

Weakness: broken traffic model. I'm a gonzo cyclist and I will only take 23rd street on very early non-workday mornings (like before 7:00am). Otherwise, it's just not safe at all for cyclists. The larger road way also encourages higher speeds by geometry and psychology.	1
Weakness - 1) More of same 2) doesn't slow traffic 3) lacks clear lanes for bikes	1
Unnecessary Time to put bikes & People in a safer space on Mass. St.	1
Too many cars.	1
Too car-centric, reduces walkability and creates pedestrian hazards.	1
This option would still allow motorists to speed on this road. There is a lot of speeding for cars turning off of 23rd St. onto mass. One of the areas that I have noticed we have quite a bit of speeding occurs even towards the pedestrian crosswalk it was put in. I see people hit their brakes and coming to a screeching halt as kids are trying to cross the street to get to school. The speeding is really out of control. It happens more in the evenings, but you see it throughout the entire day.	1
This is the best option, assuming it requires no additional budget allocation.	1
This has unnecessary vehicle lanes that encourage high speeds, but don't actually improve throughput, because the road eventually becomes two lanes anyway. Bicycling is difficult in this arrangement.	1
This doesn't make sense as Massachusetts street should be a pedestrian hub, NOT car hub. Also there is no protection for cyclists which would be very dangerous.	1
The lack of separation between the bikes and the cars makes it less safe to bike.	1
The green space is wonderful; trees need 1200 cubic feet of soil to reach a healthy and mature size. This will help reduce heat island issues and enhance pedestrian experience while also providing enough horizontal space to accommodate underground utilities without omitting trees, as many engineers opt to do. Weaknesses, this isn't safe for pedestrians, isn't inspiring or enjoyable to travel down as it prioritizes cars. The 4' sidewalk width isn't wide enough; 5' sidewalks are common across the US. That biker is already dead.	1
The current layout is hostile to pedestrians and cyclists, while also causing traffic problems for cars when southbound traffic turns left into Dillons.	1
The current condition of this section is highly dangerous. There are no sidewalks for a large portion of the west side of the street forcing pedestrians in the road and into private property. The curved yield turn on the northeast side of 23rd is horribly dangerous. We need to slow traffic and provide space for non-car use.	1

Terrible configuration for basically all users But if protected bicycle infrastructure will not be provided, the project should be scrapped	1
Strengths: the existing, mature trees provide beauty and much needed shade in the hot Kansas summers. Weaknesses: the absence of bike lanes. Many cyclists use the sidewalks, because they do not feel safe in the street. They are an inconvenience and, at times, a danger for pedestrians.	1
Strengths that traffic both ways on Massachusetts Street from 19th to/between 23rd Street moves efficiently because there are two (2) lanes each, going north and south, and many cars use this section as people turn as people turn on or off 23rd Street. Cutting down the 2 lanes to 1 car lane heading south will make drivers turning right/west on 23rd have to wait to get in the right-lane corner turning lane which even now gets filled up with turners before other would-be turners can joint the turning right lane.	1
Strength: Nothing needs to be done, more time for community impact and project consideration Weakness: continuation of existing problems	1
Strength: None Weaknesses: Side walk is too small, not enough greenspace, too much land given for automotive traffic, no dedicated bike lane.	1
Strength: no change might be lower cost. Weakness: it doesn't feel like the same street as the northern section of Massachusetts st.	1
Strength: greenspace & safe sidewalks Weakness: no dedicated bike lanes	1
Status quo is inherently a weakness. There is no benefit in keeping things the same other than saving money.	1
Sidewalks are too narrow, they should be 6 feet wide minimum. No protection for cyclists.	1
Sidewalk too narrow. Challenges turning in to adjacent driveways.	1
Sidewalk needs more space. There are many people using the sidewalk and some are standing or sitting there.	1
Pro: Good throughput on high traffic days Pro: Service vehicles have lots of room Con: Can't charge tickets to view drag racing that will continue	1
People will continue to speed with two lanes of traffic going both directions. Currently we have a tremendous amount of speeding on the street especially coming from traffic turning from 23rd St. onto mass. This also does not take into consideration a bike lane which would make individuals continue to ride their bike on the sidewalk. The sidewalk in a lot of locations is very dilapidated. If people ride their bikes on the road, then it is pretty unsafe with all the speeding.	1

-Not safe for bicycles -Left lanes impractical for thru traffic due to left turns -Right lane also unpredictable for thru traffic if parked cars	1
Not bike friendly and offers too much flow into mass from the South (going from 2 lane to 1 lane around South Park creates a lot of congestion)	1
Non-dedicated lanes will make most bicyclists feel unsafe and therefore discourage cycling. Nobody likes to ride among car traffic.	1
No strengths	1
No street parking. too much Greenspace	1
No safe place for bikes. Bikes will either use the street with drivers who don't watch out for them or crowd the sidewalks with walking pedestrians.	1
-No change to speeding cars and motorcycles -No bike lanes	1
No bike separation from vehicles	1
No bike lane, bikes are on the sidewalk	1
Keeping the existing infrastructure is not an option. Massachusetts street is a dangerous thoroughfare. Lane reduction and protected bike lanes need to be installed on the road.	1
It's fine? We already have it so it's paid for.	1
It does not adequately use the traffic space and is dangerous for bikers / bicyclists as most drivers do not respect shared roads.	1
I will miss the 4-lane especially during peak times in Lawrence (May, August, games, etc...) I do agree need bike lanes. In perfect world would have 4-lane with bike lanes My least favorite option is this one.	1
I love the 19' green space. I don't love the lack of separated biking infrastructure, or the think sidewalks. I also believe the two lanes in both direction, without a center turn lane, is a more dangerous option for turning drivers/bikers, and more dangerous for those in the oncoming lanes, due to turning drivers feeling stressed about holding up traffic.	1
I like the green space but I dislike the bikes being forced into the same lanes as cars.	1

<p>I am a cyclist and find it abjectly terrifying to bike on Mass as is. People are pulling out of parking spots without looking, starting and stopping without warning... it's dangerous and discourages me from ever biking to Mass even though I live an accessible bike ride away. It would be awesome to bike down t here and get a coffee or buy a book without having to risk my life or waste time circling around looking for parking.</p>	1
<p>I always liked the green space. Bike riders can't safely ride on the road without being worried they are going to get hit by a car.</p>	1
<p>Great drive, working just fine.</p>	1
<p>Faster traffic flow, although I live on Mass near 22nd and I don't think traffic flow would be wildly impacted by having fewer lanes. This current arrangement does seem to encourage speeding and people racing north from 23rd at very high speeds. Which also creates a LOT of noise in the neighborhood.</p>	1
<p>Everything will remain the same. All the trees will be saved. The character of the neighborhood will be maintained.</p>	1
<p>Enough room for both pedestrians and cars, but no bike lanes</p>	1
<p>Does not slow down the flow of traffic or address the need for noise enforcement. Speed and noise will continue to be a problem.</p>	1
<p>Dangerous for cyclists. High workload for drivers whenever they need to pass a cyclist. Difficult and dangerous to cross on foot. A vehicle stopped for a pedestrian may hide said pedestrian from view of adjacent lane. Opposing left turns block each others' view of oncoming traffic. Vehicles waiting to turn left block traffic behind them. 12' lane width is excessive for city streets and may encourage speeding.</p>	1
<p>Dangerous & Stupid</p>	1
<p>Current configuration has a major weakness of speeding and dangerous conditions for bicycles.</p>	1
<p>Current configuration doesn't reduce speed or provide for improved bike use. As it stands, we rarely see people biking down Mass and instead they use the sidewalks, which are in poor repair. If we stuck with this option, I'd still like to see the sidewalks improved and the removal of the channel turn curve on 23rd & Mass.</p>	1
<p>Bike lanes integrated into driving lanes poses safety hazards for riders. Four lanes of traffic give plenty of room for motorists. Large buffer between cars and people.</p>	1
<p>As a cyclist, riding in the same lane as cars makes me uncomfortable and therefore less likely to use the route. In this option, too much space is dedicated to cars. Finally, more space dedicated to pedestrians would make the sidewalks more accessible and more comfortable.</p>	1

Worst = proposed changes of 17th St. traffic signal to be removed for drivers at 17th St. and Mass St. 1

The biggest weakness in the proposed condition is the proposed removal of the 4-way traffic signal for drivers using 17th street to turn or go straight across Massachusetts St. because a driver going west on 17th St. will have to cross past on Massachusetts 3 lanes and other cars going north speed from 19th St. to 14th St. Also, without a traffic signal which lets 17th St. drivers go after the traffic light has recognized a car on 17th St. and only then allows going forward onto Massachusetts St. Babcock housing on the north-east corner of 17th and Mass St. has frequent Fire and police emergency vehicles and the position of the traffic signal alerts drivers to slow down and not interfere with emergency vehicles. Visitors to Babcock use 17th St./Mass St. when they drive to see family residents, and public service vehicles come every day to stop in the Babcock loading zone.

Why? It was fine before. How are people who want to bike to mass going to get down there on 23rd or 19th to begin with? 1

While this option does provide the 3 lane conversion, the proposed painted/striped bike lanes are not sufficient or safe. Paint does not protect bicyclists; it just makes the road more dangerous and less comfortable. This option does not protect vulnerable road users - safe infrastructure is necessary. Why can't the 2 foot bike lanes be protected? Why is paint there? What prevents the city from doing this? This is a critical change that must be made. With a 2 foot protected barrier next to the bike lane, this would be the winning option. 1

Weaknesses: "raised median buffer... after ensuring City services..." sounds like a sneaky way to never actually provide proper, protected raised-median bike lanes. I'm worried about how the bike lanes would interface with bus stops. Strengths: fewer car lanes and slower driver speeds means safer streets. Buffered or protected bike lanes means safer riders than current configuration. Design still has far higher car capacity than needed for this street. 1

Weaknesses Narrow sidewalks Illusion of safety for cyclists as motorists are well known to drive or park on the bike lanes TWLT lanes creates chances for a collision Strengths Plenty green space Less lanes = Slower drives and less cars on Mass street 1

Traffic jams and hazards, waste of money 1

This works only if we remove the turn barrier at the 21st street intersection. Also would prefer a physical barrier for the bike lane, which could help mitigate sand/gravel/trash buildup. 1

This seems to be the best of the 3 options. Calm traffic and make it safer for bikes. This allows the existing trees to remain. Save those trees - nice to have tree lined street as the entrance to downtown. 1

This option appears to best satisfy the project objectives. Strength: gives riders using the 21st st bicycle boulevard a safe way to get downtown 1

This only improves things for cars. A painted bike lane, or "bike gutter", is a half-measure.	1
This is the best option. I appreciate the fewer lanes with the addition of a center turn lane which will greatly benefit homeowners in this area. The addition of sidewalks will reduce pedestrian traffic on the east side along with the bike lanes.	1
This is the best option if the buffer is raised - balancing bike safety and preserving trees. My only concern is the lane potentially filling with leaves/debris, but the electric street sweeper should help with that.	1
This is great; it helps provide some space for cyclists in this area, and will help us drivers keep to an appropriate speed. This layout works great on Mass between 14th & 11th. We should do this!	1
This is getting better, but having lived in New York City, people may step into the bike lane without looking if there isn't a concrete buffer. Concrete buffers protect both cyclists and pedestrians.	1
This is by far the best :)	1
This is an improvement from option A but paint does not physically prevent drivers from going into the bike lane.	1
This is a good option, but not as good as option C	1
The semi protected bike lanes seem much safer. There is still too little space afforded to pedestrians at the expense of cars.	1
The addition on bike lanes is a strength, but as a biker, I usually do not feel comfortable in them due to the lack of a physical barrier and the max speed differential between cars and bikes. Having the extra space between the drive lane and the curb also tends to make drivers more comfortable at higher speeds, increasing the danger for bikers.	1
Strengths: Raised median between automotive traffic and bicycle traffic. Weaknesses: Side walk is too small, not enough greenspace, too much land given to automotive traffic, bike lane should also be raised.	1
Strengths - bike lanes added, sidewalk added Downsides - paint cannot stop cars, physical barriers can Possibly reduce vehicle lane widths and add separated bike infrastructure? Would keep existing curb widths. I believe 39th St. at State Line KCMO is 9ft lanes...	1
Strength: More protected space for bikers. Weakness: More space for cyclists doesn't translate into vehicle drivers being more comfortable driving alongside cyclists.	1

Strength: same road width and turning lane will be nice for traffic Weakness: sometimes people drive down Mass st like the speed is 20mph. In this case everyone would be stuck behind the slow driver.	1
Strength is it designates a bike lane. Weakness, by just doing a painted divider through there will still be drivers who drive into the middle lane to give the bicyclist more space. That's what they do on Michigan where there are designated lanes.	1
Strength: greenspace, safe sidewalks, dedicated bike lanes Weakness: no safety features for cyclist	1
Similar vehicle capacity to option A: 2 approach lanes per direction at intersections. Safer for cyclists. Less stressful for everyone. Opposing left turns can see around each other. Center lane presents opportunities for pedestrian refuge islands (perhaps in spots where left turn volume is low enough not to need the separate turn lane). Physical buffer may prevent snow plows from reaching bike lane (I wonder if more bicycle-friendly countries like the Netherlands use specialized plows for that). But it would also prevent vehicles from parking in the bike lane on the 350 days it isn't snowing. A faster cyclist cannot pass a slower cyclist.	1
Sidewalk too narrow. Reduced vehicle capacity. Issues with street parking.	1
Separated bike lanes offer more safety to cyclists. Can foresee people parking in bike lanes though, limiting their use. Joint turn lane is helpful to eliminate traffic back ups for a slow turn.	1
Seems like a good compromise	1
safer for bikers which has been an issue when biking on Mass.	1
Removing the traffic light at 17th & Mass. will likely result in more accidents. There will be no stops from 19th to 14th and motorists will accelerate racing to be in their chosen lane. I hope there will be a police presence from 19th + Mass to 14th + Mass so as to catch speeders.	1
Really like the buffer for the bike lanes. Less space for cars, may cause congestion by the schools near mass.	1
Please keep the trees. This should be held high above "progress" and "development" This is favorite option.	1
Painted lanes will deter cycling for the casual users because they are scared of the cars passing by. They are just too near and a simple mistake away. Paint seems more like a guideline than a rule. Cars will also park on the painted bicycle lanes and ruin your beautiful idea of a safe bicycle lane.	1

Paint isn't infrastructure, so this bike lane is an engineers bare minimum solution to accommodating multi-mobility which is dangerous and sad. Tree yard is great once again. Single travel lanes are likely sufficient for most traffic in Lawrence and for it's foreseeable future growth rates. Sidewalks are too thin; why isn't there a shared use path? The street (drive lanes specifically) is still too wide. This is the Midwest, those bike lanes are gutters and what are gutters filled with in the Midwest? Gravel, salt, pollution, and the dead cyclist that attempted to ride in this after thought of a design solution.	1
Paint does not offer any protection for cyclists. Sidewalks should be 6 feet minimum	1
Paint buffer may not be a good enough deterrent for drivers, concerned about biker safety.	1
Option B in my opinion is the best option. Reducing Mass to two lanes and providing a center turn lane I think will reduce speed as well as still provide for good traffic flow with the new center turn lane. This will also help residents of Mass street to turn into their homes with greater ease. I also think the provision of the bike lane is a great, possibly temporary option to provide for better bike use on Mass without disturbing the trees along mass.	1
No physical barrier between vehicles and bikes	1
More room for mistake recovery, but we may have created a delivery van lane that obliterates the bike path. Without UPS, Amazon and food delivery, this provides the most flexibility, but delivery vans are going to be a real problem.	1
More bicycle friendly but poor separation.	1
Love it. In design process please add refuge island between 19th + 23rd to create more safety for pedestrians and to create obstacle so motorcycles can't race to up left turn lane.	1
Keeping green space/existing trees - strength. Turning lane - strength.	1
Just put in a suicide lane, I don't care whether the bike lane has a barrier or even if there's bike lanes at all. The 3 lane is just more predictable and less infuriating to drive at moderate/busy times.	1
It reduces traffic to 2 lanes on a major street.	1
Improved bikeability, reduce car speeds, reduce noise.	1
I would love this, except I do not trust people to not skip the paint "buffer" and run me over. I think the middle two-way-left-turn-lane is effective and shouldn't slow down traffic too much, if at all. Mass seems to me to function basically like a 1-lane street anyways. While this technically has a bike lane, I would not necessarily feel significantly safer biking on Mass with this. It still seems dangerous and puts me too close to cars for my, and probably for drivers', liking.	1

I think it's the best developed and balanced option. I especially like proposals for bus stops remodeling, sidewalk connecting between 21 and 23 street and getting rid of channelized right turn lane on 23rd	1
I like this design. I think the 2' raised median is sufficient for protection and separation. Trees are important as well, Mass St is a beautiful entry way into Lawrence.	1
I like the bike lanes. I'd consider riding my bike to mass street instead of walking or taking a car (taking a car will create traffic) Unfortunately I have seen videos and stories of car drivers completely ignoring the painted lines and parking there.	1
I like that this option reduces to one travel lane per direction, and that we cut it down to 11 feet. This will slow drivers and improve the road for everyone else. However, more could be done to protect cyclists.	1
-I have long desired a sidewalk west of Mass between 21st & 23rd -We like the center turn option with bike lanes.	1
I believe this is the best option. It provides lanes for bicycles, and it leaves the beautiful mature trees where they are!	1
Having a bike line is nice but people will still park in it and drive in and out of it.	1
Excellent plan. I walk a lot and witness what kids do in their cars with so much wide open space. Not safe for humans or pets.	1
Establishes a bike lane, but painted buffer may not be enough to establish a safe space for bikers with Lawrence drivers unaccustomed to sharing the road.	1
Drivers will squish cyclists. Paint is not a force-field and offers no protection. I have zero confidence that people will respect or even notice the bike lanes. Every year there are new people on town, driving the wrong way down clearly marked one way streets	1
Drivers are really bad at using a central turn lane here. It's also a major truck route, narrowed drive lanes are iffy for that.	1
cars may drift into the bike lane and possibly hit bicyclists because there is nothing, keeping them out of the bicycle lane. I often see people drive way too close to cyclists, and I imagine this would continue without a barrier to keep the cyclist lane separate.	1
Bike lane won't be used enough to justify having one. No street parking. Too much greenspace	1

While better than plan A, I believe that this plan is excessive	1
Where did the trees go? Why even provide a tree strip if you're not trying to utilize it for the best carbon sink mitigation which is to increase biomass? The buffered bike lane is massive and this should be the bare minimum. The buffer could be landscaped using salt tolerant and xeric native plants instead of using concrete which isn't great from a sustainability perspective or deferred maintenance that the city will eventually have to deal with and doesn't plan for.	1
What happened to the trees? Green space needs to be green, not lawns that need a lot of maintenance and water	1
Weaknesses: Too much lane width for bikes; are we really proposing getting rid of existing trees in order to lessen the green space on either side of the road?	1
Weaknesses: I'm worried about how the bike lanes would interface with bus stops. Strengths: fewer car lanes and slower driver speeds means safer streets. Buffered or protected bike lanes means safer riders than current configuration. Design still has far higher car capacity than needed for this street, which is acceptable.	1
Weaknesses Narrow sidewalks TWLT lanes creates chances for a collision Smaller green space Strengths Less lanes = Slower drives and less cars on Mass street Buffer raised means it facilitates safe cycling and promotes alternative transportation methods	1
Traffic flow is better than b and the bike lanes are safer.	1
This would change the look and feel of Mass St. too much.	1
This would be nice - the same facilities for drivers and safer options for cyclists. But I would guess that widening the street will cost WAY more and involve a lot of extra work - like addressing street trees, moving sidewalks, redoing every driveway and parking lot entrance. If we had infinite money and time I would choose this.	1
This seems way safer. I would actually bike on Mass if there was a safe raised buffer and designated lanes! I think this would be so cool to let parents bike with their little kiddie trailers... allow students who don't have cars to access Mass... encourage more community engagement with Mass Street businesses... let people take in more of the environment and new stores they might be interested in than they could while speeding by in a car... reduce our dependence on cars as a city and be one step closer to making it a modern, walkable, sustainable-transport city... put cars further away from people walking on the sidewalk to make them feel safer and make the street feel more neighborly... help people enjoy South Park, the Watkins museum, and businesses on both ends of Mass... I really quite like this option and would love to see it happen.	1

<p>This option is okay but not as strong as option B. I don't want to be 2' closer to the road and think that traffic and speed reduction is the best protection for bikers. I want to preserve trees and know this option will remove many old trees on Mass.</p>	1
<p>This offers protection for cyclists. This seems like it would be the safer option.</p>	1
<p>This is, on paper, my favorite. This will encourage people to cycle, reduce the speed of some drivers, and eliminate unnecessary travel lanes.</p>	1
<p>This is the safest option for all users. We do not have City of Lawrence tree plan. We do have a bike plan. Most residents strongly prefer protected bicycle infrastructure. We should follow the Lawrence bikes plan.</p>	1
<p>This is the ideal. It protects the most vulnerable (pedestrians and cyclists) and de-centers the car. The main street of Lawrence should be about the PERSON not about the VEHICLE.</p>	1
<p>This is the best option, keeping all groups safer</p>	1
<p>This is the best option, as long as there is a way for Southbound cyclists to turn left into Dillons.</p>	1
<p>This is my preferred option because it defines better where the bike traffic and car traffic go. Weaknesses, the trees along the road may need to be removed, but homes can still have trees in their yards.</p>	1
<p>The protected bike lanes are ideal. There is still too little space afforded to pedestrians at the expense of cars. Wider sidewalks would be more accessible</p>	1
<p>The bike side of the raised median needs to be soft mountable BY BICYCLE. Shouting this as loudly as possible to anyone who can hear: the protected bike lane has just become a trap. We MUST have an escape path, because people make mistakes. I need a way to recover from that mistake of a car or bike suddenly blocking my path without going down. Fortunately, a milder curb provides a partial escape path IF I can go to the right - I go up the curb and into the grass to stop, hopefully without falling over or getting muddy. I want to see the bike lane side of the median be a softer curb that can survive slight contact. Right now if there is accidental contact (which could be created by a faster bike overtaking on the left and then having to avoid something), the overtaking bike is going down and likely spilling into traffic. I agree the automobile side is designed correctly.</p>	1
<p>Strengths: Raised median between automotive traffic and bicycle traffic. Weaknesses: Side walk is too small, not enough greenspace, too much land given to automotive traffic, bike lane should also be raised.</p>	1
<p>Strengths - Physical separation b/t cars/bikes/peds Weakness - further widening of streets/public domain</p>	1

Strength: Overall more space for multimodal transportation. Weakness: Loss of trees a burden for pedestrians and cyclists in warmer weather; shade is a need!	1
Strength: most protective of bicyclists. Weakness, this is wider than current street so it will end up with more street and city space closer to the front of houses. Raised median will impact snow removal and collect leaves in the bike lanes making them less useable.	1
Stength: greenspace, safe sidewalks, safer bike lanes	1
Sidewalk too narrow. Reduced vehicle capacity. Issues with street parking and existing driveway access. Maintenance.	1
Same as B	1
Raised median buffer reinforces bike lane safety.	1
Raised barrier provides greater safety for cyclists. Joint turn lane helps eliminate traffic back-up for turns. Only problem I can see is the raised barrier causing problems for snow removal.	1
Problems with right of way for bikes versus cars. Also the 21st street intersection barring left turns is a sinine for a three lane street.	1
People will actually use the bike lane if they feel protected. Mass currently has a bike lane. It is not protected with a physical barrier. I see few people ever use it and fewer young people because it is not safe. I mainly walk. I own 2 cars and haven't driven in 8 years. My observation from the sidewalk is we need more safety and consideration for pedestrians. It is becoming incredibly unsafe to use modern technology like noise canceling headphones on Lawrence sidewalks. Bikers have little infrastructure and many students come from areas with far greater bike lanes. This causes bikers to use non sidewalks instead of bike paths. I have almost been hit by several bikes who are trying to communicate with me from behind and want me to move aside off a sidewalk. I don't get mad. I understand road quality and safety is so non existent in this town that sidewalks have become the defacto bike infrastructure you will never build. Be bolder, consider modeling our city similarly to boulder CO	1
Option C is the 2nd best option to B. While it provides for the best bike use on Mass, it would reduce the green space and likely impact trees. That said, I'd still prefer this option over the current configuration.	1
Not enough cyclists to justify a bike lane	1
Not cost effective and dangerous for anyone needing to move over out of a near accident.	1

Making Massachusetts St. wider will make it harder to cross or turn from 17th St. without a traffic signal for drivers which now helps East Lawrence residents to be saved from speedy drivers on Massachusetts St.	1
Major weakness would be the removal of trees to accommodate the wider street. Not sure what benefit that 4 extra feet would have. Also, more expensive than leaving street the current width.	1
Love this as it would create a physical barrier between vehicles and bikes.	1
Loss of too many trees.	1
Lose too many trees. Too much cement.	1
Lack of understanding by the planners. Snow plows and treatments will not be effective. Waste of money	1
In addition to everything in option B: May be more expensive to build. Enough space to squeeze in a pedestrian refuge island AND a left turn lane. Take those extra two feet on each side and put them into the bike lane instead. Ta-daaa, cyclists can overtake each other now. I like this one too.	1
If you have to spend money on something, I guess go with this one.. but I still think it's going to be expensive.	1
I think it is amazing and would allow pedestrians to walk safely, those riding bikes to do it safely and keep the cars speed possibly down on the street.	1
I really love the raised median buffer. It makes it much harder for drivers to ignore bikes lanes. This is my favorite option and I would love to see this in Lawrence. I would go to mass street much more if this would be adopted.	1
I prefer having the protected bike lane to help keep cyclists safe.	1
I love the physical barrier separating bikes and cars. I love the TWLT lane. I believe turning a 2-way 4 lane road in to a 2-way 3 lane road with a TWLT lane would have a massive increase in road safety and driver/biker predictability, and would reduce speeding significantly.	1
I do not like this option as much as option B. I think the raised median intended to buffer the bike lanes would be cumbersome since it would have to be interrupted in front of every driveway. Moreover, the drawing displayed at the meeting showed no trees, but only grass between the bike lanes and the sidewalks. In my opinion, the removal of the mature trees that line Mass. Street would be a terrible mistake, and an expensive one. Why get rid of a beautiful thing?	1

I believe this is the best of the 3. A protected bike lane is the best option for cyclists, the green space is still adequate and downsizing the lanes would make downtown more appealing for non motorists. I hope this one goes forward!	1
Here all road users are safe - it's an appropriate application of lane reduction and protected bike lanes. I understand that because the road would be widened, the trees roots systems would be affected. If this is the "last" priority option for the city, why can't Option B have a 2 foot protected barrier for the bike lane? Why is the 4 foot protected median presented here? Can't concrete be made 4 feet wide?	1
From a 'clean slate' perspective this is my favorite. But I'd like to see cost, adding curbs and making the green space smaller could be a huge cost. Compared to option B I'm not sure it's worth it, honestly. I'd lean towards option B with limited curbing for islands, which I think would accomplish the goals well enough at a much lower cost. I think, I'm not a civil engineer!	1
Feels much safer for cyclists - sends a message to the motorists. "Bicycle safety is important" - look out Values of the city - foot, bike or car. Trees are important, but replacement trees will grow and become significant.	1
Destruction of trees, while the extra buffer might be helpful, I feel with the switch to 3 lane will decrease people passing fast on that side of the road. Least favorite option.	1
Damage to trees I don't think the extra 2' adds much & actually is less attractive to lose green space.	1
Crosswalks will still be too wide due to no median. Sidewalks are too narrow, should be 6 feet minimum	1
Con: Autos can't stop motorcycles from using bike lane for passing. -We love trees. Con: Trash pickup a problem if you have all types of waste/recycle (multiple bins + bags) Pro: good for bikes! Con: FedEx, UPS, Amazon deliveries: where do they stop?	1
Better, safer for bicycles.	1
Believe this to be the best option, but other barriers exist vs the raised median that could create a safe bike lane with out utilizing a full 4 feet	1
All the same benefits as option B, but with some drawbacks...increased cost, reduced green space..	1
Agree on the bicycle lane. This is the only plausible way of these three options. Option A and B are just lip service. While the drawing does not show any trees in the greenspace, they are totally doable in this area and can be mixed with the sidewalk to accomodate more foot traffic. Trees for example do not live in a line. Hedges do. Depending of the tree size they could be 30' apart and not bother the walkers too much. That could even allow two male dog owners to pass each others safely.	1

Trees are non-negotiable. Study housing density needed to afford maintenance/deferred maintenance of city infrastructure to also determine which one is financially sustainable. Hint: residential housing needs to be around 13 units per acre to pay enough property tax to remain solvent. Don't screw over future generations because you don't understand how to properly plan infrastructure and deferred maintenance budgeting, please! Why doesn't the amount of green space flex? While providing that much green space is unheard of, everything in a street section should be subject to "right sizing". Don't forget bulb-outs, pedestrian refuges, and green storm water infrastructure. Don't forget that omitting setbacks allows buildings to front streets, creating a sense of space and place but also reducing walking distance to doors, thus automatically increasing walkability, which is highly complementary to multi-mobility. Option C > option B > option A. The bikes can be raised to sidewalk grades.	1
Trees along Mass St make a lovely drive into town.	1
The southern end of this project at 23rd is going to have lots of crossing traffic and could be really confusing. The current right turn lane (ramp, really) between westbound 23rd and northbound Massachusetts needs a much tighter radius, similar to the turn lanes at 23rd and Iowa. That crossing path is going to need a lot of design attention.	1
The curve at 23rd has to go. Cars look over their shoulder at potential traffic from the south and do not look at driveways, bikers or other obstacles that are in front of them. Speeds need to be reduced any way possible. Sidewalks need to be added and improved.	1
The back-in parking is big concern for traffic back-up with only 3 lanes. What other parking options are there that don't compromise safety?	1
Save the trees!	1
Remove the left turn restriction from 21st intersection or else put them on every intersection.	1
Reduce to two lanes to make more greenspace and wider sidewalks. Bike lane should be raised.	1
Please keep right-turn lane onto 23rd street from Mass St.	1
Performance of 19th and Mass intersection. Traffic to/from the north/downtown. How do we want those commuting to our City from K10 to access downtown? Haskell, Conneticut, Ousdaul, Naismith, Tennessee, and Kentucky are all awful from 23rd St. Mass is the only good existing option. Proposed improvements need to think through another improved alternative.	1
None at this time	1

Noise has to be addressed, too. Yes, traffic flow is a major problem but the noise from modified illegal mufflers is even worse. There are plenty of studies about how this type of noise causes PTSD in not only nearby residents but in animals, too. I would suggest a noise monitoring and automatic ticketing system like they have in NYC that issues tickets on any vehicle above a certain level. In my opinion, this is a must-have part of this project as traffic flow is only half of the problem.	1
No street parking planned. Cycling isn't popular enough. Less than 1% of the US commutes by bike per studies and even then you don't need a specific lane to ride a bike	1
No major concerns, I'm very supportive of what you all are trying to accomplish here. I live on Mass so I assume there would be some impact to my driveway access while the project is being completed and I'm totally fine with that.	1
No bike path needed all the way to 23rd - since there is no where to go at 23rd and mass	1
My only worry about eliminating the second lane for each direction is a lack of space for busses (without negatively impacting the flow of traffic.)	1
My main issue and concern with the current configuration of Mass st from 23rd to 14th is the speed with which people drive and the channel curve on 23rd to Mass. As I mentioned before, the current configuration doesn't provide for use of bikes and they instead use the sidewalks, which are in rough shape. I also liked the proposed improvements to the intersections at 19th and 17th. The traffic light at 17th is unnecessary and 19th could be made safer for all users. If 17th had a crosswalk setup similar to what was installed at 21st, that'd be great (we love the crosswalk setup at 21st). I loved the idea of adding sidewalks to the west side of Mass from 21st to 23rd as well. I believe we would see a decided increase in pedestrian use, whether on foot or bike, if this project is seen to completion. I appreciate everyone's hard work on this project, everything looked great at the last open house!	1
My biggest goal is slowing traffic from 23rd to 19th. Optimize looks like a good approach. Also removing channelized right turn at 23rd - yes! -Thanks for ruling out roundabout at 19th + Mass. Love replacing light at 17th w/pedestrian activated	1
Love the bike lanes Love the 3 lanes Love the mid-block crossing Thank you for your work for the city!	1
Liked -Like Hawk signal @ 17th + Mass -Like the floating bus stop -Pedestrian crossings mid block -19th street intersection improvements -New sidewalk on west side to 23rd	1
It would be great to reduce the late night drag racing, but that requires Law Enforcement, not traffic buffers. Reducing the lanes to turn into from either way on 19th, 23rd is a huge mistake.	1
It will be all torn up when the sidewalks are widened. Why direct more bike traffic to 23rd? Keep the lanes as they are now.	1

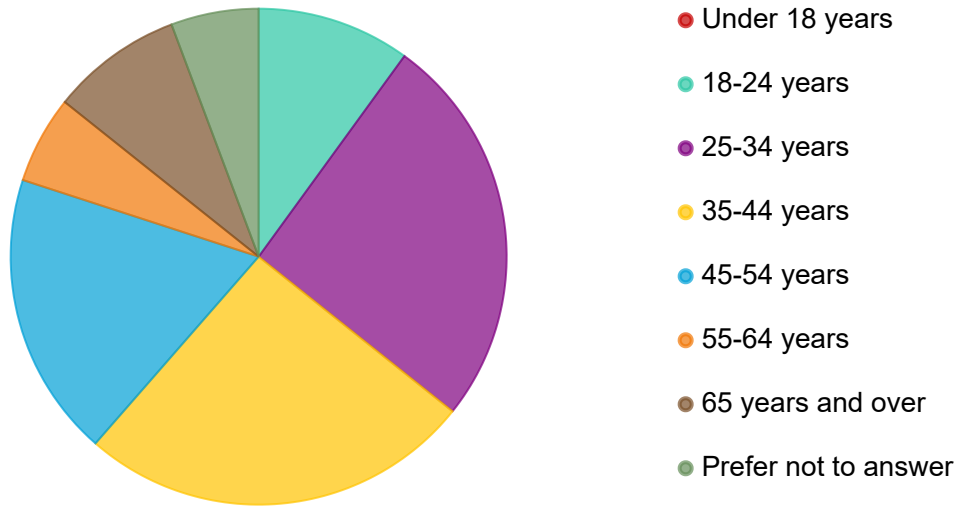
Is landscaping along bike lane median in scenario B or C an option? Will there be any additional streetlights added for the bike lanes? Consider removing stoplight at 17th and making that intersection right-turn only coming from 17th (east or west)?	1
Instead of the TWLT lane a dedicated bus lane or a median strip with trees and green space would be more utilitarian and reduce noise levels on Mass street	1
In addition to making Mass St, south of 13th St more accessible to multimodal transportation, I would encourage the city to consider banning cars entirely between 13th St and 6th St.	1
I'm concerned that we may go overboard in trying to satisfy	1
I wonder what is meant by raised median. Is this a speed bump type thing that can be driven over to get to a parking spot? Or a curb that would be more protective of bikes?	1
I think we need to change this section of Mass to be more pedestrian and bicyclist friendly.	1
I think we need more of a police presence keeping individuals from speeding when they turn onto mass from 23rd St. There is also constant racing of cars at night on that side of mass Street.	1
I really do not want painted bike lanes, it's not adequate cycling infrastructure and I hope it's not taken as the middle of the road option, please choose option C, thanks!	1
I like the curb extensions at 19th and would like to see these used where possible, e.g. at 14th, and ensure they are physically raised like roundabout aprons, not just paint.	1
I hope the bike lanes will be salted or plowed too in the winter. When I ride my bike on the sidewalk, I'm scared my bike will slip and fall.	1
I feel that public comments have not been handled well. People were presented options w/o meaningful information on the implications of those options. Additionally, I think the comments have been grouped together in ways that do not currently reflect support for protected bicycle infrastructure. Also, were rec bicycle lanes not considered?	1
I don't see parking on these scenarios. If you don't have parking on mass then I don't get the point. I would prefer it to be a one way on mass and still have parking rather than any option above.	1
I do not support the proposal of eliminating the traffic light at the intersection with 17th Street. It would encourage speeding between 19th Street and 14th Street. Moreover it would make it dangerous for cars coming from 17th Street to turn left on Mass.	1
I do not live in this country where this survey is possibly used. This simplistic design does not take crossings in to consideration. They also should be made safe for pedestrians and bicyclists.	1

I believe that we have a big problem with traffic calming in Lawrence. Implementing physical barriers, bollards, and trees along the edge of the road could do wonders for decreasing speeding and increasing safety for drivers, bikers, and pedestrians. Having physical barriers for bike lanes could be MASSIVE.	1
Having specialized bike lanes is nice but at cross streets there is more of a chance of someone turning in front of a bike as they way off to the side and less visible	1
Get rid of stoplight at 17th & Mass. Drivers need to mature and focus on driving when behind the wheel and we will have less accidents.	1
Drivers on Massachusetts St. going from 19th St. to 14th St. (where it is not proposed to take out the traffic signal!) will really be going fast if the 17th St. traffic light for drivers is removed and East Lawrence drivers & residents are at the mercy of having no programmed traffic signal at 17th St./Mass. intersection.	1
Design is not consistent on recommending either Standard or Back-in Angled parking on the West side of Mass St; just pick one approach and use it throughout the corridor. Good: 'floating' bus stop additions. Good: mid-block pedestrian crossings. Good: sidewalk between 21st and 23rd. Good: removing channelized right-turn at 23rd St. Questionable: removal of traffic signal at 17th St. Lots of Cordley & KU students and staff cross here. Suggestion: implemented "delayed" streetlight/pedestrian crossing signals, where all traffic lights stay red for the first few seconds of pedestrian crossing. Suggestion: to slow traffic: what about a traffic circle/roundabout at either 14th or 15th, or at 23rd?	1
Definitely concerned what this would do to traffic piling up at the light on 23rd and Mass	1
Costs.	1
Construction noise and/or loss of power/internet services during construction window(s).	1
Change Option B to include 2 foot protected barrier adjacent to the bike lane and we've got a winning solution. As it stands "Options" A and B aren't options at all.	1
Average traffic on Mass may be 11k/day, but on game days both Mass and Luisiana can be gridlocked, even w 4 and 2 lanes respectively.	1
A large number of the sidewalks have become very dilapidated. Those should be addressed, because many have started to buckle and have become trip hazards.	1
19th & Mass. Intersection north side; super busy walking route for Cordley Elementary. Wondering about adding extra room for pedestrians @ crosswalk for when waiting on light to cross. Wider sidewalks on east & west side of Mass. St. might be nice & safer too.	1

1) I do like the hawk sign option for 17th & Mass. I hate waiting for the crosswalk sign w/the traffic sign 1
al. 2) PLEASE PLEASE PLEASE Improve sidewalks!!

Answered: 51 Skipped: 21

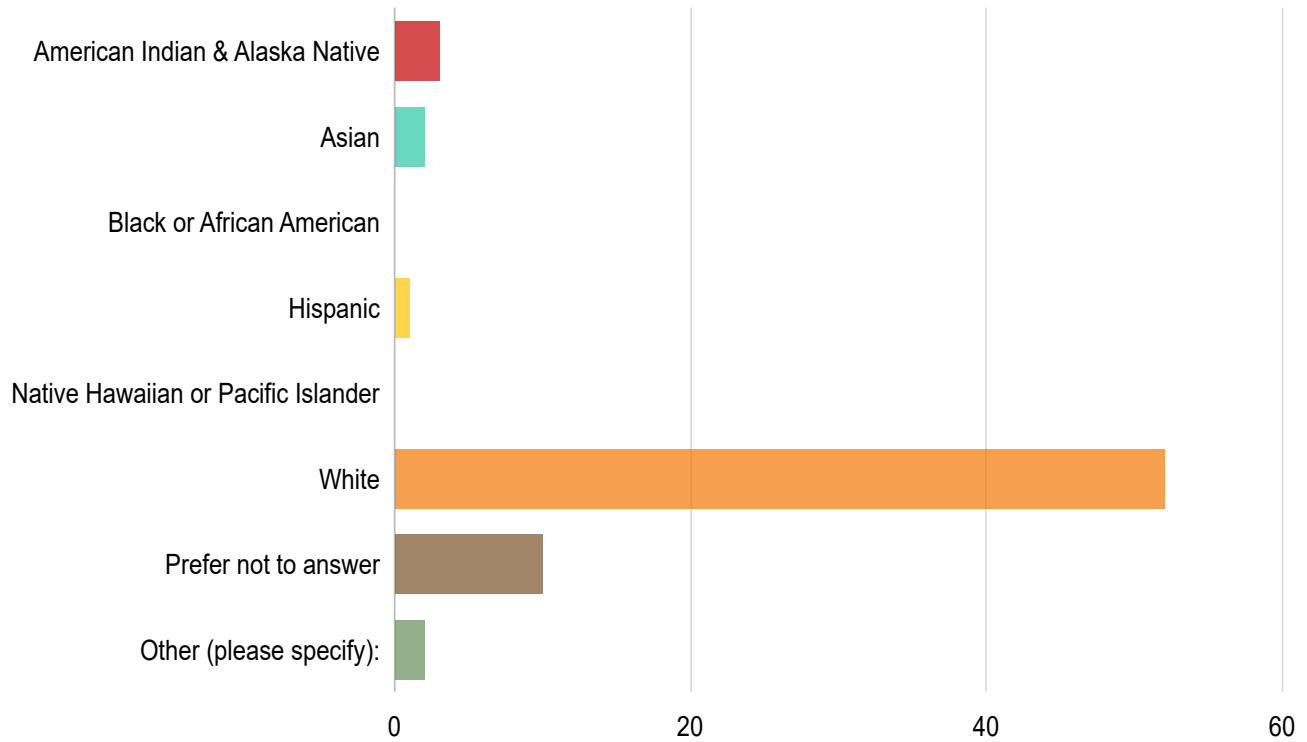
5. What is your age? (select one)



Answers	Count	Percentage
Under 18 years	0	0%
18-24 years	7	9.72%
25-34 years	18	25%
35-44 years	18	25%
45-54 years	13	18.06%
55-64 years	4	5.56%
65 years and over	6	8.33%
Prefer not to answer	4	5.56%

Answered: 70 Skipped: 2

6. Which race/ethnicity best describes you? (check all that apply)



Answers	Count	Percentage
American Indian & Alaska Native	3	4.17%
Asian	2	2.78%
Black or African American	0	0%
Hispanic	1	1.39%
Native Hawaiian or Pacific Islander	0	0%
White	52	72.22%
Prefer not to answer	10	13.89%
Other (please specify):	2	2.78%

Answered: 67 Skipped: 5