a cyclist don't always yield to let the cyclist take the lane before entering the circle.
- Traffic islands are DEADLY! You provide a protected lane, and then force all vehicles into a crunched space with a hard curb. They DON'T work. Louisiana is unridable.

When asked “Do you have children currently under 18? (Select one)”

Respondents indicated:

Figure 6: Respondents with Children

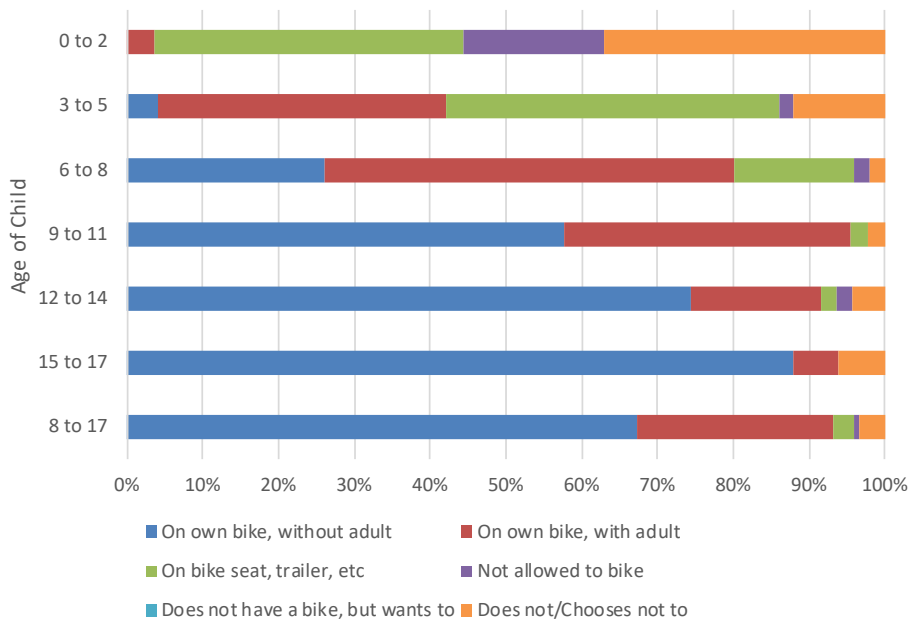


Number of Responses – 588

When asked “Do you bicycle with your children or do your children bike?”

Respondents indicated:

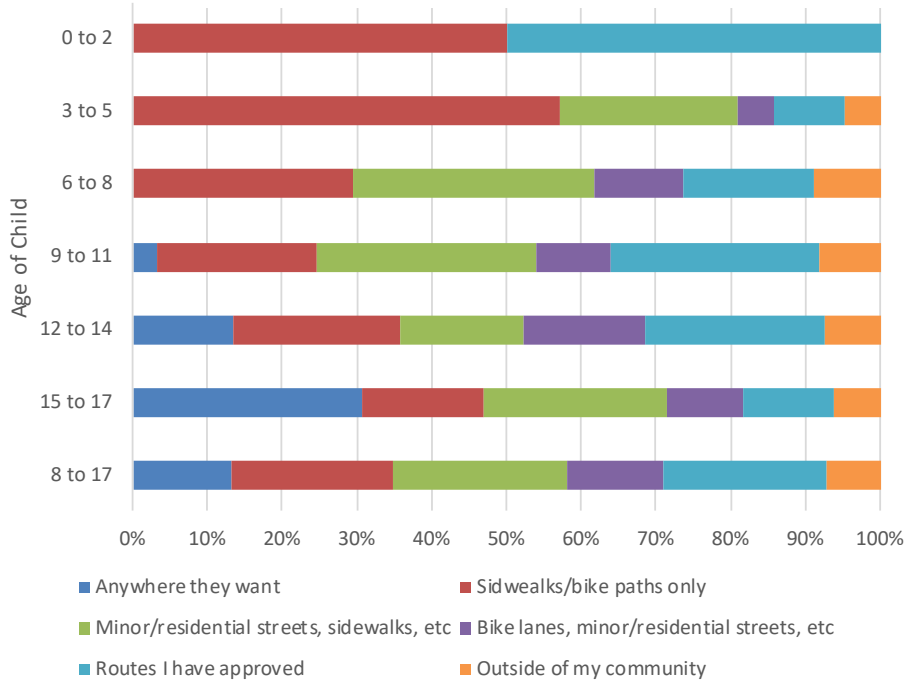
Figure 7: Do Children Bicycle



When asked “If your child does bike without an adult, where do they bike?”

Respondents indicated:

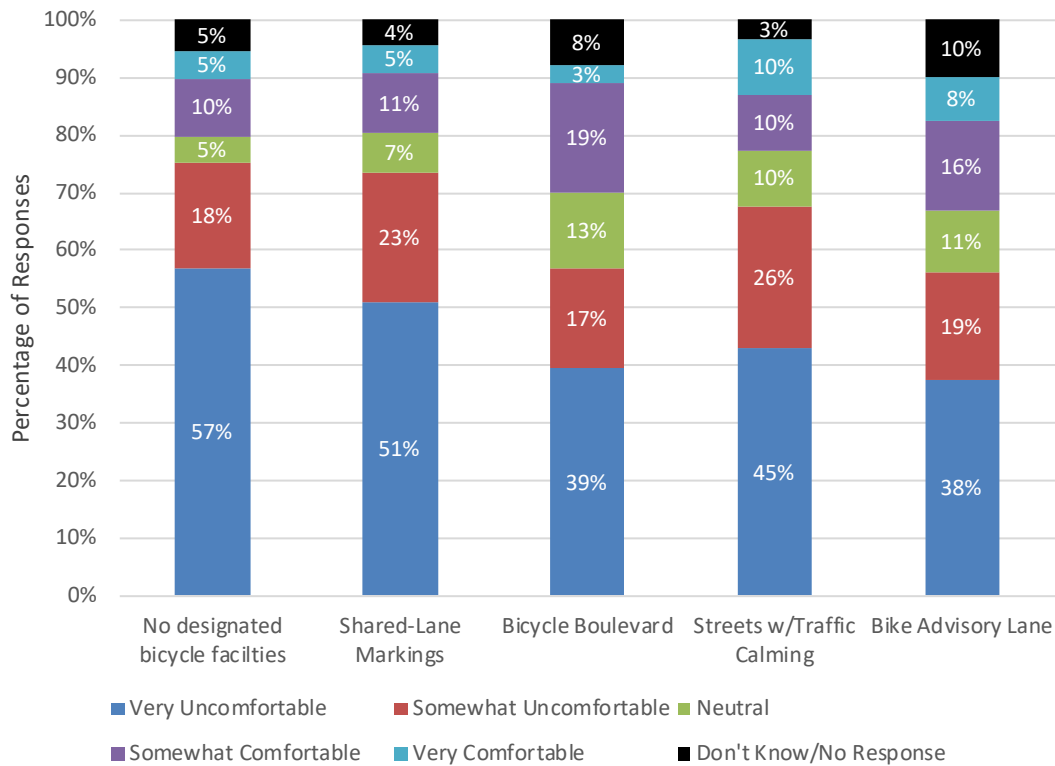
Figure 8: Where Do Children Bicycle



When asked “How comfortable do you feel about your children bicycling with different bicycling facilities on residential/neighborhood streets, without an adult?”

Respondents indicated:

Figure 9: Comfort Levels about Children Biking Without an Adult



Additional Comments about Children Bicycling without an Adult

Driver Behavior –

- I cannot ask my nine-year-old to make better decisions than the adults around him, so basically he can't have the freedom I did as a kid. Most drivers are on their phones now...constantly.
- I do not trust cars are paying attention or see bicyclists/pedestrians so I always prefer for my child to be on the sidewalk.
- In these cases, I trust my child more than I trust drivers. In particular, traffic circles and "bike advisory lanes" seem like invitations to aggravation when bikes and cars mix.
- Lots of kids in the neighborhood that I see on bikes, especially riding to school. But then, not everyone observes the school zone, so how can I expect them to observe bike lanes?
- My 6 year old daughter is actually very cautious and competent on her bike. She's certainly not old enough to be riding around on her own, but in terms of on the road dangers it's motorists that make me "Very Uncomfortable", not her.
- Too many people looking at their phones. Period.
- Very uncomfortable regardless. Lanes mean less with cell phones & speeders.

- We live on Inverness and even though it is only a few miles from the school i will not allow my younger children to ride alone because people drive too fast and the sidewalk is only on one side and they have to cross the busy street several times. Also have to cross Clinton Pkwy.

Facilities –

- Again if there is no physical barrier at least some cars, and probably, from what I have personally witnessed, a large portion of cars will simply ignore the markings. No way would I let my kids ride on a street without me unless I know a car won't drift over into them, and I mean even when they are fully capable bike riders as teenagers. Not just when they're little.
- "As stated previously... Lawrence drivers have difficulty understanding basic driving concepts, and have trouble with simple things like roundabouts. I would never allow my child to ride their bicycle in this town without an adult. I would allow them to ride solo on designated trails, but not roads.
- Buffered bike lanes, please. And also some public education about cars yielding to pedestrians (including kids pushing bikes) at crosswalks-- more often than not, cars in Lawrence don't yield to pedestrians in crosswalks.
- For very quiet residential streets (e.g. bicycle boulevard that blocks through traffic, dead ends) my comfort level goes up.
- I would prefer a buffered/separate bike lane for my children to ride in
- I would prefer them to only ride on bike paths where cars are not allowed, but that is not a reality. They ride their bikes to school daily which is nerve racking, but our only option at the moment. They ride on the street, on the sidewalk.
- Must have some protectionâ€”marked lanes at a minimum.
- Signage and speed bumps
- Sorry to be repetitive, but seeing a child riding without an adult makes me happy. That's *good* for kids, and the sign of a healthy neighborhood. The "Sharrow" markings are almost irrelevant, IMO. What matters is the volume of traffic, the space for cars to pass bikes safely, and similar.
- The speed of cars using these streets is the most important. I don't know the solution. Speed tables, speed enforcement, partial closures...?
- There are residential streets and then there are residential streets. Low traffic residential streets that will get the rider from Point A to Point B are our preferred routes whenever possible, regardless of markings on the street. On busier streets, we try to stick to streets with wide bike lanes or dedicated paths. The problem is often finding safe routes for getting to where one needs to goâ€”not just recreational routes.

Other –

- All of these questions are dependent on the child's age. Because I have young children who cannot yet ride a bike independently, these situations make me uncomfortable. In a few years once they can navigate safely with a bicycle I will feel safer with the more protected options.

- I don't have kids, but I would teach them to ride the way I do, and I would ride with them until I felt confident about them on the road.
- I LOVE to see children on bikes cruising around the neighborhood. I would love to see children safe on all streets.
- I think you really need some actual cyclists working on this. I can't for the life of me figure out who's got these ideas, but it's NOT a real cyclist.
- My child is just too young to be bicycling without an adult, so my answers are hypothetical.
- My children are currently too young to bike without adult supervision.
- My children are now adults
- My son is 11. He has been raised and trained to ride responsibly.
- No comment on this at this time: my child shows no desire to use a bicycle, but that may change in the future.
- same comments. this is actually a bit sad
- My child is not really able to manage cycling in the street. Their size and strength make the poor conditions of the streets in our neighborhood a major obstacle, so it's mostly sidewalk/path riding for now.

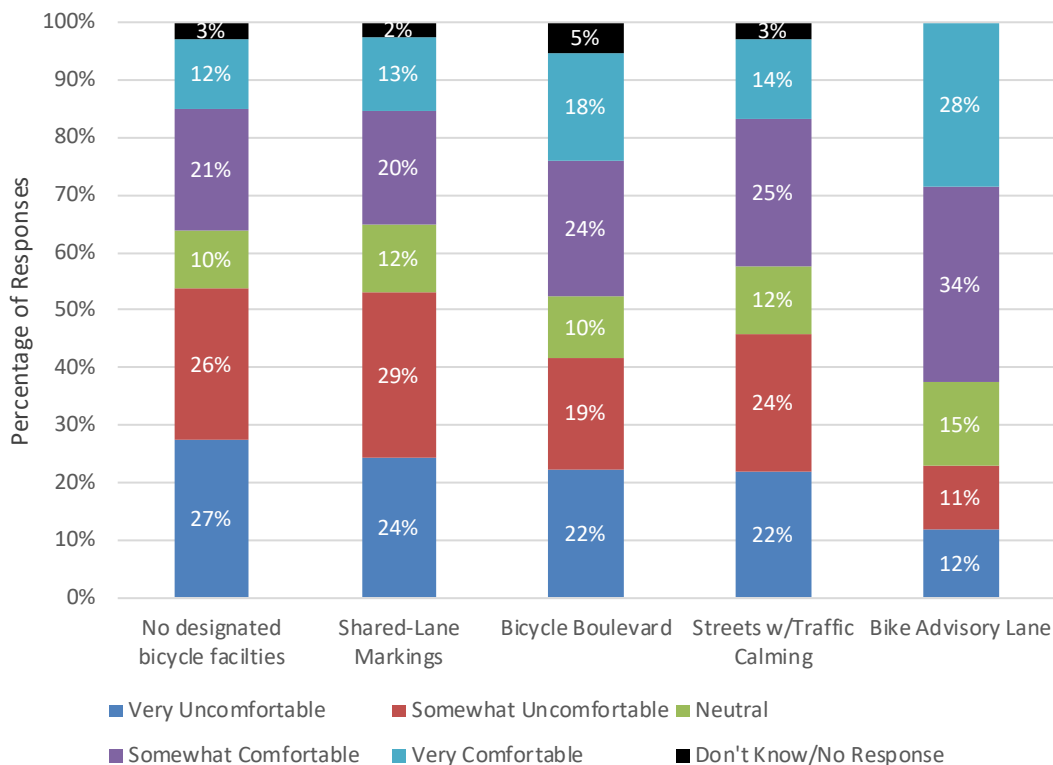
Safety –

- Dangerous in the streets!
- He is afraid to ride where there is risk of injury.
- I advise my older child on the best/ safest routes to their destination when they are biking alone. In those scenarios, the route I suggest is usually on slow residential streets, and in the street. I'm not really comfortable with the wee one biking alone at all. They are a very small 12 years old, and not a very confident cyclist. If they did insist on biking alone somewhere, I would request that they use sidewalks. This is problematic as well though, because eastern Lawrence sidewalks are not consistently in the best condition. So, again, I advise the best route. When my youngest child bikes with me, we take slow residential streets and ride in the street, with my child on the curb side, me riding directly next to them.
- I don't feel comfortable with my 4 year old cruising. Along the street,
- I'm barely comfortable biking on my own as an adult. Little will make me comfortable letting my kids do it.

When asked “How comfortable do you feel about your children bicycling with different bicycling facilities on residential/neighborhood streets, with an adult?”

Respondents indicated:

Figure 10: Comfort Levels about Children Biking With an Adult



Additional Comments about Children Bicycling with an Adult

Driver Behavior –

- Again, Lawrence drivers are horrible. I would not trust drivers around children.
- Honestly, I generally feel safer riding with my kids than without because motorists are generally more forgiving when there are kids present. However, if motorists treated us the same as when it was just me riding, I wouldn't let them ride anywhere but in an empty parking lot or trail.
- Phones are a problem for people driving because they aren't looking for bicyclists.
- Usually, children with adults seem more contained but I see drivers are more critical with less patience.
- When I ride with my kids, i put myself behind them, and further into the street, so that I am in the path of any inattentive driver and where they are.

Facilities –

- Again, calming circles are very dangerous for cyclists, and I think lack of enforcement and understanding will make advisory lanes worse than no markings at all. My brother lives in a city about 1/2 the size of Lawrence where cars just try to squeeze into the advisory lane or think they can park there.
- I think a bike advisory lane is a terrible idea.

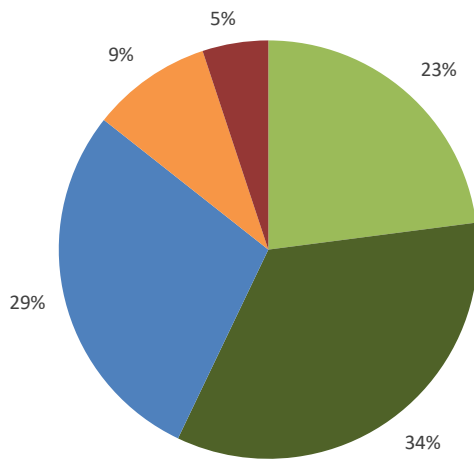
- Not all streets are alike, so it depends on which street you're talking about would be my better response for all of the above. Painting bike route markings on a narrow and relatively active street, for instance, doesn't make me feel much safer.
- Separation of bike traffic from vehicle traffic is what would make me feel comfortable. The presence of an adult does not keep a texting driver from hitting a cyclist.
- Sharrows are a bad idea. As a cyclist I never knew what they symbolized and neither do drivers. Waste of money and time
- The bike advisory lane looks like an accident waiting to happen.
- We LOVE biking as a family and enjoy when the sidewalks are wide enough to ride on the sidewalks and will happily ride on quiet residential streets.

Other –

- Don't like her around cars
- Everyone on a bicycle should be on the sidewalk if there is one!
- i don't have childre
- i dont have children
- My child owns a bike but does not ride it.
- My youngest rides in a trailer when biking with me. The older boys mainly ride in our cul-de-sac or on the south lawrence bike path. Keeping both boys safely to the right on medium traffic roads to the path is stress inducing for me.
- Parent should be wearing helmets and gloves as well.
- same comments
- Why does this survey ask if i have kids or not, and when i say no, proceed to ask me about my kids?
- "Your question on bicycling child with an adult fails specify if child is independent or in/on an attached carrier/bike.
- I answered as if they were independent. "
- It's safer but still scary at times

**When asked “What type of rider would you classify yourself as? (Select One)”
Respondents indicated:**

Figure 11: Type of Bicycle Rider

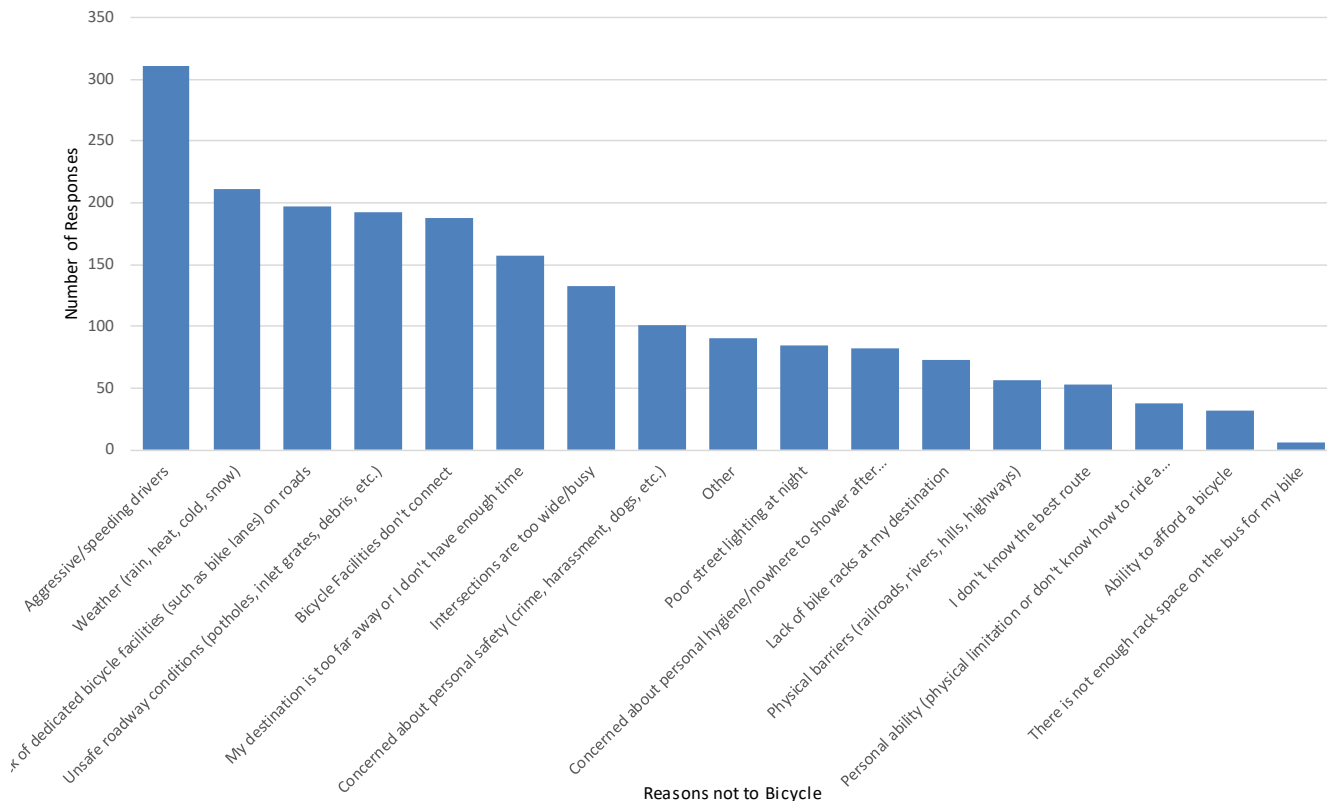


- I am an avid bicyclist and will bike pretty much anywhere, whether there are bike facilities or not.
- I enjoy bicycling and feel comfortable bicycling on streets with bike lanes or on minor streets with traffic calming/low traffic speeds/residential streets.
- I bicycle only in some places such as separated shared use paths (like the Burroughs Creek Trail) and would like to be able to bicycle more if the streets or facilities were more comfortable or I felt safer.
- I am not comfortable bicycling, but either do bike once in a while, such as when I am on vacation in an area where there is an easy bike path, or I would like to bike although I currently do not.
- I have zero interest in bicycling or am physically unable to ride a bike.

Number of Responses – 571

When asked “What prevents you from bicycling more? (Select all that apply)” Respondents indicated:

Figure 12: Reasons Not to Bicycle



Other Reasons Not to Bicycle –

Cargo –

Heavy cargo

I am usually transporting multiple children farther distances than they can bike.

Don't –

- Don't want to (2)
- don't care to ride a bike
- Don't own a bike.
- I don't have a helmet that fits
- I don't like to bike at night. And sometimes I just prefer to walk.
- I don't care about biking
- I don't like to ride my bike.

- I have a bicycle but have not ridden it in more than 30 years. I want to, but need practice.
- Lack of interest (4)
- Need to buy bike rack
- No
- Not having my bike ready
- Nothing
- Other fitness activity (working out at Genesis South)

Driver Behavior –

- Cars with texting drivers are scary. They will nearly hit you and never look up to even realize it and before you can process it they are gone.

- Distracted drivers
- distracted drivers on phones (i see them when I drive, walking or running)
- Distracted drivers. Also, Need to transport goods.
- drivers texting
- Hwy 40 west of town far too dangerous. No shoulder, blind curves and hills, aggressive and inattentive drivers.
- I was hit by a motorist at 4th Street and Maine. It was my turn to cross the intersection but the driver didn't see me. It has left me afraid to ride in Lawrence because of inattentive drivers.
- Inattentive drivers
- Phone use by drivers
- Primarily, it is distracted or hostile drivers, and road designs that give them opportunity to cause havoc.
- Some people just have no respect for other people.
- Too many people texting. Just look around at some point. It is really disturbing.

Facilities –

- lack of *covered* bike racks
- lack of dedicated bike paths
- Lack of effective dedicated bike facilities. Bike route designation doesn't help.
- Narrow lanes
- Used to bike a lot more on county roads with light traffic, but then county used chip and seal to resurface my best routes for long rides and I can't use my bike because the chips cause flats and ruin tires, i.e. unbikeable roads due to chip resurfacing.

Other –

- Amount of road debris in bike Lanes/lack of street sweeping
- Attitude of some local bike riders and due to having been attacked by frisbee

throwers in Centennial Park. Limited signage may be a problem.

- Bike needs. A. Tune up
- Biking with child in bike. Trailer is a no-go almost everywhere.....
- Having a 2 year old :)
- I bike for exercise and live by the rec paths and use those all the time. I occasionally bike for transportation, but only if I can plan a route where I can stay off busy streets.
- I need to get a bike lock and become familiar with the bike racks downtown.
- I ride a lot.
- I was recently ticketed by the police for not coming to a complete stop at a stop sign (!) - that's made me less likely to ride lately.
- I'm afraid to park my bike anywhere because I fear it will be stolen. It was very expensive, to me.
- Lack of detours around construction
- My bicycle projects. Are. All. Broken
- My job requires a car at work.
- planning ahead
- Prefer to walk or drive
- Responsibilities
- The seat on my bike is uncomfortable and I'm too lazy to bike.
- Too lazy
- Transporting my dogs.
- Trucks (2)
- Unable to bike for work - drive all over DG County
- We live in the country so I have to load up the bikes to get to a trail.

Physical Limitations –

- Having issues with physical limitations at the moment.
- Not cool or svelte enough.
- Physical problems
- Poor hearing, and old age
- Sports injury
- Weight- I weigh too much!

Safety –

- Bicycling on public streets is inherently dangerous
- Except on quiet neighborhood streets, I'm afraid of being hit by a car
- Fear
- Heavy traffic at big intersections.
- Hills on Bob Billings. Crossing Iowa.
- My mom, she says no because its dangerous
- Not allowed biking by myself
- Safety in. Bike Reliability

Time –

- I love my bike, my work schedule makes it tough
- I try to bike to work several times a week, but whenever I have to get a child somewhere before going to work,

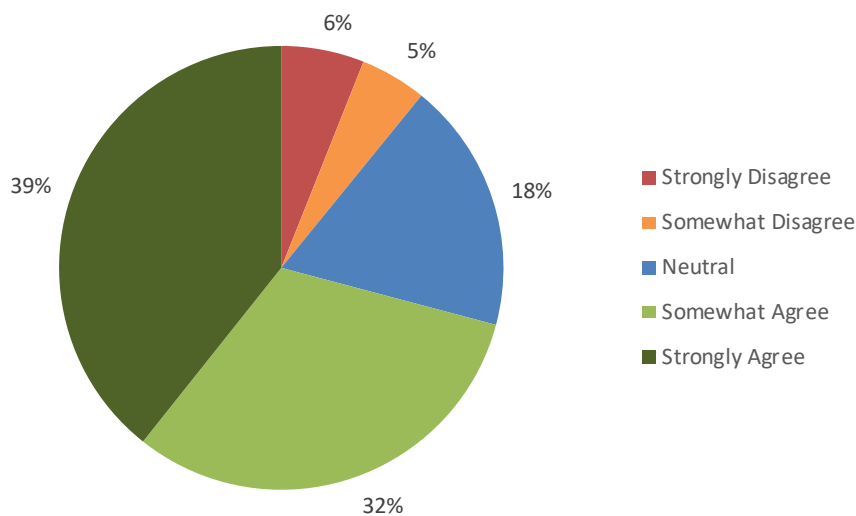
I tend to drive, to save myself time and to not have to cycle so much extra that I would arrive at work sweaty or disheveled.

- Not enough free time. Broken bike.
- Not enough hours in the day.
- Raising four children in middle and high school, just not enough time.
- Time (6)
- Time, note, even avid riders have difficulty with the hills in town. 15th is a killer for most.
- Time. I have to work. And I need to arrive at work not sweaty and gross. I also don't feel the need to bike at night. Seems like asking for trouble.
- Time. And bike condition

When asked “What is your level of agreement with the following statements?”

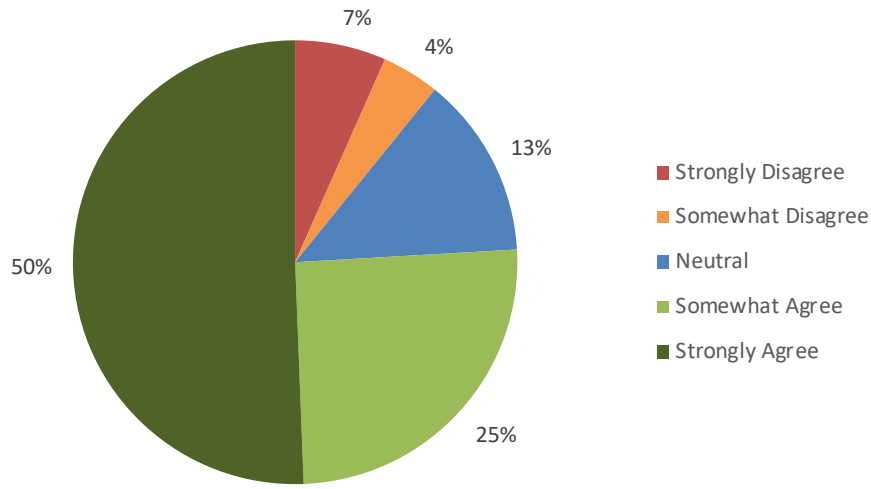
Respondents indicated:

Figure 13: I would ride my bicycle more often if I felt I could do it safely



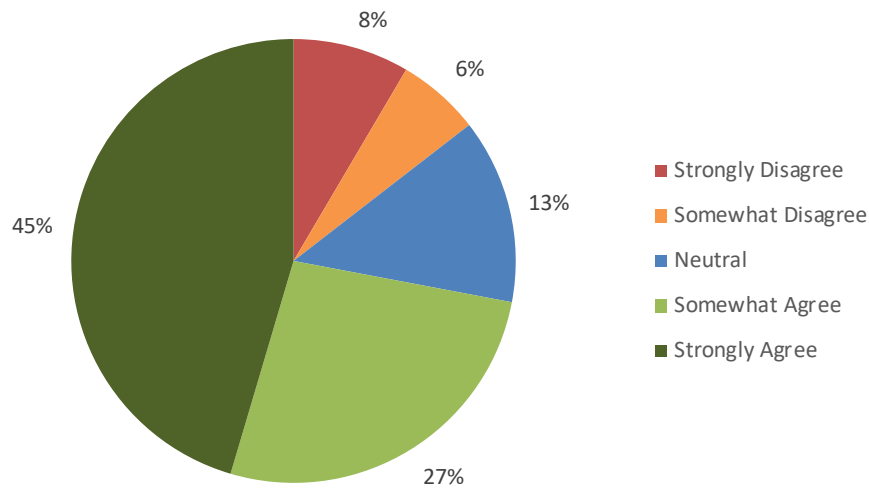
Number of Responses – 580

Figure 14: Lawrence & Douglas County's transportation network should equally prioritize the needs of people who bicycle with other travel modes



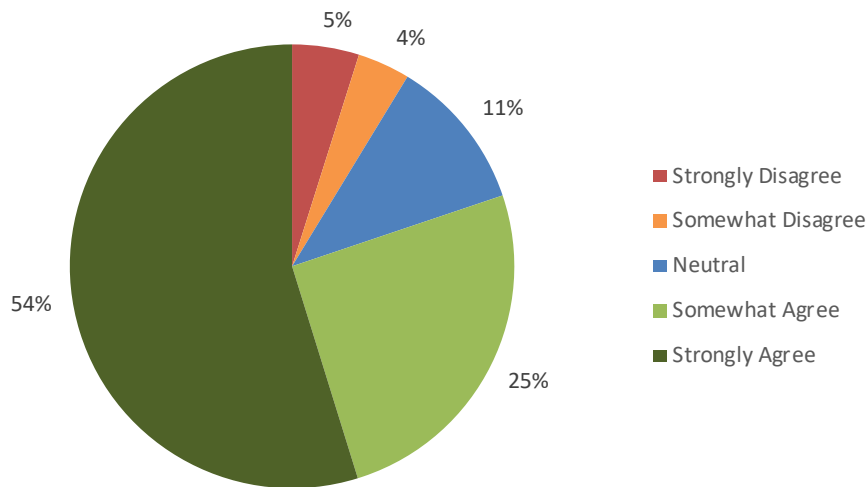
Number of Responses – 573

Figure 15: On-street bike lanes, buffered bike lanes, & protected bike lanes should be considered for more city roadways even if it means removing parking



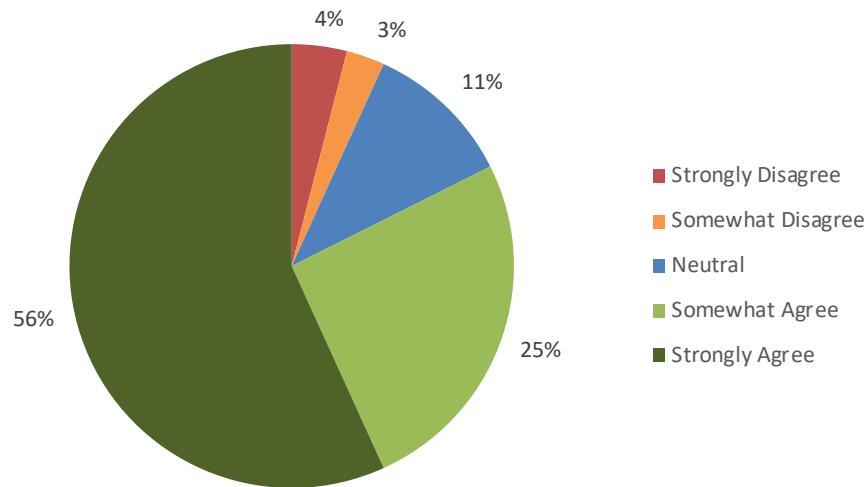
Number of Responses – 579

Figure 16: Providing safe bicycling alternatives for people who cannot or choose not to drive is critical



Number of Responses – 575

Figure 17: The bicycle network should provide options for people of all riding abilities



Number of Responses – 574

Anything else they want to share us about bicycling in our community –

Facilities –

- ((Bike lanes should be considered on nonresidential streets even if it means removing parking). = edit
- A way to bike from 23rd and Haskell to the trail not on 23rd st but not all the way on 28th would be helpful

- Apart from connecting the Lawrence Loop and other bicycle routes, cyclists' comfort levels can be most effectively increased by providing dedicated routes across town. Philadelphia did this on two east-west streets in the late '00s to great effect, and the Burroughs Creek trail is a great example of this in Lawrence. Basic concept: if you want to get people biking, think like northern Europeans and allocate appropriate funding and engineering efforts to infrastructure. And make driving/parking miserable, so people will actually be pushed to bike instead of opportunistically doing so.
- As a retired individual I enjoy riding for health and exercise. Being able to ride in areas that are designated for cycling is my preferred option. Motorist awareness on streets and roads makes me uncomfortable. I'm confident in my bike skills. Just not as confident that a motorist's awareness of bicyclists could be present. The existing bike paths are wonderful and I look forward to the completion of the Lawrence Loop. Please continue the work being done.
- Bike boulevards, or other amenities unfamiliar to Lawrence bicyclists and motorists should be created on a temporary, experimental basis, to let us try them out. This could be done with traffic cones and temporary signs. Given several options to drive/ride through or practice with, the public could weigh in more intelligently on how/why/if it works.
- Bike paths should be linked. Protected bike lanes are preferred to other types of bike lanes.
- Get the loop completed and when streets are repaired or new ones built, include SEPARATE biking/walking that do not force bikes into traffic.
- I am grateful for the Lawrence Loop and other recreational cycling trails in the city. I just wish there were more designated bike paths or bike lanes across and through the city for commuters. My route to work requires me to ride on Iowa for a brief stretch. I am used to it, but wish there were better north-south lanes in the middle of town. A protected bike lane in some parts of the city (perhaps a north-south route and an east-west route) would be nice.
- I feel cyclists in Lawrence are too encouraged to ride in the street on openly dangerous roads. Main thoroughfares such as Tennessee, Kentucky, and 23rd street are high-traffic streets in which a single cyclist riding in the road can cause drivers to react in unexpected ways that can cause dangerous incidents in front of, abreast of, AND behind the cyclist. Adding bike lanes to these streets would only further congest the already heavy traffic in these areas. These streets should either a) be off limits to cyclists, or b) be significantly renovated to have wide, level sidewalks that cyclists are encouraged to use.
- I have been yelled at, threatened, passed/ridden down aggressively, and been made to feel like I do not have the right to utilize public resources on my bike. This has happened in front of cops, but no one has stepped in to help me. Downtown, people pull out of parking spots without looking, but riding on the sidewalk is not permitted--what am I supposed to do to keep myself safe? Also, Mass st between 11th and 19th is marked shared use, but it is not a safe place to ride (it's too fast and narrow and people pass very aggressively, but the sidewalk is narrow and poorly maintained and there are cars in driveways blocking the sidewalk). Also, there are many places that are not too far away, but there are no safe roads to take (for example, getting between 19th and 6th, or getting to the south of town).
- I know they are expensive and difficult to build but having crossings go under or over busy roadways are awesome (15th st and 6th st on the bike path) having to stop and cross at Iowa st is a pain because of people turning off the highway onto Iowa st not paying attention to the crosswalk sign. Having a complete or mostly uninterrupted way around Lawrence would be great for those uncomfortable with riding on roads.
- I look forward to more connected loops and safe routes to the trails, it will highly increase how often we bike.

- I love the biking trails because it affords my country children (who don't have boundaries) to have safe boundaries and freedom to ride at their pace. I think more playgrounds along the way would be nice. Also, at the south end of the Haskell campus, the trail uses a city Street, would love the trails to all connect.
- I LOVE the rec path system in Lawrence and the area. It's really my favorite thing about living here. I use them multiple times a week for walking and biking. Also, really like very much that it is legal to ride on sidewalks in this town. That has helped me get around when my vehicle is in the shop, and I had to bike places that I feel are dangerous on the streets. (like 6th, Iowa, or 23rd)
- I see both bikers and drivers make poor decisions when trying to share the road. Providing separate areas when at all possible seems much safer for everyone involved.
- I strongly believe that we need more dedicated bike paths. I do not feel safe on a bike on the street even with a dedicated bike lane. Too many vehicle accidents happen from not paying attention. When bikes are on the street, they are very vulnerable to vehicles. Bike paths offer much better protection and also gives pedestrians a better placed to walk.
- I think cycling facilities are important to EVERYBODY's quality of life, even if they don't use them.
- I think improvements to sidewalks are also needed. The bike paths along Clinton Parkway can be quite dangerous when drivers who are turning right on red don't look both ways.
- I very much believe in encouraging bike riding in our community, both for pleasure and to reduce vehicle congestion. However, I think the efforts that have been made to-date are poor at best and often a waste of money/time. There are "token" initiatives (a few streets with short segments of marked bike lanes or, even worse, these proposed "bike boulevards" that will cost big money but only go a few blocks) but nothing that truly makes it easier to ride a bicycle for any distance in Lawrence. Please stop wasting your time and our money on such meaningless programs. Study what has been done to promote biking in cities such as Washington DC and Portland. Learn the best practices. If it can be done in a big city, it surely can be done in Lawrence. But, please do it RIGHT or don't do it!
- I would like to see more connectivity of bike routes across the city. Also, I used to enjoy taking the Lawrence Loop from west to east Lawrence, but now with the opening of K-10, the bike/walk crossing near the Lawrence Rotary Arboretum is very busy and scary, so I rarely use it.
- I would LOVE to see more shared-use lanes and/or more paths exclusively for non-motorists in Lawrence.
- I would rather see money spent on improving or creating bike trails, than spend money on mass transit. But I do not like the idea of creating bike routes on city streets. Keep the bikes on designated trails.
- I'm strongly in favor of trails built to transportation standards that can function both as transportation corridors and as recreational facilities. Completing the Lawrence Loop is a great example. The city's current budget structure doesn't seem to easily accommodate facilities that have both transportation and recreation purposes. There ought to be a way to use some Public Works funding and some Parks and Recreation funding to accomplish one high-priority project that serves multiple needs.
- Increased wayfinding signage along the Lawrence Loop, or a way to know while biking where the trail connects to other bicycle infrastructure would be helpful, especially for someone who may be new to cycling.
- Inspection for. Safety and. Reliability
- It would be great if Lawrence devised paved and connecting bike trails throughout the city. This is one of the main reasons I don't bike more in Lawrence, and I was an avid bike rider for years

when I lived in other cities (Des Moines, IA; Iowa City, IA; Santa Fe, NM) because of their better biking trails and bike-friendly areas. Trails through Lawrence could also connect to networks in the country and to outlying towns, like Eudora and Baldwin City. I highly recommend the city look at Des Moines, Iowa's bike trails for innovation and consideration. They are amazing, help residents get across town without having to use city streets (something for which drivers and bikers are thankful), and connect to smaller towns outside Des Moines, which has created an economic boost to these small communities. Numerous riding groups and friends get together weekly to ride trails to specific business locations in smaller towns, not to mention the heavy use trails get daily from families and individuals. Check out Des Moines/Central Iowa's extensive trails here:

<http://dmampo.maps.arcgis.com/apps/webappviewer/index.html?id=c48776f60395490eb3029f5b29fc7b88>. You can see that they are amazing! I believe a lot of them were constructed on former train tracks, as they were level, connected towns/cities, and revitalized areas that were no longer used. Something Lawrence and Douglas County should definitely look into. I've been considering moving because Lawrence is so bike un-friendly (drivers are aggressive and dangerous and bike trails don't connect and/or aren't paved). My opinion of Lawrence would change a lot if there were better bike trail systems here.

- It would be great to have more connected trails that are for walking/biking and that actually go somewhere that people want to go.
- "It's safer to keep bicyclists separate from motorists. It's also incredibly frustrating to be stuck behind a bicyclist on the roadway because you can't safely pass them."
- Thanks for taking the time to research this problem, because I would really love to bike places. It just scares me too bad with the way things are right now. "
- Just emphasize connecting routes so one can safely use a bike for transportation to get stomped Point A to B. Current setup has some nice stretches often leading to nowhere.
- More bike lanes everywhere especially ones that. Connect and. Cross with. The Lawrence loop
- More bike lanes that are actually safe and expedient.
- More parking meters downtown with the ability to lock up a bicycle would be great. Due to the threat of theft, I want to be able to keep an eye on my locked bicycle from the business I am patronizing. The bike corrals are well-intentioned, but if they are up the street, or around the corner, I can't see my bike, and I'm uncomfortable locking up there. Several friends have had their cable locks cut, and I want to avoid that fate.
- Please put some sort of bike lane along Iowa street. There is NO bicycle infrastructure on the busiest street in our city.
- Protected bicycle lanes on busy streets would encourage me to ride more. I tend not to ride to work because I'd have to take major traffic ways which seem unsafe.
- Repurpose utility right-of-ways to include paved bike paths
- School zones and roads leading to schools should have protected bike lanes better sidewalks. Lets get children out of motorized transportation. Self propelled transportation is better for everyone.
- Separated shared use paths, such as the Burroughs Trail, are the best. I look forward to "spokes" from the Lawrence Loop to destination areas.
- The old part of Lawrence is easy to bicycle in because secondary streets that connect to each other are available. I'd like to see all neighborhoods connected with bike passage ways between them so that a bicyclist isn't required to get on major roads in order to get somewhere.

- The only places in the world where people ride bikes as a major form of transportation are places where they physically separate the traffic, car from bike. It just never increases bike ridership unless you really go for it and make it safe. The vast majority of people who want to bike for their commute or for fun are not the hardcore cyclists that will ride anywhere no matter what. Those are the only people I know that are comfortable riding in streets that do not have a physical separation from cars. If you really want the community to have a safe pedestrian or bicycling option, then you have to make it so that anyone would feel comfortable riding/walking there, not just the experts. Otherwise you're just wasting money.
- The trails in Lawrence are great, but they are not practical for any kind of utility cycling, and are only useful for recreation/exercise. Bike lanes and other accommodations are needed for Lawrence to be in any way a bike-friendly city.
- There was a recent article in the Lawrence newspaper about making 21st street a bike boulevard from Iowa street all the way to Massachusetts Street. I think that is a great idea. But consideration must be taken into account about what the cyclist does when he gets to either end of that boulevard. For example if I am traveling east on 21st street on my bicycle and get to Mass street, I want to then be able safely cross Mass street so that I have access to the Barker neighborhood streets or be able to easily get to the Bourgeois Creek trail. A push button activated pedestrian cross walk light at 21st and Mass street would be great. Mass street at 21st street is not a safe place for bicyclist
- Want to. Have the loop around Lawrence. Need safer county roads. There are not good shoulders
- We keep choosing major roadways for bicycles to use. A seasoned cyclist stays off the busy routes and takes the less traveled route. examples = bike route down 2nd street from Hospital to 2nd and IA street. 3rd street is much better. Same with 8th and 10th street over 9th street in E. Lawrence. We need transportation corridors for bikes, not recreational paths.
- You've got to get all in. A paint strip doesn't keep cars out of a bike's way. I'm sorry, I know you'd like to think it works that way, but it doesn't. Protected lanes, or at the very least buffered. And parallel parking on the inside of a bike lane is the WORST idea ever. We just call it "getting doored".

Other –

- A "five star," community that attracts high quality businesses (employment opportunities) provides for amenities such as outstanding Parks and Recreation opportunities, excellent K-12 public education, sponsorship of the arts, EXCELLENT maintenance of facilities (litter/landscaping/safe lighting/repair of community assets (potholes/street lights, etc.) Lawrence has the potential ... but has quite a way to go.
- Are bicyclist increasing grid wrt their % of road usage?
- Bicycling is one reason this community is great
- Bike riders smile more.
- Bikes in county are for recreation, in city for transport. Different priorities. What about bike drivers, not riders, responsibility to other vehicle drivers. Irresponsible bike drivers are a hazard in America!
- Bikes should not be ridden on downtown sidewalks. Its pretty hazardous as a walker.

- Car traffic flow is important, especially if we continue to build high density housing. Our population is increasing, our existing streets not so much.
 - Complete the Loop!!!
 - Do not waste anymore money with this. Lawrence has real problems that need fixing and this is just petty
 - Help people that don't farming wheels idea about them
 - I appreciate living in a community that is prioritizing these discussions.
 - I appreciate that the Lawrence community and planning commission considers bicycling a priority and that you are asking the community for feedback. I would very much appreciate safer routes for bicyclists across and around Lawrence. Thank you for your time and consideration.
 - I enjoy seeing them riding around , but I'm always afraid of what will happen re: insane drivers
 - I equate the ability to bike in town with the liveability of the city. Have traveled in Europe where biking is an every-day routine. Would love to see more people of all ages riding their bikes in Lawrence.
 - "I feel comfortable biking in East Lawrence, but would never ride in West Lawrence-- streets like 6th, Wakarusa, and Kasold are so unpleasant to ride on.
-
- Oh, and I got a ""ticket"" once for locking my bike to a parking meter on Mass St. As a rider, I found that really discouraging-- there's plenty of room for bikes by the parking meters on Mass St. And my bike takes up a lot less space than a car-- why wouldn't the city encourage people to bike there? More business for local shops and restaurants without taking up any street parking. And it's inconsistent-- just a half a block in any direction, the meters just off Mass St. have built-in bike racks. "
 - I have gotten three bikes stolen in the past four years....
 - I live out in the country by lone star lake, thirty minutes from town. The best route to drive home is also a popular bike ride for cyclists. There have been some fatal accidents involving cyclists. To fix that problem, the road has been repaved, widened for bicyclists, and the curves in the road have been adjusted to be less sharp. I believe that has really helped the cyclists who bike out there. I just want you to know that Lawrence has been doing work on that road, and I definitely see more inkers out there.
 - I rarely see anyone bicycling on lawrence streets, and most of those that are do not obey laws and safety rules. The bike trails are not marked and newcomers do know that is what they are. I often see people on Clinton Pkwy. riding in the street right next to the bike trail.
 - I recently had my car stolen, I have because of funds been forced into the bicycling/bus world. My bike ride to work is 3+ miles and easily done in 10-15 mins. As I'm slowly becoming better at commuting through Bike, I see way too often drivers running red lights, not looking both ways, and honestly pissed when I start to cross when its my walk signal. I have liked the bike and then bus route as well, like the hot days that are coming up right now, though Route 29 which I take, I either have to get off before Iowa or off on Campus and my work is right between the 2. I've

also noticed that Sundays are really hard on me now that I have no car to get around because I play soccer and play kickball in the adult leagues and those fields are in every corner of Lawrence but no easy transportation but from my bike to get around. I hope someday that can be fixed.

- I think that the transportation network should prioritize needs based on population of usage. That said, if safe bike routes are increased the Lawrence bike population will absolutely increase.
- I use sidewalks where I feel uncomfortable riding with vehicle traffic. I always yield to pedestrians but worry about being struck by a car or truck in streets. Love the Lawrence bicycle loop and only concerns are in areas where I must deal with heavy traffic (e.g. thru downtown, across Iowa).
- I would like to see a few police on bicycles.
- I would like to see community air. Stations. Around. For. Pumping up tires.
- Individuals with disabilities should be considered users of many bicycle infrastructure as well.
- It would be a good idea to keep adult riders off sidewalks
- Its horrible.
- just got back from Boulder. they should be our model.
- Keep in mind that most bikers are also drivers, and traffic in town already sucks. If you sacrifice driveability for bike access there will be backlash against bikers (think road rage).
- Lawrence has very good bike paths for leisure not necessarily for commuting
- Lawrence is a great city and is going in the right direction on bicycle issues. Physical facilities like bike lanes are awesome, but encouraging responsibility and courtesy behind the wheel might help as well.
- "Lawrence is likely the most bicycle friendly city in the area. Between the main trails in the city and the general community awareness, the situation is quite good.
- That said, if improvements are to be made, I'd suggest utilizing cycling heatmaps (Strava, Garmin, etc all record this aggregate data) to see commonly ridden routes through town and working to optimize cycling on these streets. Cyclists will avoid high traffic streets to take slightly less direct, safer route (example: I will avoid riding on Massachusetts St. and instead ride on Vermont or New Hampshire, and ideally streets with fewer stop signs (Connecticut) when riding through town.
- The new maintenance/tool/air stations along the trails are especially helpful to casual riders who don't carry tools.
- The only lack of trail is an east/west route south of the river between where the South Lawrence Trafficway trail ends (N1750 Rd) and downtown Lawrence. "
- Lawrence simply has too many hills for safe, easy bike riding. Flatter, off road bike paths are essential. The bike paths need to be well lighted and equipped with cameras to ensure safety for all. The paths should be connected throughout the entire city.
- Love all the bike paths we have. Just wish there were a better connection on the North side to get from East to West and vice versa. To avoid 6th street one has to take 5th or 4th to Michigan, Michigan to 2nd, 2nd to Princeton, Princeton to Lawrence Ave, Trail to Folks, Folks to Overland

and then home on 6th. Very easy on South end to get from 6th to Clinton Lake, Cross at 27th then all the way to O'Connell Rd. Then back to path on 27th, path to 11th street. Then it is difficult to get back West! Hope this makes sense. Ride this route a lot for 25 miles.

- Love the helmet give aways. There is not enough infrastructure and incentive to get a critical mass of folks riding their bikes and that's kind of a shame. Spray painting bike logos on the edges of large roads does not make me feel it all safe about riding my bike on those streets. If anything it gives a few bikers and unsafe sense of security that causes more problems than it it helps
- Most people that have a vehicle will most always drive to and from work, no matter what. Americans love their vehicles.
- My parents live in Olathe and this is where my 6 year old learned to ride without training wheels. We live in North Lawrence and it is neither safe nor easy (no sidewalks or treacherous bumps) to ride where we live.
- Need a bike rack
Will be bicycling for exercise/health
Have a bike need to get back to using in town
- One of the reasons we retired here is the comfortable size of the town and amenable to making most errands and activities available by bike.
- On-street parking reduces car traffic speeds and often helps biking safety. They can co-exist.
- Parking is already scarce in some areas.
- Please adopt an Idaho Stop Policy: <http://holzeredwardsinjurylawyers.com/2014/10/idaho-stop-law-makes-the-roads-safer-for-cyclists-and-motorists-alike-s/>
- Please finish the loop!
- Questions 12 and 13 are biased and manipulated. What about recreational cyclists who don't believe that more traffic calming devices/bike lanes are needed, and cars are their most-used and most important form of transportation? It seems like the opinion of car drivers is purposely being avoided in this survey because it doesn't fit the narrative that this survey is pushing. This entire survey was created in order to manipulate a specific outcome, that more bike lanes and traffic calming is needed. This is a very biased survey and I am disappointed by its manipulation.
- Realistic planning, signage and mandatory education programs.
- Roads and boulevards are different than streets. Streets should be designed primarily for people, by designers not traffic engineers and car traffic should be secondary to pedestrians, bicycles, scooters, etc. Roads and boulevards should be designed with equal considerations for cars, people and bicycles. Engineers are not qualified to make these considerations.
- Serious dedicated funding is over due.
- Since Lawrence has so many hills, very few casual riders can get around comfortably. Either provide a map that shows how steep each route is or promote e-biking?
- Since we do not provide driving lanes for all driving abilities multiple lanes for bicycling abilities would be too much to expect the public to support.
- So far this survey is off the mark. Too many people (that think cycling is cool but don't ride much) believe that if you don't have a shared use path you can't ride. Ride in the street. Pay attention. Recognize good streets to ride on and bad streets. Make bicycles the norm, and give

them unshared access to streets sometimes. Do more about bike infrastructure that gets cyclists somewhere than recreational paths. Make one lane on Tenn and Kenucky for bicycles only. That is a transportation corridor.

- Thank you & Good luck!
- Thank you for doing this survey and anything you can do to improve the City's environment for bicyclists' comfort and safety!
- Thank you for giving attention to this issue! It is so important.
- The city has made tremendous progress in speeding up the amenities for bicycles. I really appreciate the Commission agreeing that the timetable for the Lawrence Loop needed to be accelerated. The Loop is a critical component to improving connectivity with other routes in the city. I also appreciate the solicitation of public input into priorities.
- The hills, curves, and age of Lawrence streets make it a poor network for bike transportation. Off street trails and paths are best and what I use.
- "The law limiting electric bicycles to 750 watt needs to be revised upward. A 750w will not adequately propel a bike to 30mph to keep pace on streets nor with a loaded bike trailer. I realize it is not heavily enforced but needs to be modified to increase law abiding citizens to use and reduce the liability.
- More public education is needed for walkers/runners/bikers on ear bud audio and portable video use. They can not hear or are distracted when faster travelers approach even with warning bells. Bus riders are VERY bad about this. These ""zoned out"" users are then startled, some becoming angry due to their oblivion or ambivalence. Busy student bus stops are also bad about standing on bike paths in groups, not yielding to people traversing either by bike or running. "
- The Lawrence Loop around the city is wonderful. Please continue to maintain it.
- These facilities are so much cheaper than car /truck facilities. Also, it often seems that bike /pedestrian facilities are designed and built by people who do not walk or ride bikes, which makes for ineffective designs and implementation. The city needs to have a traffic engineer or at least a consultant whose primary mode of transport is by foot or bicycle (I'll volunteer).
- What about off road biking? More trails? Not just roadways but more recreational off road biking as well!
- When I get on my bike I treat it like a war
- While cyclists should have good opportunities for safe roadways, this should be thought out a bit better so not as to PUNISH motorists.

Pro biking –

- "Bicycling needs to be promoted, along with mass transportation. Along with these should be encouraging serious reduction in car usage, including restricting cars from core areas, thus a need for more parking outside of core areas, as well as better bike and pedestrian pathways leading to core areas, as well as more user friendly mass transit. Mass transit between cities and regions is also critically needed. Car culture is killing us in numerous ways and yet most people are still either clueless or in serious denial.

- Bikes were here before cars. So were walkers, joggers, and runners. Prioritizing cars has done so much damage to our society. It should be harder to move thousands of pounds of steel than a bicycle. We've made the opposite seem normal. I'm sorry you want to move that at such a high rate of speed, but it shouldn't impair my ability to walk across the street or get to work on my bike.
- I am glad to hear of this study. If there were better safety ordinances/facilities in place, I would ride my bike to work most days of the week because I believe in a healthy lifestyle and different pace of life. It seems silly that I am genuinely too afraid to bike 2 miles to work, in a town that I have heard always touting about being bike-friendly. I think Lawrence WANTS very much to be bike-friendly, but is not at all. I would love to see some changes. I also think my neighborhood (Warehouse Arts District) is very pedestrian, as opposed to West Lawrence. I think some better routing from this neighborhood would be heavily utilized. As it stands, I'll just keep walking and driving!
- I fell away from biking about 10 years ago, when my office moved within walking distance of my home. My family also purchased a second car. As a result, I had neither consistent nor incidental reasons to get on a bike. Just this summer (2018), I discovered the Lawrence Loop, and it has transformed my riding habits. Now, I ride the full Loop (improvising the northern stretch) about once per week. I feel like a case study for improving the convenience and accessibility of well-planned, INTERCONNECTED bike-friendly paths, and I highly support "closing the Loop."
- I just rode my bike around downtown Chicago on vacation and was thrilled that it was possible. Once I got used to the traffic I felt safe. It is just accepted there that bikes will be a part of traffic. There are also places in Lawrence where due to the hills, biking is HARD. I love the circle around the city and am thrilled that it is almost completed. Your multipurpose trails are also outstanding.
- I like the. Double wide. Sidewalks along Clinton parkway and biking through campus. I plan on buying a "gravel bike" to explore the country side. Overall I enjoy biking in Lawrence
- I don't notice many other bike commuters, which would be nice for the sense of camaraderie.
- I rode my bike to a downtown class last week. I was pleasantly surprised by the number of people who seemed to be riding bikes as commuters (even on a hot day). People want to do this! Lawrence could be known as a great place to bike. We need to make it more bike-friendly and create "routes" to and from common destinations. Also, a comment about traffic-calming devices. The photo showed roundabouts, and I'm uncomfortable with roundabouts for kids. I suppose my answers might have been different if I was imagining speed humps. Yes, making drivers slow down makes me more comfortable with kids riding.
- I would like to see people in our communities find alternatives to driving a motor car to get around town especially commuting to work and school each day. So anything we can do like promoting bicycling is something that I strongly support.
- I would love and be proud to see Lawrence become even more of a bicycle-friendly town.
- Lawrence could be much more bike-friendly, but any measures which do not make bike friendliness also car friendly will die of backlash. Not only are motor vehicle drivers the majority, but they are even the majority of cyclists. Account needs to be taken of the attitude of

drivers to cyclists, and there is a difference between the way drivers see purely recreational cyclists (the guys in the day-glo spandex) and the transportation cyclists and the 5-year-old with training wheels. Even though spandex folks are the most skilled and fastest moving, they are also seen by some as the most annoying.

- I am 76 years old and have been riding for most of those years. For probably 20 years a bicycle was my basic transportation, and I probably put 5 or six times as many miles on my bike as on my motor vehicle. Changes in circumstances made this impractical, and for perhaps the last 5 years I have used my bike very little. Now that I'm retired, I've got the bike out again and am getting in shape to use it again as basic transportation. I also ride for exercise and just for the joy of it. At 76 I am not the rider I used to be, nor am I as bold. Where I used to ride on any road any time (including a 500 mile hiway trip) I now feel much better on the quiet streets, and very much appreciate any move to segregate auto traffic from bike traffic, and, for that matter, from pedestrian traffic. We sometimes hear drivers tell us to ride on the sidewalks. If we do, what do the pedestrians do? Not to mention that many of the sidewalks are not fit to walk on, leave be ride on.
- Please adopt the NACTO All Ages and Abilities Guidelines Dec 2017 (<https://nacto.org/2017/12/06/designing-for-all-ages-and-abilities/>) Please focus more on intersections as they tend to be the most dangerous part. Can be very confusing when forced to go between a two-way-path to road intersection (e.g. Wakarusa and Overland) (Rock Chalk Dr and Queens Rd where there are both wide sidewalks and bike lanes, seems a wasteful cross section that could have been done much better with cycle tracks next to sidewalks). On the Lawrence Loop crossings as a pedestrian seems, odd. Cyclist takes much less time to cross, tempting not to push button or wait. 31st and Haskell, 6th and Mass. as the most notable in this regard. New bike lanes through Links complex already have lots of debris. Any chance for bike lockers downtown? With quick release wheels I worry about leaving it out for very long. And while I can detach the front wheel and get a U-lock through frame and both wheels it doesn't work on all racks and is a hassle. Lawrence is too car dominant. Parking probably needs to get more expensive. Measures to make driving less appealing will be difficult but ultimately beneficial. Car infrastructure as we build it now is too expensive. The Queens Rd headache is the result of this. As our city grows there are more destinations to go to but slightly further away. Building at the same density means increasing vehicle miles per resident and the infrastructure costs reflect that. Thanks to the staff and volunteers for all their work.
- Please create more bicycle opportunities!!!! (2)
- Restricted to bike only days in certain areas in Lawrence.
- Stick with promoting bike lanes - you'll get a lot of blowback (look how we heard for ten years about the "emp-T" bus, and now it's a huge, ever-expanding success: the same can be done with encouraging cycling (commuting, errands, and recreational). Promote the health aspects of cycling (especially for the teenage and over-50 demographics). Consider incentivizing bicycle commuting and bicycle shopping.
- We rule our roads on two wheels

Road condition –

- "1. Appreciation: I ride a lot around Lawrence and almost never encounter rude drivers or unsafe drivers. I LOVE the Lawrence Loop. 2. Complaint: Big-picture planning and high-profile undertakings have their place, but my biggest need is better street surfaces. Too many bumps, cracks, and faded lane markings."
- As I've already stated, I would rather you maintain our streets properly rather than spend money on additional bicycle facilities. I think doing that would be more beneficial for bikers.
- Maintaining clean shoulders along the paved county roads is integral to safely navigating more than just city streets. I think "gravelling" 35th/1250 road south of K-10 and East of Haskell was a major mistake and detriment to cyclists. That road was previously a nice rural, lightly traveled, and safe route.
- Please make an effort to keep bike lanes in good repair by keeping pavement well-maintained and debris cleared. Dedicated bike lanes are of little use if they are full of hazards, as is sometimes the case.

Roads are not for bikes –

- Bikes belong on bike paths not the city streets.
- Build bike paths in parks, not on public streets.
- Get the bikers off the roads designed for cars and trucks.
- My concern is that if you're going to continue to reduce the number of streets where cars can go, then you need to time the traffic lights, for example on 6th Street. After putting in about 20 speed humps on Trail Road last year, it is impossible to travel on, so I go to 6th Street, which I assume was your intent. However, if you don't want to accommodate CARS ON STREETS THAT WERE BUILT FOR CARS, then you NEED TO TIME THE TRAFFIC LIGHTS SO THAT WE DON'T HAVE TO STOP AT EVERY STOPLIGHT. PARTICULARLY BAD are CHAMPION LANE THAT DOESN'T NEED a LEFT TURN SIGNAL, THE LIGHT AT 6th & FOLKS, WAKARUSA and particularly on WEST TO K10. IT IS MISERABLE TO TRAVEL ON THAT STREET. HOW MANY CARS ARE THERE IN LAWRENCE VS BICYCLES??? WHY NOT ACCOMMODATE CARS MORE? PEOPLE WILL NEVER TRAVEL MUCH ON BICYCLES - THE WEATHER HERE IS AWFUL FOR MOST OF THE YEAR. PLEASE ACCOMMODATE CARS ON OUR STREETS THAT WERE BUILT FOR CARS.
- this is a commuter town with few jobs. tailoring the roads to the few who ride is wasteful and pretentious
- Utilize the sidewalks that your determined to have residents make like new!
- We have a shortage of parking now! I don't want to spend our tax dollars on bikes!
- Adding more bicycle support (bike lanes, etc.) is good but cyclists will still not be respected by motorists. There needs to be more education and signage for motorists to respect cyclists, but there should also be more education for cyclists about the rules of the road and etiquette. I have heard from friends and colleagues grievances about cyclists and most of the time these are in regards to uneducated and dangerous cyclists who give all cyclists and bad reputation.

- Any plan should also include education about safe riding and driving for both car and cyclist. There seem to be a lot of both who do not know or abide by the rules of the road. This includes both drivers of cars who are not attentive to bicycle traffic and bicyclists who do not obey rules of the road and leave drivers guessing what they will do next.
- Bicycling, either in the city or on county roads will never be safe and comfortable until drivers of motorized vehicles are provided education about sharing roads with bicycles and then held responsible for violations of road laws. There should be laws/policies detailing expected motorized vehicle driver behavior and they need to be held responsible for following these.
- Educating motorists about how they should drive when bicyclists are present should be a priority. Right of way in cross walks, proper passing distance, check before opening doors, how vulnerable bicyclists are with big vehicles around, that bicyclists are people too, etc.
- Enforcing Existing traffic laws would be my first priority
- Following cycling rules of the road would also create a safer environment for cyclist, pedestrians and cars.
- I find most car drivers in Lawrence to be aware of bicyclists and friendly. Outside of the city limits, drivers seem to be more aggressive and unfriendly to bicyclists.
- I think the police should become more involved in ticketing both car and bike drivers when they break the law. It would be nice if the school system did more to encourage students (especially at Middle and HS) to ride bikes. Looking forward to the route around Lawrence being completed.
- I want bicyclists to be safe and feel safe, but many act without regard for traffic rules. Drivers of vehicles sometimes act like this as well. I want bicyclists to be respected, but I think they often fail to respect pedestrians, and act as though traffic rules don't apply to them.
- I would support cycling if laws were enforced on cyclists.
- It would be nice if on trails or when I am walking on Mass. if bikers knew rules. For example letting a walker or biker know that they are coming up behind them.
- More ticketing of bicyclist breaking the law. Those who ride two or more across and do not move to single file. A car should be the primary mode of transportation on streets and highways.
- One of the things I love about Lawrence is being close enough to work (KU) to commute by bike, but sharing the road with confused or aggressive motorists and seeing misinformed fellow cyclists breaks my heart, since I know that better information--coupled with expanded infrastructure--could make an enormous difference and make our city even more green!
- Perhaps educate the public that three feet to pass is the law. Signs. The inclusion in the water bill hand out was nice. Connectivity is a large issue. Here are two examples. It was nice that there was a bike lane installed on 19th, but it ends sporadically. when it ends and pushes riders in the streets, it is unsafe. More unsafe than having no lane in the first place. Secondly, I occasionally ride the 21st street bicycle boulevard to campus. Bikes are permitted to cross Iowa going west, but not going east. HOW AM I SUPPOSED TO GET HOME????????? Please install a bicycle island in this area. In general, THIS TOWN IS HORRIBLE FOR BIKES. I commuted everyday to work for almost a decade before moving here and then stopped because it is so unsafe and unconnected.

- Share rows are not the end all solution. Drivers have very little respect for them. Dedicated lanes are, however, the only real way to ensure that cyclists of all ability, and parents of children, feel safe letting their kids out to cycle. A City-wide commitment to an infrastructure of dedicated lanes would cultivate a culture of biking that is inclusive and therefore inter-generational and sustainable. We do have the limitation of having winter here, though. I don't bike much in the winter. It's too cold and ice is treacherous. So, dedicating significant tax dollars to cultivating an enduring biking culture would only be fruitful eight months out of the year. That's a thing to consider. A final thought is that a public funds campaign to educate motorists on how to help keep driver's safe is necessary. I like to think that drivers would be more considerate of cyclists if they knew what the rules are and methods and protocols for interacting with bikes on the road. Some people are just jerks and will always be inconsiderate, but I hope that a lot of the drivers who have nearly killed me just didn't know what they were supposed to do, didn't know that they were supposed to be aware of bikes.
- The biggest hurdle for me is the average driver's attitude regarding cyclists. I frequently see drivers too close when passing cyclists (<3 feet). On a near daily basis, I see numerous cars ignoring the lines separating motorist and bike lanes. I have no idea how the laws apply to driving in bike lanes, but perhaps if it could be enforced, drivers would take cyclist safety more seriously.
- The more that drivers are aware of the rights of bicycles on roadway
- We need to do more around encouragement, education, etc. as well as improving infrastructure. We do need a network of more connected, protected infrastructure as well.

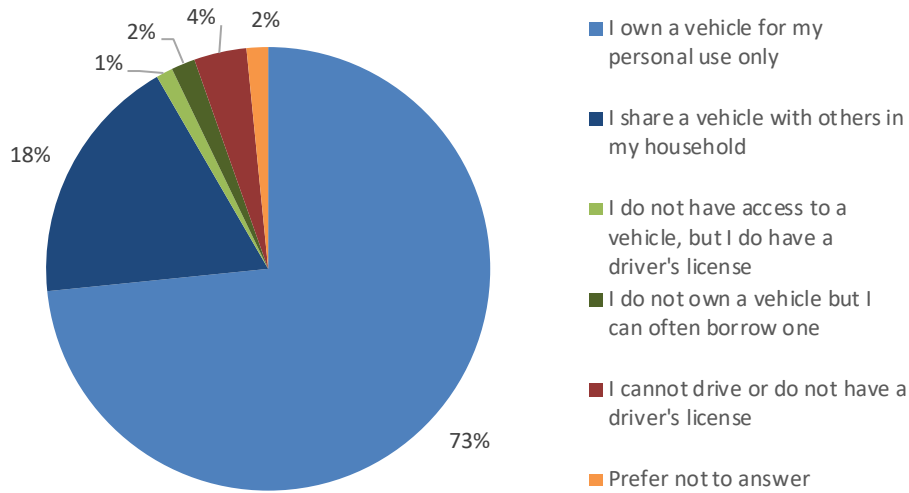
Safety –

- I use my bike very much and would like to see more people do so. But, asking for Lawrence/Douglas county to equally prioritize bikes with other travel modes, is probably asking too much. Many more people will continue to use cars over bikes for many reasons. BUT, I think that putting more resources than we currently do into biking facilities is a very important for everyone. I know that many more people would use bikes in this city, at least some of the time, IF the facilities, especially related to safety, were improved. And, then it would be a safer and more comfortable for all current cyclists. There is a lot of data demonstrating that getting more cyclists on the road is one of the most important ways to improve safety for cyclists.
- Connecticut St, I feel is unsafe for bicyclists
- I appreciate how pro-bicycle Lawrence is. I am concerned with the number of people riding on sidewalks though - it is demonstrably unsafe for cyclists and pedestrians alike. Perhaps some outreach would be good to educate riders about safety.
- I find the bulb outs on cross walks and intersections to be dangerous to navigate on my bike.
- I know many people who have been seriously injured by cars while biking so riding my bike makes me nervous and I feel even more nervous about my child riding his bike.
- I really want to. I'm terrified of getting hit. Anything that would make it easier to bike in this town would be awesome!

- i ride a lot of gravel out in the county and the number one concern is the dogs. iâ€™ve been charged, surrounded, and everything short of actually bitten. there should be a leash law everywhere.
- "I used to be an avid cyclist riding just about anywhere at any time. However, I feel that traffic has become less ""forgiving"" and it is no longer safe to ride the places I used to ride. An example are Kentucky and Tennessee streets. Thirty years ago in the early 1990's I would use those streets to go across town. I don't feel that is safe any more.
- There are thoroughfares, such as 23rd street, Iowa Street and 6th street that block safe cycling. It would be nice to have safe alternatives to riding on those busy streets."
- Promote more safety for children riding to school!
- The most dangerous thing I encounter is people walking dogs on bike lanes. Dog will be on one side of surface, human on the other with lead across the path and no where to go but off the path some of which are somewhat high. This has happened to me on several occasions over the years.
- The safer it is to ride, the more people will want to use this great option for transportation.
- There needs to be something done about the high numbers of bicycles that are stolen. I won't leave my bike anywhere, which means I can't go to the store or out to eat or where ever on my bike because I'm afraid it will be stolen. My son's bike has been stolen. My friend's bike has been stolen.
- When our children were younger (<8 years) we were much less comfortable with them biking in town.

**When asked “Do you own or have access to a car/vehicle? (Select one)”
Respondents indicated:**

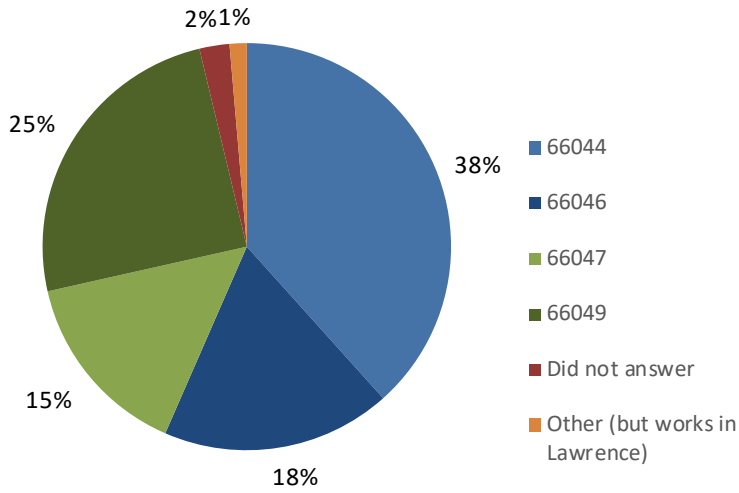
Figure 18: Car/vehicle Access



Number of Responses – 575

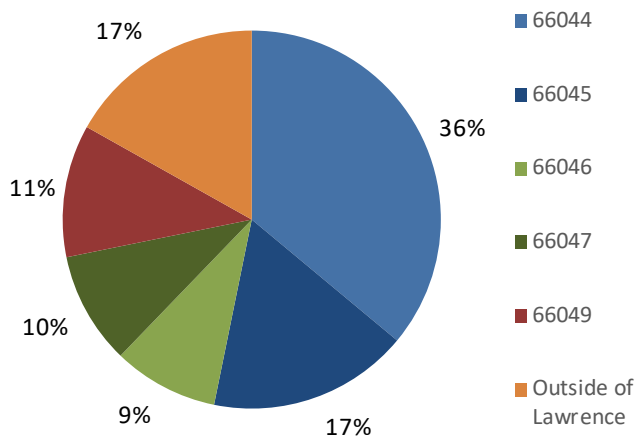
**When asked “What is your zip code: Home?”
Respondents indicated**

Figure 19: Home ZIP Code



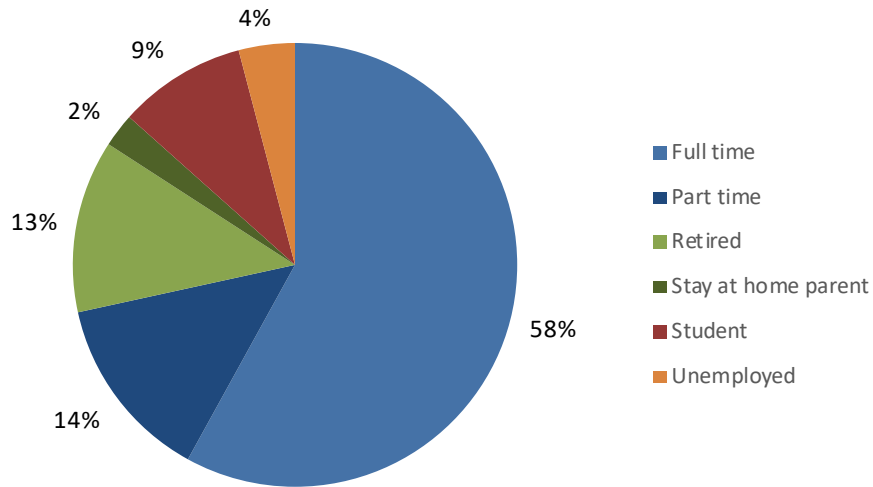
**When asked “What is your zip code: Work?”
Respondents indicated**

Figure 20: Work ZIP Code



When asked “What best describes your employment status? (Select all that apply.)”
Respondents indicated:

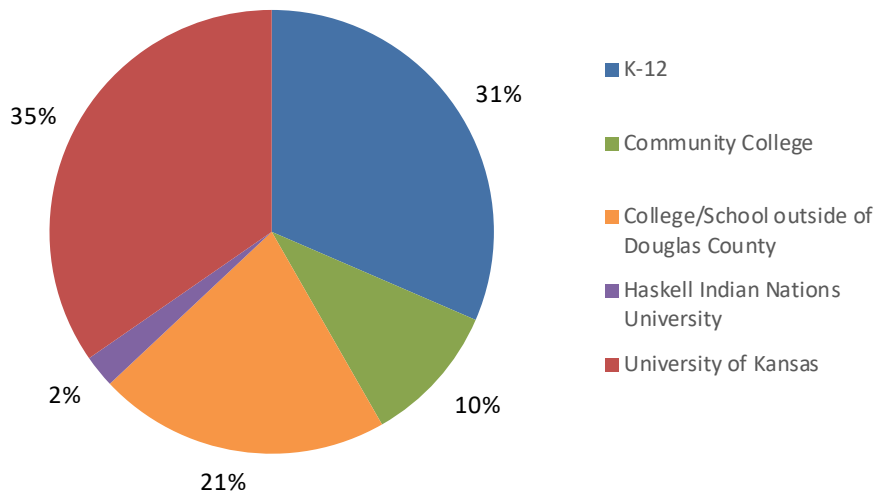
Figure 21: Employment Status



Number of Responses – 612

When asked “If you are a student, where do you go to school? (Select all that apply)”
Respondents indicated:

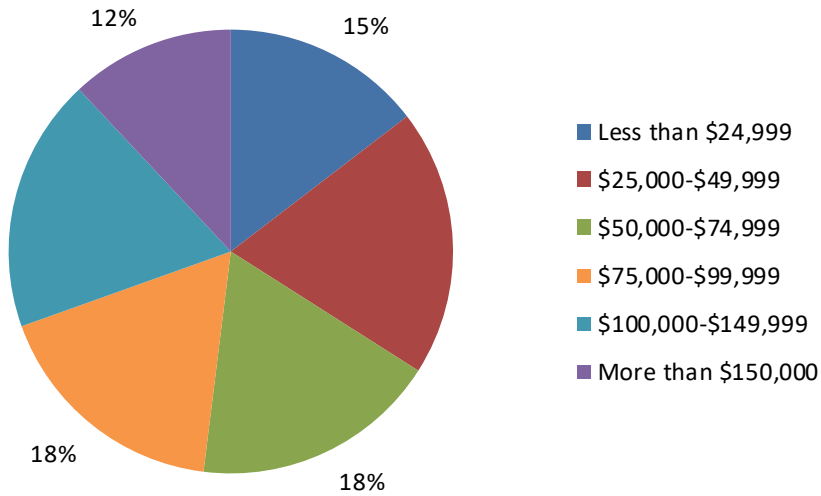
Figure 22: Schools



Number of Responses – 127

When asked “What is the approximate average household income? (Select one)”
Respondents indicated:

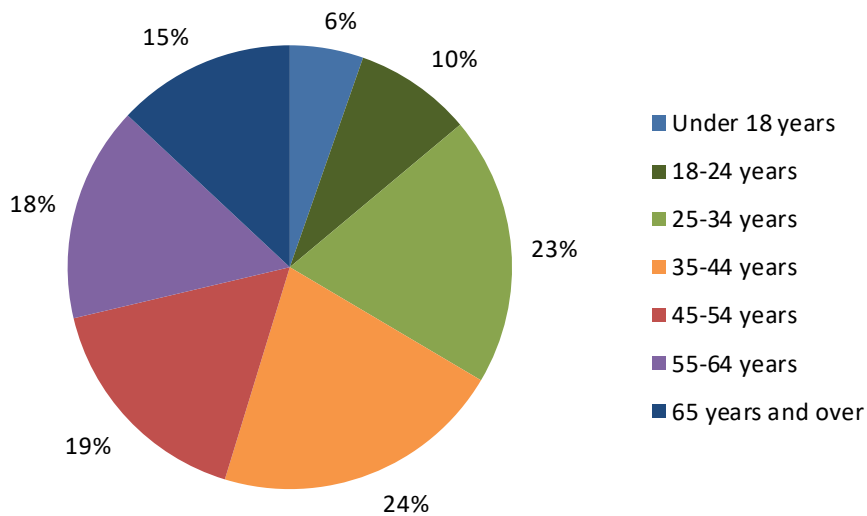
Figure 23: Income



Number of Responses – 535

When asked “What is your age? (Select one)”
Respondents indicated:

Figure 24: Age



Number of Responses – 488

When asked “What is your sex? (Select one)”
Respondents indicated:

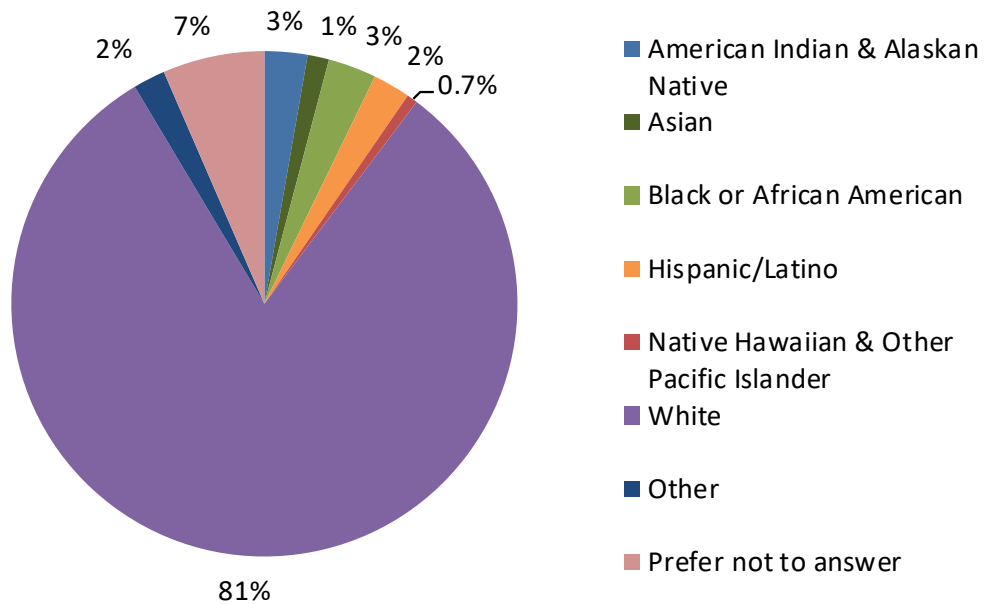
Figure 25: Sex



Number of Responses – 567

When asked “Which race/ethnicity best describes you? (Select all that apply)”
Respondents indicated:

Figure 26: Race/Ethnicity



Number of Responses – 584

Other responses:

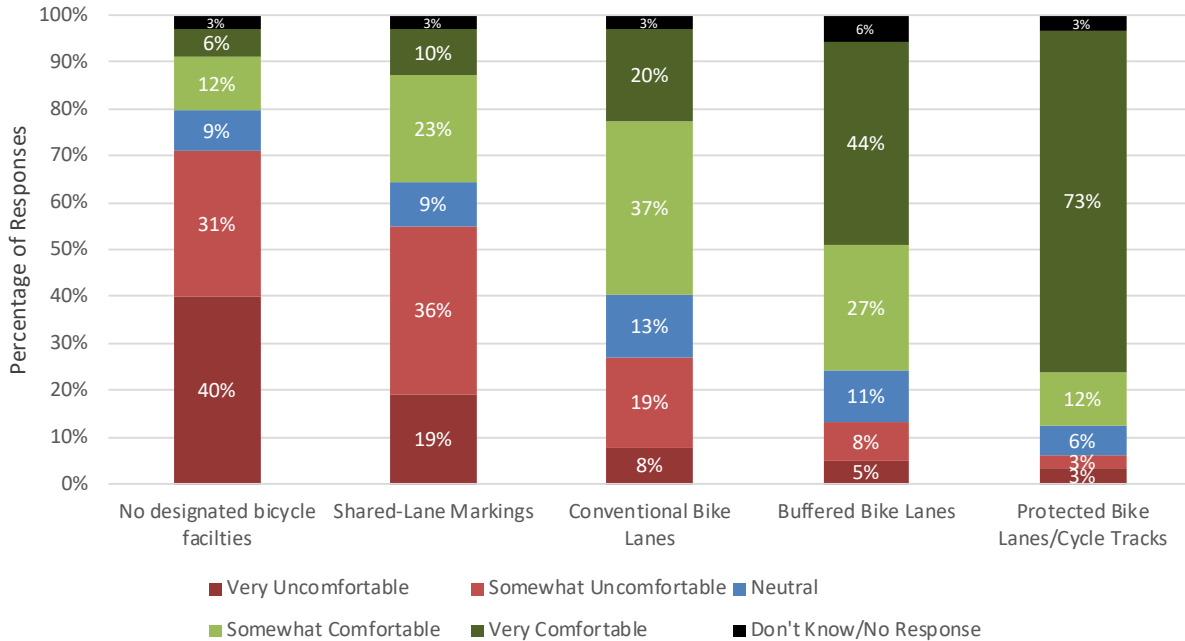
- Human (5)
- I am a "Brown" Latinx.
- Middle Eastern
- Mixed race
- Multiple
- South asian
- US Citizen
- White

COMPARISONS

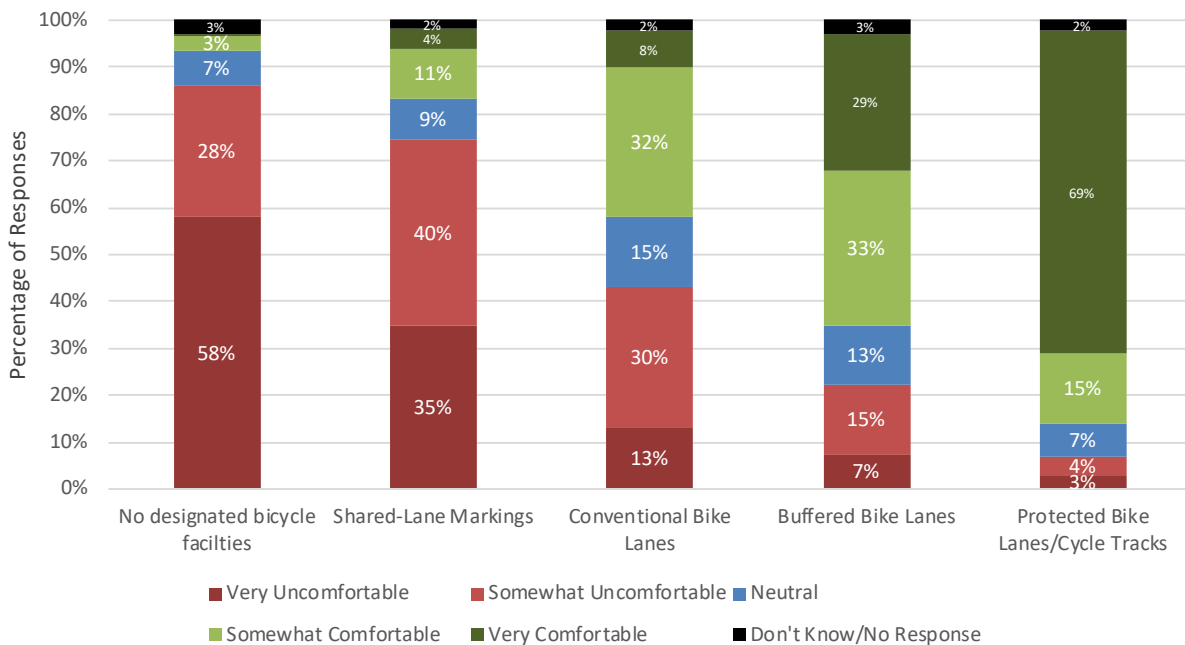
When asked “How comfortable do you feel bicycling on different forms of bicycle facilities on commercial streets?”

Respondents indicated:

ALL RESPONDENTS



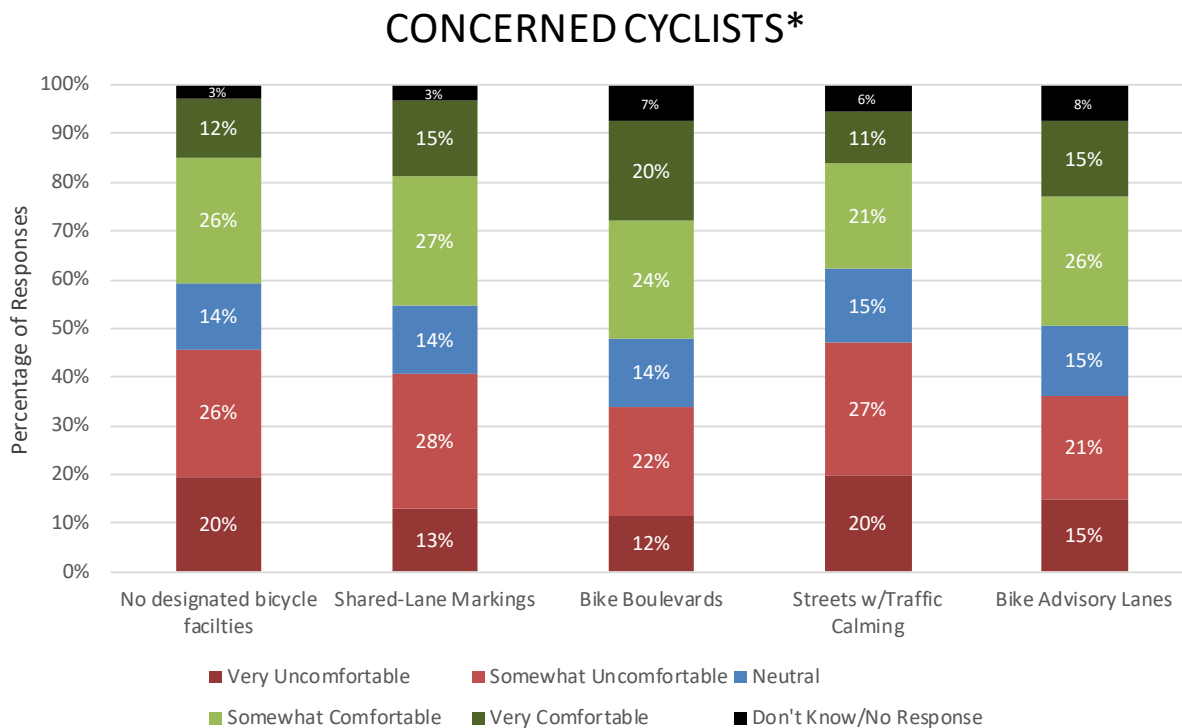
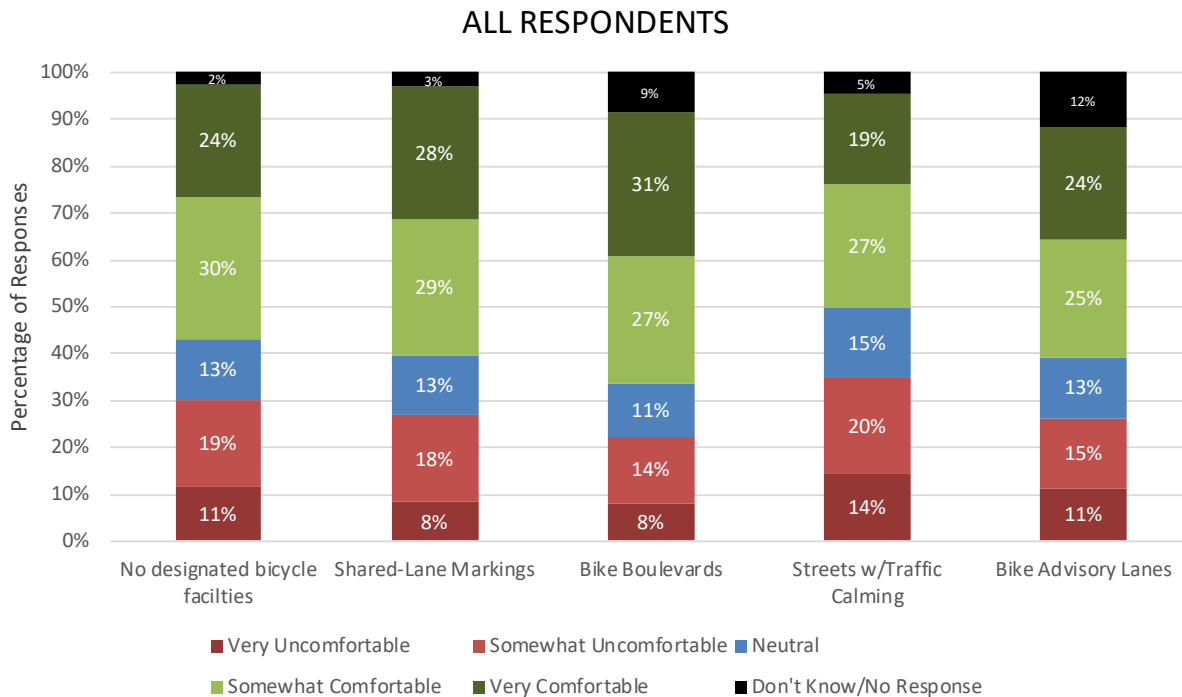
CONCERNED CYCLISTS*



* Concerned Cyclists self-identify as bicycling only on separated shared use paths, and would like to bike more if streets or facilities were more comfortable/safer, or are not comfortable bicycling, but would like to bicycle.

When asked “How comfortable do you feel bicycling on different types of bicycle facilities on Residential/Neighborhood Streets?”

Respondents indicated:



* Concerned Cyclists self-identify as bicycling only on separated shared use paths, and would like to bike more if streets or facilities were more comfortable/safer, or are not comfortable bicycling, but would like to bicycle.

When asked “How comfortable do you feel bicycling on different types of bicycle facilities on Residential/Neighborhood Streets?”

Respondents indicated:

