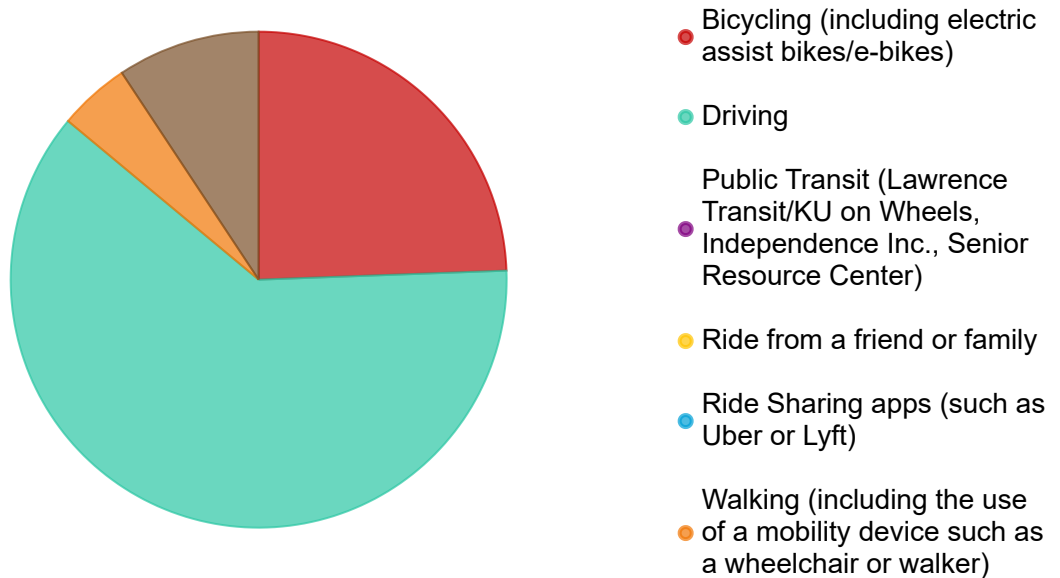


Mass. Street Multimodal Improvements Study

Walking/Biking

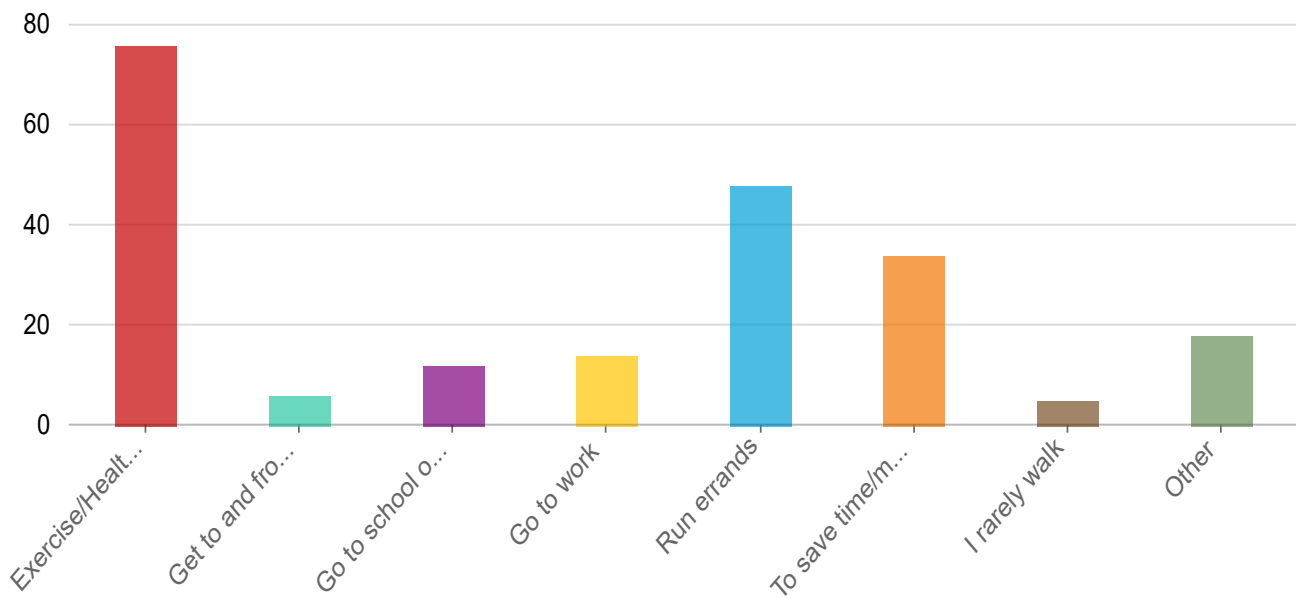
1. Which form of transportation do you use the most on a weekly basis?



Answers	Count	Percentage
Bicycling (including electric assist bikes/e-bikes)	21	24.42%
Driving	53	61.63%
Public Transit (Lawrence Transit/KU on Wheels, Independence Inc., Senior Resource Center)	0	0%
Ride from a friend or family	0	0%
Ride Sharing apps (such as Uber or Lyft)	0	0%
Walking (including the use of a mobility device such as a wheelchair or walker)	4	4.65%
Other	8	9.3%

Answered: 86 Skipped: 0

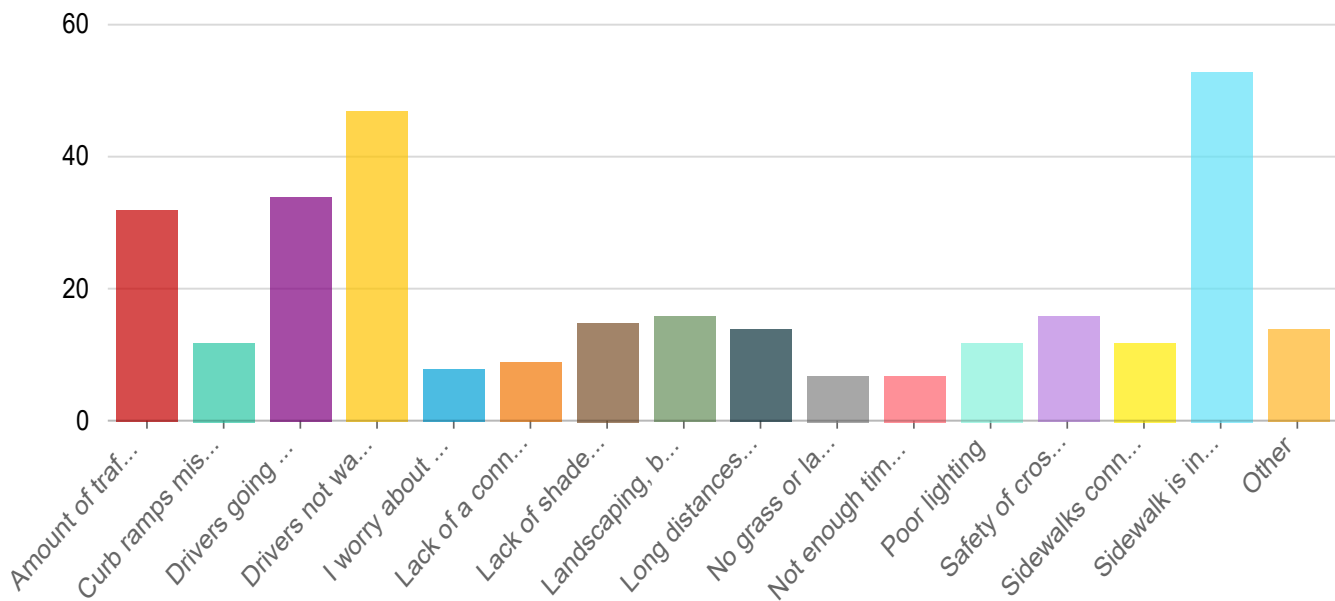
2. What are the reasons that you walk?



Answers	Count	Percentage
Exercise/Health/Relaxation	76	88.37%
Get to and from the bus	6	6.98%
Go to school or take my children to school	12	13.95%
Go to work	14	16.28%
Run errands	48	55.81%
To save time/money and/or the environment	34	39.53%
I rarely walk	5	5.81%
Other	18	20.93%

Answered: 86 Skipped: 0

3. What makes it difficult or unpleasant for you to walk (travel by foot or use a scoote...



Answers	Count	Percentage
Amount of traffic on the street	32	37.21%
Curb ramps missing or in disrepair, steep slopes or stairs	12	13.95%
Drivers going too fast	34	39.53%
Drivers not watching for or yielding to people crossing streets or driveways	47	54.65%
I worry about my personal security	8	9.3%
Lack of a connection from the sidewalk to businesses	9	10.47%
Lack of shade or conditions that are slippery when wet	15	17.44%
Landscaping, brush, dirt, debris, signposts, light posts, parked vehicles, etc., blocks the sidewalk	16	18.6%
Long distances between my destinations (work, school, parks, shopping, etc.)	14	16.28%
No grass or landscaping between the sidewalk and the road	7	8.14%
Not enough time to cross with signal	7	8.14%
Poor lighting	12	13.95%

Safety of crossing needs improvement or distance is too far	16	18.6%
Sidewalks connected to my destination	12	13.95%
Sidewalk is in disrepair/is a tripping hazard	53	61.63%
Other	14	16.28%

Answered: 83 Skipped: 3

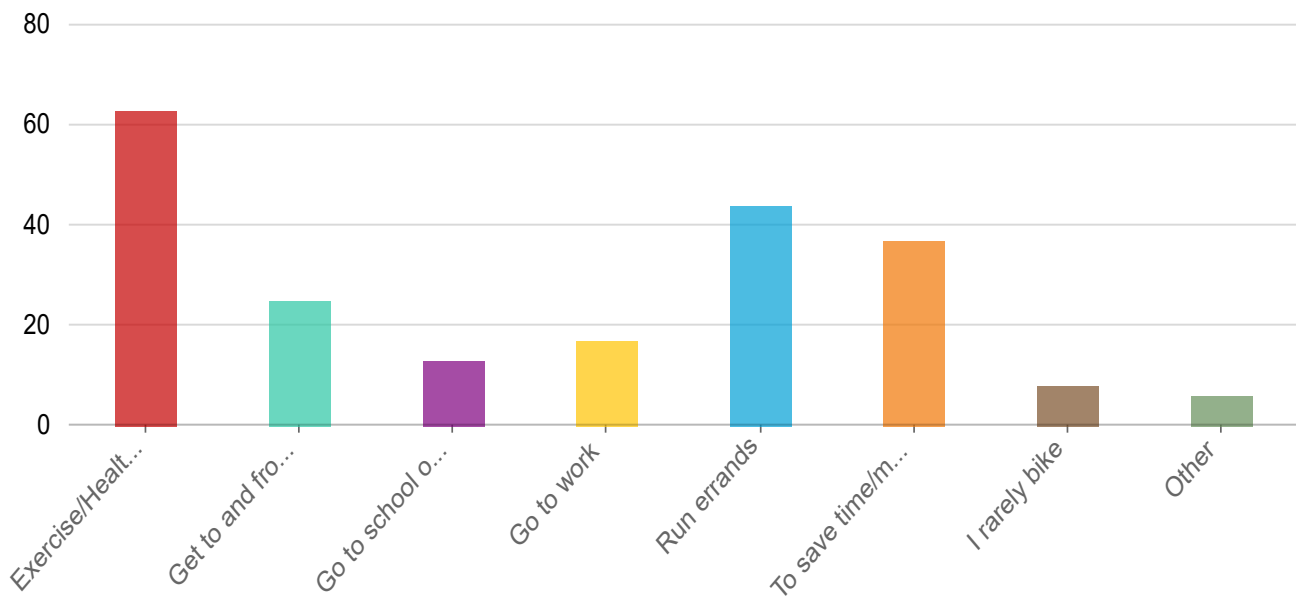
4. Do you currently own a bicycle?



Answers	Count	Percentage
Yes	72	83.72%
No, but I would like to (Skip Question 5, Go to Question 6)	2	2.33%
No, and I am not interested in owning a bike (Skip Questions 5 and 6, Go to Question 7)	10	11.63%

Answered: 84 Skipped: 2

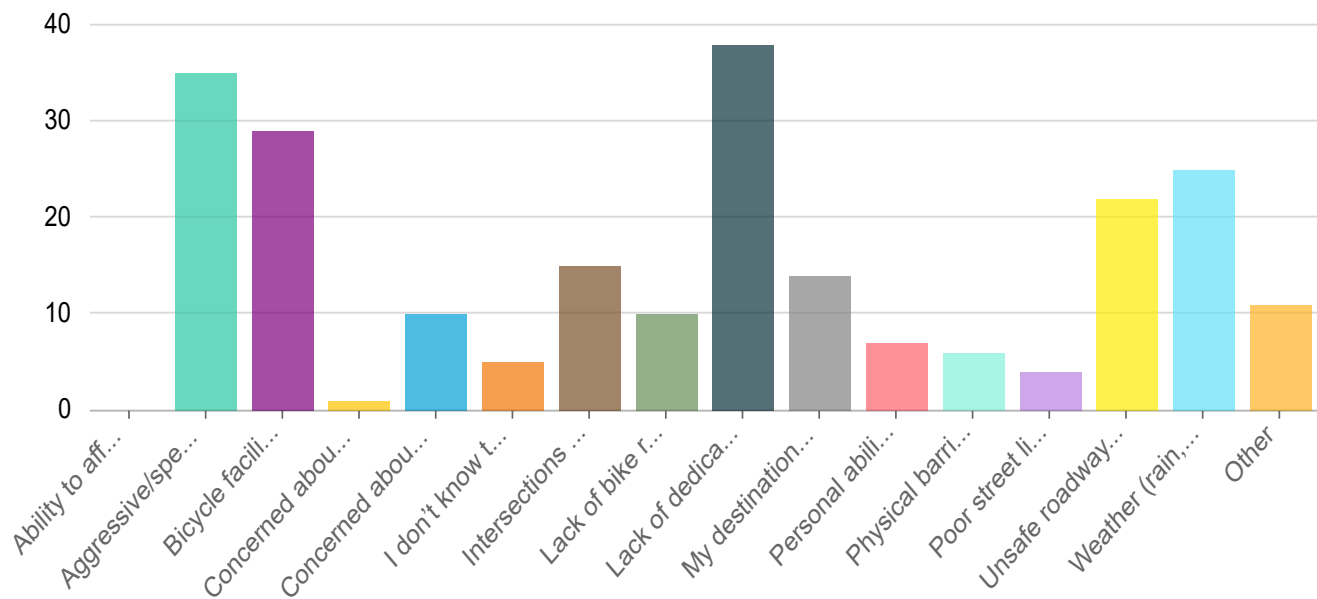
5. What are the reasons you ride a bicycle?



Answers	Count	Percentage
Exercise/Health/Relaxation	63	73.26%
Get to and from the bus	25	29.07%
Go to school or take my children to school	13	15.12%
Go to work	17	19.77%
Run errands	44	51.16%
To save time/money and/or the environment	37	43.02%
I rarely bike	8	9.3%
Other	6	6.98%

Answered: 75 Skipped: 11

● 6. What prevents you from bicycling more?

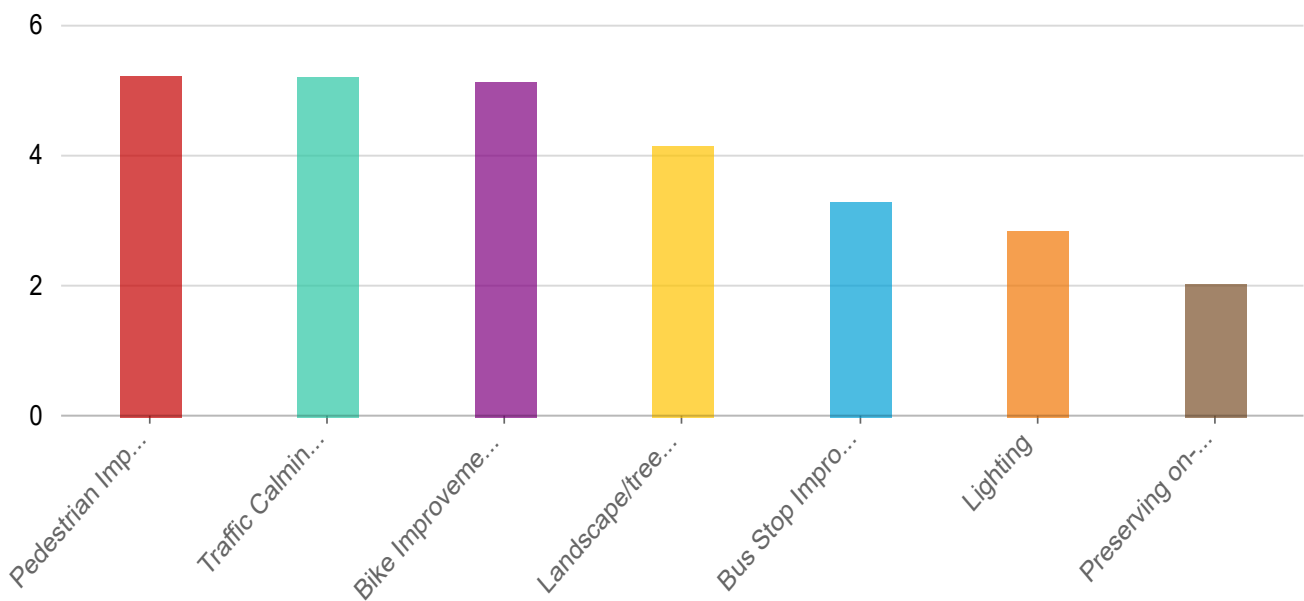


Answers	Count	Percentage
Ability to afford a bicycle	0	0%
Aggressive/speeding drivers	35	40.7%
Bicycle facilities don't connect	29	33.72%
Concerned about personal hygiene/nowhere to shower after riding	1	1.16%
Concerned about personal safety (crime, harassment, dogs, etc.)	10	11.63%
I don't know the best route	5	5.81%
Intersections are too wide/busy	15	17.44%
Lack of bike racks at my destination	10	11.63%
Lack of dedicated on road bicycle facilities (such as protected bike lanes)	38	44.19%
My destination is too far away or I don't have enough time	14	16.28%
Personal ability (physical limitation or don't know how to ride a bicycle)	7	8.14%
Physical barriers (railroads, rivers, hills, highways)	6	6.98%

Poor street lighting	4	4.65%
Unsafe roadway conditions (potholes, inlet grates, debris, etc.)	22	25.58%
Weather (rain, heat, cold, snow)	25	29.07%
Other	11	12.79%

Answered: 73 Skipped: 13

7. This study will be considering ways to improve conditions along...

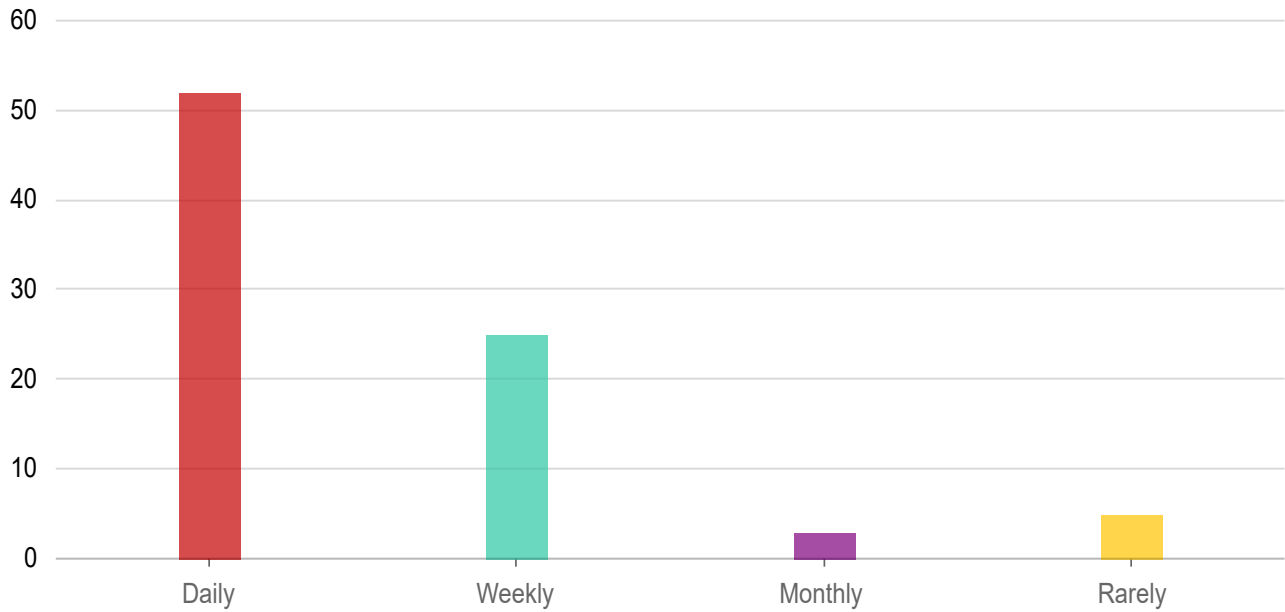


Rank	Answers	1	2	3	4	5	Average score
1	Pedestrian Improvements (Sidewalks, Shared Use Path, etc.)	13.33% 10	28% 21	36% 27	16% 12	5.33% 4	1.33% 1 5.24
2	Traffic Calming/Reduced Speeds	29.33% 22	24% 18	17.33% 13	12% 9	8% 6	5.1 5.23
3	Bike Improvements (Bike Lane, Shared Use Path, Separated Bike Lane, etc.)	38.67% 29	14.67% 11	14.67% 11	8% 6	9.33% 7	8% 6 5.15 6.67% 5

4	Landscape/trees	9.33%	17.33%	16%	17.33%	20%	17.33%	4.10
		7	13	12	13	15	13	2

Answered: 75 Skipped: 11

8. How often do you travel on Massachusetts Street from 14th Street to 23rd Street?



Answers	Count	Percentage
Daily	52	60.47%
Weekly	25	29.07%
Monthly	3	3.49%
Rarely	5	5.81%

Answered: 85 Skipped: 1

Multimodal Improvement Ideas/Feedback

Multimodal Improvement Ideas/Feedback > 9a. Preserve Street Trees

- ● Please share any additional feedback/input.

So many old beautiful trees that we need to keep.	1
provide protection from weather + beautiful	1
preserving trees is very important to our town	1
Please save the trees.	1
Please preserve trees on Mass. They are very welcoming.	1
Please do not make Massachusetts Street undrivable like 21st Street! Please use our tax dollars to fix our existing streets and sidewalks.	1
plant more trees	1
Moving curbs may impact root structures.	1
makes walking nicer, helps with traffic calming	1
Looks lovely. Helps reduce heat islands effect	1
less important than improving safety + saving lives	1
If this project goes forward, saving existing trees is a primary concern.	1
I think this is very important for all users	1
I love how Lawrence is full of trees, it's one of the reasons I love living here and it's important to have trees both for beauty and shade.	1
I am listing my priorities numerically. this is: PRIORITY #3 Trees on this part of Mass. Street have been somewhat neglected. The city needs to take better care of them.	1
I actually have a tree on Mass that should come down, as one of its two trunks is leaning about ~1/4 over Mass. Of course, would like it replaced with another or sound-reducing landscaping.	1
High priority for me	1
Can we do something about illegal mufflers noise too?	1
Plant trees in medians, islands, more trees	1
Natural speed reducers	1
depends, love trees but might have to sacrifice	1

any widening of st should be only 1-2 feet

1

Answered: 37 Skipped: 49

Multimodal Improvement Ideas/Feedback > 9b. Sidewalk Connectivity

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
Yes and widen enough for bike & ped	1
Wider sidewalks	1
There are no sidewalks on the west side of Mass St from 23rd to 21st. Sidewalks on the east side are narrow and deteriorated. Additional connectivity on the arterial roadway is needed.	1
The west side of Massachusetts from 21 to 23 has no sidewalk and forces pedestrians to travel in unsafe ways.	1
Some sidewalks in the area tend to just end or even on some side of the streets don't exist (east side of mass st on 23rd to 21st).	1
Sidewalks on both sides of Mass. street are very important. If it is possible to make one of them a shared-use path, with center line markings, it will get much more use than it does now.	1
Sidewalks are in poor shape (cracks, uneven) along many portions of this study route. But this is not a highest priority.	1
Sidewalk upkeep is not ideal in this section of Massachusetts. Brick sidewalks are particularly uneven.	1
Sidewalk is great as is toward north at least.	1
Sidewalk cut cuts and Painted crosswalks at all intersections...Crosswalks double as traffic calming devices...	1
Narrower streets for slower cars and shorter crossings.	1
important must be ADA compliant	1
Fill gaps and repair sidewalks	1

This is very important	1
The bicycle riders use the sidewalk instead of the bike lanes provided which make it a hazard for people using them for walking.	1
That's be good.	1
Shared use as in room for people in wheelchairs to move alongside people walking without either having to walk on the grass to pass by one another? Cuz Mass street is wide enough and quiet enough for a dedicated bike lane on both sides.	1
Off-street paths are safe for cyclist and pedestrians.	1
Off street shared use paths are both bike and pedestrian friendly. However center lines make it much easier to understand how pedestrians and bikes can share them and maintain traffic in two directions. I always feel more comfortable riding off the street than on. Just returned from vacations in several national parks that have developed a network of shared use paths and have added lots of signage to help with wayfinding (what street is this?) It was super easy to find our way around - even without a map.	1
Not preferred bike infrastructure bc I'm not within sight lines of cars on a shared use path. Better to have protected on street bike lanes.	1
not as safe as it seems	1
no. bikers take over all shared paths. would lose trees. no	1
NO off-street shared use path	1
If you can clearly delineate the biking vs. walking parts of the path (as e.g. in Europe or modern cities), this could work... though so many driveways will be crossed along Mass St., it might not be the most even/flat for bike riding (e.g. compared to a protected street lane for bikes).	1
If by shared, you mean a path that could be used both by pedestrians and bicycles or other small means of transportation, like on many city trails, I believe this is a bad idea. Sidewalks need to be reserved for pedestrians' (and wheelchairs') use.	1
I wouldn't say no, but I don't understand what the connectivity would be to other similar improvements.	1
E.g. on 6th st.	1
Can't see how this could work on Mass Street and keep historic feel	1
definitely no bike lanes	1

The city should fix them	1
The City of Lawrence should spend our tax dollars to fix our current streets and sidewalks, not installing more traffic obstructions like roundabouts and speed bumps.	1
Require property owners to do this	1
PRIORITY #1 In my opinion, sidewalks in this stretch of Mass. Street should be maintained by the city. These sidewalks are used by the Lawrence population at large (like the sidewalks downtown) and not only by home owners. This is an area with heavy daily pedestrian traffic, including students walking to and from Central and KU, people shopping at Dillons, people experiencing homelessness walking to and from the shelter, residents taking recreational walks, etc.. Many of the current sidewalks are in bad disrepair. There also needs to be uniformity in the materials used to build the sidewalks, for both aesthetic reasons, and to ensure smooth walkability.	1
Please do improve the sidewalks.	1
Old sidewalks are cracked and uneven.	1
Not bad to my knowledge.	1
min 6ft wide	1
Many sidewalks are in poor condition.	1
Many from 19th to 23rd are in bad shape as well as some areas without sidewalks.	1
Its a flagship street. it should look the part.	1
important.	1
I have bad ankles, unbroken flat sidewalks keep me from tripping and spraining them as much.	1
Greatly needed.	1
good. Just do it.	1
Does not seem like this should be part of a bike study. Can it be done independently.	1
brick sidewalks hard to maintain	1
Brick sidewalks are unsafe and not held to same accessibility requirements as other sidewalks	1
And make them wider	1

All sidewalks in urban core need to be replaced at City's expense	1
Absolutely must continue repairing sidewalks. Its important for all ages - toddlers to oldsters.	1
shouldn't even need to ask that question	1
please widen when rebuilding. Currently a little too narrow to walk side by side	1
need safe sidewalks	1
Lots of sidewalks haven't been well maintained	1

Answered: 32 Skipped: 54

Multimodal Improvement Ideas/Feedback > 9e. Pedestrian Refuge Island

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
yes yes if change to 3 lanes then will keep motorcycles from using center lane as racing	1
Would make it easier to cross busy sections of mass st.	1
This doesn't appear to be needed between 14th and 23rd.	1
This could be nice at the 17th-and-Mass crossing (and perhaps also at 19th?). Many neighborhood children cross Mass St at those locations to get to Cordley Elementary -- and crossing at 17th is a popular route to get to the back (lower) side of the KU campus.	1
These could increase pedestrian safety.	1
These are really good	1
These are a useless waste of our tax dollars. Please stop building them. Please use our tax dollars to fix our existing streets and sidewalks, not build more traffic obstructions.	1
Ridiculous for this area. Most of the day the traffic is fairly low. I walk across Mass St. frequently. I'm 72 years old. I don't think this is needed at all.	1
Pedestrian islands make crossing safer and they can be very attractive, with plantings, etc.	1

When I'm driving I worry about hitting bikers so I like plenty of room to pass them by.	1
This might be ok but why? Vermont street is a perfectly serviceable bike route from 15th going south. Extend the bike lane on Mass from 14th to 15th and that's all that's needed. Why spend all the money on a Mass St. bike lane all the way to 23rd? Its a wasteful use of our tax dollars.	1
This is the minimum acceptable standard for Mass St. bicycle facilities. Protected lanes would be better. Whatever the form: extend the lanes from 14th St. south at least as far as 21st, to connect with the E/W bike route there.	1
This feels less safe on a bike than a buffered lane	1
They should be available, but not to the extent that they negatively impact car traffic flow.	1
The newer lanes added at 21st and Massachusetts are usually impassable due to parked cars so I would not be in favor of adding more.	1
Protected bike lane preferred but designated bike lane the entire length of Mass Street is necessary	1
Not needed. Would not tie to existing infrastructure.	1
Not ideal at all but its something. This is a bicycle gutter	1
No, this isn't safe.	1
No shit Sherlock. People won't bike more unless they feel protected and the reality is most drivers don't think or consider the safety of bicyclists anymore. Behavior must be modeled into our infrastructure plans.	1
no not safe	1
no brainer	1
Need safe bike access on Mass st. south of 14th; cars do not respect bicyclist right to use a lane of traffic, and as a result bicyclists regularly use the sidewalk, contributing to overall unsafe conditions.	1
Its nice to have designated bike lanes, but they do not feel very protected from inattentive drivers. I usually prefer to move to the sidewalk or multi-use path.	1
Good if no room for buffer	1
good	1
Already doing this and thank you!	1

A stop in the right direction, but buffer space or protection are ideal.

1

insufficient

1

Answered: 23 Skipped: 63

Multimodal Improvement Ideas/Feedback > 9g. ADA Compliant Pedestrian Ramps

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
Yes!!	1
Yes this is important for accessibility	1
yes	1
Works well for baby strollers.	1
This is fine if it's needed.	1
These are needed at all intersections. My wife uses a wheelchair and some sidewalks in this area are lacking these.	1
Skate board friendly	1
See Emery Road and High Street.	1
Not a priority for me, but I'd like them for those who need them	1
Missing ramps near Memorial and South Park	1
It is hard enough to get a stroller up/down ramps, it can't be ADA compliant. Just a block over, 17th and Vermont "ramp" is extremely unsafe, forces you into traffic if you cannot get over a curb.	1
Improvements needed at 19th St.	1
I use for biking	1
I don't believe those are negotiable per ADA Law.	1

This would be better than non-buffered lanes for for Mass St. bicycle facilities. But protected lanes (e.g. poles/bollards) would be better, to protect bikers from bad local drivers, bad university drivers, and delivery vans which will otherwise inevitably block the lanes and endanger bikers.. Whatever the form: extend the lanes from 14th St. south at least as far as 21st, to connect with the E/W bike route there.	1
This wider area would make me feel more comfortable about sharing the road and less like I'll hit someone if they fall over.	1
This is my top priority for improvements. The buffered lane between 14th and downtown works very well	1
They might use them then instead of making pedestrians using sidewalks to walk.	1
These are great north of 14th.	1
The stretch from 11th to 14th is much better than it used to be	1
Should be extended from 23rd to 6th	1
regular user of lane from 10th to 14th. needs to be continuous down Mass.	1
Physical barriers to separate cars and bikes	1
Nice! As it is, many people ride bikes on the sidewalks (sometimes right in the middle of them and not yielding to pedestrians!)	1
Less ideal	1
I prefer separated or shared use path	1
good	1
Giving bikes as much space as possible is ideal (Bike lane on e 15th st is narrow and dangerous)	1
fantastic if is there room for this	1
even better this!	1
Drivers still won't respect the passing	1
Definitely prefer continuing the lane similar to 11th-14th	1
Better than simple bike lane	1
Better option than on-street without buffering	1

Again, why? Vermont St. as a bike route works well from 15th on south.

1

insufficient

1

Answered: 27 Skipped: 59

Multimodal Improvement Ideas/Feedback > 9i. Mid-Block Crossing – Rectangular Rapid Flashing Beacon

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
Yes please!	1
where needed to connect to other paths	1
These are very useful on a street where bikes/pedestrians occasionally need to cross, and traffic may be heavy only at certain times of day.	1
These are okay but often drivers don't yield	1
These are cool devices when vehicle drivers choose to respect the flashing lights and the fact someone is in the street. As a pedestrian and a driver observing other driver's behavior it has become clear that at many in this community view these items as a joke and not a safety feature. Is there a way to beef up these devices?	1
The new crossing at 21st and Massachusetts is helpful but traffic overall must be slowed down.	1
Sure, if needed. It's hard to cross Mass at 16th street	1
Stop lights are wasteful, inefficient and unnecessary if enough other traffic calming devices are used	1
PRIORITY #5	1
Perhaps useful at 15th or 16th... I'm not convinced this is essential, though.	1

Once again, extending the bike route south on Mass seems foolish to me. Using parallel, less busy streets for bike routes makes more sense than trying to make bike travel safe on more heavily trafficked main thoroughfares. I live on Vermont street just south of 15th. We have dozens of happy safe bike riders pass daily. Joggers and walkers are happy and safe on our street also. It is clear to me that the proposed project is not needed. Fix the sidewalks, add ADA compliant ramps where needed, extend the bike lane to 15th and keep the bike route on Vermont. Thanks for considering my feedback.

1

Not needed.

1

Not clear that cars respect these; a HAWK signal is preferred. But in general more mid-block crossing would be great-- very dangerous and difficult to cross between 17th and 14th as a pedestrian.

1

I'd like to see something like this implemented in the curved right turn yield when turning north onto Mass from 23rd. Drivers go way too fast through that section and it's dangerous for pedestrians to cross there. That area is also a hazard for the driveways just past the turn.

1

do it

1

Dislike. could also add traffic calming speed bumps.

1

Current configuration for crossing Mass (with a light) seems adequate for this stretch of roadway

1

As a driver I've never liked these as they're harder to notice than stop lights.

1

Adding additional crosswalks would be huge for pedestrians and cyclist.

1

Answered: 19 Skipped: 67

Multimodal Improvement Ideas/Feedback > 9j. On-Street Separated Bike Lane

- ● Please share any additional feedback/input.

really the only option to get all users comfortable. Plenty of room for this.	1
oh yes please.	1
Not on Mass. I'd rather preserve trees and the historic character	1
Not needed and would cause too much impact for traffic.	1
Nice and expensive and not at the expense of trees.	1
need strong infrastructure for N/S bike connectivity	1
Ideal solution along Mass street from 15tg to 11th	1
I like these the most.	1
I don't like being in road with cars.	1
great	1
Even better	1
Do it! seriously we need protection from cars. General comment: Raised intersection for cars / traffic calming.	1
better	1
best	1
A protected bike lane is the safest option	1
not realistic too expensive + not enough room;	1

Answered: 27 Skipped: 59

Multimodal Improvement Ideas/Feedback > 9k. HAWK Signal

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
This may need to be in addition to other things because people still do not pay attention to the one put in recently on 20th.	1
This is useful at 21st.	1
This is probably the best piece of multimodal infrastructure in Lawrence right now	1
This is good	1
The signal installed at 21st and mass has been great. My spouse and I (along with our dogs) have used it multiple times and it's greatly appreciated. We'd love to see something to make it safer to cross the right turn yield lane from 23rd to mass.	1
Sure	1
seems they work well depending on location	1
Please dont	1
People rarely know how to use these correctly	1
No.	1
love it but the sidewalk doesn't connect.	1
i observe much driver confusion in regard to signal lights	1
I love the intersection at 21st street	1
Existing at 21st is good.	1
Biker-activated signals would be nice, but not essential.	1
A waste of resources if more passive traffic calming is used	1
the one @ 21st +Mass is great	1
Drivers hate these. They yell at pedestrians for stopping traffic, fail to slow on yellow, ignore turn-only lanes. As a pedestrian you cannot trust these	1

Answered: 18 Skipped: 68

Multimodal Improvement Ideas/Feedback > 9I. Intersection Improvements – Bike Boxes

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
No.	2
Shouldn't be needed much along Mass St., since you're going to extend the bike lanes most/all of the way along the route.	1
No. Had these in Seattle. Sets up a lot of hostility between drivers and bikers.	1
Indifferent, again just paint	1
I'm not sure how to use these	1
Green paint serves as reminder to drivers.	1
Education about how to use these has not been very successful. Public service announcements needed. Only a few folks in town know what to call them, or how to use them.	1
E.G. 11th and Mass	1
Cross walk markings	1
Bike boxes are a must as a population in Lawrence is stealing bikes that are locked through sheer aggression on the locks or bikes. Bike parts are being stolen from bikes that are locked up. Bikes are not cheap. Replacing bike parts is not cheap and becomes a major choke point for those individuals who bike for many of their personal needs. I guess we could instead look at Magnavolt anti theft devices like from the movie Robocop 2. That might be the better choice anyway.	1
Almost impossible to get the traffic light crossing Mass st. at 17th to recognize me when I am on my bicycle. Need to have traffic crossings that allow bicycles to consistently act like cars-- as they should-- rather than forcing them into the sidewalks to cross the street.	1
I am ambivalent about the bike boxes. It might be better if there were more	1

Answered: 13 Skipped: 73

Multimodal Improvement Ideas/Feedback > 9m. Bus Stop Pad & Bench

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
Sure.	2
Yes, benches please. It's the very least we can do for the folks forced to use our second-class bus system. Why not shelters, too... go nuts!	1
Yes please!	1
yes	1
Yea	1
Van Go benches as way to brand the city	1
This would make a lot of the stops nicer.	1
Minimum standards	1
Lovely	1
Im a fan of the bus benches that have been popping up around town.	1
I think so, but need to work with homeowners whose yards will be bus stops	1
Hmmm, can we get benches with back support for those who need such support. Do I need to really list them. Oh wait yes I do. A parent with a child, a worker after a long day, a person with back issues, the elderly, etc. low hanging fruit here.	1
Decorated bike shelter at 17th and mass is extremely nice-- more please!	1
Bus stops should have a consistent look (seating & shelter)	1
Bus shelters need a roof to be effective shelter in all weather conditions.	1
and some shelter from sun and rain	1

Adding more of these simple bike benches and pads is a fantastic way to advertise the transit system, identify where to catch a bus, and where to put litter when you pick it up along a city street. Oops, where is the trash can? 1

Answered: 18 Skipped: 68

Multimodal Improvement Ideas/Feedback > 9n. Intersection Improvements – Conflict Area Markings

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
This is ridiculous.	1
These are very, very helpful. It is a big improvement for pedestrians and everyone on wheels.	1
These are good especially if they restrict right hand turns	1
Sure.	1
no brainer	1
Nice!	1
I'm not sure drivers know what those are	1
I'd like to see something like this implemented in the curved right turn yield when turning north onto mass from 23rd. Drivers go way too fast through that section and it's dangerous for pedestrians to cross there.	1
I have no idea how to read this intersection, what is the green area for?	1
bump outs	1
At 21st is good. Not needed elsewhere.	1
add crosswalks to every intersection.	1

Answered: 12 Skipped: 74

Multimodal Improvement Ideas/Feedback > 9o. Bus Stop Pad with Shelter & Bench

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
Yes, more shelters.	1
Yes!	1
would like one around 21st st.	1
Would also be good to have a light + bike rack as a standard	1
This is SO important	1
This is great! Far too few of these in town, making bus riding in poor weather very difficult. Many people use this, for example, on grocery runs.	1
So, so glad to see more of these shelters being installed around the city. Also love the unique designs on some of them. I encourage you to talk to art teachers at all the schools who could help coordinate the development of artwork for all bus shelters near schools. Taking part in creating the artwork will help prevent vandalism. The ten shelters with designs by indigenous artists are fantastic!	1
Sheltered bus stops would be great	1
Preferred standard	1
Not good in residential, single family context.	1
I really like these designs. Not too big but perhaps a bit too small. I appreciate the recent artistic improvements to some of the stops around town. I use the bus from time to time and it's cool to see local artists making so much of Lawrence more beautiful.	1
I hate this specific example of shelter in the photo, back when I took the bus frequently they were hotter than staying outside the shelter in the summer. There's no air circulation and it's just boxed in super heated air. They weren't very good in winter either. It's like it was trying to split the difference between summer and winter needs and missing the mark for both.	1
Good for protection from extreme weather	1
Flagship street.	1

Excessive except at heavily used stops.	1
Better than just a bench for bus riders, I am guessing	1
All Lawrence bus stops should have a shelter, and a carve out for the bus to get out of the traffic lanes when it is stopped.	1

Answered: 17 Skipped: 69

Multimodal Improvement Ideas/Feedback > 9p. On-Street Parking

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
Would be great for me, but not for most.	1
We need less of car parking	1
We don't need it along Mass St. Roads should be for moving *people*, not moving (or storing) automobiles.	1
We do not currently have on street parking at 23rd and Massachusetts but it would be helpful if traffic were slowed down. It is too dangerous to park in front of our house during the hours currently allowed.	1
Preserve/ improve street parking	1
Plenty of parking on side streets. Not needed.	1
Please, no.	1
please god no more car parking	1
On street parking needs to be available for existing businesses that need it as well as existing apartment building across from Dillon's	1
Not necessary but could be used for protected bike lanes	1
Not important to me. I park on the side streets or on NH and walk over	1
need more	1

Less of this please	1
If you remove parking @ 1401 Mass my business will fail. My business is small and local.	1
I'd also like to see this as an option for residences on Mass st in lieu of 4 lanes.	1
Hard one here because it makes driving down some streets very unsafe. Take Maine street outside the hospital, now with the TRC in place cars are always driving up and down that street and with cars parked up one side people act like it's a one lane street. Take that into our streets with only housing and the situation is compounded. Sometimes there is only room for one car to drive down the street and it becomes a game a chicken and less working together. We need to have dedicated street parking like I want dedicated bike lanes. No street parking would also force people to make decisions about transportation modes which is what we should be trying to encourage.	1
Eliminate head-in parking	1
Current on street parking is hour restricted and unsafe when utilized. Would be happy to see it go.	1
NO on-street parking	1

Answered: 19 Skipped: 67

Multimodal Improvement Ideas/Feedback > 9q. Cycle Track

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
You've got to be kidding.	1
Yes! This looks like real road safety!	1
yes	1
this would be cool	1
These have not gone over well in other neighborhoods. I don't see bikers using them but I do see cars parked in and driving over cones.	1
o. probably not realistic	1

Not on Mass.	1
Not necessary but preferred	1
not at the expense of trees.	1
No. Not safe.	1
More protected bike infrastructure please	1
It certainly works in New York City.	1
I'm not opposed, but perhaps one-way protected bike routes on each side of Mass St would work better. Whichever your design experts prefer, so long as we get protected bike lanes.	1
I really think this is a good idea	1
I don't see how that would tie to existing infrastructure elsewhere given the limited area under evaluation.	1
Dedicated full lane for cycle traffic keeps cycle traffic together.	1
awesome. Pretty close to ideal.	1
as a cyclist, these are often awful to use unless done really really well.	1
could be really good on east side of street. Needs strong protection from cars	1

Answered: 19 Skipped: 67

Multimodal Improvement Ideas/Feedback > 9r. Roadway Reconfiguration (4-lane to 3-lane conversion)

- ● Please share any additional feedback/input.

We do not need any more one lane roads in Lawrence, particularly not on a busy through street, like Massachusetts (or 21st Street or 9th Street). Please stop using our tax dollars to make Lawrence even more difficult to navigate in a car!	1
very important; Pedestrian safety @ cross walks	1
Very dangerous to turn left into driveway from the left lane of traffic. A middle turn lane would greatly increase road safety.	1
This is a good design.	1
There are constant delivery and service vehicles on this st. Will they block? Buses too Backing out of your driveway onto a 4 lane street is already challenging. If all traffic must be absent to pull out into one lane, you can wait 5 mins or more for a break in traffic	1
The conversion to 3-lanes from 11th to 14th seems to have worked well; the center turn lane south of 14th is a must	1
safer for turning	1
provides additional option for planting, too; create rain gardens (bioswales) in appropriate areas created in this project. Pedestrians scaled lighting, more safety buffers.	1
PRIORITY # 2	1
no brainer	1
Narrower lanes also. 10th st can do	1
May be beneficial with significant improvements to the 19th and Mass intersection. This is one of the few North-South routes in the area since Ousdahl has been eliminated and Naismith is next on the chopping block. This will need extensive study and review of alternatives to move traffic to other streets such as Kentucky, Barker, or Learnard.	1
I'm a big fan of this as well. Turning off of mass either into my driveway or a side street can often be problematic due to speeds of other drivers. I've nearly been rear ended numerous times trying to turn west on to 21st or into my driveway.	1
I would appreciate a longer turn lane for residents turning into and out of their driveways.	1
I want to see the data but I believe this is feasible without impacting traffic too much - and there is some positive benefits for cars.	1

I like the 3 lane conversion. This would have been so ideal on Bob Billings and Kasold and Wakarusa. Again, we need engineers willing to think of multi modal transportation as a reality not buzz words.	1
I feel like this will make traffic worse condensing two lanes each way down to one.	1
Great idea	1
For sure. Makes the most sense for all.	1
Converting 4-lane to 3-lane streets should be accomplished on Massachusetts, and most other streets city-wide, with only a couple of exceptions. We really do not have to race across town with four lanes of traffic. We can do that on the by-pass (i.e. future expansion of K-10).	1
but fewer/narrower is even better	1
After is preferred on Mass Street	1
#1 most important to me as traffic has too many speeders turning off 23rd onto Mass.	1
yes,yes, but must include pedestrian refuge islands to keep cars and motorcycles from racing down center lane	1
This is very important	1

Answered: 37 Skipped: 49

Multimodal Improvement Ideas/Feedback > 9s. Separated Bike Lane with Floating Bus Stop

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
yes	1
Yea, I'm very into this as long as the protected bike lane continues	1
Uhhhh	1
this can work	1
Same comment as Cycle track.	1

Preferred	1
Not opposed to this, but also not sure we have enough bus service to justify. Your call.	1
Not on Mass	1
Not needed	1
No.	1
No, no.	1
Cool idea but we don't have the real estate for it.	1
Awesome. Close to ideal.	1

Answered: 13 Skipped: 73

Multimodal Improvement Ideas/Feedback > 9t. Intersection Bump-Outs

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
yes	1
Works best with on-street parking.	1
These are nice for crossing but difficult to integrate with a bike lane	1
Something like this along Mass St, except still maintaining through access for the bikers.	1
Only if we are bumping out to protect that dedicated on street parking. Otherwise if we have bike lanes you would be cutting those off and why cut off our nose to spite our face?	1
No. Need more space for traffic movements at 19th and Mass intersection -- not less.	1
No. All these "fancy" solutions just make navigating for all confusing.	1
No. This is a neighborhood, not a business district.	1

Is the city willing to maintain more bump-outs than just downtown?	1
Indifferent	1
easy fix here	1
these can be great cant picture how they'd work on Mass. I live on Mass near 21st. Last 3-4 years there has been an exponential increase in motorcycles and pumped-up cars racing up Mass st from 19th to 23rd (both directions). They easily get to 60 mph. Love the 3 lane config - just need to make sure center lane cant become racing lane. Pedestrian refuge islands like on Louisiana would be great for this.	1

Answered: 12 Skipped: 74

Multimodal Improvement Ideas/Feedback > 9u. Central Median – Access Management

- ● Please share any additional feedback/input.

The word cloud requires at least 20 answers to show.

Response	Count
Would this be needed?	1
This helps to slow cars so in favor	1
PRORITY #4 We do need traffic calming devices on Mass. Street. I think the intersection with 16th street would be a good spot for it. I have noticed many cars and motorcycles speeding (way beyond the allowed limit) from the traffic light on 17th street to the traffic light on 14 street.	1
Please don't make it any harder to access the cross streets from this section of Mass than has already been done, particularly south of 19th. The current access configuration at 21st has forced much more of the neighborhood traffic onto 20th	1
Not only is this a waste of our tax dollars, it is bad for the environment.	1
Not on Mass	1
Not helpful on Mass street	1
No, again.	1

Maybe too restrictive for traffic, not sure. Would calm traffic, maybe more so with trees planted in the median? 1

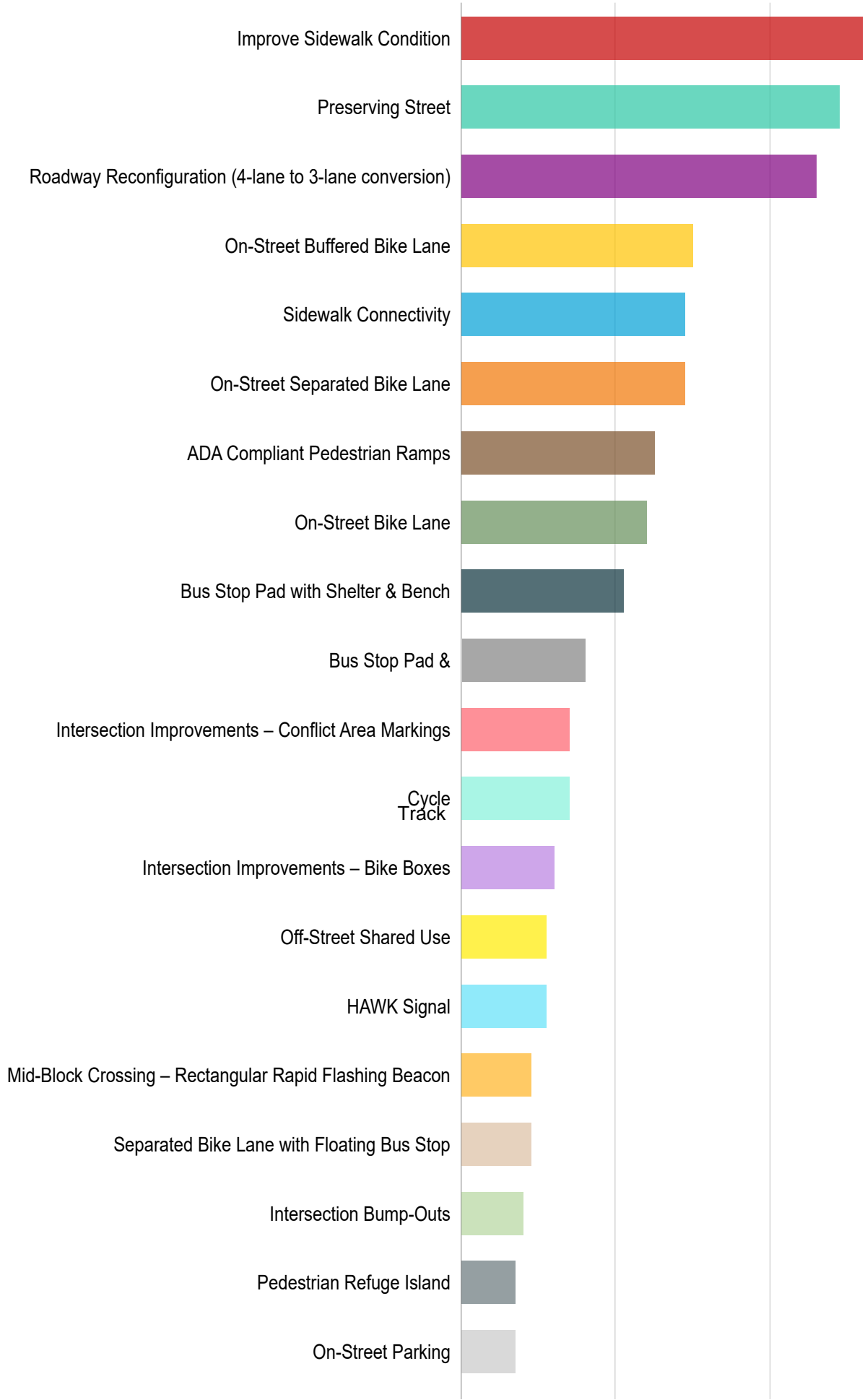
but im open to hearing about consequences. 1

Absolutely not. Residents access mass throughout the corridor. This would truly ruin access and be detrimental to those property owners (myself included). 1

no, will block driveways 1

Answered: 12 Skipped: 74

● **9v. Potential Multimodal Improvement Ideas:**



Central Median – Access Management



Answers	Count	Percentage
Improve Sidewalk Condition	52	60.47%
Preserving Street Trees	49	56.98%
Roadway Reconfiguration (4-lane to 3-lane conversion)	46	53.49%
On-Street Buffered Bike Lane	30	34.88%
Sidewalk Connectivity	29	33.72%
On-Street Separated Bike Lane	29	33.72%
ADA Compliant Pedestrian Ramps	25	29.07%
On-Street Bike Lane	24	27.91%
Bus Stop Pad with Shelter & Bench	21	24.42%
Bus Stop Pad & Bench	16	18.6%
Intersection Improvements – Conflict Area Markings	14	16.28%
Cycle Track	14	16.28%
Intersection Improvements – Bike Boxes	12	13.95%
Off-Street Shared Use Path	11	12.79%
HAWK Signal	11	12.79%
Mid-Block Crossing – Rectangular Rapid Flashing Beacon	9	10.47%
Separated Bike Lane with Floating Bus Stop	9	10.47%
Intersection Bump-Outs	8	9.3%
Pedestrian Refuge Island	7	8.14%

The possibility of on-street parking and better controlling traffic (speed) on mass st, especially near my house on 23rd and mass and going north from there. Improving the safety and walkability of the area.	1
The opportunity to turn the street into the showcase it was meant to be and to be inclusive of all people.	1
The opportunity to slow down driving traffic and make our street safer for pedestrians!	1
The opportunity to increase and improve cycling and pedestrian infrastructure. Chance to increase visibility of bikers and pedestrians.	1
the bicycle lanes between 11th & 14th on Mass are a step in the right direction. However, the dedicated lanes are narrow and put cyclist dangerously close to vehicles and there is few safe connections to other bike infrastructure in the city. There are several N-S thoroughfares near Mass St. This gives the city the opportunity to use our historic main st to accommodate more than just auto. Mass St. between 14th + 23rd prioritizes cars, which often speed and create noise pollution. Changes to the street that lessons traffic, slows traffic, and encourages pedestrians and cyclist will have an immense benefit to the entire Lawrence community.	1
That someone is paying attention to this road section	1
That it could be more pedestrian friendly.	1
Speeders continue deep into the night also with some cars racing each other. This is often so bad that I can not sleep in my bedroom which faces Mass @ 22nd st. Calming the traffic to try to stop speeders getting safe biking on Mass as we can not bike where we live off 22nd and mass due to dangerous traffic.	1
Slowing traffic + getting fast loud cars + motorcycles to reconsider whether they want to be on Mass St. Safer for bikes + pedestrians. Loads of kids (and Adults) walk in the neighborhood.	1
slowing motor vehicle speeds	1
Slowing down traffic + reducing drag racing. Bike lanes added	1
slower traffic, reduce noise	1
Slow speed on 15th from Mass to Kentucky. Speed bump or stop sign.	1
Sidewalk improvements, ADA ramps. The rest all seems unneeded.	1
Sidewalk connectivity and improvements.	1

Separate lanes for bike and cars 14th to 23rd	1
safety for bikers improved ; Please pass to whoever cares, I would really like intersections of 7th, 8th, 9th and Mass to be closed. Maybe 10th as well.	1
Safety - walking & driving	1
Safer bike riding south of 14th. In the future it would be nice to connect the 21st st. bike boulevard to the burrough creek trail	1
Safe and easy bike to store & hardware de-constructed w cars. Wide smooth sidewalks & curb ramps. I bike on the sidewalk by preference.	1
Reduce Speed. Start ticketing for modified exhaust	1
Providing more opportunity for bikes and ped. It builds community and the health of everyone.	1
Overall, really supportive of the project! I think we can improve safety and infrastructure for many residents, and make the neighborhoods much better for residents on and near Mass. Calmer Traffic, biking infrastructure, safer streets.	1
Nothing	1
Not getting pushed off sidewalks while out walking by people on bikes.	1
Multi-use transit on Mass. We love our 21st bikeway	1
Making transit more equitable for all ages, abilities, and incomes, and creating a safer and more environmentally friendly space for all.	1
Making our city more bike friendly. I would absolutely ride more if it were safer. Also traffic calming on Mass - change to 3 lanes makes a lot of sense. Separated bike lanes + save the trees.	1
Making Mass St a safer, quieter, and more human-friendly route along which to bike and walk.	1
Making Mass safer, more efficient and more attractive for all forms of transportation	1
Making mass safer and more vibrant	1
Let's get this stretch of mass outfitted with a dedicated on street protected bike lanes	1
Less cars, less parking. Protected bike lanes. Less traffic. More biking facilities.	1
Lawrence getting on board with transport outside of cars. I look forward to seeing Mass St. as an indicator for the rest of Lawrence.	1

increasing bike lanes hopefully	1
Importance given to non-car transportation	1
I love biking around town. Cant wait for it to feel safer with more designated biking lanes.	1
I have been thinking for sometime now that this section of Mass. street needed a make-over, to improve conditions for walkers and bicycle riders. It is after all an extension of downtown!	1
I don't really understand what problem you're trying to fix with these options.	1
I don't get excited talking about projects because all we are doing is talking right now. I get excited when things get built.	1
Hopefully, Massachusetts Street can become the first North-South axis across Lawrence on which everyone feels safe while walking, rolling, biking, or driving. It is not a long distance, and represents the "heart", if not the center, of our city. It can serve as a good example to imitate on other routes.	1
high visibility for bikes and pedestrians improving my daily travel by bike	1
Having Mass street be safer for families, walking, and biking. Fewer car accidents, less drag racing, etc. Has the potential not just to be a neighborhood asset, but to be a city highlight--- a greenway destination for walking/biking/running outdoor activities going all the way to south park, downtown, and the river.	1
Getting better sidewalk conditions. Getting a bus stop closer to 21st st.	1
Get sidewalks fixed. More sidewalks on Mass - westside.	1
Enhanced bicycle + Pedestrian safety	1
Drastically reduces street racing. It sometimes is nightmarish for a few hours a few days and nights per week.	1
Continuous bike lane that makes it normal to bike	1
continuity of bike facilities to 23rd st.; Lowering Speeds; 4 lane - 2 lane with turning lane	1
considering people other than drivers. Making things easier for people with all different abilities.	1
Consideration needs to be given to flooding along Mass with heavy rains. Issue with drivers hitting light pole at 16th/Mass - multiple events occurred over past several years. The possibility of reduced traffic noise.	1
Connectivity of bike infrastructure. Better Sidewalk conditions	1

This section of Mass is one of the most beautiful streetscapes in the city. Don't ruin it by destroying trees or tryin to cram too much in. The price tag vs the benefits Paper Survey #17. JN 07Nov2023 Age = 65 years or older	1
The protected bike infrastructure wont be built Paper Survey #4. JN 07Nov2023	1
The cost.	1
The cost to citizens who are already highly taxed.	1
That what is working well will be changed Paper Survey #6. JN 07Nov2023 Age = 65 years or older	1
That we have city staff who seem resistant to change and rely on outdated thinking regarding pedestrian and bicycle pathways as an afterthought. This talk will amount to nothing happening. The neighbors along the corridor will come out and scream against change so nothing will happen. That's what concerns me most.	1
That the above won't be done	1
that people will demand public space to store their private vehicle & that bike protect infrastructure would be watered down. Paper Survey #7. JN 07Nov2023	1
That is will only be a pavement marking project. Paper Survey: #55. JN 07Nov2023	1
That bike/ped needs will be overridden by those against any mode except for auto/trucks. Paper Survey #37. JN 07Nov2023	1
So many people want public space for their private use (private parking) Paper Survey #32. JN 07Nov 2023	1
Removing trees or adding unnecessary sidewalks. Improve what we have.	1
Prioritizing the interest of the vocal people who participate in these conversations. Does represent all stakeholders. Paper Survey #8. JN 07Nov2023	1
Please keep trees. So important. Shade is necessary. Paper Survey #57.1 JN 07Nov2023	1
People hate giving up car lanes/parking even when (as here) they aren't needed. Paper Survey #49. JN 07Nov2023	1
People clinging to car dominance that will demand watering down any progressive ideas. Paper Survey #48. JN 07Nov2023	1
Over thinking / Spending. Paper Survey #53. JN 07Nov2023	1

over complication Paper Survey #21. JN 07Nov2023	1
On street parking availability Paper Survey #22. JN 07Nov2023	1
Off street parking for business Paper Survey #23. JN 07Nov2023	1
Nothing. I love it!	1
Nothing	1
Noise impact on at home business during construction. internet outage also.	1
No provisions for noise. Illegal muffler noise is insane on our block Paper Survey #10. JN 07Nov2023	1
negative impact to existing tress/landscape. Paper Survey #43. JN 07Nov2023	1
NA Paper Copy #1 - JN 06Nov2023	1
My concern is that not enough will be done to encourage pedestrian and bicycle use on Mass St. Unp rotected bike lanes are unsafe. There needs to be full commitment to a more pedestrian and bicycle fr iendly Mass St. Paper Survey #34. JN 07Nov2023	1
Mild concern about it taking longer to get out of driveway, but should be fine. Please don't widen road - keep the nice parkways + trees. Paper Survey #13. JN 07Nov2023	1
mandatory brick sidewalks	1
Loss of trees. Paper Survey #42. JN 07Nov2023	1
Loss of trees. Paper Survey #26. JN 07Nov2023 Age = 65 years and older	1
Loss of trees. Heights of activation buttons at controlled crosswalk. Should be low enough for wheelch air and recumbent trikes users. Is there ADA compliance standard for this. Paper Survey #25. JN 07N ov2023	1
Loss of trees and historic feel to entrance to downtown	1
Losing Mass Streets charm + personality. Paper Survey #35. JN 07Nov2023 Age = 65 years and olde r.	1
Local, reactionary pushback against whatever design is proposed (no matter how modest).	1
Like many more general surveys like this one, there are some needs that begin to overshadow others (ex creating walkability in a space at the detriment of those with physical limitations). I hope this projec t can come up with an equitable solution for all. Paper Survey #27. JN 07Nov2023	1

Lawrence is rapidly becoming unaffordable because the City, County, and School Board seem to believe that there is no limit on how high our property taxes can go. Instead of spending our tax dollars on unneeded projects like this, the City needs to prioritize fixing our existing streets and sidewalks so that they are drivable.	1
Just questions about funding. Would special taxes be increased to fund this? Paper Survey #44. JN 07Nov2023	1
Its too busy a street to encourage cycling Paper Survey #20. JN 07Nov2023 Age = 65 years and over	1
Impending or slowing traffic. Paper survey #39. JN 07Nov2023 Age = 65 years and over	1
Im concerned that it will be watered down. No one feels safe in the unprotected bike lanes. Paper Survey #53. JN 07Nov2023	1
I live at 23rd and Massachusetts and the traffic speed is dangerous. I see car wrecks nearly every week. I walk every day and always go one street east or west to avoid high speed traffic and traffic noise. We are technically allowed to park in front of our house after 6 pm but no one ever has due to traffic speed. The curve is highly dangerous and should be eliminated creating a normal right hand turn. Additional bike lanes would not reflect the needs I see in my neighborhood.	1
I dont want this to impact the green strip between the sidewalk and the street that contains our oak tree. one of the best in Lawrence. Paper Survey #47. JN 07Nov2023	1
I don't really understand what problem you're trying to fix with these options.	1
How will this project help bring more active transportation to the neighborhoods that Mass. Street serves, and how will it help connect them to the Loop and other venues for recreation? I don't know for sure how this project helps complete the overall bikeability plan for Douglas County, but assume there are some connections. Will it help create some continuity in design with the bike boulevard? with downtown? with the Loop? There were no questions about signage for this project. Isn't that an important part it?	1
hoping that intersection improvements will happen Paper Survey #57. JN 07Nov2023	1
Hopefully the construction doesn't take long, it took a long while to open 19th st again Paper Survey #16. JN 07Nov2023	1
Half way completed	1
Funds to fuel the project in timely fashion. Paper Survey #31. JN 07Nov2023	1

Failure to take into account the very functional bike route we have now on Vermont Street. This massive project seems very ill conceived to me.	1
dumping traffic on Ten and Ken & Barker/NH and Learned Paper Survey #3. JN 7 Nov 2023 Age= 65 years or older	1
Drivers hate "calming" and retaliate with worse driving, driving over curbs, jackrabbit starts. They also treat "calmed" roads as broken and route around them, speeding through adjacent neighborhoods. Popular KU sport events will cause standstill traffic in both southbound lanes for an hour or more. Paper Survey #12. JN 07Nov2023	1
don't want traffic to increase on streets parallel to mass Paper Survey #2. JN 07Nov2023 Age = 65 years or older	1
Don't remove trees Paper Survey #24. JN 07Nov2023	1
Destruction of green space. Paper Survey #40. JN 07Nov2023	1
Cost - but I believe some/most maybe covered by grants. Paper Survey #45. JN 07Nov2023	1
construction times- its hard to wait Paper Survey #14. JN 07Nov2023	1
Connectivity with existing projects i.e. 14th st North @ Mass St. Also 23rd and Mass terminus. The aspect of not including safe additions and giving a false sense of security. Lots to do right. Paper Survey #36. JN 07Nov2023	1
Bike lanes remove at traffic lights. Dont seem to be looking at city behavior visuals sidewalks + bike paths. Examples, Iowa at 21st. Sidewalk blocked for weeks after construction ended. Long alternate route for pedestrians. Paper Survey #41. JN 07Nov2023 Age = 65 years and over	1
Available funding to do it properly. Paper Survey #33. JN 07Nov2023	1
Anytime you make change people complain! Paper Survey #29. JN 07Nov2023 Age = 65 years and older	1
Anti-bike sentiment and opposition after the 23rd street project.	1
Access restrictions to residents. Increased traffic stacking/backups specifically at intersections. Both intersections (19th and 23rd) perform very poorly in their current state. Reducing queuing with lane reductions would make this much, much worse.	1
1. Widening road 2. adding more intersection limitations for cars turning. Paper Survey #56. JN 07Nov 2023	1

Response	Count
New Hampshire	7
Vermont	5
Mass St.	5
Vermont St.	4
Massachusetts St	4
Mass	4
New Hampshire St	3
New Hampshire St.	2
Locust	2
Connecticut st.	2
21st St	2
21st	2
Tennessee St.	1
Tennesse	1
Redbud Lane	1
Prairie Ave	1
Prairie	1
Pennsylvania st.	1
Owens	1
Ohio	1
New York St.	1
New Jersey St.	1

Natalie Dr.	1
Murrow Court	1
Massachusetts	1
mass st	1
Mass St.	1
Maple lane	1
Main St. Perry KS	1
Louisiana	1
Eldridge St.	1
Delaware	1
Barker Ave	1
Barker and 15th	1
Barker	1
Alabama	1
9th	1
2nd Street	1
21st Streey	1
21st st.	1
2101 Massachusetts St	1
1900 block of Mass	1
13th	1
MASSACHUSETTS STREET	1
Massachusetts St	1

- 12b. To help us understand the transportation options available to you, where do yo...



Response	Count
20th	5
19th	4
17th St	3
16th	3
15th	3
Louisiana	2
9th	2
8th	2
21st	2
16th, 17th	2
15th, 16th	2
15th street	2

14th	2
Ninth Street	1
Natalie Dr	1
Michigan street	1
Madd	1
Louisana	1
Iowa	1
Haskell, 15th	1
Haskell Ave	1
Haskell and 26th	1
Harvard	1
Greener Ter	1
Delaware St.	1
Barker said 15th	1
7th St.	1
25th street	1
23rd St.	1
23rd St	1
22nd,23rd	1
22nd, 21st	1
22nd st	1
22nd	1
21st,22nd	1

21st st.	1
20th,21st	1
19th St,	1
19th and Mass	1
18th,19th	1
17th st., New Hampshire St.	1
17th	1
15th,16th	1
13th,19th	1
13th	1
12th,13th	1
11th,10th	1
11th	1
10th, 11th	1
10th St.	1

Answered: 71 Skipped: 15

● 13. What is your Zip Code?

64?

66049

kidding

66044

66044.

66046

66073

66045

choices

below?

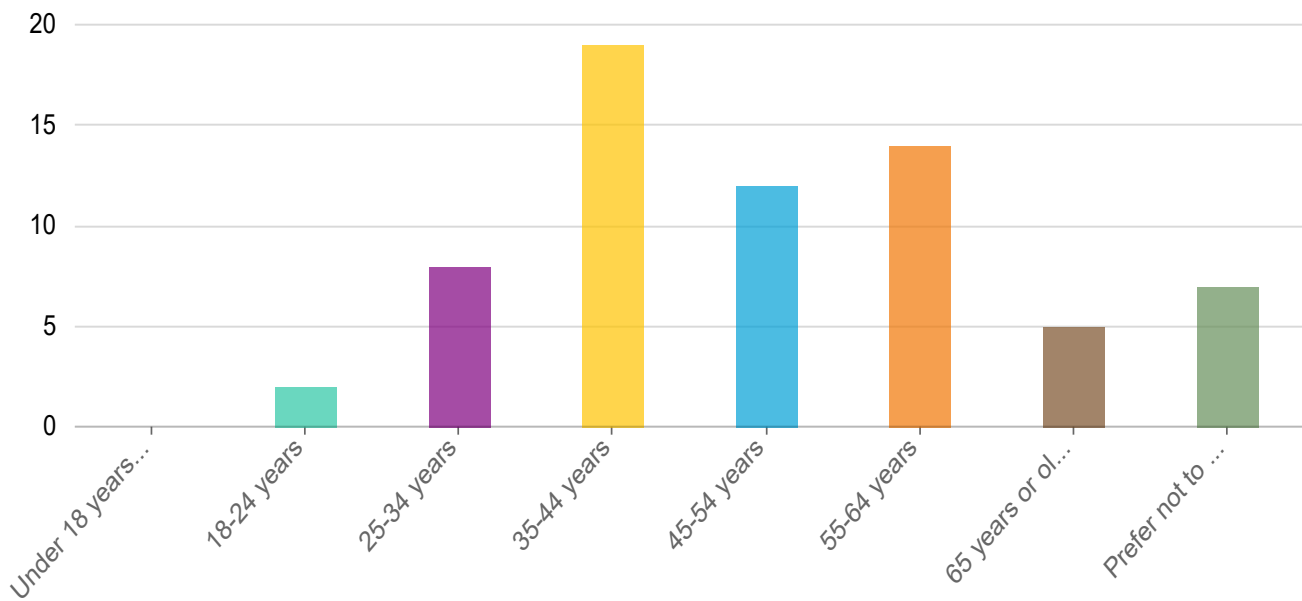
ranges

age

Word	Count
66044	36
66046	26
66045	2
66049	2
age	2
66073	1
66044.	1
kidding	1
ranges	1
below?	1
choices	1
64?	1

Answered: 68 Skipped: 18

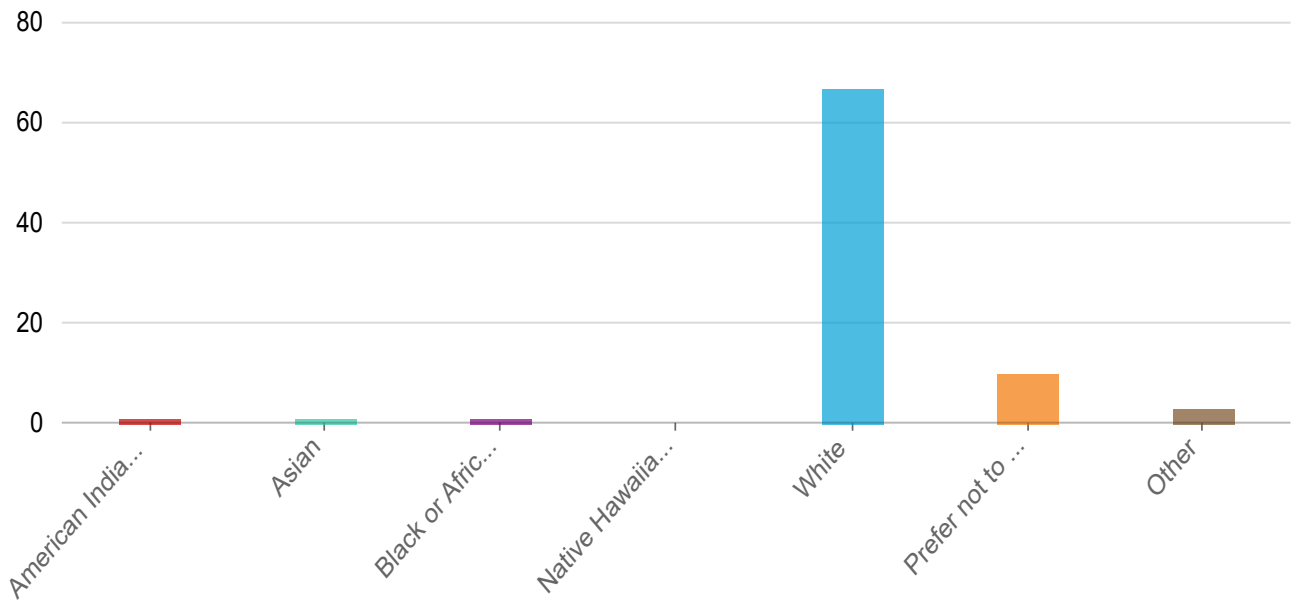
- 14. What is your age?



Answers	Count	Percentage
Under 18 years	0	0%
18-24 years	2	2.33%
25-34 years	8	9.3%
35-44 years	19	22.09%
45-54 years	12	13.95%
55-64 years	14	16.28%
65 years or older	5	5.81%
Prefer not to answer	7	8.14%

Answered: 67 Skipped: 19

● 15. Which race/ethnicity best describes you?



Answers	Count	Percentage
American Indian & Alaskan Native	1	1.16%
Asian	1	1.16%
Black or African American	1	1.16%
Native Hawaiian & Other Pacific Islander	0	0%
White	67	77.91%
Prefer not to answer	10	11.63%
Other	3	3.49%

Answered: 82 Skipped: 4

- 16. Please provide your email if you want to receive updates on the project.

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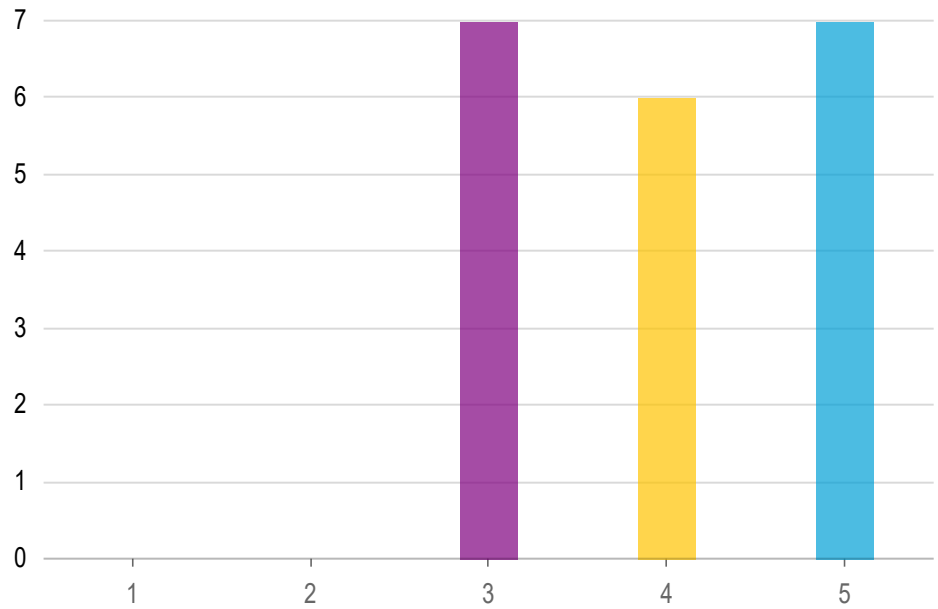
1
1
1
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1

Answered: 43 Skipped: 43

● 17. Please rate this survey.

Average

4



Answers	Count	Percentage
1	0	0%
2	0	0%
3	7	8.14%
4	6	6.98%
5	7	8.14%

Answered: 20 Skipped: 66