PUBLIC SURVEY SUMMARY

OVERVIEW

Lawrence, Eudora, and Baldwin City communities were surveyed about their safety priorities for their cities and their positions on several key safety issues. The survey opened on May 29, 2024 and closed July 31, 2024. During this survey period, 211 respondents completed the survey.

The survey was promoted through local pop-up events, each cities websites and social media accounts. A list of local events attended are as follows:

- Annaul CPA Picnic Event, Eudora | June 13
- Juneteenth Celebration, Lawrence | June 15
- Midsummer Nights on Mass, Lawrence | June 21
- 3rd Friday Markets, Baldwin City | June 21
- Summerfest, Lawrence | July 3
- Lawrence Farmers Market, Lawrence | July 6
- Mainstreet Market, Eudora | July 11
- Dive-In Movie, Eudora | July 12
- 3rd Friday Markets, Baldwin City | July 19

Because it was an online opt-in survey with a printed version on request, rather than one distributed by mail or phone to a random sampling of every household in the city, its data provides general indications and trends in residents' options, but cannot be taken as a scientific sampling of households.

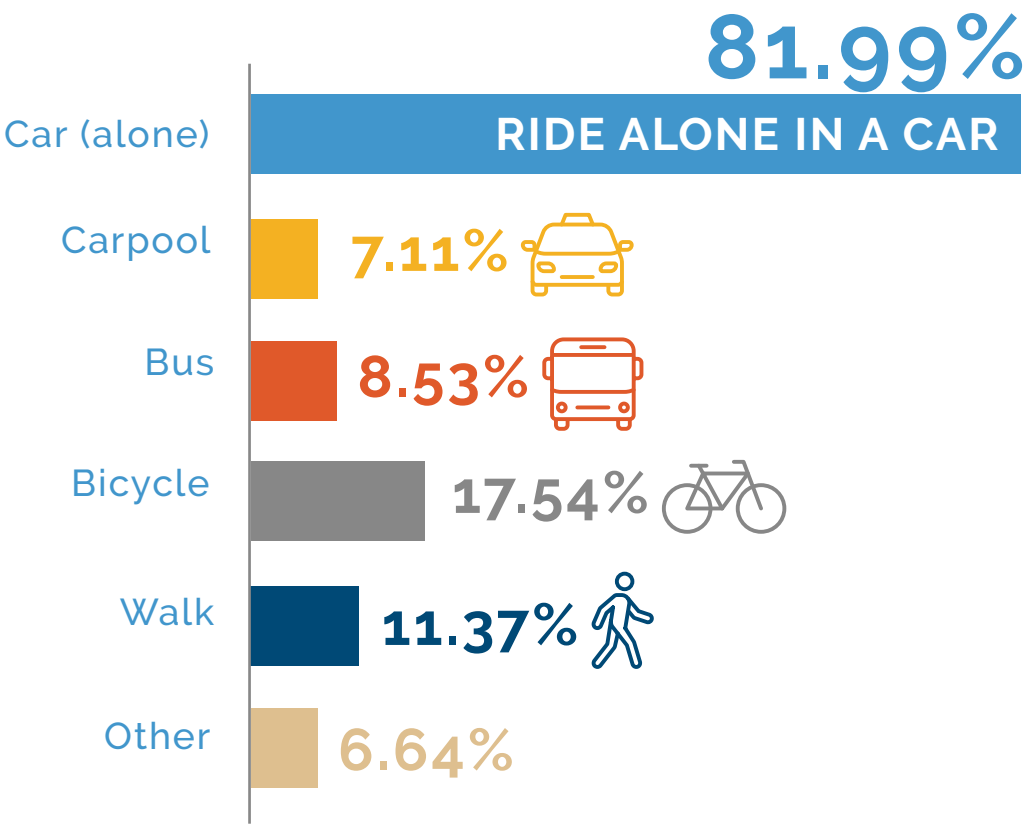
LAWRENCE | EUDORA | BALDWIN CITY

QUESTION 1

HOW DO YOU USUALLY GET TO WORK OR SCHOOL?

(Select up to two answers)

Total Respondents: 211



The most common mode of transportation is a car, with 81.99 percent or 173 of people choosing this option. Of those 173 responses 40 chose an additional mode of transportation. Carpooling is the second least popular option, with only 7.11 percent of people sharing a ride with others. Buses are slightly more popular, with 8.53 percent of people using public transportation. Bicycles and walking are the most environmentally friendly modes of transportation, with 17.54 percent and 11.37 percent of people, respectively. Other modes of transportation, such as not applicable remote worker or motorcycle, account for 6.64 percent of people.

Overall of the 211 total respondents only 36 did not choose a car as a mode of transportation.

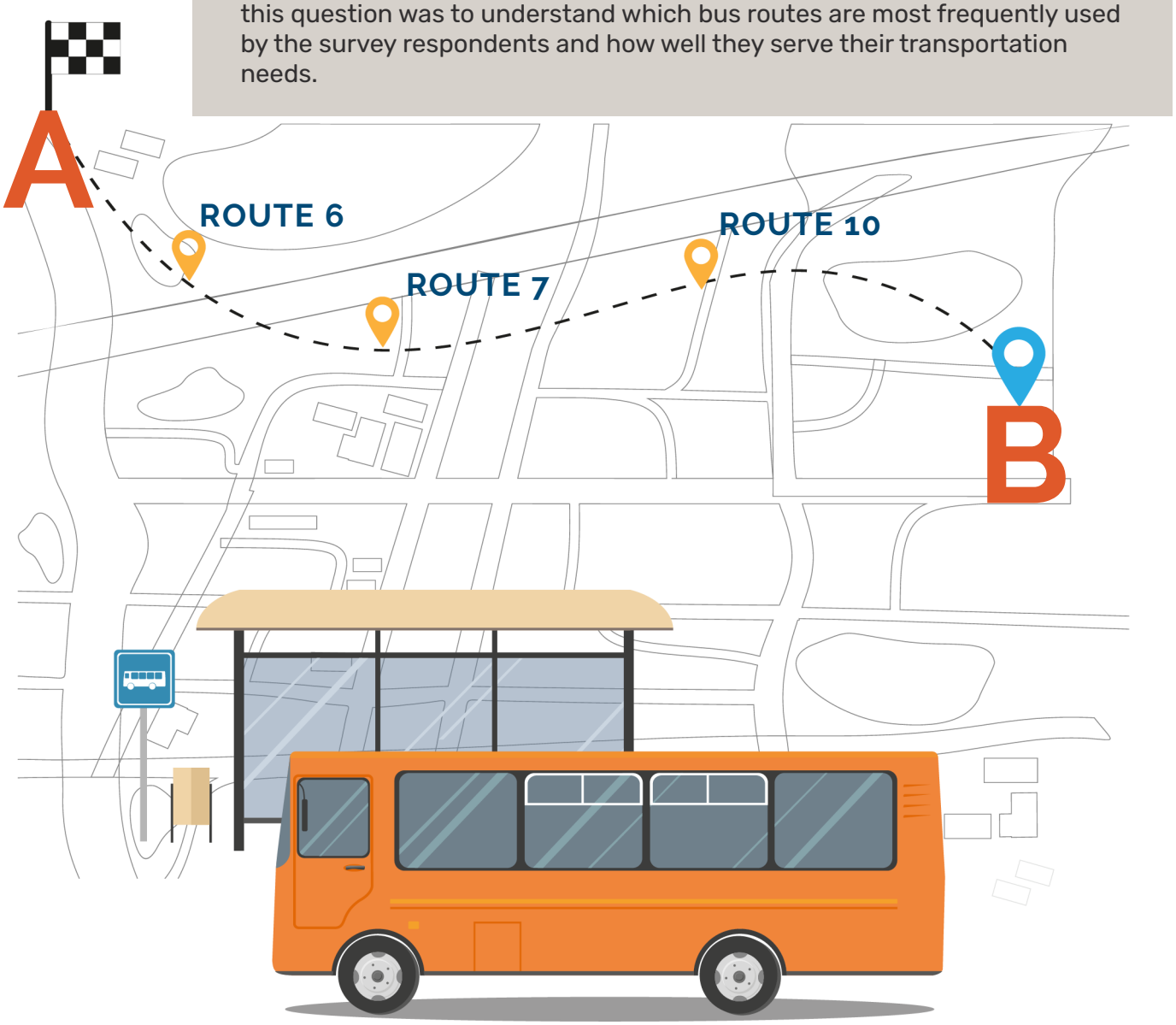
QUESTION 2

IF YOU USUALLY TAKE THE BUS TO WORK OR SCHOOL, WHAT BUS ROUTE(S) DO YOU MOST OFTEN TAKE?

Total Respondents: 40

This question received 40 responses, of which 18 indicated that they do not take the bus (N/A, NA, n/a, or zero) and 22 provided one or more bus route numbers.

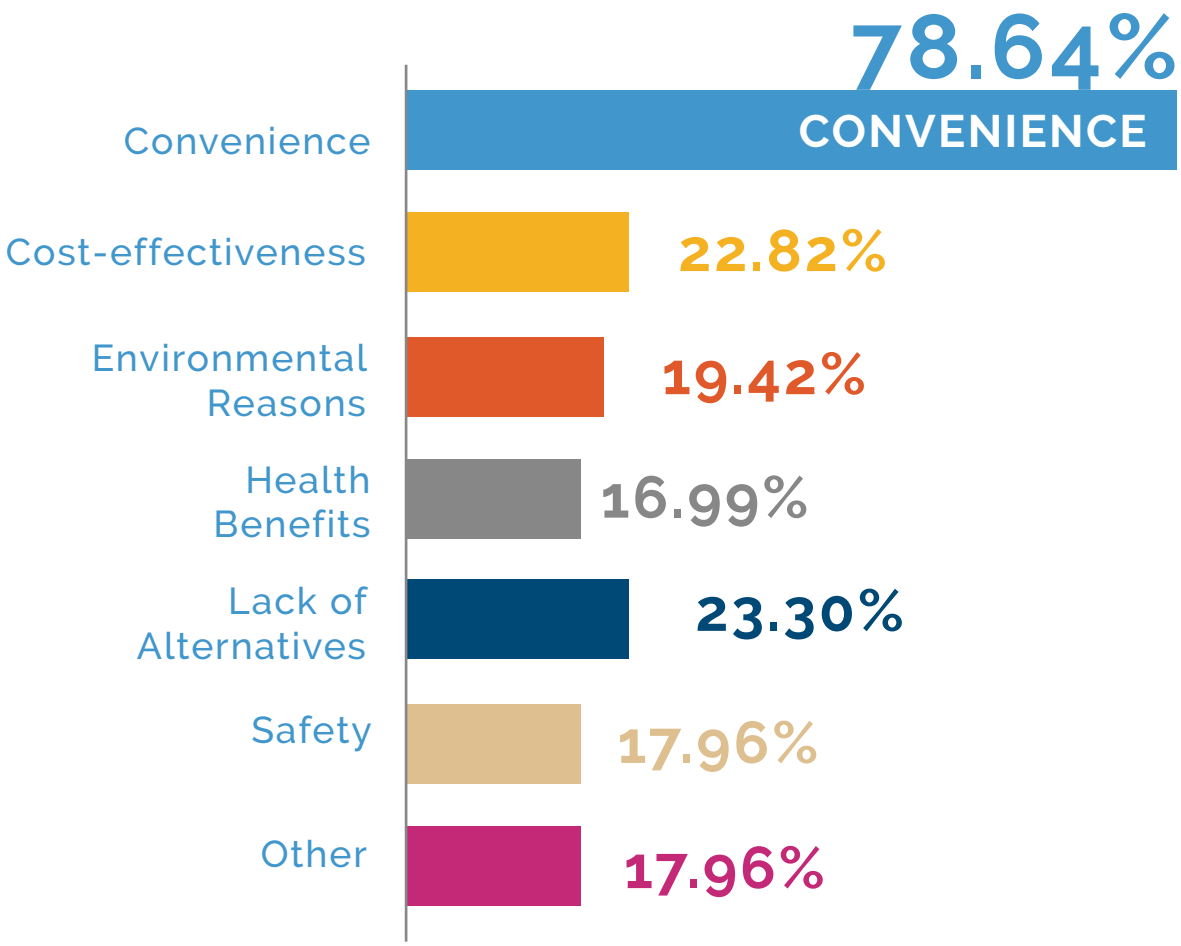
The most common bus route among the respondents who take the bus was 6, which was mentioned by 7 respondents. The second most common bus route was 7, which was mentioned by 6 respondents. The third most common bus route was 10, which was mentioned by 4 respondents. The purpose of this question was to understand which bus routes are most frequently used by the survey respondents and how well they serve their transportation needs.



QUESTION 3

WHY DO YOU CHOOSE THIS MODE OF TRANSPORTATION? (Select all that apply)

Total Respondents: 206



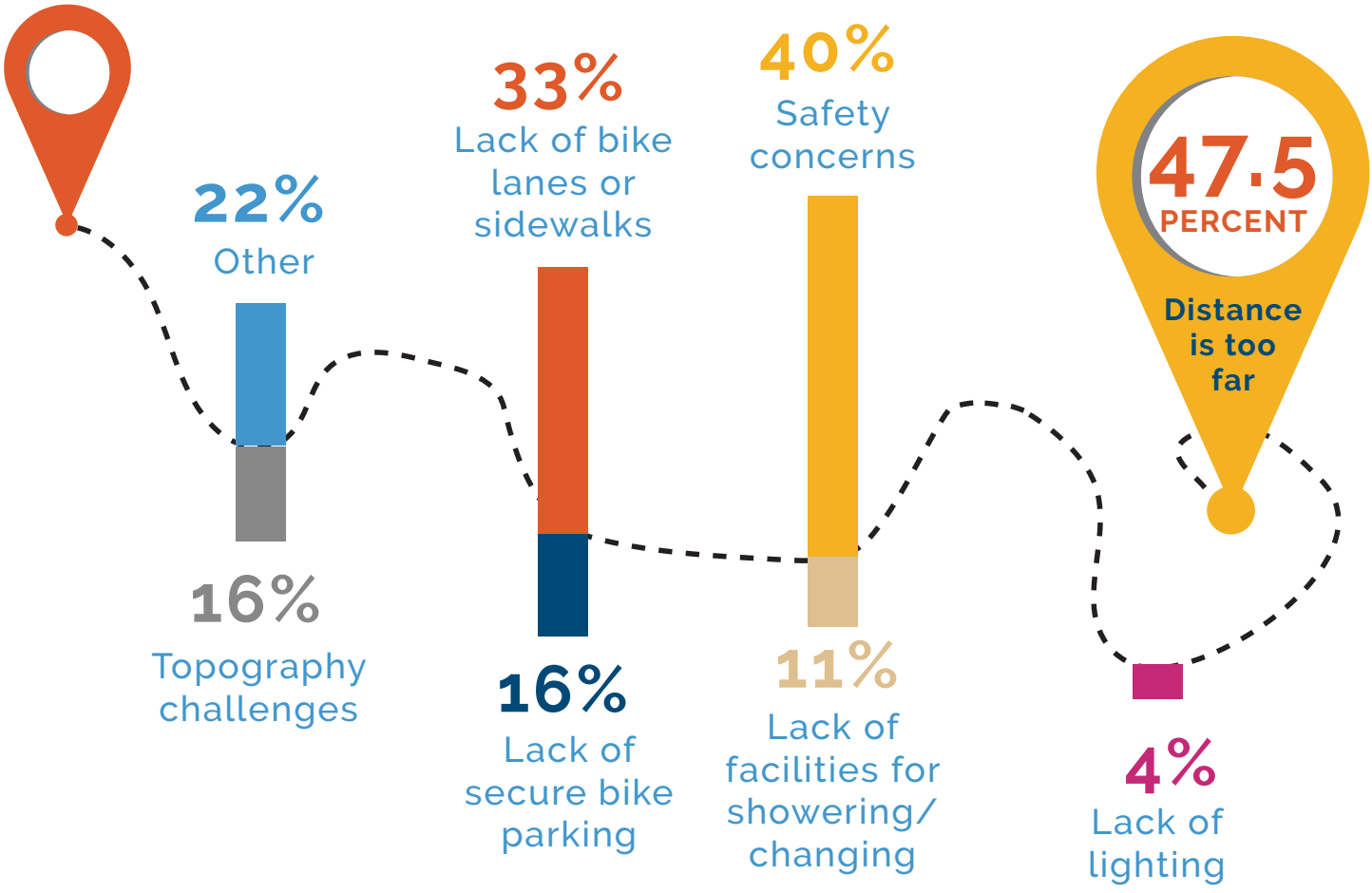
The survey results show that convenience is the main factor influencing people's transportation choices, as 78.64 percent chose this option. Other factors, such as cost-effectiveness (22.82 percent), lack of alternatives (23.30 percent), environmental reasons (19.42 percent), health benefits (16.99 percent), safety (17.96 percent), and other (17.96 percent), are less common. These factors reflect people's preferences, needs, opportunities, and values regarding their travel.

This information is vital because it can help planners, policymakers, and researchers understand the factors influencing people's transportation choices and behavior. By knowing what people value and need in their travel, they can design and implement more effective and sustainable transportation policies and programs to meet people's expectations and improve their quality of life.

QUESTION 4

WHAT BARRIERS PREVENT YOU FROM BIKING OR WALKING TO YOUR DESTINATION? (Select up to two)

Total Respondents: 200

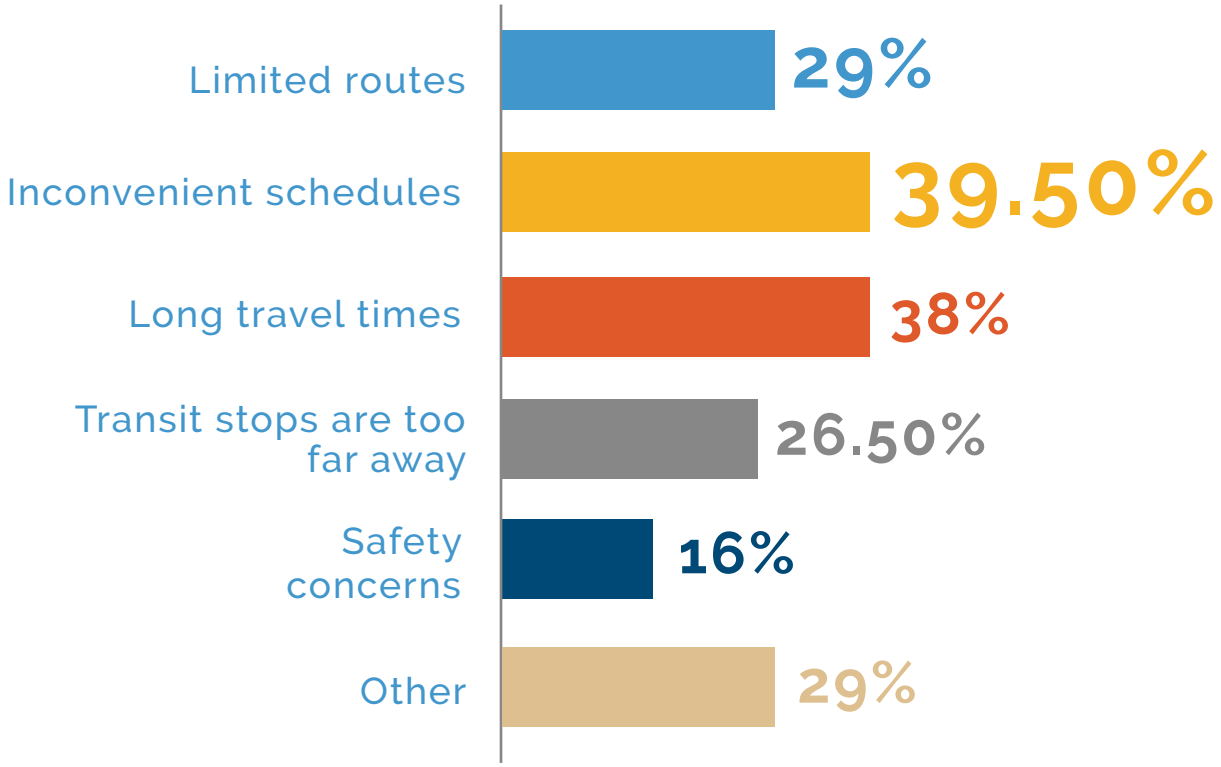


According to the survey results, the most common barrier preventing respondents from biking or walking to their destinations is the distance being too far, which 47.5 percent of the respondents reported. The next most cited barrier was safety concerns, such as traffic, crime, or personal security, which affected 40 percent of the respondents. Lack of bike lanes or sidewalks was another major obstacle, as 33 percent of the respondents said they did not have adequate infrastructure for multi-modal transportation in their area. Other barriers that less than 20 percent of the respondents mentioned included topography challenges, such as hills or slopes, lack of secure bike parking, lack of facilities for showering or changing, and lack of lighting. Additionally, 22 percent of the respondents reported other barriers not listed in the survey options, such as weather, health issues, time constraints, or personal preferences.

QUESTION 5

WHAT BARRIERS PREVENT YOU FROM USING PUBLIC TRANSIT TO YOUR DESTINATION? (Select up to two)

Total Respondents: 200



The survey results show that the top two barriers preventing users from using public transit are inconvenient schedules and long travel times, which 39.5 percent and 38 percent of the respondents respectively reported. These barriers suggest that public transit does not offer a convenient or efficient alternative to driving for many travelers. Limited route options and transit stops being too far away are additional barriers facing many travelers, as 29 percent and 26.50 percent of the respondents respectively reported. These barriers indicate that public transit does not cover enough areas or provide enough access points for potential users. Transit does not seem to have many safety concerns, as only 16 percent of the respondents reported this as a barrier. However, 29 percent of the respondents reported other barriers not listed in the survey options, such as reliability, comfort, or accessibility. There has been and will continue to be public engagement and adjustments around Transit services.

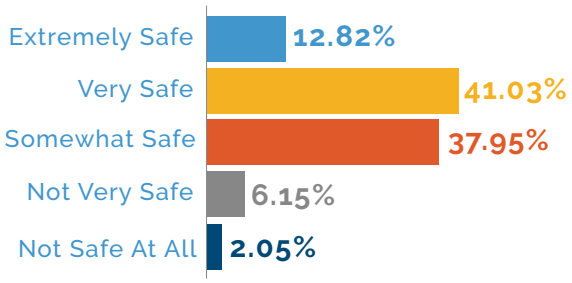
Overall, safety concerns were not widely selected as a barrier from using public transit to destinations.

QUESTION 6

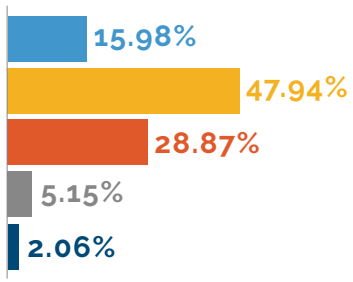
PLEASE SHARE YOUR LEVEL OF AGREEMENT OF HOW SAFE YOU FEEL WHEN USING THE FOLLOWING MODES OF TRANSPORTATION.

Total Respondents: 195

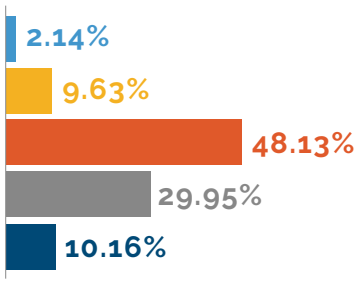
Walking
195 Responses



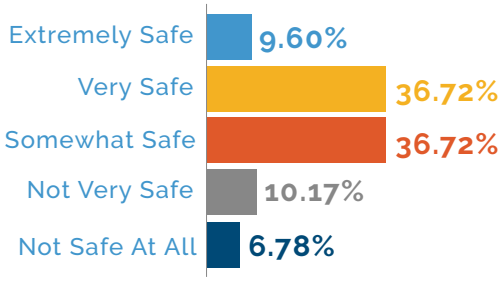
Driving
194 Responses



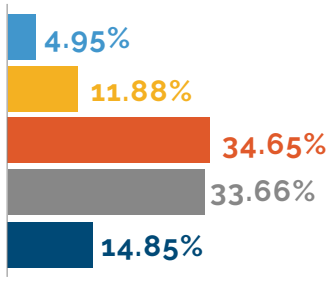
Riding a Bicycle
187 Responses



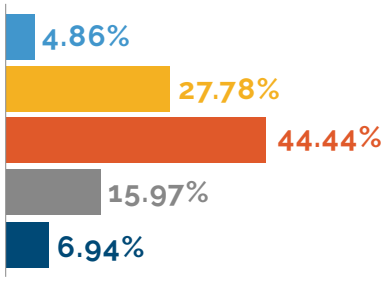
Riding the Bus
177 Responses



Using a Mobility Device
101 Responses



Using Rideshare
144 Responses

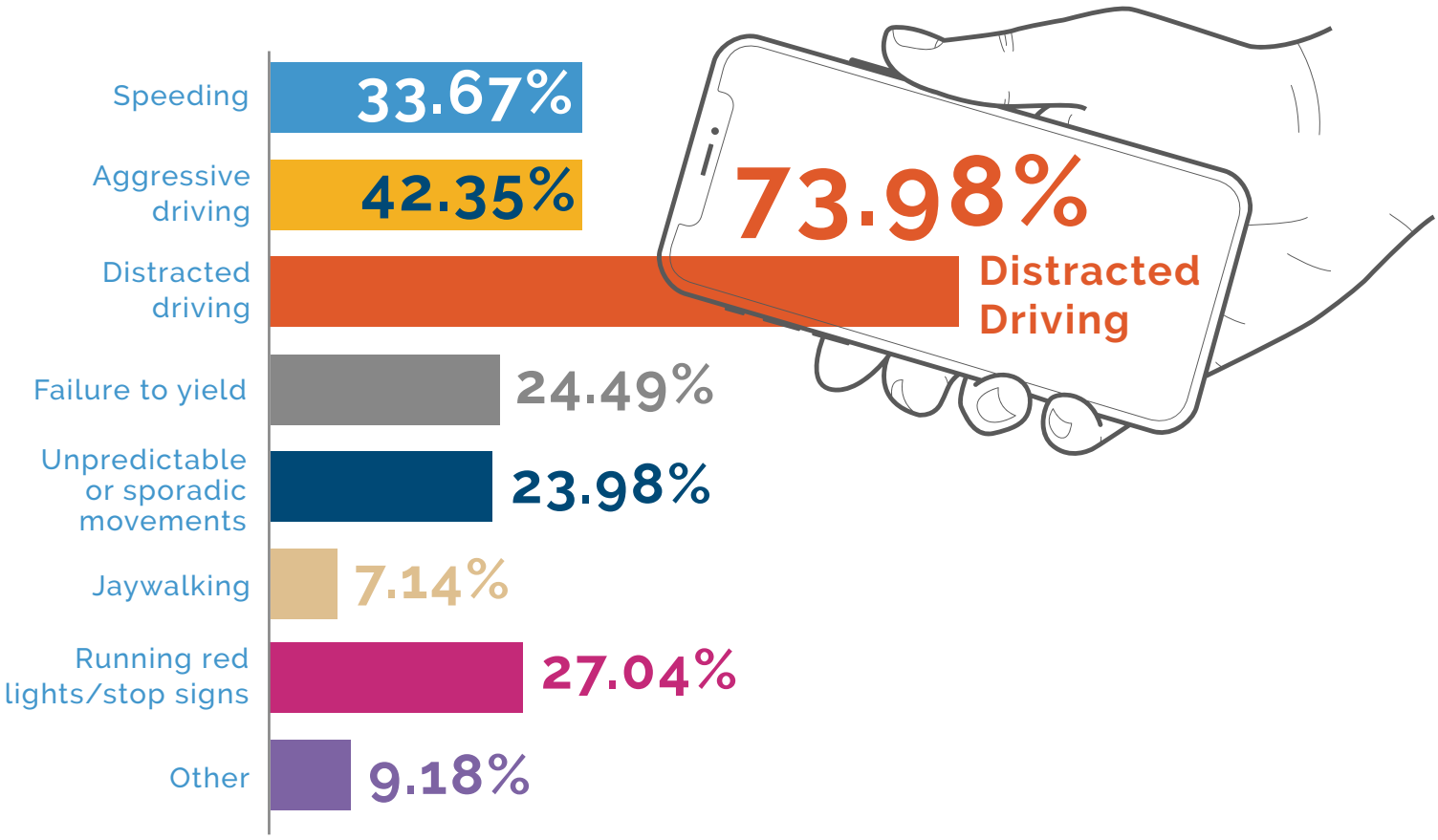


Respondents were asked to rate how safe they felt when using different modes of transportation on a five-point scale, ranging from extremely safe to unsafe. The results revealed that the majority of respondents felt very safe driving (47.94 percent), walking (41.03 percent), or riding the bus (36.72 percent). These modes of transportation received the highest ratings of safety among the respondents. On the other hand, 48.51 percent of respondents felt they were not safe using a mobility device such as a wheelchair, crutches, or a cane. This mode of transportation received the lowest rating of safety among the respondents, indicating a lack of accessibility and comfort for mobility-impaired travelers. Riding a bicycle received mixed safety ratings, with 48.13 percent of respondents feeling somewhat safe and 40.11 percent feeling not very safe or unsafe at all. This suggests there is room for improvement in bike infrastructure and awareness. Using rideshare services also received moderate safety ratings, with 27.78 percent of respondents feeling very safe and 44.44 percent feeling somewhat safe. This indicates that respondents trust the drivers and vehicles of rideshare services but may also be concerned about their reliability or cost.

QUESTION 7

WHAT TRAFFIC BEHAVIORS CONCERN YOU MOST? (Select up to two)

Total Respondents: 196



Respondents ranked the traffic behaviors that concerned them the most when using the road network. The results showed that distracted driving was the most concerning behavior, with 73.98 percent of respondents ranking it as their first or second choice. Aggressive driving was the second most concerning behavior, with 42.35 percent of respondents ranking it as their first or second choice. Other behaviors that received significant rankings were speeding (33.67 percent), running red lights or stop signs (27.04 percent), and unpredictable or sporadic movements (23.98 percent). Jaywalking was the least concerning behavior, with only 7.14 percent of respondents ranking it as their first or second choice. These results indicate that respondents are more worried about the actions of other drivers than pedestrians or cyclists.

QUESTION 8

WHAT TYPE OF SAFETY TREATMENTS WOULD YOU SUPPORT IN YOUR COMMUNITY?

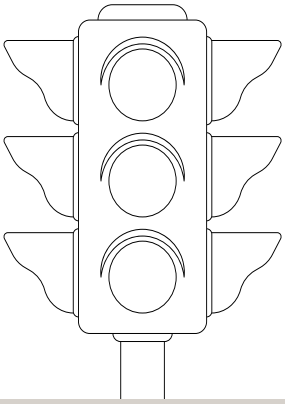
(Select all that apply)

Total Respondents: 192

58.33%

Enforcement

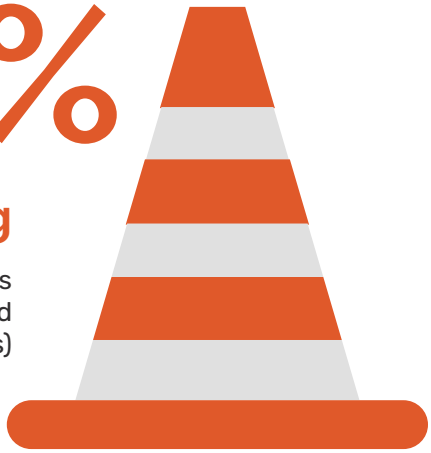
(either by law enforcement or through technological tools)

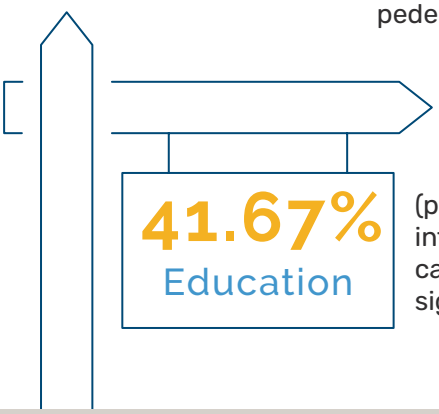


75%

Engineering

(adding infrastructure such as roundabouts, curb bump outs, and pedestrian islands)





41.67%

Education

(public information campaigns, signage, etc.)

13.02%

Other

**Refer to text below.*

The survey also asked respondents about their level of support for different types of safety treatments in their community. Engineering treatments, such as adding infrastructure like roundabouts, curb bump outs, and pedestrian islands, received the highest support, with 75 percent of respondents indicating that they would strongly or somewhat support them. Enforcement treatments, such as increasing law enforcement presence or using technological tools like speed or red-light cameras, also had most of the support, with 58.33 percent of respondents expressing strong or somewhat support. Education treatments, such as conducting public information campaigns, installing signage, or offering traffic safety classes, had the lowest support, with only 41.67 percent of respondents showing strong or somewhat support. These results suggest that respondents prefer physical changes to the environment to reduce conflicts and improve safety rather than behavioral interventions that can increase compliance and awareness.

Other responses highlight a strong focus on improving infrastructure for cyclists and pedestrians, with several respondents advocating for protected or isolated bike lanes, and dedicated pedestrian and bike trails. There is support for safer and more accessible transportation alternatives, such as bike buses for schools and more sidewalks. There were concerns about specific road safety measures like bump outs and roundabouts, suggesting they may be unsafe or poorly understood. Others emphasized the need for better driver education and stricter licensing requirements, including calls for adopting practices similar to those in other countries, such as Germany. Additionally, there were suggestions for legislative changes to improve cyclist safety, such as Idaho stop laws, and the use of technology for traffic enforcement, like speed and red-light cameras. A few comments also mentioned the need for broader education initiatives, especially following new engineering changes, to ensure public understanding and compliance.

QUESTION 9

HAVE YOU EVER EXPERIENCED ANY OF THE FOLLOWING WHEN TRAVELING IN/AROUND YOUR COMMUNITY IN THE LAST FIVE (5) YEARS?

(Select all that apply) Total Respondents: 177

76.84% Been endangered by someone **breaking traffic laws or norms**.

63.84% Had your path of travel obstructed
(such as parking in the bike lane, rolling into crosswalks, or trains stopped at crossings).

18.64% Been involved in a collision

14.12% Enforcement of traffic laws
(a warning or citation issued directly to you)

6.78% Other

6.21% Traffic safety education
(either voluntary or required).

According to the survey results, most respondents (76.84 percent) have been endangered by someone breaking traffic laws or norms when traveling in/around their community in the last five years. This indicates a high concern for traffic safety and a need for enforcement and education. Additionally, more than half of the respondents (63.84 percent) have had their path of travel obstructed by various factors, such as parking in the bike lane, rolling into crosswalks, or trains stopped at crossings. This suggests a lack of respect and awareness for other road users and a demand for improved infrastructure and design. A smaller percentage of respondents (18.64 percent) have been involved in a collision or received a warning or citation for violating traffic rules. These experiences may also influence their perception of safety and support for different safety treatments. Only a few respondents (6.21 percent) have participated in voluntary or required traffic safety education, which may indicate a gap in the availability or accessibility of such programs. Some respondents also mentioned other issues that affect their safety, such as speeding, aggressive driving, poor lighting, or lack of sidewalks and bike lanes. These responses highlight the diversity and complexity of the challenges travelers face in each city and the need for a comprehensive and collaborative approach to address them.

QUESTION 10

PLEASE DESCRIBE ANY SPECIFIC AREAS IN THE CITY WHERE YOU FEEL PARTICULARLY UNSAFE WALKING, BIKING, OR DRIVING.

Total Respondents: 132

Areas of Concern:

Intersections and Roundabouts: Multiple respondents mentioned feeling unsafe at intersections and roundabouts due to cars not yielding to pedestrians and cyclists.

Major Streets: Streets such as Iowa, 9th, 23rd, 6th, and 31st in Lawrence were repeatedly mentioned as being dangerous for walking, biking, and driving due to high traffic volumes, speeding, and inadequate bike lanes.

Downtown: Some respondents expressed concerns about the safety of downtown areas, especially for biking and crossing streets. The visibility of people experiencing homelessness also affects their sense of security at times.

Specific Issues:

Bike Lanes: Many respondents noted that bike lanes are often too narrow, poorly maintained, or simply non-existent in key areas, forcing cyclists to share the road with vehicles.

Pedestrian Safety: Crosswalks, especially on busy streets like 23rd, 6th, and Massachusetts Street, were identified as unsafe due to cars not respecting pedestrian rights and inadequate crossing signals.

Sidewalks: Poorly maintained or obstructed sidewalks were another common concern where overgrown trees and parked cars force pedestrians to walk in the street.

General Observations:

Distracted Driving: A common theme was the fear of distracted drivers, with some respondents feeling that they were more likely to be hit by a car due to inattentive driving.

Construction Zones: Construction areas were highlighted as particularly dangerous for all forms of transit, with temporary lane changes and unclear markings leading to confusion and potential accidents.

Lack of Infrastructure: There is a widespread sentiment that the city's infrastructure is not adequately designed to support safe walking, biking, or driving, with a call for more protected bike lanes, better crosswalks, and improved traffic control.

Overall, the responses indicate a strong concern for safety across various parts of the city, with particular emphasis on the need for better infrastructure and more attentive driving.

QUESTION 11

WHAT CHALLENGES DO YOU FEEL THE COMMUNITY WILL FACE IN TRYING TO REACH THE GOAL OF ZERO TRAFFIC FATALITIES OR SERIOUS INJURIES?

Total Respondents: 136

Driver Education and Behavior:

Distracted Driving: Many respondents identified distracted driving, particularly due to cell phone use, as a significant barrier. The prevalence of distracted driving in society is seen as a major challenge to achieving the goal.

Compliance and Enforcement: There is concern about drivers not following traffic laws, such as speed limits and yielding to pedestrians. Lack of enforcement, particularly for distracted driving and aggressive driving, is seen as a major obstacle. The public needs education to bring awareness about the extent of distracted driving laws and the ability to enforce them.

Aggressive Drivers: Some respondents highlighted the issue of aggressive driving behavior, particularly from those who dislike sharing the road with cyclists or pedestrians.

Infrastructure and Funding:

Lack of Infrastructure: Many respondents pointed out the inadequacy of current infrastructure, including the lack of sidewalks, bike lanes, and safe crossings, particularly in busy areas and downtown. The need for significant infrastructure improvements, like protected bike lanes and better pedestrian paths, is emphasized.

Funding Challenges: There is concern about the budget and political will to fund necessary infrastructure changes. Respondents worry that the cost of improvements might not be supported by the community or local government.

Community Attitudes and Resistance:

Resistance to Change: Some respondents mentioned the community's resistance to making the necessary changes, such as adopting new traffic calming measures or reallocating space for bike lanes. There is a perception that many people are reluctant to change their car-centric mindset.

Community Buy-in: The challenge of getting community buy-in for changes in traffic laws and infrastructure improvements is noted. Some respondents expressed concern that the goal of zero traffic fatalities might be seen as unrealistic by the community.

College Students: College students, particularly new drivers unfamiliar with local roads, are mentioned as a group that might contribute to traffic issues. The transient nature of the student population is seen as a challenge for ongoing education and enforcement efforts.

General Observations:

Cultural and Societal Challenges: Achieving the goal of safety across all modes of transportation requires a change in the mindset and behavior of those who prioritize driving over other modes. There is a need to raise awareness and educate residents about the benefits of using alternative modes.

Ongoing Education: The need for ongoing education and awareness campaigns is mentioned, particularly in light of the frequent turnover of the population due to new students and transient residents.

Overall, the responses suggest that achieving zero traffic fatalities or serious injuries will require a multi-faceted approach, addressing driver behavior, infrastructure, enforcement, and community attitudes. The challenge will be in overcoming resistance to change and securing the necessary funding and support for long-term improvements.

QUESTION 12

Total Respondents: 89

DO YOU HAVE ANY OTHER COMMENTS OR SUGGESTIONS TO IMPROVE TRANSPORTATION SAFETY IN OUR CITY?

Bicycle and Pedestrian Infrastructure:

Better Infrastructure: A strong call for more dedicated and protected bike lanes, better sidewalks, and curb cuts, especially on high-traffic roads. Suggestions include bike lanes that are physically separated from vehicle lanes and more investment in walking paths, like the Lawrence Loop.

Infrastructure Quality: Respondents emphasized the need for consistent attention to bike and pedestrian infrastructure during construction, rather than treating it as an afterthought.

Bike Parking: The need for more secure and convenient bike parking, particularly in busy areas like Massachusetts Street, was highlighted.

Education and Enforcement:

Bicyclist Education: Many respondents noted the importance of educating bicyclists on the rules of the road, particularly to prevent unsafe behaviors like running red lights.

Driver Education and Law Enforcement: Respondents stressed the need for stronger enforcement of traffic laws, including targeting distracted drivers, speeders, and aggressive driving behaviors. There were also suggestions for public awareness campaigns about traffic laws.

Traffic Calming and Speed Control:

Speed Limits: Lowering speed limits in neighborhoods and areas with high pedestrian activity was frequently mentioned, as was better enforcement of these limits.

Traffic Calming Measures: Suggestions included more roundabouts, traffic signal coordination to reduce stop-and-go traffic, and adding pedestrian flashing lights or raised crosswalks in busy areas.

Public Transportation Improvements:

Better Bus Services: Several respondents called for improved bus routes, higher frequency, and extended hours. The central bus station changes were noted as less convenient by some, leading them to stop using the bus.

Protected Bus Lanes: There were also calls for dedicated bus lanes and better public transportation infrastructure, making it a more viable alternative to driving.

Community and Environmental Considerations:

Support for Vulnerable Populations: Some respondents highlighted the need for the city to consider the needs of older adults and people with disabilities in transportation planning.

Equity in Investments: Suggestions were made to ensure that infrastructure improvements benefit all parts of the city, not just wealthier neighborhoods.

Homelessness and Safety: Concerns were raised about the impact of homelessness on the safety of public spaces, particularly bike and walking trails.

Innovative Ideas and Suggestions:

15-Minute City Concept: Some respondents suggested adopting urban planning principles that support the "15-minute city," where most needs can be met within a short walk or bike ride.

Public Awareness Campaigns: Ideas included using social media and funny videos to educate the public on traffic laws, with a focus on recognizable local spots to make the content relatable.

Trial Projects and Experiments: Several respondents advocated for pilot programs, such as closing Massachusetts Street to vehicles on weekend nights, or implementing speed bumps and pedestrian-friendly measures.

Overall, the comments reflect a strong desire for a more bike- and pedestrian-friendly city with better infrastructure, stronger enforcement of traffic laws, and a focus on safety for all residents, including those using public transit and those who are more vulnerable.

QUESTION 13

WHAT CITY DO YOU LIVE IN?

Total Respondents: 184

The majority of the survey participants (88.59 perecnt) were Lawrence residents, while a small fraction (8.7 percent) came from Eudora and the rest (2.72 percent) from Baldwin City or other places.

The distribution of the survey participants' cities is important to the survey validity because it reflects the geographic representation and diversity of the target population.

8.70%
Eudora

1.09%
Baldwin City

1.63%
Other

QUESTION 14 Total Respondents: 170

PLEASE LIST THE NEAREST INTERSECTION TO WHERE YOU LIVE.

The survey responses indicate a wide distribution of residences across various intersections in the participating cities of Lawrence, Eudora, and Baldwin City. Here's a summary of the mentioned intersections and streets:

Major Streets/Intersections:

- 6th Street
- 9th Street
- 15th Street
- 19th Street
- 23rd Street
- Clinton Parkway
- Iowa Street
- Wakarusa Drive
- Lawrence Avenue
- Haskell Avenue
- Harvard Road

Other Streets/Locations:

- Lincoln Street
- Peterson Road
- Barker Avenue
- Crestline Drive
- E 18th Street
- Stowe
- Kasold Drive
- Inverness Drive
- Mississippi Street
- McDonald Drive
- N Michigan Street
- E 21st Terrace
- Clinton Parkway
- Bob Billings Parkway
- Stoneback Place
- 24-40 Highway at Teepee Junction
- River Ridge

Eudora Locations:

- Winchester Street
- Near grocery store
- Stop light by Wendy's
- Old Highway 10
- Pine Street
- Arrowwood Drive
- Mulberry Court
- Steven's Road
- Greenbrier Drive

Baldwin City Locations:

- High Street
- 56th Street

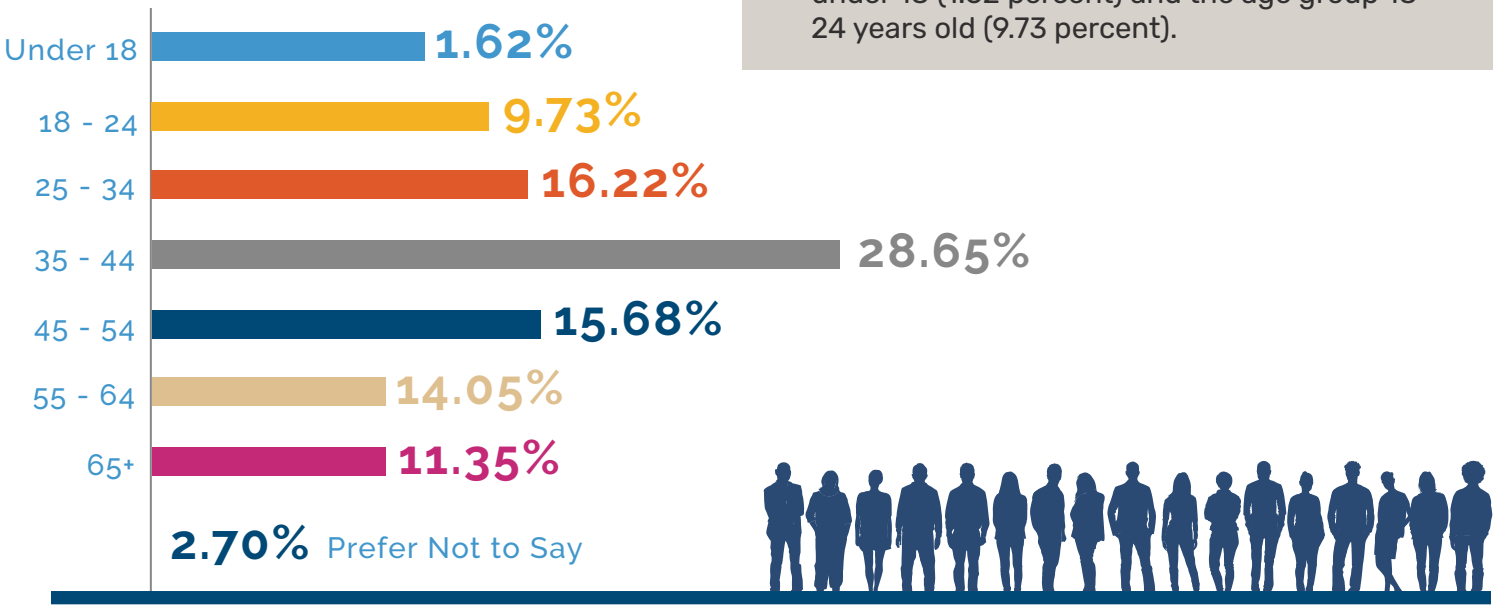
This list represents a variety of neighborhoods and areas, indicating a broad geographic participation in the survey. The responses span across both residential areas and busier intersections, reflecting diverse living environments within the city.

QUESTION 15

WHAT IS YOUR AGE GROUP?

Total Respondents: 185

The age distribution of the survey respondents was balanced, with different age groups representing different transportation and safety needs. The largest group was 35-44 years old, comprising 28.65 percent of the total. The second largest group was the 25-34 years old, accounting for 16.22 percent, while the lowest two groups represnted were under 18 (1.62 percent) and the age group 18-24 years old (9.73 percent).

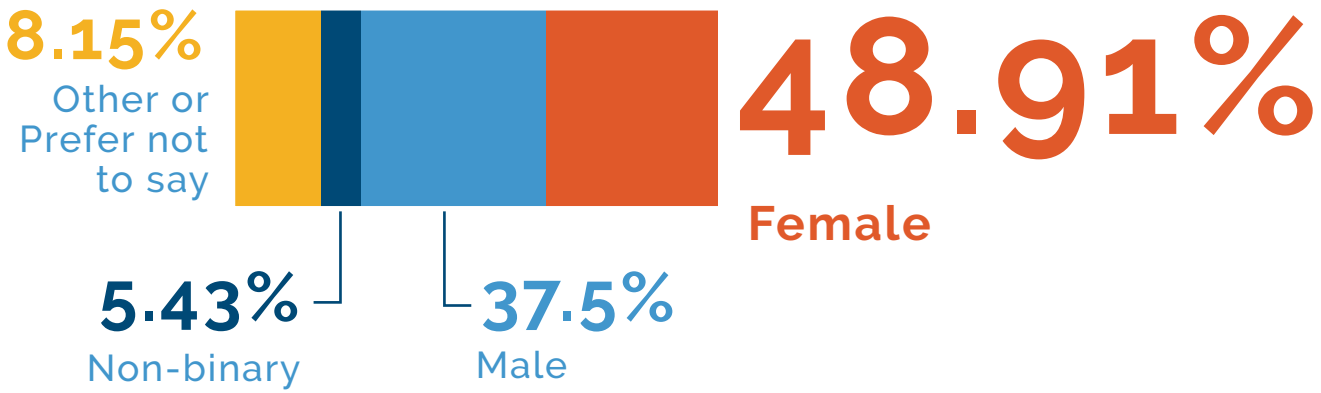


QUESTION 16

WHAT IS YOUR GENDER?

Total Respondents: 184

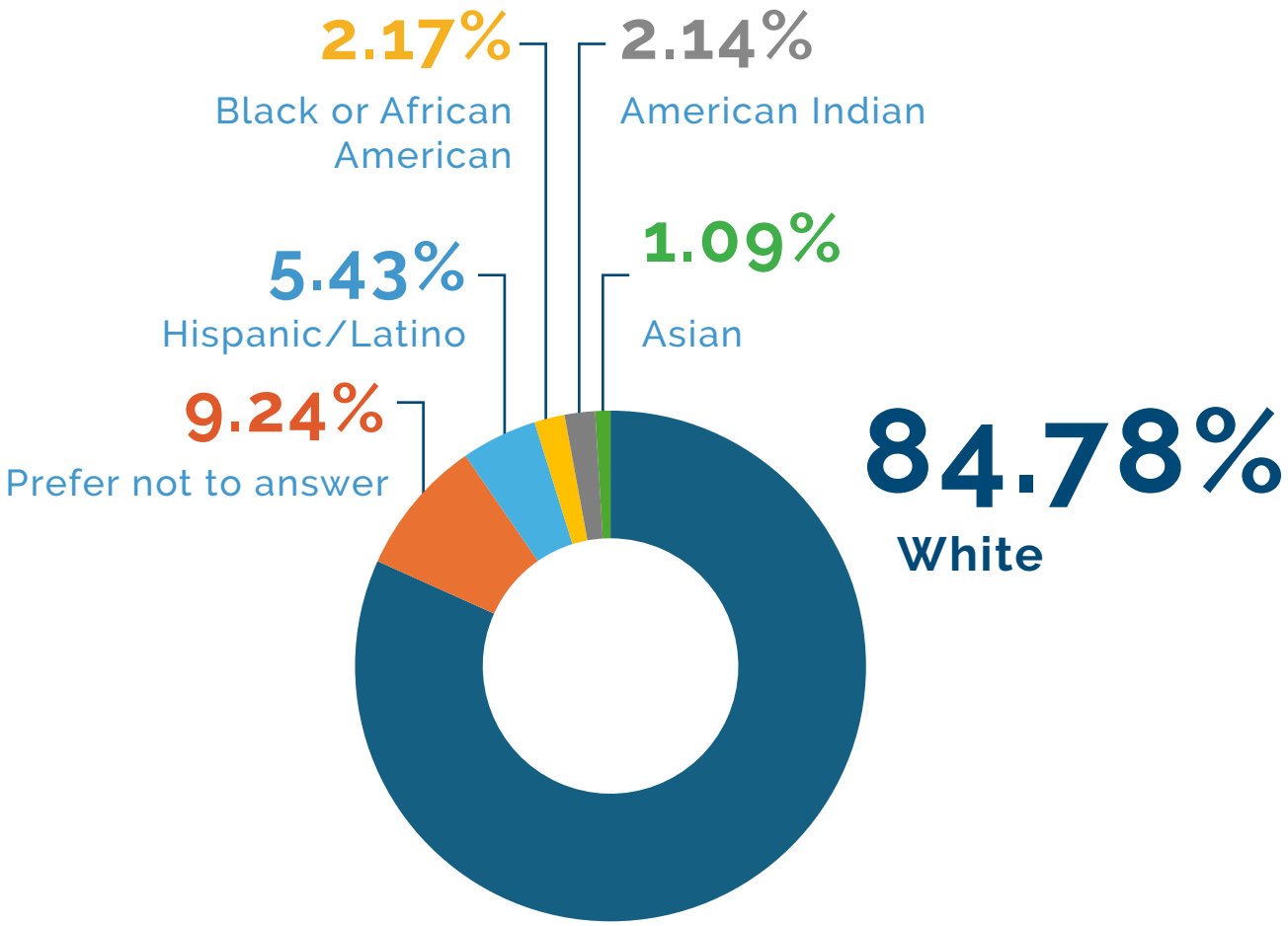
Most of the survey respondents were female, with 48.91 percent identifying as such. Another 37.5 percent were male, and 13.58 percent were non-binary, other, or preferred not to answer.



QUESTION 17

WHAT IS YOUR ETHNICITY?

Total Respondents: 184

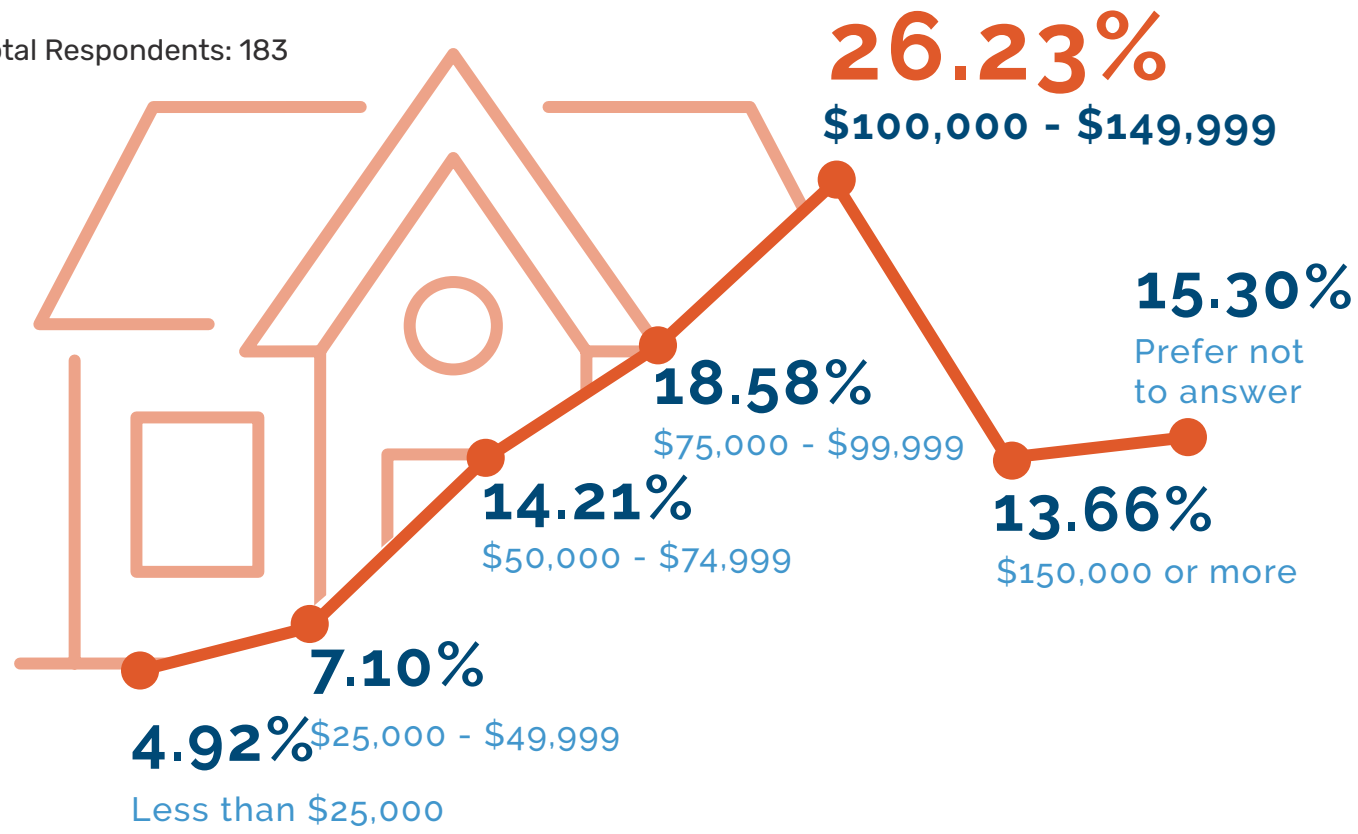


The survey respondents were predominantly white, with 84.78 percent identifying as such. Only 9.24 percent preferred not to answer this question, and 5.43 percent reported being Hispanic or Latino. Other ethnicities, such as Black, Asian, Native American, or Pacific Islander, represented less than 5.4 percent of the population combined. The ethnic composition of the survey participants suggests that the community is relatively homogenous in terms of race and ethnicity, which could have implications for the travel patterns and behaviors of the residents. For instance, research has shown that people of different ethnic backgrounds may have different preferences, attitudes, and perceptions toward various modes of transportation, such as public transit, biking, or walking. Therefore, it is important to acknowledge the ethnic diversity of the community, or lack thereof, when designing and evaluating transportation solutions that aim to meet the needs and expectations of the residents.

QUESTION 18

WHAT IS YOUR HOUSEHOLD INCOME RANGE?

Total Respondents: 183

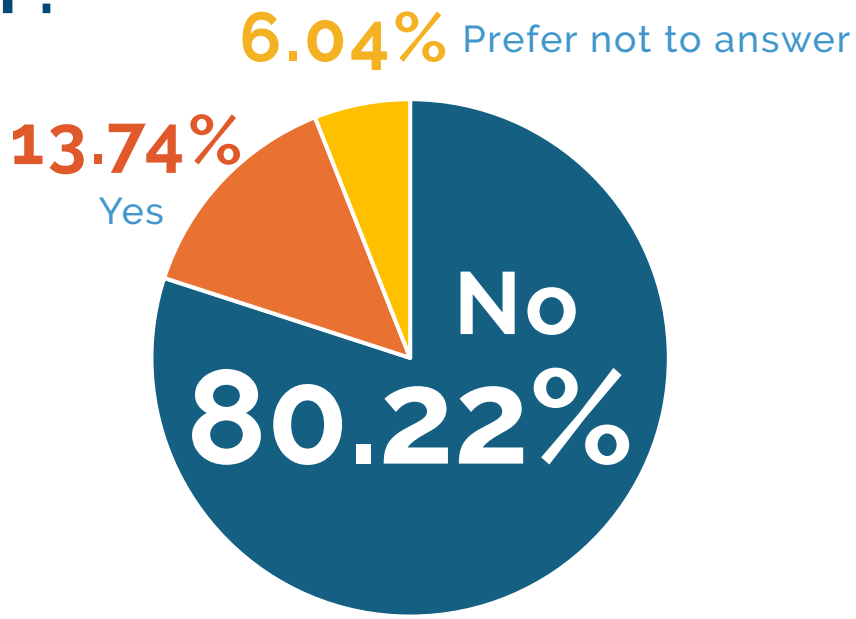


The survey respondents reported a wide range of household income levels, from less than $25,000 to more than $150,000 annually. Most respondents (58.47 percent) had an annual income of $75,000 or higher, above the median household income in the United States ($68,703 in 2019). However, some respondents (12.02 percent) earned less than $50,000 per year, which is below the federal poverty threshold for a family of four ($26,200 in 2020). The income distribution of the survey participants could reflect the diversity and inequality of the community, as well as the different transportation needs and preferences of people with different socio-economic backgrounds. For example, lower-income households may rely more on public transit or other affordable modes of transport. In contrast, higher-income households may have more access to private vehicles or alternative options such as ride-hailing or car-sharing. Therefore, it is important to consider the income diversity of the community when planning and implementing transportation policies and programs that aim to improve mobility and accessibility for all residents.

QUESTION 19

DO YOU EXPERIENCE ANY HEALTH CONDITIONS OR LIMITATIONS THAT AFFECT YOUR ABILITY TO TRAVEL THE COMMUNITY?

Total Respondents: 182



A significant proportion of the survey respondents reported not having health issues or restrictions that impact their mobility and access to transportation. Nearly 13.74 percent indicated that they experience some form of health condition or limitation that affects their ability to travel to the community. This could include physical, mental, or cognitive disabilities, chronic illnesses, injuries, or other impairments that make it difficult or impossible to use specific modes of transport, such as walking, biking, driving, or public transit. Due to their health-related travel challenges, these respondents may face barriers to accessing essential services, recreational activities, social opportunities, and employment.