VISION ZERO

Transportation Safety Action Plan

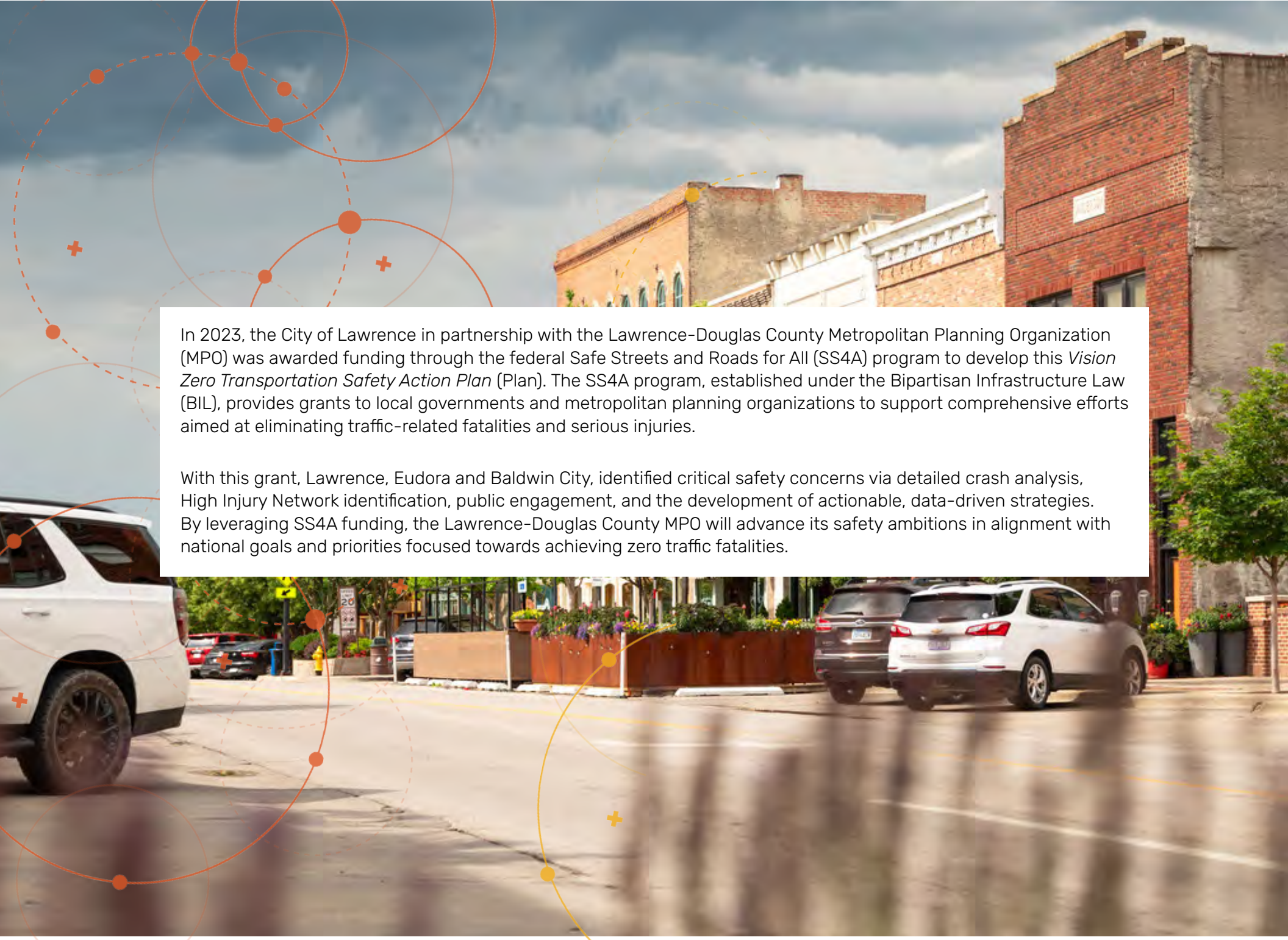
June 23, 2025

CITY of BALDWIN CITY

Lawrence KANSAS

EUDORA KANSAS a place to grow

Lawrence - Douglas County MPO Metropolitan Planning Organization



In 2023, the City of Lawrence in partnership with the Lawrence-Douglas County Metropolitan Planning Organization (MPO) was awarded funding through the federal Safe Streets and Roads for All (SS4A) program to develop this *Vision Zero Transportation Safety Action Plan* (Plan). The SS4A program, established under the Bipartisan Infrastructure Law (BIL), provides grants to local governments and metropolitan planning organizations to support comprehensive efforts aimed at eliminating traffic-related fatalities and serious injuries.

With this grant, Lawrence, Eudora and Baldwin City, identified critical safety concerns via detailed crash analysis, High Injury Network identification, public engagement, and the development of actionable, data-driven strategies. By leveraging SS4A funding, the Lawrence-Douglas County MPO will advance its safety ambitions in alignment with national goals and priorities focused towards achieving zero traffic fatalities.

Acknowledgments

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RESOLUTION NO. 7598

A RESOLUTION OF THE CITY OF LAWRENCE, KANSAS, ADOPTING THE VISION ZERO TRANSPORTATION SAFETY ACTION PLAN.

WHEREAS, the City of Lawrence, Kansas, in order to coordinate development in accordance with the present and future needs of the City, to ensure the health, safety, and prosperity for bicyclists, pedestrians, transit riders, motorists, and all other users of the transportation network, and its rights of way in a manner that balances user needs and is consistent with the surrounding community,.

WHEREAS, *Vision Zero Transportation Safety Action Plan* establishes a vision to eliminate traffic fatalities and serious injuries in Lawrence by 2050 through a comprehensive strategy and implementation action plan.

WHEREAS, the *Vision Zero Transportation Safety Action Plan* was developed through a public process that recognizes the critical need to develop a region where streets are designed to a higher standard for people of all ages and abilities are safe and comfortable.

WHEREAS, the *Vision Zero Transportation Safety Action Plan* commits to achieve zero fatalities and serious injuries in the roadway for Lawrence.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LAWRENCE, KANSAS:

SECTION 1. The Governing Body hereby adopts the *Vision Zero Transportation Safety Action Plan* affixed hereto as Exhibit A and incorporated herein by reference.

SECTION 2. This Resolution and Plan shall be in force and effect after adoption on the date set forth below.

ADOPTED by the Governing Body of the City of Lawrence, Kansas this 3rd day of June, 2025.

APPROVED:

Michael Dever
Mayor

ATTEST:

Sherri Riedemann
City Clerk

APPROVED AS TO FORM:

RESOLUTION NO. 2025-01

A RESOLUTION OF THE LAWRENCE – DOUGLAS COUNTY METROPOLITAN PLANNING ORGANIZATON, ADOPTING THE VISION ZERO TRANSPORTATION SAFETY ACTION PLAN.

WHEREAS, the Lawrence – Douglas County Metropolitan Planning Organization, in order to coordinate development in accordance with the present and future needs of the region, to ensure the health, safety, and prosperity for bicyclists, pedestrians, transit riders, motorists, and all other users of the transportation network, and its rights of way in a manner that balances user needs and is consistent with the surrounding community;

WHEREAS, *Vision Zero Transportation Safety Action Plan* establishes a vision to eliminate traffic fatalities and serious injuries in Lawrence by 2050 through a comprehensive strategy and implementation action plan;

WHEREAS, *Vision Zero Transportation Safety Action Plan* recognizes that Eudora and Baldwin City are committed to maintaining zero deaths and eliminating serious injuries by 2050 through a comprehensive strategy and implementation action plan; and

WHEREAS, the *Vision Zero Transportation Safety Action Plan* was developed through a public process that recognizes the critical need to develop a region where streets are designed to a higher standard for people of all ages and abilities and are safe and comfortable for all.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE LAWRENCE – DOUGLAS COUNTY METROPOLITAN PLANNING ORGANIZATON:

SECTION 1. The Lawrence-Douglas County Metropolitan Planning Organization hereby adopts the *Vision Zero Transportation Safety Action Plan* affixed hereto as Exhibit A and incorporated herein by reference.

SECTION 2. This Resolution and Plan shall be in force and effect upon adoption on the date set forth below.

ADOPTED by the Lawrence – Douglas County Metropolitan Planning Organization this 12th day of June, 2025.

Bart Littlejohn
L-DC MPO Chairperson

Melinda Harger
L-DC MPO Secretary

PLACEHOLDER FOR EUDORA RESOLUTION

PLACEHOLDER FOR BALDWIN CITY RESOLUTION

Helpful Information

CRASH SEVERITY PRIMER

This plan uses standardized crash severity categories to help communicate the scope and severity of crash types and crash patterns identified in this Plan.

- A **Fatal Crash** is defined as any crash that results in a death - either at the scene or as a result of injuries sustained during the crash.
- A **Disabling Injury or Serious Injury Crash** refers to any injury that results in incapacitation, whether temporary or permanent, and often includes broken limbs, internal injuries, or severe lacerations.

Two additional severity levels are used for less severe outcomes:

- **Minor Injury**, which includes any crash-related injury requiring some level of medical treatment but not resulting in incapacitation,
- **Suspected Injury**, where a crash responder observes or suspects an injury, but it is not confirmed at the scene—typically because the individual declines treatment.

For clarity and consistency in this Plan's analysis and visuals, Minor and Suspected Injuries have been combined under the term Other Injury.

When the term **Injury Crash/Crashes** is used in figures, charts, or the plan narrative (without breaking out more severe categories) it is referring to the **combined total of Fatal, Disabling Injury, and Other Injury crashes**.

For ease of reference throughout this document, crash severities are generally organized into three categories:

- Fatal and/or Deadly
- Disabling Injury and/or Serious Injury
- Other Injury (including Minor Injury and/or Suspected Injury)

These categories support a consistent and actionable approach to understanding crash impacts and patterns.

1 INTRODUCTION

1.1 Vision Zero and Safety Action Plan Background

A BOLD COMMITMENT TO SAFER STREETS

The communities of Lawrence, Eudora, and Baldwin City are united in addressing traffic-related fatalities and serious injuries. These tragic events impact families, neighborhoods, and the regional economy, but they are not inevitable. By adopting a Vision Zero framework, these partner cities are committing to transformative change: creating a transportation system where no loss of life is acceptable.

Vision Zero is more than a single goal; it is a guiding philosophy that reshapes how transportation safety is approached. Originating in Sweden in 1997 and now embraced worldwide, Vision Zero rejects the notion that crashes are unavoidable. Instead, it operates under the idea that through thoughtful design, proactive measures, and shared responsibility, we can prevent severe crashes entirely.

- **Proactive Prevention:** Addressing risks before crashes occur, rather than responding after the fact.
- **Disinvested Area Focus:** Ensuring that the benefits of safer streets extend to transportation challenged and vulnerable populations.
- **Shared Responsibility:** Engaging policymakers, engineers, public health experts, enforcement agencies, and the public in a collaborative effort to eliminate roadway deaths.

This *Vision Zero Safety Action Plan* will lay the foundation for achieving that ambition. By combining cutting-edge data analysis and proven strategies, we will build a road map for reducing crash risks, and fostering safer streets.

THE SAFE SYSTEM APPROACH: A FRAMEWORK FOR PREVENTION

Vision Zero's success lies in its implementation of the Safe System Approach. This approach acknowledges human vulnerability and error by designing a transportation system that minimizes the consequences of mistakes. Its core components are:

- **Safe Roads:** Streets are designed to prevent crashes and reduce severity when they occur.
- **Safe Speeds:** Ensuring travel speeds are appropriate for the context and user mix.
- **Safe Vehicles:** Leveraging technology and standards to protect all road users.
- **Safe Road Users:** Encouraging safe behaviors through education and outreach.
- **Post-Crash Care:** Improving response systems to save lives after a crash.

In the context of Lawrence, Eudora, and Baldwin City, the Safe System Approach translates into tailored solutions for their unique challenges. Whether it's designing safer intersections and corridors in Lawrence's bustling urban areas, reducing crash severity on corridors that connect homes and schools in Eudora, or protecting VRUs crossing a busy state route in Baldwin City, the approaches can adapt to local needs while maintaining a clear focus on eliminating dangerous crashes.

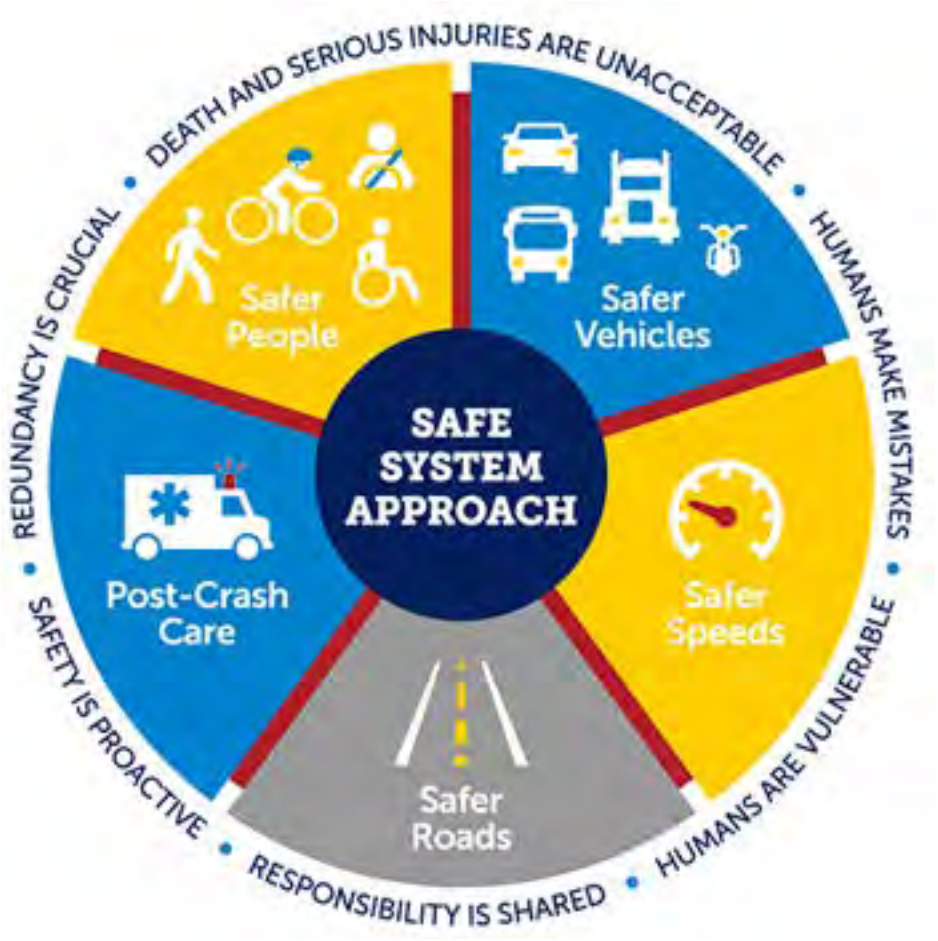


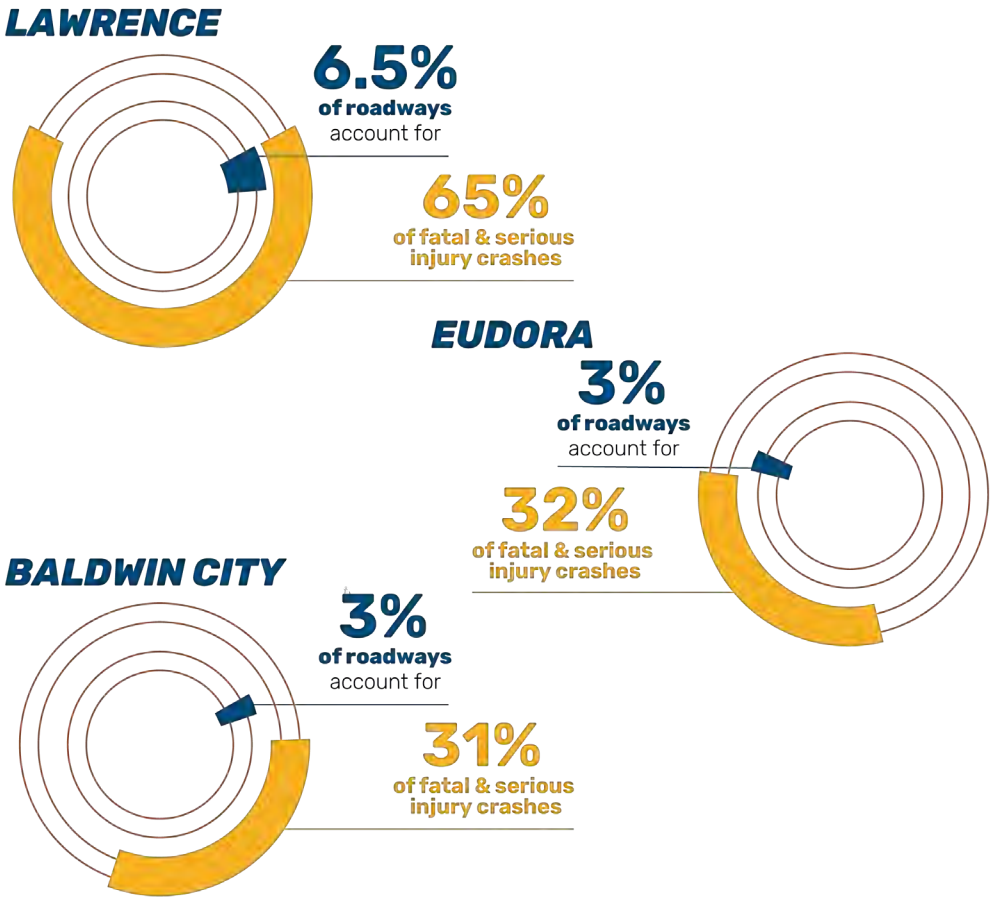
Figure 1. Safe System Approach Graphic

WHY A VISION ZERO SAFETY ACTION PLAN?

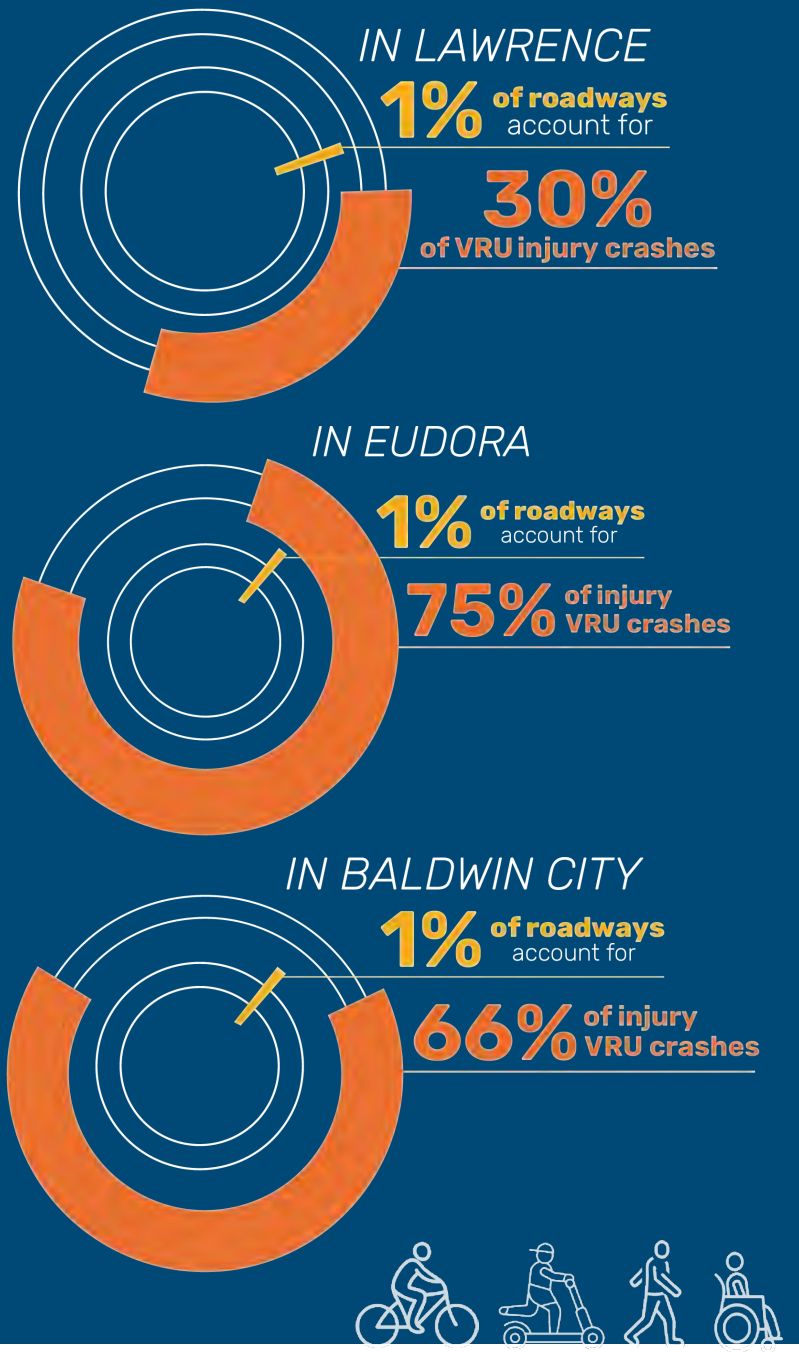
The need for this Plan is clear. Over the past five years (2018–2022), data reveals striking patterns in crash severity and distribution:

- **Concentrated Risk:** Small portions of the network account for a disproportionate share of severe crashes across all cities.
- **Vulnerable Road Users (VRUs):** VRUs, including pedestrians and cyclists, account for a disproportionate share of serious injury and fatal crashes. Vision Zero aims to reimagine roads—historically focused on traffic flow—to prioritize safety, starting with high-risk areas experiencing frequent and severe crashes.

ALL CRASHES *QUICK FACTS BY CITY*



VRU INJURY CRASHES *QUICK FACTS BY CITY*



This plan provides the tools to address these challenges:

1. **Identifying Priorities:** Analyzing crash data to focus on high-risk corridors and intersections.
2. **Implementing Strategies:** Combining infrastructure projects, policies, and programs.
3. **Tracking Progress:** Using robust data systems to monitor outcomes and adapt strategies that continue to drive down injuries and eliminate fatalities on our roadways.

While each city brings unique challenges, this plan represents a collaborative effort. By working together, Lawrence, Eudora, and Baldwin City can share resources, align their strategies, and amplify their impact. The shared goals of eliminating traffic fatalities and injuries and creating accessible transportation networks unite these communities in their pursuit of Vision Zero. This partnership strengthens the ability of each city to address its unique needs while contributing to a regional culture of building safer transportation networks.

LAYING THE FOUNDATION FOR CHANGE

The *Vision Zero Safety Action Plan* is a proactive, data-driven guide to safer streets. It ensures that transportation challenged areas benefit from improved safety. By addressing systemic risks and focusing on high-priority areas, this Plan aims to transform the way people move throughout Lawrence, Eudora, and Baldwin City. The following sections provide:

1. A review of past plans and projects to inform the current effort.
2. An overview of the Vision and Goals guiding the Plan.
3. A detailed crash analysis, highlighting High Injury Networks and intersections, and identifying trends and patterns that demand our immediate attention.

Together, these elements will chart a clear path forward, reaffirming the commitment of these cities to a safer, more connected future.

1.2 Review of Past Plans and Policies

OVERVIEW OF PAST PLANS

The *Vision Zero Safety Action Plan* for Lawrence, Eudora, and Baldwin City is built on a foundation of strategic planning efforts that reflect years of analysis, community engagement, and targeted recommendations. These multimodal planning efforts demonstrate a long-standing commitment to improving transportation safety and accessibility across the region. Key efforts among these include:

- *Lawrence ADA Transition Plan for the Public Right-of-Way,*
- the *Lawrence Bikes Plan,*
- the *Countywide Bikeway Plan,*
- *each city's Safe Routes to School Plan (and Amendments),*
- the *Regional Pedestrian Plan* and
- the *Lawrence Pedestrian Plan.*

Together these plans provide critical insights into systemic challenges and actionable solutions that help to both compliment and inform the backbone of the Plan framework.

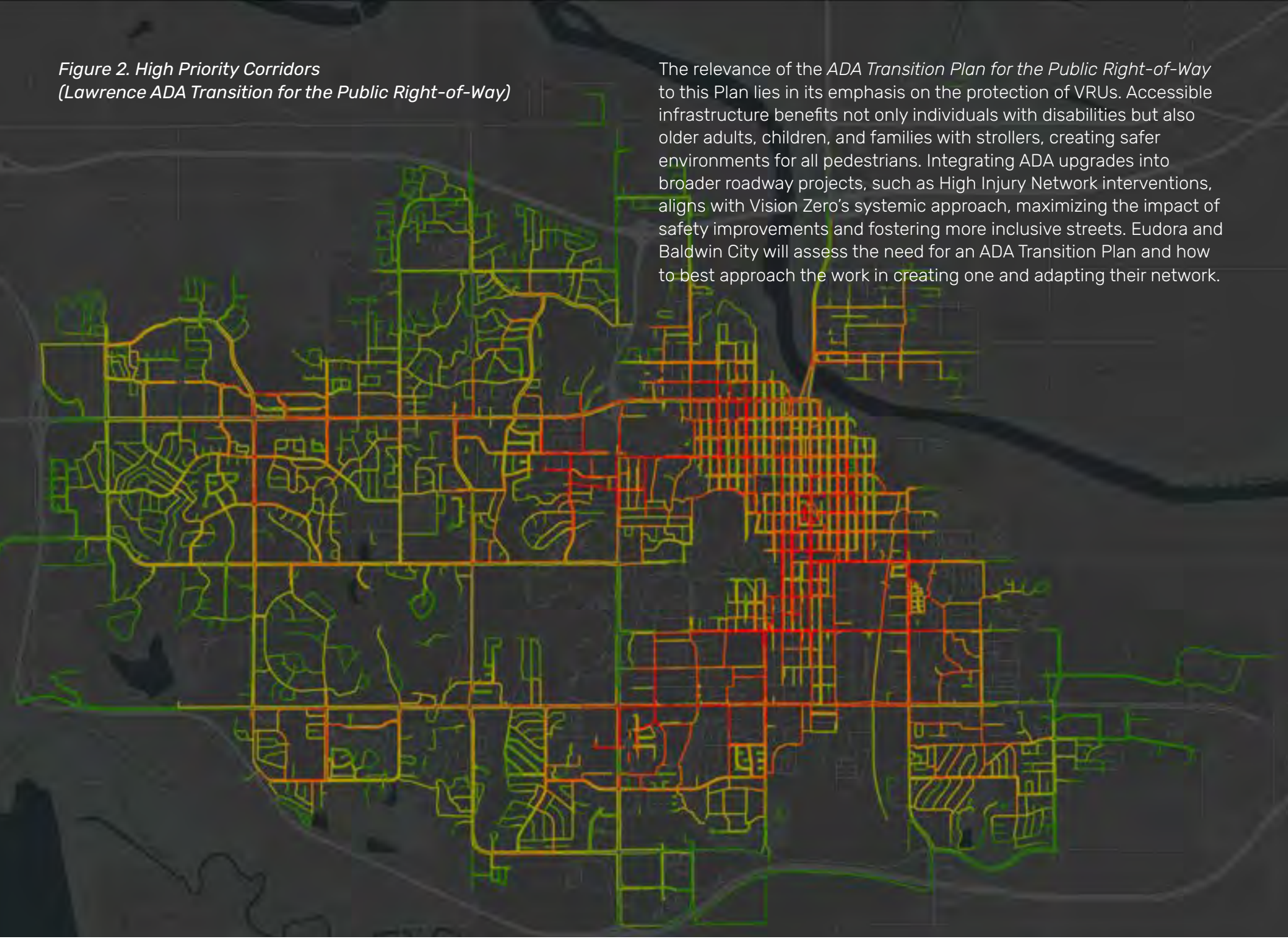
While these plans were created with distinct objectives, their shared focus on safety and multimodal connectivity makes them integral to achieving the goals of Vision Zero. The principles underpinning these plans align with the Safe System Approach, emphasizing proactive, systemic interventions that anticipate human error and protect VRUs. By reviewing, assessing overlap, and integrating the findings and recommendations of existing plans, this Plan will build on an established foundation of data-driven strategies to reduce fatalities and serious injuries. This section examines each plan in detail, exploring how its goals and strategies connect to Vision Zero's broader objectives.

Lawrence ADA Transition Plan for the Public Right-of-Way

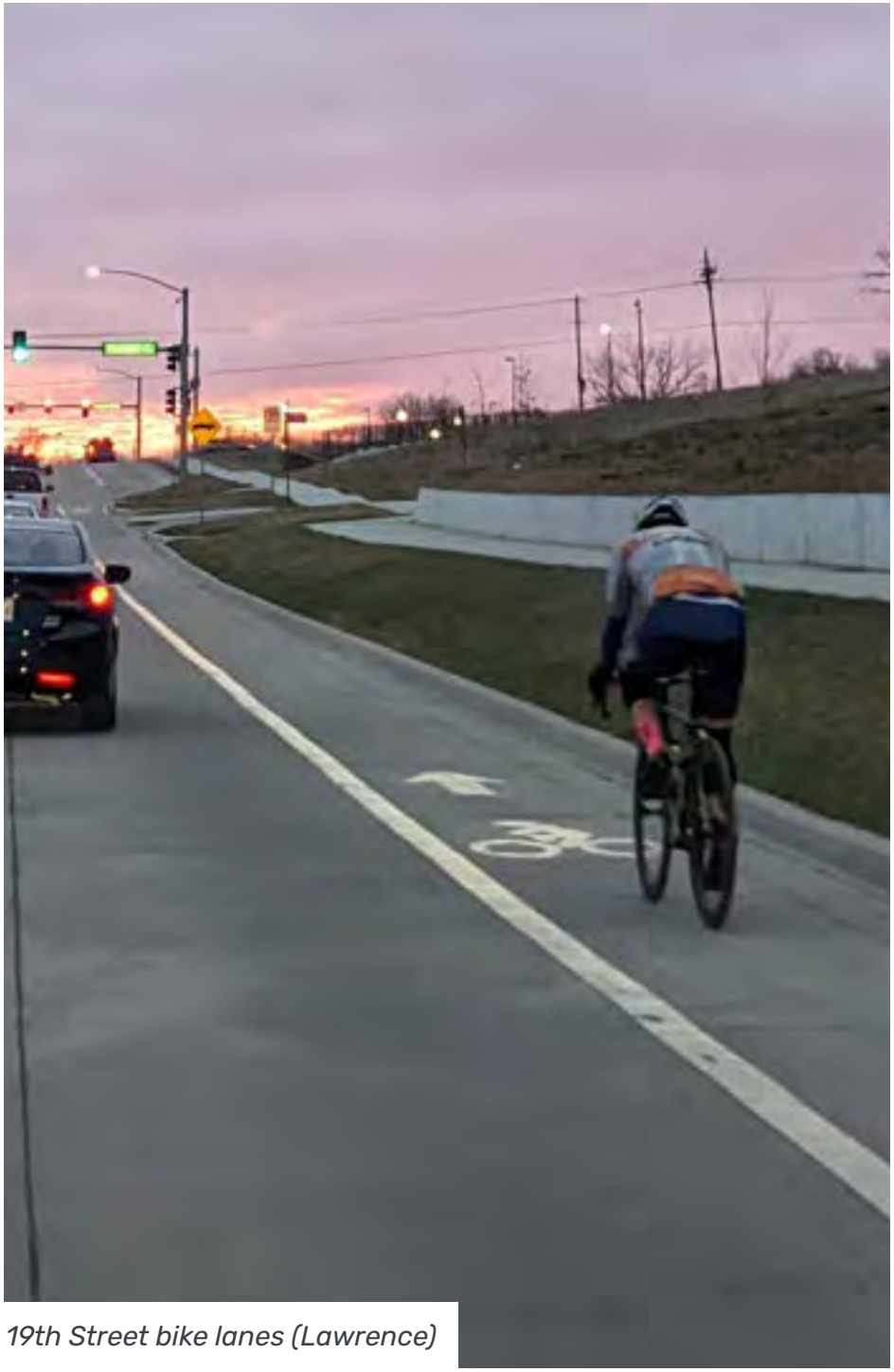
The *Americans with Disabilities Act (ADA) Transition Plan* represents Lawrence's commitment to creating an accessible transportation network that serves all individuals, particularly those with disabilities. It also prioritizes upgrades based on populations that are transportation challenged. Compliance with the Americans with Disabilities Act requires removing systemic barriers in the public right-of-way. This includes updating sidewalks and crossings, adding curb ramps, and making sure that these elements meet ADA specifications regarding aspects like slopes, cross-slopes, and detectable warnings. The plan's findings highlight the significant work needed to meet ADA standards, including a comprehensive evaluation of existing infrastructure. This plan inventoried the city's 6,400 curb ramps and assessed 400 miles of sidewalks, finding approximately 70 percent to be non-compliant with Public Right-of-Way Accessibility Guidelines (PROWAG), ADA requirements, and best practices. Issues such as missing curb ramps, insufficient slopes, and uneven sidewalk surfaces limit accessibility and can create safety risks.

The *ADA Transition Plan* prioritizes improvements in areas with high pedestrian demand, including schools, transit stops, healthcare facilities, and community centers. By focusing on these locations, the plan ensures that resources are directed where they can have the greatest impact. This focus was informed by public feedback and demographic analysis, ensuring that transportation challenged populations receive prioritized access.

Figure 2. High Priority Corridors (Lawrence ADA Transition for the Public Right-of-Way)



The relevance of the *ADA Transition Plan for the Public Right-of-Way* to this Plan lies in its emphasis on the protection of VRUs. Accessible infrastructure benefits not only individuals with disabilities but also older adults, children, and families with strollers, creating safer environments for all pedestrians. Integrating ADA upgrades into broader roadway projects, such as High Injury Network interventions, aligns with Vision Zero's systemic approach, maximizing the impact of safety improvements and fostering more inclusive streets. Eudora and Baldwin City will assess the need for an ADA Transition Plan and how to best approach the work in creating one and adapting their network.



19th Street bike lanes (Lawrence)

Lawrence Bikes Plan

Adopted in 2019, the *Lawrence Bikes Plan* envisions a city where cycling is a safe, viable, and appealing mode of transportation for residents of all ages and abilities. The plan was done in concert with the *Countywide Bike Plan* that also considered regional connections and included Eudora and Baldwin City. The plan's recommendations focus on creating a connected network of low-stress bikeways, reducing cyclist-vehicle conflicts, and fostering a culture of active transportation. Through detailed crash analysis, public engagement, and infrastructure assessments, the plan identifies critical gaps in the existing network and provides a road map for addressing them.

Key findings of the plan reveal that those intersections with limited bike infrastructure account for a significant share of cyclist-vehicle collisions. High-risk corridors often lack protected bike lanes, forcing cyclists to share space with fast-moving vehicles. To address these challenges, the plan proposes expanding protected bike lanes, developing shared-use paths, and implementing intersection upgrades such as dedicated bike signals and improved crossings.

Community input was central to the plan's development, with residents emphasizing the need for safer routes, better connectivity, and public education on cycling safety. These insights informed the plan's prioritization of projects that enhance safety and accessibility while promoting a shift toward active transportation. The focus on low-stress bikeways addresses the concerns of less experienced cyclists, encouraging broader participation in cycling as a sustainable mode of travel.

The *Lawrence Bikes Plan* contributes directly to the *Vision Zero Safety Action Plan* by addressing cyclist-related crashes within High Injury Networks (HINs). Its emphasis on reducing cyclist-vehicle conflicts through physical and behavioral interventions aligns with Vision Zero's goals of systemic safety improvements. Moreover, integrating bike infrastructure into multimodal networks ensures that cyclists can travel safely and efficiently, complementing pedestrian and transit systems.

Lawrence, Eudora & Baldwin City Safe Routes to School Plans and Amendments

The *Safe Routes to School (SRTS) Plans* are integral to this Plan, as they prioritize the safety of one of the most vulnerable user groups: children walking or biking to school. Each city's SRTS plan includes identified routes and priority infrastructure projects. The plan's comprehensive approach—encompassing infrastructure improvements, behavioral education, and stakeholder engagement—aligns with Vision Zero's emphasis on systemic solutions and the Safe System Approach.

Over time, in Lawrence the closure of neighborhood schools has increased the number of school children needing to cross higher volume, higher speed roadways. In Lawrence, since the first SRTS plan adoption, the community has established a school area traffic control policy that included an annual process for adult crossing guard placement and piloting. This policy was in direct response to the community's desire to respond to changing conditions. These policies and plan updates following boundary changes are crucial in maintaining the plan's effectiveness and adaptability, showcasing how responsive planning can address emerging safety challenges.

By integrating engineering solutions such as filling sidewalk gaps, installing bikeways, and improving pedestrian crossings, the SRTS Plan reduces crash risks and fosters safer travel behavior. Focusing on ensuring that transportation challenged neighborhoods receive prioritized improvements through project selection in Lawrence—aligns with Vision Zero's commitment to addressing disparities in safety and access. Many SRTS routes intersect with High Injury Networks, allowing the Plan to target safety interventions where they are most needed, whether through crossing guard deployment, short-term via a quick build project in the safety action plan, or long-term via targeted capital projects along the HIN.

Bike to School Day (Baldwin City; 2021)

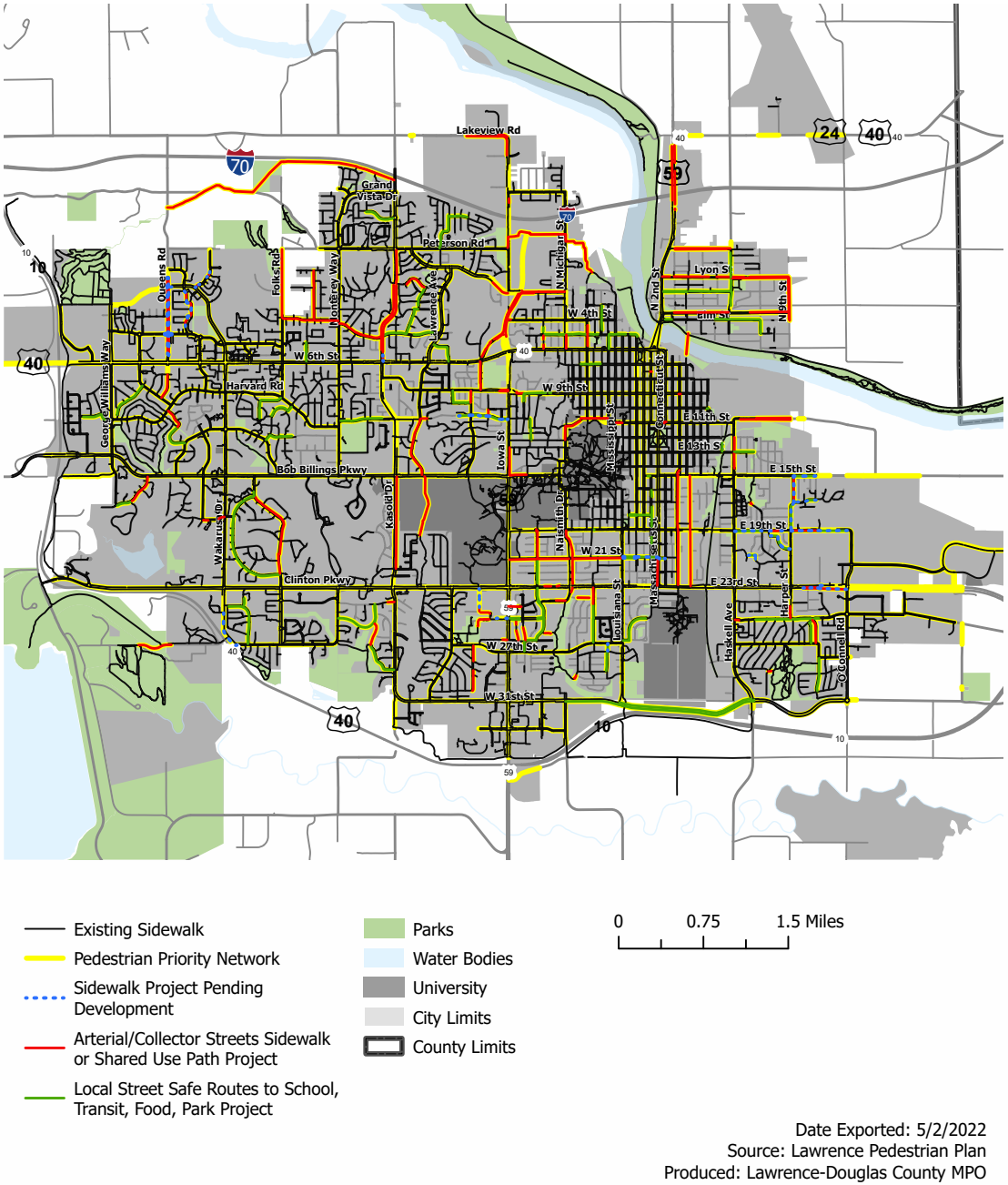
Lawrence Pedestrian Plan

The *Lawrence Pedestrian Plan*, adopted in 2022, focuses on improving walkability and pedestrian safety throughout the city. Through comprehensive analysis and public input, the plan identifies critical infrastructure gaps, unsafe crossings, and systemic risks for pedestrians, particularly in areas with high-crash densities. It emphasized investments that prioritize transportation challenged neighborhoods and areas with significant pedestrian activity.

The plan's existing conditions analysis revealed sidewalk gaps, especially along routes to schools, transit stops, healthy food destinations and parks. These gaps pose safety risks for pedestrians, leaving them to navigate unsafe or indirect routes. Additionally, pedestrian-related crashes were found to disproportionately affect older adults and residents of low-income neighborhoods, underscoring the need for targeted safety improvements. Lighting was revealed to be a concern at several high traffic locations. To address these issues, the plan recommends filling sidewalk gaps, upgrading crossings with better lighting and markings, and designing interventions to reduce vehicle speeds.

Public feedback was instrumental in shaping the plan's priorities. Residents highlighted the importance of safe, direct routes to essential destinations and identified specific locations where safety interventions were needed. This input helped the city prioritize projects that address community concerns while aligning with broader transportation goals.

Figure 3. Future Pedestrian Projects (Lawrence Pedestrian Plan)



Date Exported: 5/2/2022
Source: Lawrence Pedestrian Plan
Produced: Lawrence-Douglas County MPO

Douglas County Regional Pedestrian Plan

The *Douglas County Regional Pedestrian Plan*, approved in 2024, serves as a comprehensive guide to enhance the pedestrian environment across the county, including in Eudora and Baldwin City. Developed through public participation during 2021 and 2022, the plan recommends policy, program, and infrastructure changes to improve upon the vision of a safe, convenient, and attractive pedestrian environment established in the *2016 Regional Pedestrian Plan*.

The plan identifies approximately 30 miles of missing sidewalks in Eudora, compared to 23 miles of existing sidewalks and 0.6 miles of shared-use paths. To address these gaps, the plan proposes leveraging SRTS funding to add more routes or address maintenance issues along existing routes. Additionally, it suggests adopting design standards and policies that support walkability, such as zoning regulations requiring sidewalks to connect from the public right-of-way to public building entrances.

In Baldwin City, the existing sidewalk network is largely concentrated around downtown and Baker University, with some additional routes to public schools. The city has approximately 25 miles of missing sidewalks and 21.3 miles of existing sidewalks and shared-use paths. The plan recommends pursuing the construction of the Maple Leaf Trail, a shared-use path connecting Baldwin City to Ottawa, which is set to begin construction in 2025. It also suggests implementing a blanket residential speed limit of 20 mph throughout the city as a means of traffic calming.

Across the county, the plan emphasizes the importance of tracking and measuring progress in pedestrian infrastructure improvements, targeting resources to priority routes, and supporting programs that raise awareness of pedestrian issues and the benefits of walking. By implementing these recommendations, the plan aims to create a more connected and safer pedestrian environment throughout Douglas County.

Traffic Safety Policies

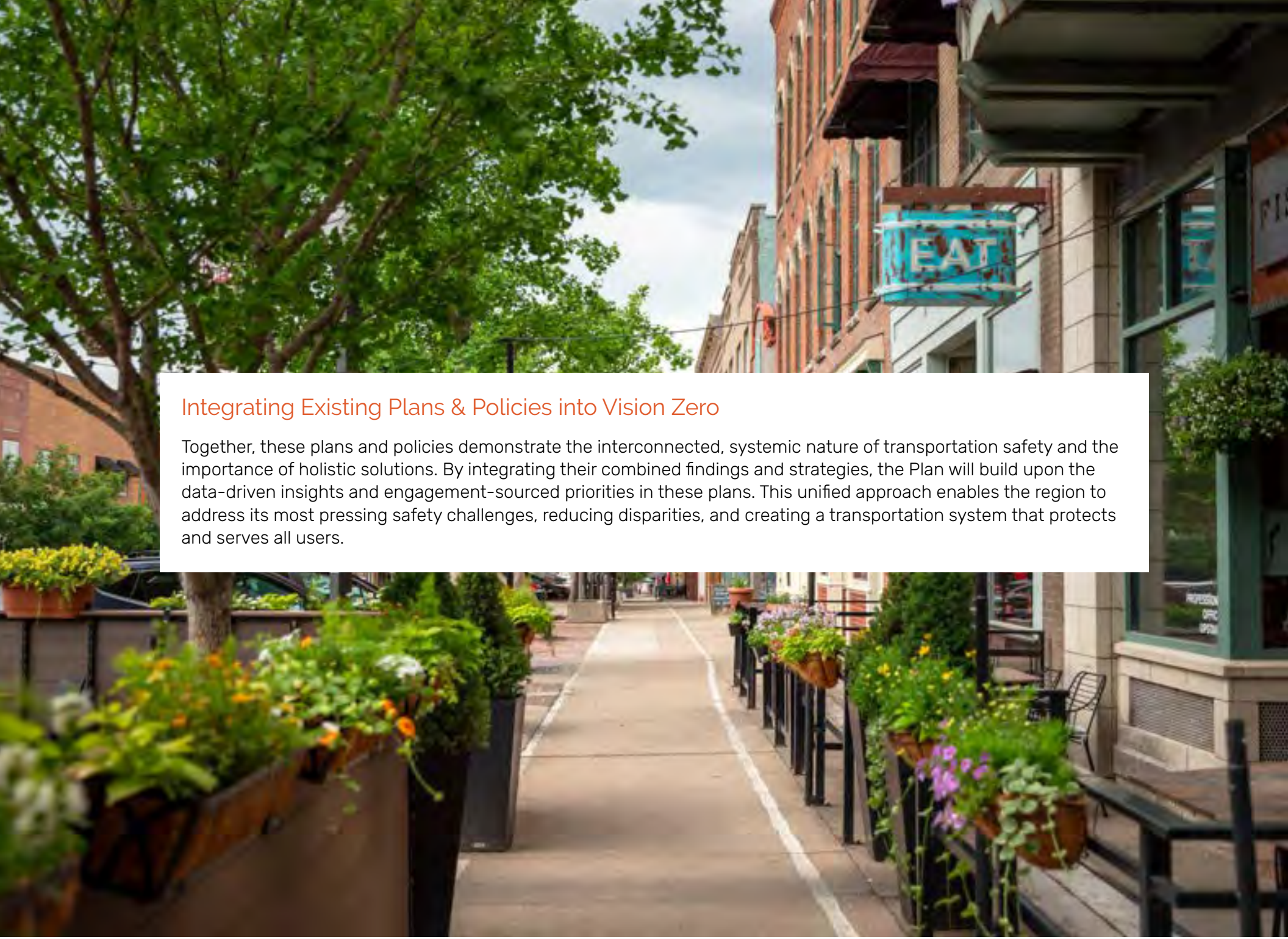
Lawrence has implemented several policies and programs to enhance traffic and pedestrian safety and promote Complete Streets, including:

Neighborhood Traffic Management Program (NTMP):
This comprehensive initiative addresses unsafe driving on neighborhood streets through the application of the "5 Es": Education, Encouragement, Enforcement, Evaluation, and Engineering. Key components include:

- **Speed Limit Reductions:** In 2021, the city reduced speed limits on all neighborhood streets to 25 mph to improve safety.
- **Community Outreach and Media Campaigns:** Efforts such as the "Safer Neighborhood Speeds" campaign launched in January 2021 aim to remind drivers to slow down and be mindful of pedestrians.
- **Traffic Law Enforcement and Education:** Collaborations with local law enforcement to ensure adherence to traffic laws and educate the public on safe driving practices.
- **Temporary Engineering Solutions:** Implementation of measures like speed cushions, traffic circles, and chicanes to calm traffic in residential areas.
- **Evaluation:** Continuous assessment of the effectiveness of these approaches to inform future strategies.

Complete Streets Policy: Adopted on December 4, 2018, this policy ensures that the city's transportation network accommodates all users, including pedestrians, bicyclists, motorists, and transit riders, regardless of age or ability. The policy emphasizes the design and operation of streets to enable safe and convenient travel for all.

Public Reporting of Traffic Safety Concerns: The city provides an online tool for residents to report traffic safety issues, such as speeding or failure to yield at crosswalks. This platform allows the Municipal Services and Operations Department and the Lawrence Police Department to review concerns and prioritize traffic management strategies accordingly. Through these initiatives, Lawrence demonstrates a commitment to creating a safer and more inclusive transportation environment for all its residents.



Integrating Existing Plans & Policies into Vision Zero

Together, these plans and policies demonstrate the interconnected, systemic nature of transportation safety and the importance of holistic solutions. By integrating their combined findings and strategies, the Plan will build upon the data-driven insights and engagement-sourced priorities in these plans. This unified approach enables the region to address its most pressing safety challenges, reducing disparities, and creating a transportation system that protects and serves all users.

1.3 Vision and Goals Development

The Steering Committee discussed elements that make the region and the communities within it unique, including cultural elements specific to Lawrence, Eudora, and Baldwin City. The committee highlighted the desire for robust alternatives to driving, context sensitive design, neighbors that look out for one another and comfortable neighborhoods with slower traffic. They envisioned connected corridors where users of all ages and abilities can access their daily needs.

There was a strong existing consensus around designing roadways in ways that encourage safer speeds and safer overall rights-of-way for all modes of travel. There were several instances in the meeting where this was noted, as being just as important, if not more important than enforcement. The Steering Committee also noted problematic aspects of enforcement, surrounding transportation challenged areas, profiling, economic means, and avoiding potential conflict and tragic outcomes that can arise from traffic stops.

So, while there was a general agreement that enforcement should be part of a holistic approach, the group agreed that other means of achieving safer roadways should be prioritized. These included approaches like changes to roadway design and means of behavioral feedback outside of enforcement. There was also discussion around ways to push cultural change impacting behaviors that can promote dangerous or careless driving. This included ideas such as yard signs encouraging community members to slow down, keep their eyes on the road, and being more willing to yield to pedestrians through reminders that people in these communities' care about one another. Lawrence, Eudora, and Baldwin City are places where community care and inclusion is an important value and an anchor of their culture. Moreover, it is a value that can drive behavioral change.

The group also discussed the importance of people walking and biking being more comfortable while using sidewalks, trails, and bike facilities and being more visible to drivers. The group discussed how this could be accomplished by making the design of these facilities more intuitive to understand and more context sensitive. The more comfortable people are walking and biking, the more likely they are to choose those modes for reasonable distances. Additionally, the more likely they are to choose active modes, the more drivers get used to seeing and accommodating for active modes, and the more willing they tend to be in yielding-to and slowing down for people walking and bicycling. This cycle of positive reinforcement was also brought up and discussed in the committee.

Finally, the committee discussed how it is important for VRUs to be the primary focus, because if they are safe, then the safety of drivers naturally follows. Additionally, the group discussed the push and pull of keeping traffic slow enough to be safe for active modes but drivers not wanting to be delayed. This highlighted the need to balance traffic flow with safe speeds. In summary, road designs should be backed up by data, proven to reduce crash frequency and severity, while allowing traffic to flow reasonably uninterrupted, and allowing all modes to get to their destination efficiently and safely. Furthermore, improvements should be prioritized based on the most dangerous segments and intersections according to crash data. The following vision came out of all these conversations and considerations. This unified vision seeks to cultivate a supportive and proactive safety culture in Lawrence, where the emphasis is on caring for one another and collectively working towards a safer community. The approach moves away from punitive enforcement, focusing instead on education, community engagement, and infrastructure that intuitively promotes safety.

The project team distilled this discussion into three key goals, emphasizing multimodal design and prioritizing VRUs - a recurring theme in the city's plans and Vision Zero Steering Committee meetings.

PRELIMINARY GOALS

1. **Design Safe and Connected Multimodal Networks:** Improve transportation infrastructure to ensure it safely accommodates all users, including pedestrians, cyclists, and motorists. Focus on creating continuous, intuitive, and accessible paths that connect key destinations, emphasizing the safety of the most vulnerable users first. Implement traffic calming measures, protected bike lanes, and pedestrian zones, using physical and visual cues to naturally slow down traffic in dense areas.

2. **Implement Community-Driven Safety Enhancements:** Utilize community engagement to ensure road treatments reflect the needs and values of residents, incorporating artistic and cultural elements that enhance local identity. Develop non-traditional safety measures such as dynamic speed displays, enhanced lighting for night-time safety, and interactive digital signs that educate and prompt behavioral changes in real-time.

3. **Leverage Data for Proactive Safety Management:** Use data analysis to identify high-risk locations and design interventions tailored to those areas. Integrate the city's existing community feedback system, allowing residents to report unsafe conditions and suggest improvements. Add to this a public facing dashboard that tracks improvements and up-to-date crash data, ensuring that data collection and safety monitoring are transparent and inclusive. This approach encourages preventive measures over punitive enforcement, fostering a collaborative effort towards achieving zero fatalities and serious injuries.

Finally, a unified Vision Statement was created, incorporating these goals and the core cultural theme from the first Steering Committee meeting: "a community that cares about each other." The final Vision and Goals that guide this Plan, for all three communities, are outlined on the next page.

Design solution example of roundabout intersection

Example of narrow lane and protected bikeways

FINAL VISION AND GOALS TO LEAD ACTION PLAN DEVELOPMENT

Vision: United for Safety

In a spirit of unity and mutual care our communities shape a vibrant transportation system that supports all modes and eliminates all fatal and serious injury crashes. Through collaboration and proactive engagement, we work to ensure a comfortable, safe, accommodating, and accessible transportation network for all, especially the most vulnerable.

Goals

1. **Enhance Multimodal Connectivity:** Upgrade our infrastructure to provide safe, efficient, continuous, accessible, and comfortable routes across the city for all modes of travel, with a special focus on protecting vulnerable users.
2. **Community-Driven Safety Initiatives:** Leverage local culture and community insight to enrich street design, utilizing artistic elements and innovative technology that encourages everyone to participate in maintaining a safe environment.
3. **Data-Driven, Proactive Community Safety:** Employ advanced analytics to pinpoint safety needs, track improvement over time, encourage transparency, and allow public feedback to shape a pro-active, adaptable, and inclusive transportation system.

Curb extension mural (Washington, D.C.)

Midtown KC (Kansas City, Missouri)

1.4 Crash Analysis and High Injury Network Development

TEN-YEAR CRASH ANALYSIS (2013–2022)

Overview

This section provides an in-depth analysis of crash data across Lawrence, Eudora, and Baldwin City from 2013 to 2022. Over the decade, Lawrence accounted for 97 percent of injury crashes in the region, with 3,485 injury crashes reported. Baldwin City and Eudora also experienced notable safety challenges, particularly at intersections and along corridors with high pedestrian activity or speed-related risks. While overall crash numbers have shown encouraging downward trends, the persistence of fatal and disabling injury crashes—particularly at night and in high-speed areas—underscores systemic safety challenges. These findings set the stage for a targeted discussion of the High Injury Network (HIN), which identifies the most critical locations for targeted safety interventions.

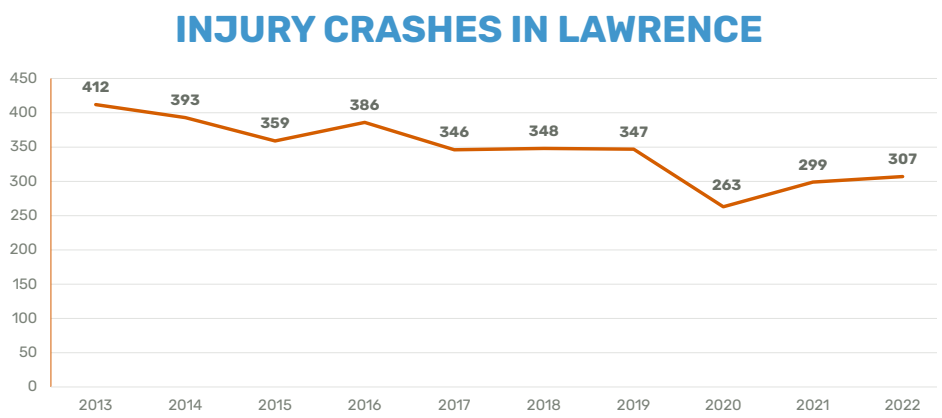


Figure 4. Injury Crashes over Time (Lawrence)

CRASH TRENDS ACROSS THE CITIES

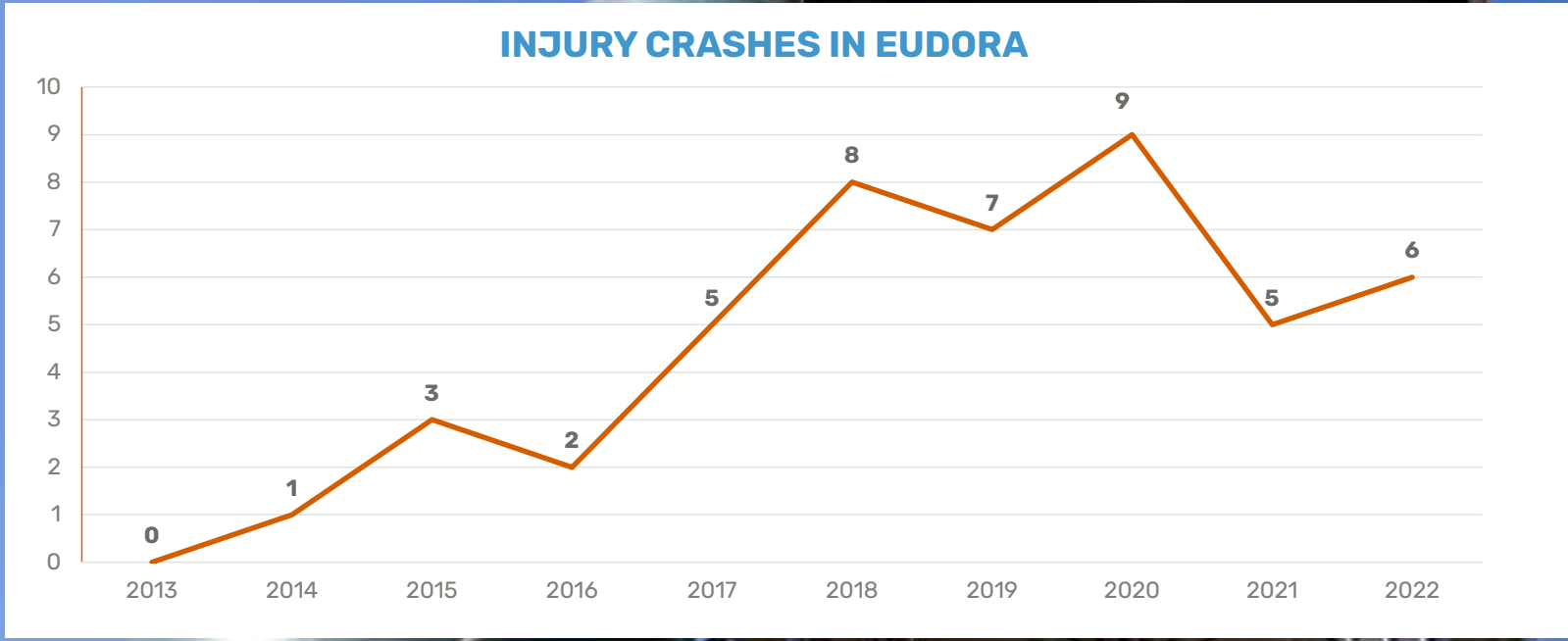
Over the ten-year period, Lawrence experienced a 25 percent reduction in injury crashes, dropping from 412 in 2013 to 307 in 2022. This decline represents significant progress, likely driven by the city's investments in traffic calming, intersection improvements, and pedestrian infrastructure. However, the total number of fatal and disabling injury crashes in Lawrence has remained largely unchanged over the same period, with approximately 25–30 such crashes reported annually. This persistence highlights critical gaps in addressing systemic risks on high-crash corridors and intersections.

Over the ten-year period from 2013 to 2022, bicycle and pedestrian crashes in Lawrence demonstrated concerning trends, particularly in areas with significant multimodal activity such as downtown, Massachusetts Street, and major intersections along 23rd Street, 9th Street, and 19th Street. These crashes accounted for a disproportionate share of severe injuries and fatalities, reflecting the heightened vulnerability of non-motorized users interactions with vehicles. Pedestrian crashes were most frequent in high-foot-traffic areas like Massachusetts Street, where turning vehicles and inadequate crossing infrastructure contributed to recurring conflicts. Cyclist crashes were concentrated along corridors like 6th Street and 19th Street. Despite Lawrence's efforts to expand pedestrian and cycling infrastructure over the decade, such as improved crossings and bike markings, the data reveals that VRU crashes remain a consistent safety issue, indicating the need for comprehensive, city-wide measures to protect these road users, including improved connectivity, traffic calming, and enforcement of yielding laws.

Eudora

Eudora reported 46 injury crashes during the same period, with crash numbers remaining low overall, with a peak of 9 injury crashes and no fatalities, but the city did see a steady increase of injury crashes across those years. The city's primary risks are concentrated along Church Street and at intersections such as 10th Street and Locust Street, where high speeds and insufficient pedestrian infrastructure contribute to frequent and severe crashes. The consistent number of injury crashes in Eudora reflects the challenges of balancing traffic flow with safety on mixed-use corridors.

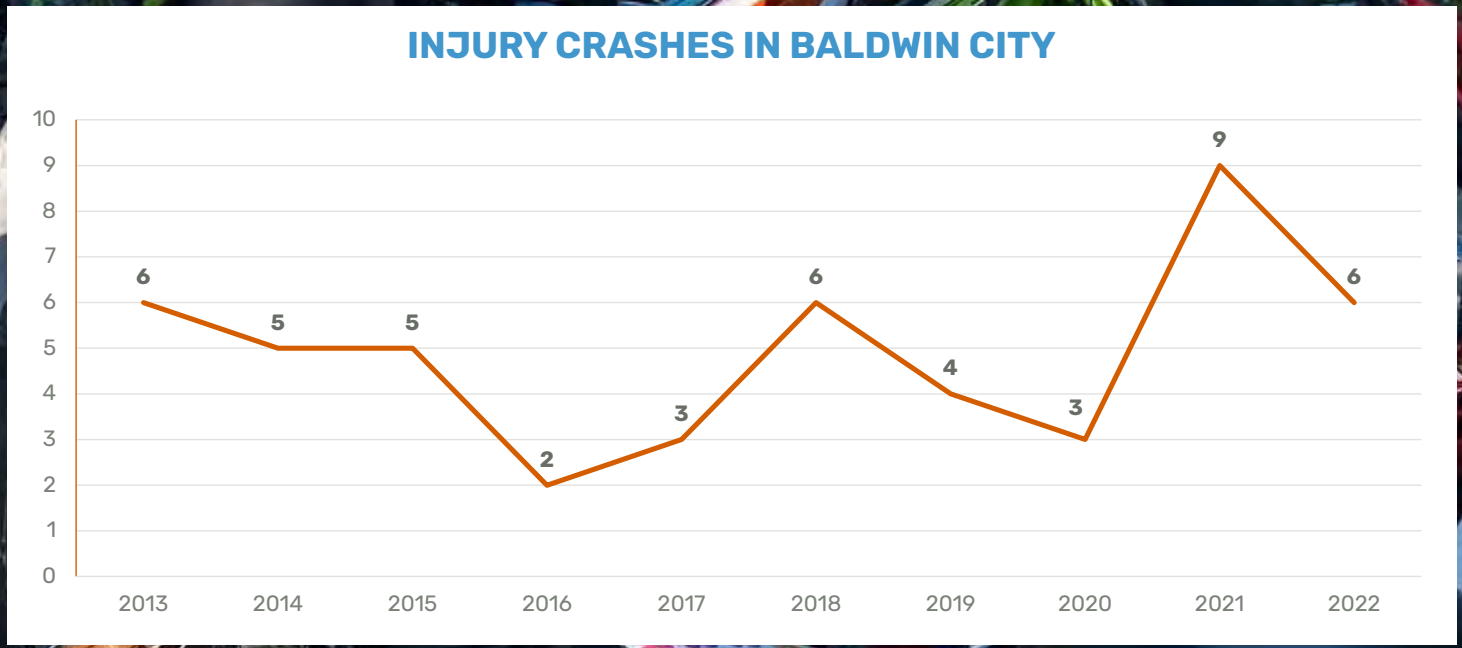
Figure 5. Injury Crashes over Time (Eudora)



Baldwin City

In Baldwin City, a total of 49 injury crashes were reported over the decade, with peak years in 2018 and 2021. Although annual crash numbers are relatively low, they represent a significant safety concern for this smaller community. Crashes in Baldwin City are concentrated at key intersections like High Street and U.S. 56, and near school zones along Chapel Street, where pedestrian and cyclist activity are higher.

Figure 6. Injury Crashes over Time (Baldwin City)



LAWRENCE: 5-YEAR CRASH ANALYSIS (2018-2022)

Nighttime Crash Risks

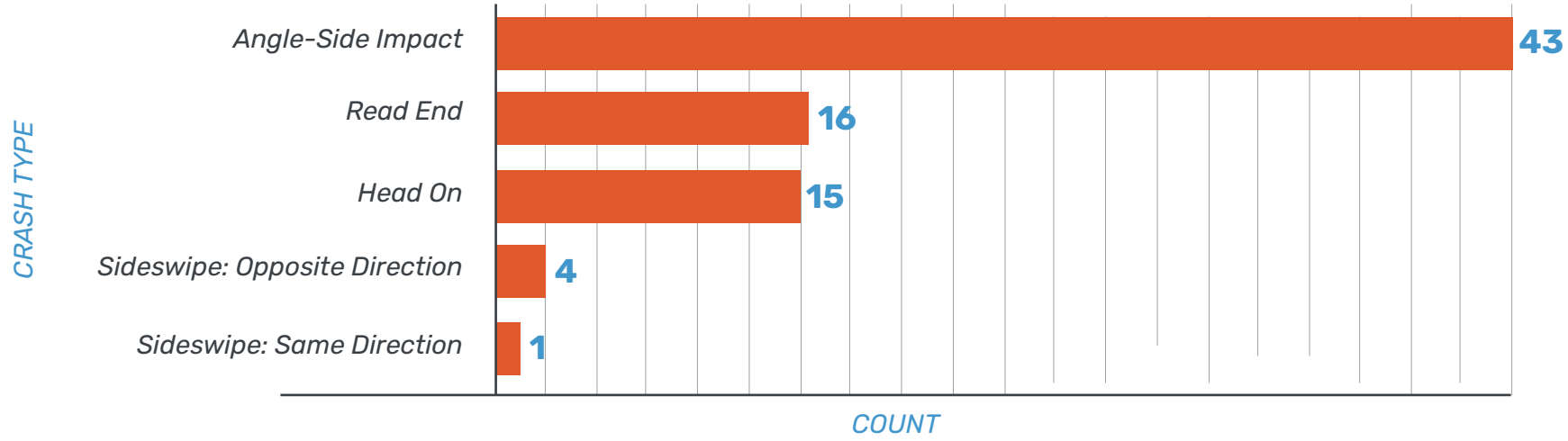
Nighttime crashes pose a disproportionately high risk across the region. In Lawrence, nighttime crashes accounted for 37 percent of all injury crashes, yet they accounted for 50 percent of all fatal and disabling injuries. This 13-percentage-point disparity illustrates the dangers of driving in low-light conditions, where reduced visibility, impaired driving, and higher speeds are more likely to result in severe outcomes. A similar pattern is evident in Eudora and Baldwin City, where low-light conditions near schools, parks, and key corridors contribute to crashes involving pedestrians and cyclists.

Crash Types and Contributing Factors

The distribution of crash types reveals the specific challenges faced by each city. Angle-side impact crashes are the most frequent in Lawrence, comprising a significant portion of crashes at intersections like 23rd Street and Haskell Avenue and 6th Street and Iowa Street. These crashes often involve turning conflicts, which are exacerbated by high-traffic volumes and high-speeds.

Head-on collisions are the second most frequent type of fatal and disabling injury crashes (tied with rear end crashes) and stand out for their severity. In Lawrence, this crash type occurred most frequently on undivided arterial roadways such as Iowa Street and 23rd Street, where lane departures and speeding are major contributing factors. The severity of head-on collisions, which disproportionately result in fatalities or disabling injuries, highlights the need for safety features such as medians. In Eudora and Baldwin City, head-on collisions are similarly concentrated on undivided primary arterial roadways like U.S. 56 and Church Street, reflecting similar risks tied to undivided high-volume roadways.

Figure 7. Fatal or Serious Injury Crashes by Crash Type (Lawrence; 2018-2022)



Temporal Crash Analysis - Time of Day

Crash data in Lawrence shows a consistent increase in Killed or Seriously Injured (KSI) crashes during the late afternoon hours, with the highest concentration occurring between 3:00 PM and 6:00 PM on weekdays. This time frame aligns with the PM peak traffic hour and elevated vehicle volumes on the city's arterial network. The bulk of these crashes are occurring along high-speed, high-traffic corridors. The most frequent crash types occurring during this peak are rear-end and angle collisions. Angle-side impact crashes, represented the highest crash type correlated with serious injury and death, noting the importance of determining the right strategies to address this daily bump in crash risk. Fridays experience the highest crash levels, indicating a reliable end-of-week spike that persists across seasons.

Figure 8. Time of Day Crash Analysis (Lawrence)

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
12:00 AM	0.52%	0.32%	0.17%	0.09%	0.20%	0.17%	0.40%
1:00 AM	0.23%	0.11%	0.17%	0.09%	0.14%	0.14%	0.43%
2:00 AM	0.49%	0.11%	0.17%	0.11%	0.14%	0.17%	0.46%
3:00 AM	0.20%	0.11%	0.03%	0.06%	0.06%	0.09%	0.29%
4:00 AM	0.23%	0.09%	0.03%	0.03%	0.00%	0.03%	0.26%
5:00 AM	0.03%	0.09%	0.06%	0.06%	0.11%	0.11%	0.09%
6:00 AM	0.06%	0.11%	0.14%	0.26%	0.40%	0.17%	0.29%
7:00 AM	0.26%	0.80%	1.00%	1.00%	1.00%	0.69%	0.32%
8:00 AM	0.14%	0.77%	0.52%	0.80%	0.69%	0.86%	0.43%
9:00 AM	0.37%	0.32%	0.52%	0.98%	0.66%	0.57%	0.40%
10:00 AM	0.23%	0.95%	0.60%	0.63%	0.60%	0.66%	0.63%
11:00 AM	0.60%	0.89%	0.89%	0.89%	1.03%	0.83%	0.98%
12:00 PM	0.89%	1.00%	1.29%	0.75%	1.21%	0.98%	1.03%
1:00 PM	0.75%	1.00%	0.66%	1.46%	0.75%	0.98%	0.80%
2:00 PM	0.72%	0.92%	1.12%	1.06%	0.86%	0.95%	0.92%
3:00 PM	0.72%	1.35%	1.46%	1.03%	1.52%	1.89%	1.06%
4:00 PM	0.55%	1.43%	1.06%	1.21%	1.49%	1.69%	0.86%
5:00 PM	0.52%	1.81%	1.58%	1.49%	1.29%	2.44%	0.77%
6:00 PM	0.55%	0.89%	0.92%	1.06%	1.06%	1.32%	0.89%
7:00 PM	0.55%	0.52%	0.55%	0.32%	0.75%	0.57%	0.89%
8:00 PM	0.40%	0.52%	0.40%	0.37%	0.49%	0.43%	0.49%
9:00 PM	0.32%	0.37%	0.43%	0.43%	0.40%	0.32%	0.69%
10:00 PM	0.37%	0.29%	0.20%	0.32%	0.34%	0.37%	0.37%
11:00 PM	0.23%	0.14%	0.11%	0.14%	0.20%	0.40%	0.46%

Temporal Crash Analysis - Month of Year

When looking at crash patterns throughout the year, the months of August, September, and October have the highest number of crashes, with October standing out as the peak month across multiple years. This seasonal increase coincides with the return of students, changes in travel behavior, and more frequent evening outings and activities. Additionally, October brings shorter days and earlier nightfall, increasing the likelihood of low-light conditions during peak travel times. Reduced visibility could be a contributing factor to the elevated number of crashes during this period. Given all the factors above, potential strategies to reduce time related crash risk might involve intersection upgrades, signal timing changes, protected left turns, and improved lighting at crash hot spots and corridors on the high injury network (identified in following chapters). Additionally, student outreach and education about increased travel risks in the fall, as well as actions individuals can take to reduce travel risks could be an effective approach for reducing the spikes in crashes linked with the start of the school year.

Figure 9. Month of Year Crash Analysis (Lawrence)

	January	February	March	April	May	June	July	August	September	October	November	December
Sunday	0.8%	0.7%	0.8%	0.9%	0.9%	0.9%	0.9%	0.9%	1.2%	0.9%	0.7%	1.1%
Monday	0.9%	1.2%	1.0%	1.1%	1.1%	1.2%	1.0%	1.3%	1.5%	1.6%	1.4%	1.1%
Tuesday	0.8%	0.9%	0.7%	1.2%	1.2%	1.3%	1.1%	1.3%	1.5%	1.3%	1.7%	0.9%
Wednesday	0.9%	0.9%	0.9%	0.9%	1.7%	1.4%	1.0%	1.7%	1.4%	1.7%	1.1%	0.9%
Thursday	1.4%	1.1%	1.1%	1.1%	1.5%	1.4%	1.3%	1.7%	1.4%	1.5%	1.1%	1.2%
Friday	1.0%	1.1%	1.0%	1.5%	1.3%	1.1%	1.5%	1.7%	1.6%	1.7%	1.3%	1.2%
Saturday	0.7%	0.9%	1.0%	1.5%	0.9%	1.5%	1.2%	1.3%	1.3%	1.7%	1.1%	1.3%

Lawrence VRU High injury Intersections

The presence of VRU crashes is another critical safety concern. In Lawrence, crashes involving pedestrians and bicyclists are heavily concentrated in downtown areas and along corridors like Massachusetts Street and 23rd Street. These incidents often occur at intersections without adequate pedestrian protections, such as signalized crossings or pedestrian refuge islands. In Baldwin City, VRU crashes are most frequently reported near school zones, particularly along Chapel Street, while in Eudora, the intersection of 10th Street and Locust Street consistently emerges as a high-risk area for pedestrians and cyclists.

Pedestrian and cyclist safety remains a critical concern in Lawrence, especially at high-traffic intersections where infrastructure gaps and heavy vehicle volumes increase crash risks. VRU crashes are disproportionately severe, often resulting in disabling injuries or fatalities. The following intersections represent the top locations for VRU high injury crashes in Lawrence. Each location highlights unique challenges tied to high speeds, inadequate crossing infrastructure, and multimodal conflicts. Addressing these intersections is essential for improving safety for all road users.

1. 6th Street and Lawrence Avenue

Recent improvements in 2024 have added push buttons and updated ramps, this area should be monitored for improvement and may still require additional interventions such as traffic calming measures.

2. 6th Street and Michigan Street

No dedicated bikeway and inconsistent pedestrian infrastructure often see VRUs navigating around high-speed traffic, leading to frequent conflicts.

3. 25th Street and Iowa Street

High vehicle volumes and heavy turning movements at this major commercial intersection lead to frequent pedestrian and cyclist conflicts.

4. 6th Street and Rockledge Road

Insufficient crossing protections and abrupt turning activity contribute to frequent pedestrian and cyclist incidents near this residential hub.

5. 23rd Street and Alabama Street

As a busy bus stop and retail area, this intersection sees high pedestrian activity, compounded by poorly marked crossings and turning conflicts.

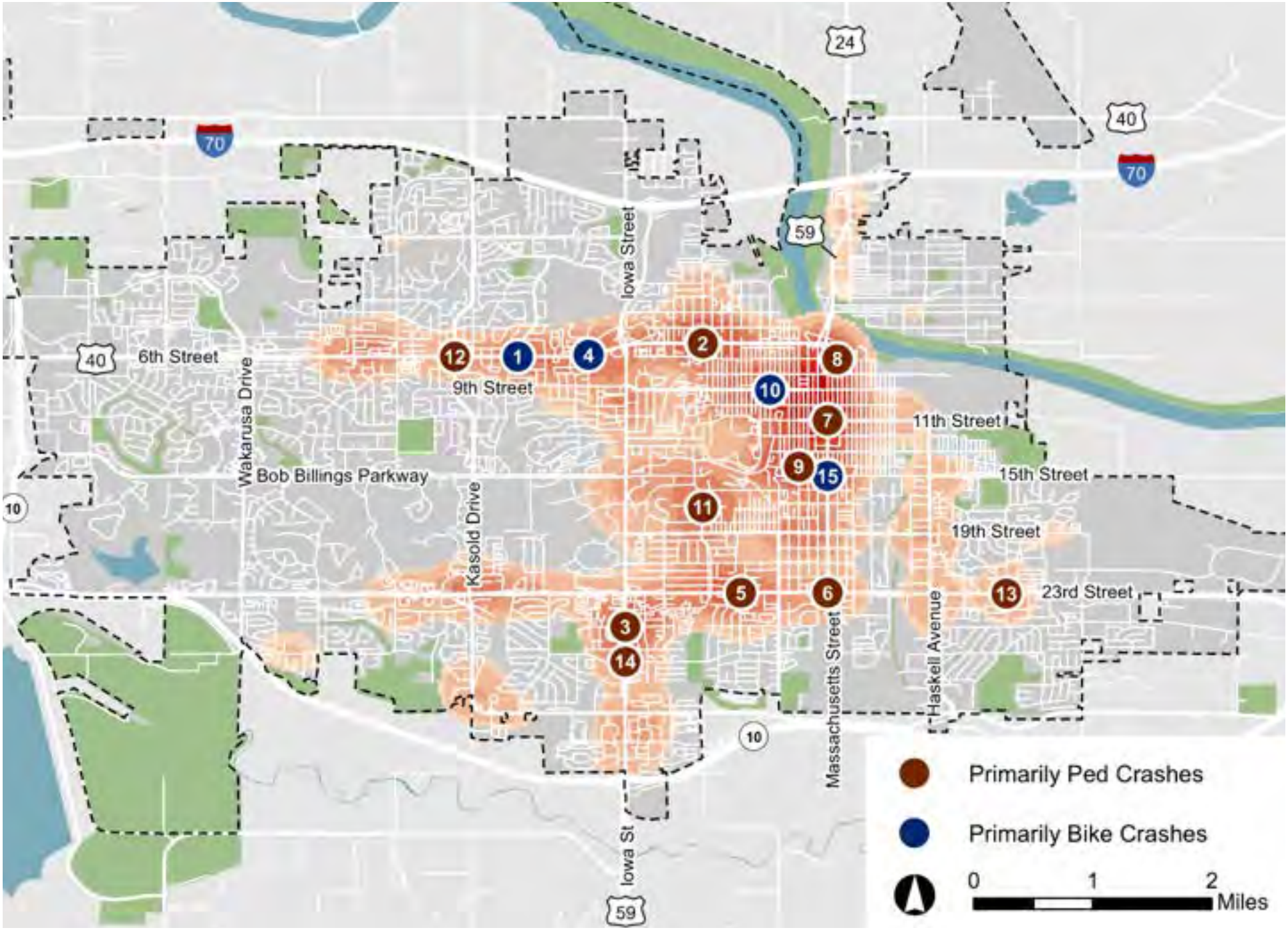


Figure 10. VRU High injury Intersections (Lawrence)

1.5 High Injury Network Analysis

OVERVIEW AND METHODOLOGY

The High Injury Network (HIN) provides a strategic framework for identifying and addressing the most dangerous roadways and intersections in each city. For this analysis, crash data from 2018 to 2022 were used to pinpoint corridors and intersections that account for a disproportionate share of injury crashes, with an emphasis on those involving severe outcomes for VRUs. The HIN prioritizes roadways where safety interventions can have the greatest impact, offering a data-driven approach to resource allocation and planning.

LAWRENCE HIN

In Lawrence, the HIN spans 31.8 miles, representing 6.5 percent of the city's total roadway network, yet accounts for 64.8 percent of injury crashes and 66.2 percent of fatal and disabling crashes. The city's HIN includes a mix of high-speed arterials, busy downtown streets, and key intersections with complex traffic patterns.

Key Corridors

Iowa Street (U.S. 59): As one of Lawrence's busiest roadways, Iowa Street serves as a critical north-south connection. The intersection of 19th Street and Iowa Street consistently reports crashes, particularly involving turning vehicles and pedestrians. The addition of a pedestrian tunnel at 19th Street in 2023 has reduced pedestrian conflicts, but vehicle crashes—including rear-end and angle-side impact collisions—remain common. Similar risks are observed at 15th Street and Iowa Street, where heavy traffic volumes and limited turning protections contribute to frequent crashes.

23rd Street: This arterial roadway has consistent safety issues, with frequent crashes at intersections like 23rd Street and Haskell Avenue and 23rd Street and Louisiana Street. Angle-side impact crashes are due to turning conflicts, while high-speeds and heavy congestion exacerbate risks during peak traffic hours.

Massachusetts Street: As the heart of downtown Lawrence, Massachusetts Street experiences a high density of VRU crashes, particularly near intersections like 9th Street. The mix of pedestrian, cyclist, and vehicle traffic creates frequent conflict points, highlighting the need for enhanced crossings and traffic calming measures.

High injury Intersections

- **19th Street and Iowa Street:** Although pedestrian safety has improved due to the tunnel, angle and rear-end crashes involving vehicles remain an issue.
- **23rd Street and Haskell Avenue:** Turning conflicts at this intersection frequently result in angle-side impact crashes, often with severe outcomes. This intersection has recently been improved and should be monitored to see if further interventions or improvements are needed at this location.
- **6th Street and Iowa Street:** Rear-end collisions are more common at this intersection, likely due to congestion and inconsistent stopping behavior.

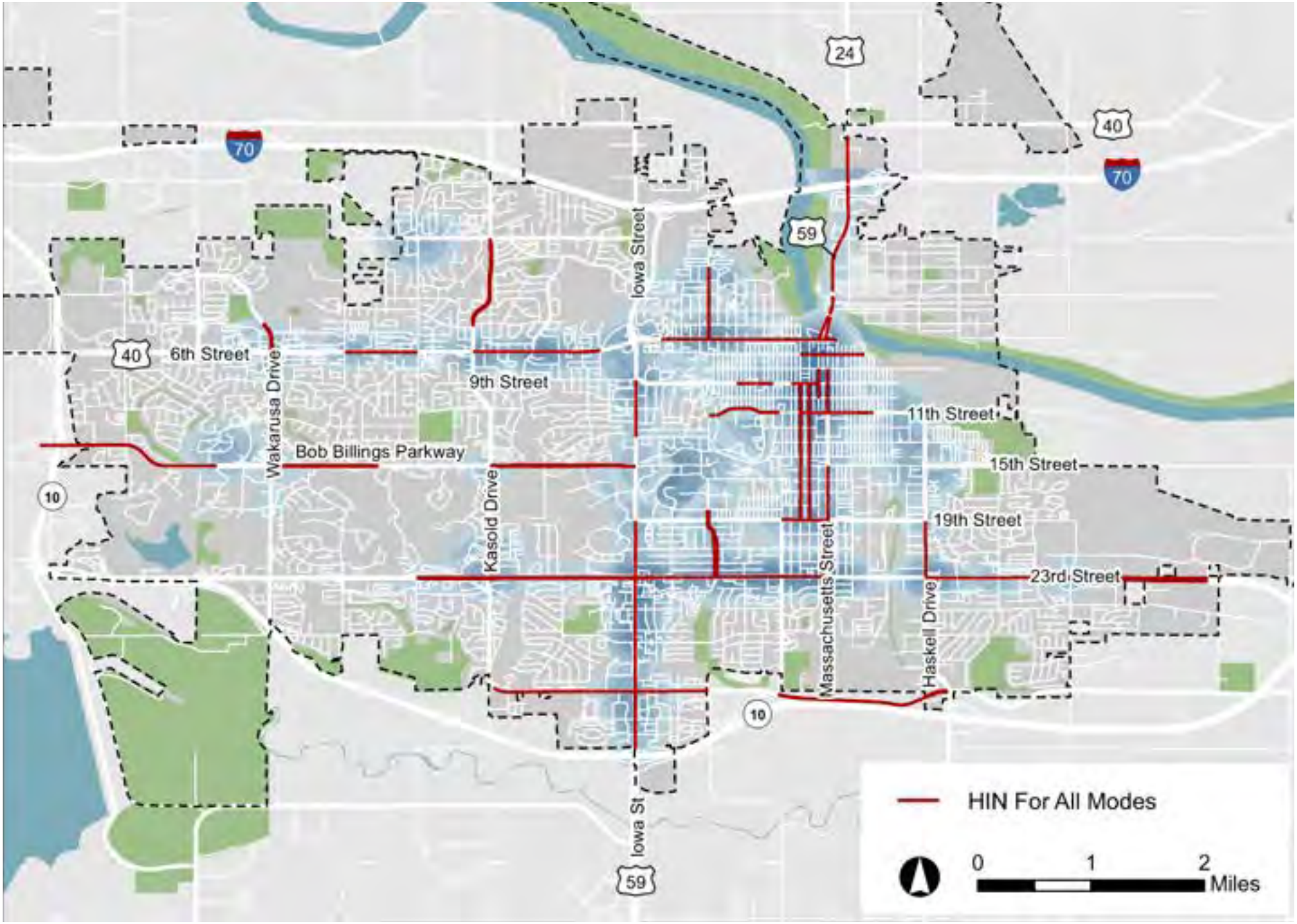


Figure 11. Lawrence High injury Network (Lawrence)

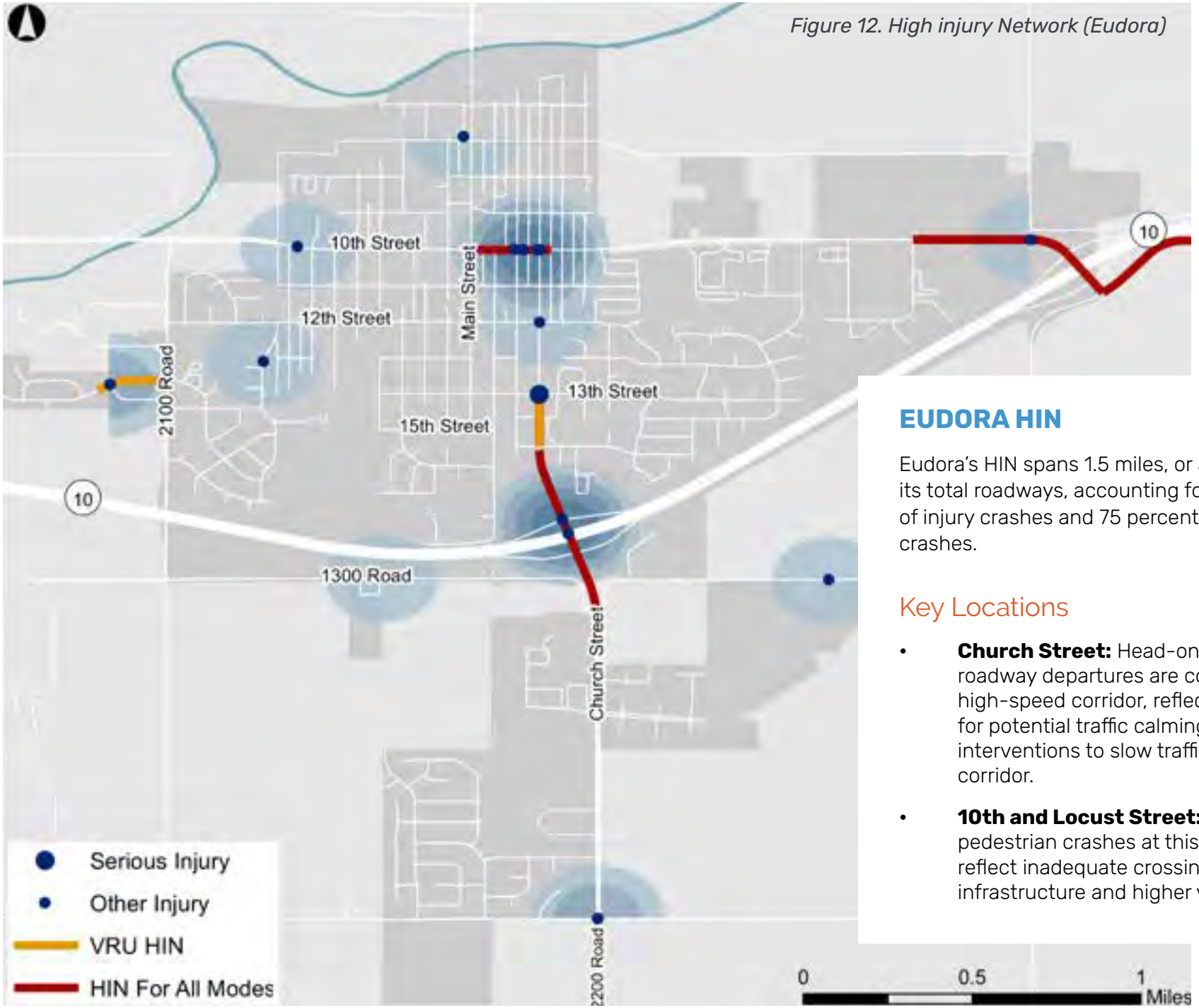


Figure 12. High injury Network (Eudora)

EUDORA HIN

Eudora's HIN spans 1.5 miles, or 3.1 percent of its total roadways, accounting for 34.6 percent of injury crashes and 75 percent of VRU crashes.

Key Locations

- **Church Street:** Head-on collisions and roadway departures are common on this high-speed corridor, reflecting the need for potential traffic calming and other interventions to slow traffic through this corridor.
- **10th and Locust Street:** Frequent pedestrian crashes at this intersection reflect inadequate crossing infrastructure and higher vehicle speeds.

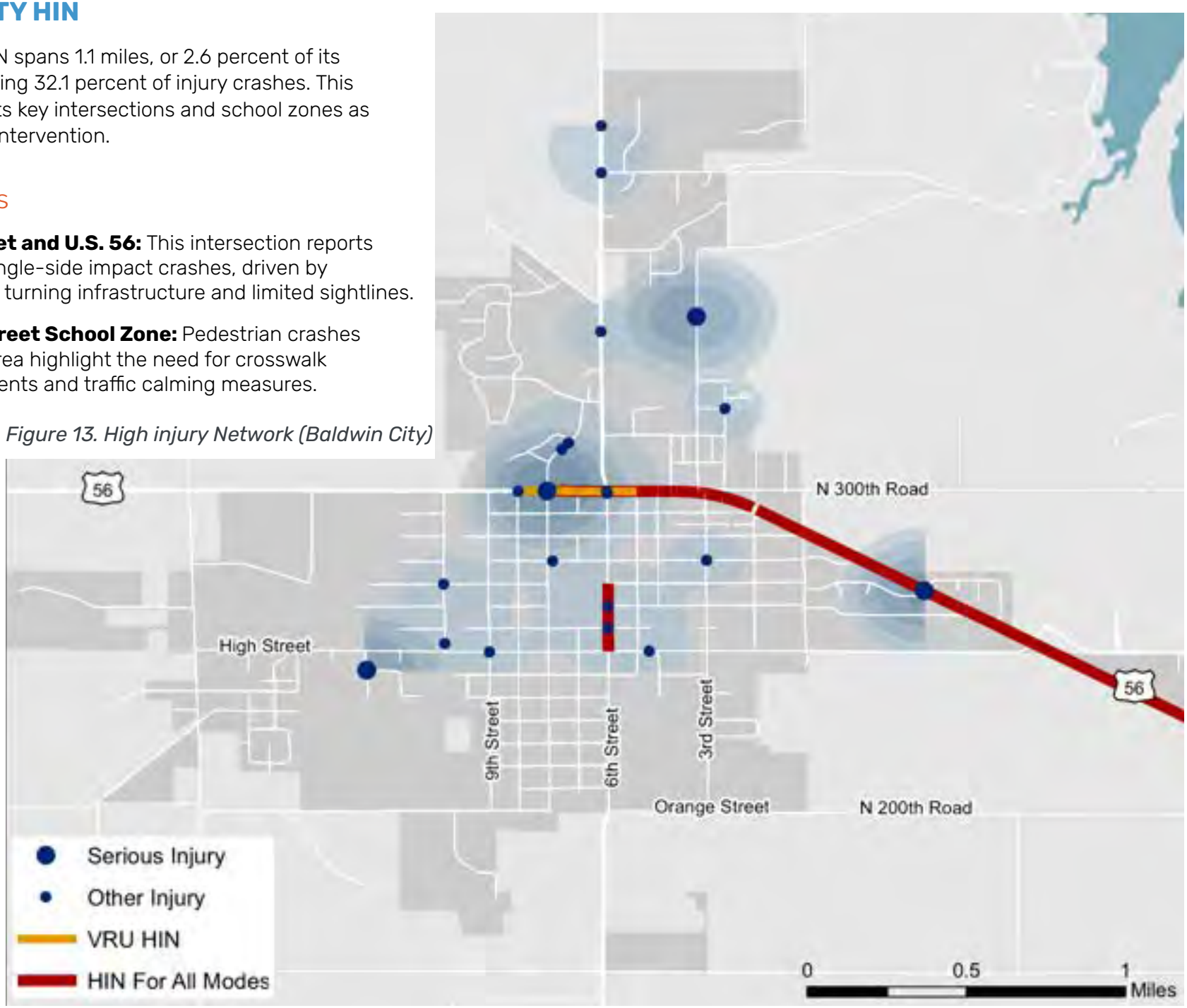
BALDWIN CITY HIN

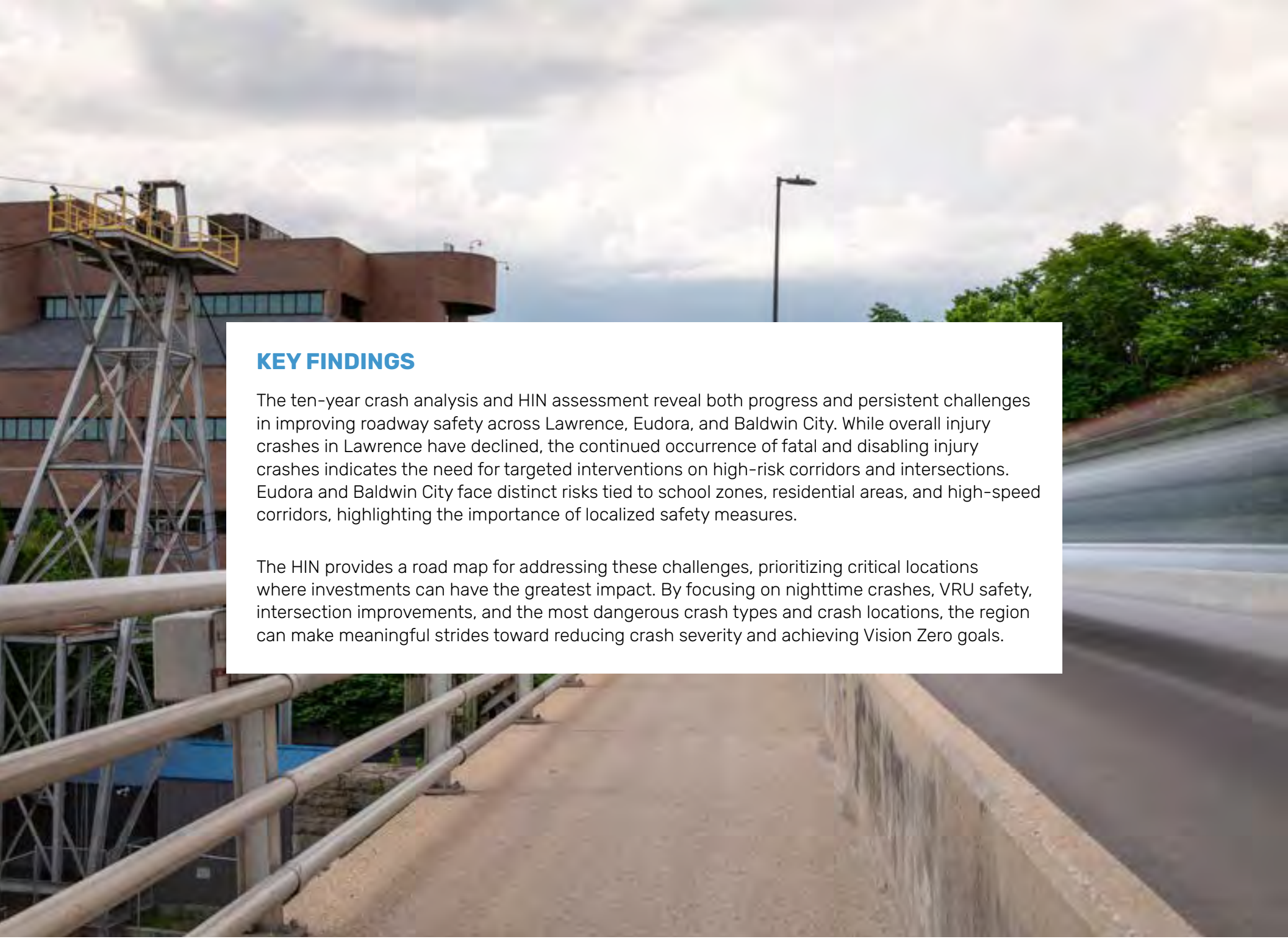
Baldwin City's HIN spans 1.1 miles, or 2.6 percent of its roadways, capturing 32.1 percent of injury crashes. This network highlights key intersections and school zones as critical areas for intervention.

Key Locations

- **High Street and U.S. 56:** This intersection reports frequent angle-side impact crashes, driven by insufficient turning infrastructure and limited sightlines.
- **Chapel Street School Zone:** Pedestrian crashes near this area highlight the need for crosswalk enhancements and traffic calming measures.

Figure 13. High injury Network (Baldwin City)





KEY FINDINGS

The ten-year crash analysis and HIN assessment reveal both progress and persistent challenges in improving roadway safety across Lawrence, Eudora, and Baldwin City. While overall injury crashes in Lawrence have declined, the continued occurrence of fatal and disabling injury crashes indicates the need for targeted interventions on high-risk corridors and intersections. Eudora and Baldwin City face distinct risks tied to school zones, residential areas, and high-speed corridors, highlighting the importance of localized safety measures.

The HIN provides a road map for addressing these challenges, prioritizing critical locations where investments can have the greatest impact. By focusing on nighttime crashes, VRU safety, intersection improvements, and the most dangerous crash types and crash locations, the region can make meaningful strides toward reducing crash severity and achieving Vision Zero goals.

Bike Box along Massachusetts Street (Lawrence)

1.6 Expanded Analysis: Key Corridors in Lawrence (2018-2022)

RANKED CORRIDORS

The ranked corridors dataset was developed to take a broader, corridor-level view of traffic safety in Lawrence. While the HIN identifies specific street segments with high concentrations of severe crashes, the ranked corridors approach evaluates entire corridors more holistically—accounting for total injury and fatal crash counts rather than breaking the corridor into smaller segments. This approach guides identification of logical street segments for use later in project identification.

The analysis directly informed the development of key strategies in this Plan, including the identification of the HIN BOX, campus corridors, and other priority focus areas. It also served as a reference point in crash type evaluations, providing added context where corridor-level patterns played a role in shaping risks. Although it isn't the primary tool for HIN identification, the ranked corridors map (see ***Figure 14***) was instrumental in shaping a more strategic, system-focused response to traffic safety. These corridors are discussed in greater detail on the following pages to identify of crash patterns, crash types, and correlations that might inform effective countermeasures and strategies for reducing the high-risk crashes.

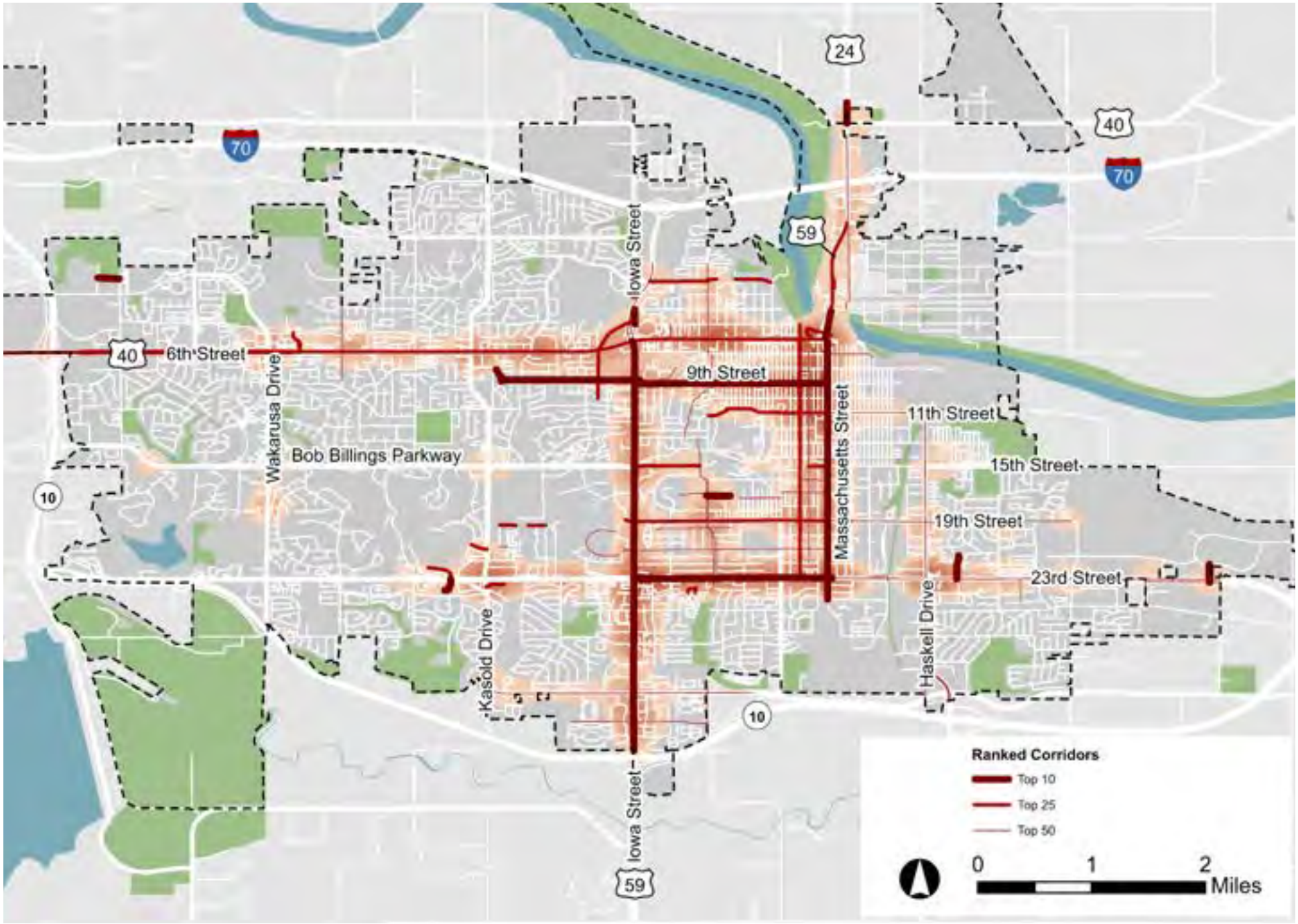


Figure 14. Ranked Corridors by Injury and Fatal Crashes (Lawrence)

9TH STREET CORRIDOR

The 9th Street Corridor is a critical east-west arterial roadway in Lawrence, connecting downtown to residential neighborhoods and the University of Kansas. The corridor is characterized by high pedestrian and cyclist activity, particularly near the downtown area and at intersections like 9th Street and Massachusetts Street. Over the study period, the corridor reported frequent crashes involving vehicles, pedestrians, and cyclists, highlighting the complexity of managing multimodal traffic in an urban environment. There are planned improvements on 9th Street including lane reconfiguration, crossing improvements, and protected bike lanes that will likely improve cyclist and pedestrian safety along the corridor and may address many of the current concern mentioned below.

Key Crash Patterns and Risks:

- **Pedestrian and Cyclist Crashes:** The segment between New Hampshire Street and Vermont Street experiences a high density of VRU incidents.
- **Angle-Side Impact and Rear-End Collisions:** Intersections along 9th Street, including 9th Street and Kentucky Street and 9th Street and Tennessee Street, frequently see turning conflicts and abrupt stops, leading to angle-side impact and rear-end crashes.
- **Lighting and Visibility:** A significant number of crashes occur during evening hours, including nearly all fatal and disabling injury crashes, suggesting that poor visibility and insufficient lighting at pedestrian crossings contribute to crash severity along this corridor. Impairment is also a concern along this corridor and should be taken into consideration as interventions are being developed.

Safety Challenges: The corridor's proximity to the University of Kansas and its role as a downtown access route create a unique mix of pedestrian, cyclist, and vehicle traffic. Addressing the needs of all road users requires a comprehensive approach, including traffic calming, dedicated bike infrastructure, and enhanced pedestrian crossings.

Figure 15. 9th Street Corridor Location Map (Lawrence)

6TH STREET CORRIDOR

6th Street, a major arterial roadway connecting downtown Lawrence to west Lawrence and regional routes, is another high-crash corridor. Over the ten-year period, this corridor reported frequent rear-end collisions and VRU incidents, particularly at high-volume intersections.

Key Crash Patterns and Risks:

- **Rear-End Collisions:** These are common on 6th Street, particularly at intersections like 6th Street and Iowa Street and 6th Street and Massachusetts Street. Congestion during peak travel times, combined with inconsistent stopping behavior, contributes to a high frequency of crashes.
- **Pedestrian and Cyclist Safety:** Intersections near downtown, such as 6th Street and Vermont Street and 6th Street and Kentucky Street, report frequent crashes involving pedestrians. Pedestrian refuge islands and flashing beacons may alleviate risks here as well as geometric changes that can slow vehicles and improve visibility. Similarly, intersections further west, as the landscape becomes more suburban, see high rates of cycling crashes at intersections like 6th Street and Rockledge Road, 6th Street and Lawrence Avenue, and 6th Street and Kasold Drive.
- **Turning Conflicts:** Left-turning vehicles are a significant factor in crashes at intersections like 6th Street and Iowa Street, where the absence of protected turn lanes leads to frequent angle-side impact collisions. Removing the permissive left at this intersection may help improve safety.

Safety Challenges: The dual role of 6th Street as a commuter route and a local arterial roadway creates conflict points between through traffic and local access needs. Improvements such as dedicated turning lanes, enhanced signal timing, and pedestrian-focused upgrades are essential to address these challenges.

Figure 16. 6th Street Corridor Location Map (Lawrence)

IOWA STREET (U.S. 59) INTERSECTIONS

Iowa Street serves as a major north-south corridor in Lawrence, connecting key residential, commercial, and university areas. Several intersections along Iowa Street stand out for their high-crash rates and unique safety challenges:

- **9th Street and Iowa Street:** This intersection experiences frequent rear-end and angle-side impact collisions due to heavy traffic volumes and high-speeds. Turning movements are a significant risk factor, with left-turning vehicles often conflicting with through traffic.
- **25th Street and Iowa Street:** As a key access point to commercial establishments, this intersection reports frequent crashes, particularly rear-end collisions during peak shopping hours. The high number of turning movements and limited sightlines further increase risks. This intersection also connects a lot of apartment residents to commercial areas and sees a lot of VRU traffic and crashes.
- **27th Street and Iowa Street:** This intersection is notable for its mix of residential and commercial traffic, with crashes frequently involving turning conflicts. Speeding is a contributing factor, particularly during off-peak hours when traffic is lighter. Both 25th Street and 27th Street provide access to the Holcom Sports Center, which adds VRU traffic and drivers that are unfamiliar with the area.
- **31st Street and Iowa Street:** This intersection, located near major retail centers, experiences a high frequency of crashes involving turning vehicles and rear-end collisions. The combination of high speeds and high traffic volumes creates significant risks, particularly during weekends and holiday shopping peaks.

Figure 17. Iowa Street (U.S. 59) Intersections Location Map (Lawrence)

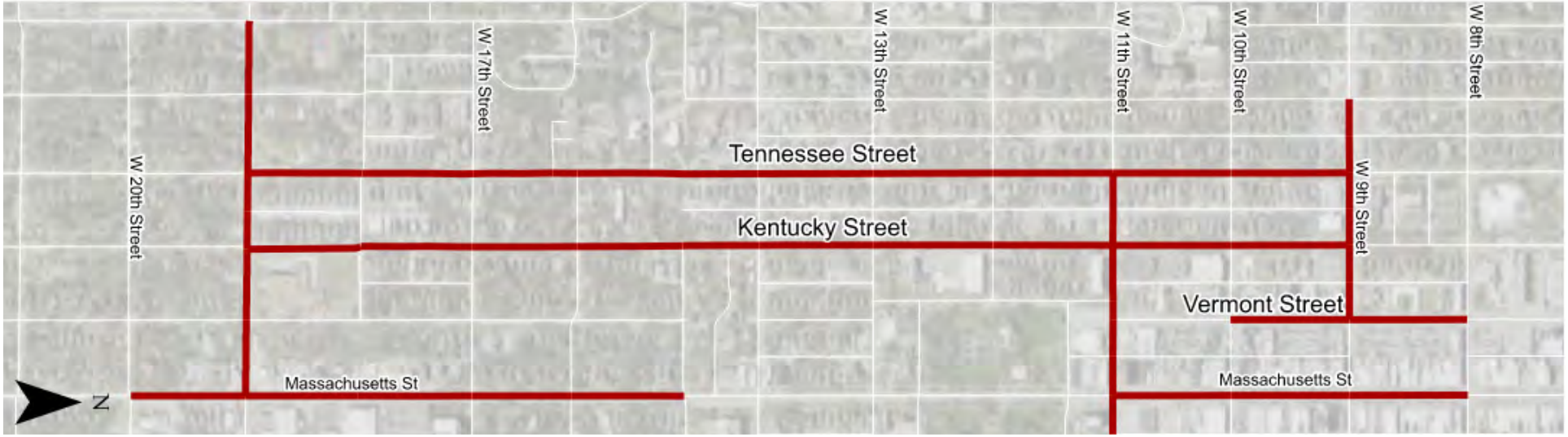
TENNESSEE, KENTUCKY, AND VERMONT STREETS

These three parallel streets, located near downtown Lawrence, are critical for distributing local traffic and providing access to residential areas, businesses, and schools. Despite their lower traffic volumes compared to major arterial roadways, they report frequent crashes due to their urban context and multimodal traffic.

Key Crash Patterns and Risks:

- **Tennessee Street:** This one-way street reports crashes at intersections with 9th Street and 6th Street, often involving turning conflicts. Speeding on this straight corridor is a persistent issue, particularly during evening hours.
- **Kentucky Street:** Another one-way street, Kentucky Street experiences crashes similar to Tennessee Street, with additional risks at intersections of Kentucky Street and 19th Street, where pedestrian activity is high. Additionally, this intersection is adjacent to an elementary school making it a high safety priority.
- **Vermont Street:** This two-way street near downtown reports frequent VRU crashes, particularly near 6th Street and 9th Street. Pedestrian crossings have seen recent improvements that may alleviate some existing safety concerns. Additionally, mid-block crossings at key locations may help provide safer and more frequent options for pedestrians.

Figure 18. Tennessee, Kentucky and Vermont Streets Corridor Location Map (Lawrence)

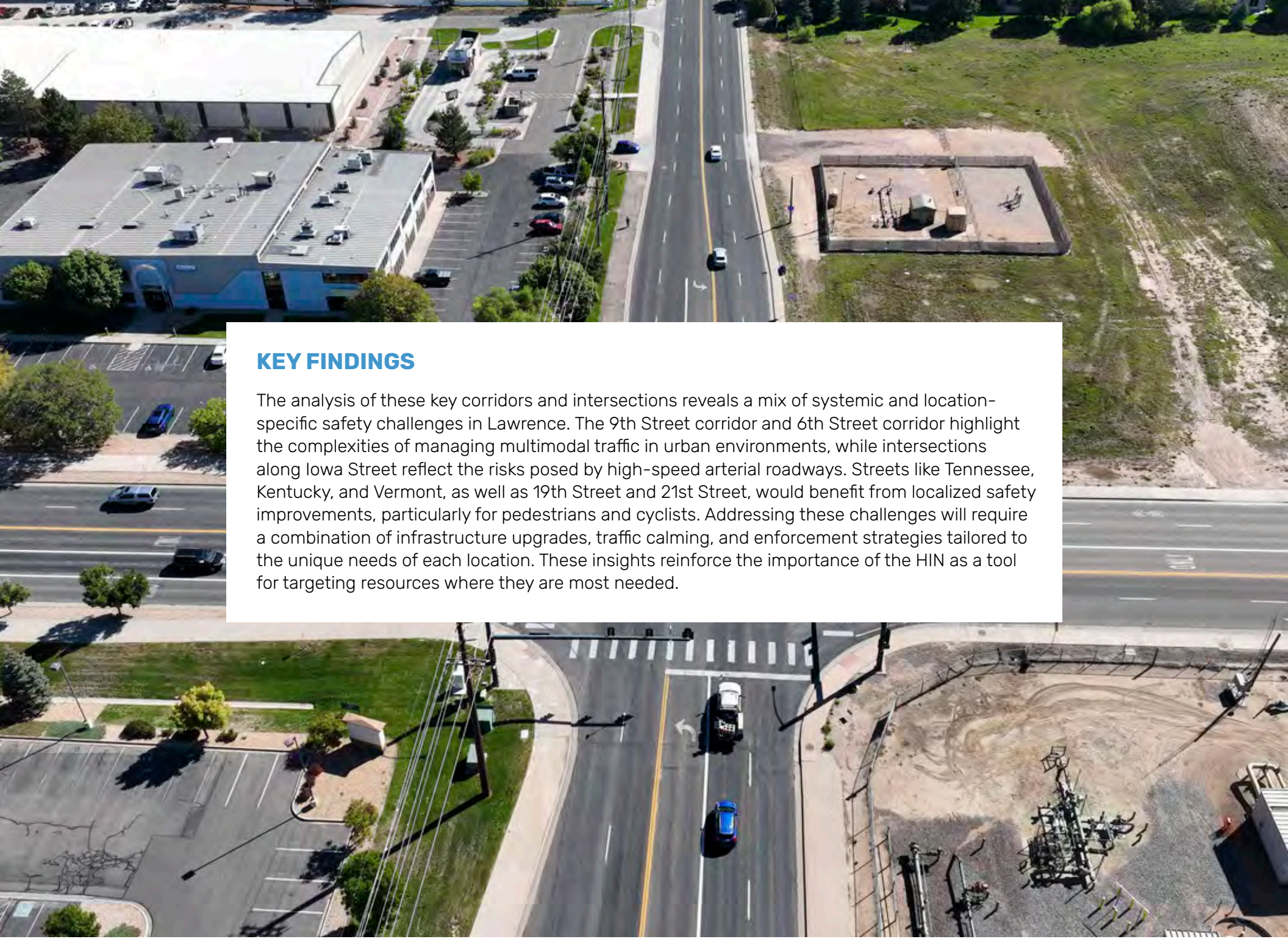


19TH AND 21ST STREETS

Both 19th Street and 21st Street are critical east-west connectors that traverse residential neighborhoods, schools, and the University of Kansas Campus. Over the study period, these streets reported significant crash activity, highlighting systemic risks tied to their roles as multimodal corridors.

- **19th Street:** This corridor is notable for its high pedestrian activity near the University of Kansas and residential neighborhoods. The intersection of 19th Street and Iowa Street has historically been a major crash hotspot, with frequent turning conflicts and pedestrian incidents. The construction of a pedestrian tunnel in 2023 has significantly reduced VRU risks at this location, though vehicle crashes—particularly angle-side impact and rear-end collisions—persist.
- **21st Street:** While not as heavily traveled as 19th Street, 21st Street serves as an important connection for local traffic and university commuters. Intersections like 21st Street and Massachusetts Street report frequent crashes involving pedestrians and cyclists, reflecting gaps in pedestrian infrastructure and signal timing. Recent improvements have seen a bike boulevard installed along the corridor and a HAWK signal at 21st Street and Massachusetts Street. Early indicators are showing this has reduced vehicle speeds and volumes along the corridor. This corridor will continue to be monitored regarding impacts to safety and to see whether any additional tweaks are needed.

Figure 19. 19th Street and 21st Street Corridor Location Map (Lawrence)



KEY FINDINGS

The analysis of these key corridors and intersections reveals a mix of systemic and location-specific safety challenges in Lawrence. The 9th Street corridor and 6th Street corridor highlight the complexities of managing multimodal traffic in urban environments, while intersections along Iowa Street reflect the risks posed by high-speed arterial roadways. Streets like Tennessee, Kentucky, and Vermont, as well as 19th Street and 21st Street, would benefit from localized safety improvements, particularly for pedestrians and cyclists. Addressing these challenges will require a combination of infrastructure upgrades, traffic calming, and enforcement strategies tailored to the unique needs of each location. These insights reinforce the importance of the HIN as a tool for targeting resources where they are most needed.

1.7 Expanded Analysis: 23rd Street Corridor in Lawrence

OVERVIEW

23rd Street, a major east-west arterial roadway in Lawrence, is one of the city's highest-risk corridors. Stretching across residential, commercial, and institutional zones, the street serves as a critical connection between neighborhoods, the University of Kansas, and regional routes. However, its design as a high-speed arterial roadway accommodating significant traffic volumes creates challenges for safety. Intersections along 23rd Street consistently report frequent crashes, particularly those involving turning movements, rear-end collisions, and VRUs.

23rd Street's crash patterns are driven by a combination of high speeds, inadequate infrastructure, and high vehicle volumes, which collectively increase the likelihood of severe crashes. The corridor is a focal point for both daily commuters and local traffic accessing retail establishments, increasing conflict points for vehicles and VRUs.

KEY CRASH PATTERNS

Angle-Side Impact Crashes

Angle-side impact crashes are the most common among crashes along the 23rd Street corridor, particularly at its intersections with Louisiana Street, Haskell Avenue, and Massachusetts Street. These crashes are often the result of turning conflicts, where vehicles attempting unprotected left turns collide with oncoming traffic. Recent changes have seen these intersections changed to permissive lefts only, likely reducing angle-side impact crashes. As part of the Vision Zero monitoring, the city will continue to evaluate if this has solved the noted safety issue and if additional improvements are needed.

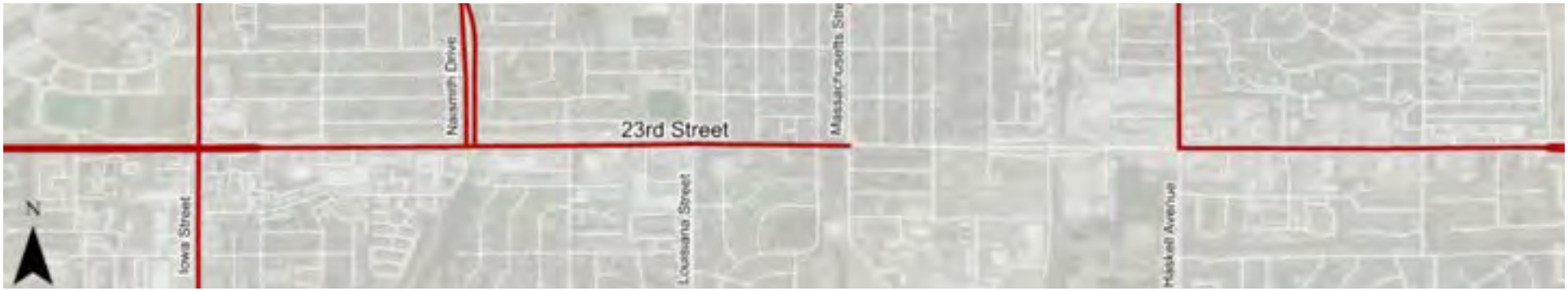
Rear-End Collisions

Rear-end crashes are also frequent on 23rd Street, especially near its intersections with high congestion (Iowa Street and Haskell Avenue). Abrupt stopping due to heavy traffic flow or vehicles slowing to make turns often leads to collisions, particularly during peak travel hours.

VRU Crashes

The corridor reports significant pedestrian and cyclist activity, especially near intersections close to residential areas and bus stops. VRU crashes are concentrated at locations like 23rd Street and Massachusetts Street, where pedestrian crossings are poorly marked, and 23rd Street and Haskell Avenue, where commercial activity increases the interaction between vehicles and pedestrians.

Figure 20. 23rd Street Corridor Location Map (Lawrence)



KEY INTERSECTIONS

23rd Street and Haskell Avenue

As one of the corridor's busiest intersections, 23rd Street and Haskell Avenue consistently reports a mixture of rear-end and angle-side impact crashes. Turning conflicts are a significant issue, particularly for vehicles attempting to access commercial establishments. Limited sightlines and a lack of dedicated pedestrian crossings contribute to the frequency and severity of crashes involving VRUs. *Note that this intersection was recently enhanced in 2023 to improve intersection geometrics, access management, and pedestrian infrastructure.*

23rd Street and Massachusetts Street

This intersection sees frequent pedestrian and cyclist crashes, reflecting the corridor's challenges in accommodating VRUs. Poorly marked crossings, high traffic speeds, and frequent turning movements create hazards for non-motorized users.

23rd Street and Louisiana Street

This intersection experiences frequent crashes due to turning conflicts and high vehicle speeds. The protected/permissive left-turns off Louisiana Avenue, as well as the high number of adjacent driveways, lack of a median on the west approach, and overall lack of access control near the intersection adds to the potential for future crashes.

23rd Street and Iowa Street

This intersection is a major junction connecting 23rd Street to Iowa Street, another high-crash corridor. The high volume of traffic and complex signal phases contribute to frequent rear-end collisions and angle-side impact crashes. The intersection's role as a connector to regional traffic routes adds to the congestion and conflict points.

SAFETY CHALLENGES

High Traffic Volumes

23rd Street's role as a regional connector ensures consistently high traffic volumes, creating challenges for managing congestion and reducing crash risks. Intersections experience heavy vehicle flows during peak hours, often resulting in abrupt stops and increased rear-end collisions.

Lack of Pedestrian and Cyclist Infrastructure

The corridor lacks sufficient pedestrian protections such as signalized crossings and pedestrian refuge islands. These gaps contribute to frequent VRU crashes, particularly near intersections with high commercial activity or transit stops.

Inadequate Turning Infrastructure

Many intersections on 23rd Street lack protected turn lanes or dedicated signal phases, increasing the likelihood of angle crashes. Unprotected left turns, in particular, are a significant contributor to crashes along the corridor.

High Speeds

The 35-mph posted speed limit on 23rd Street, combined with its design as a multi-lane arterial roadway, encourages higher travel speeds. Speeding is a key factor in increasing the severity of crashes, particularly at intersections where turning movements or pedestrian activity create conflict points.

KEY FINDINGS

The 23rd Street corridor experiences high traffic volumes, frequent turning movements, and regular pedestrian and cyclist activity, making safety improvements a key consideration. Patterns of angle-side impact crashes, rear-end collisions, and VRU incidents highlight opportunities for targeted infrastructure enhancements. Strengthening turn protections, implementing speed management measures, and prioritizing pedestrian and cyclist safety can help create a safer and more efficient roadway for all users.

1.8 Expanded Analysis: Massachusetts Street Corridor in Lawrence

OVERVIEW

Massachusetts Street serves as the cultural and commercial heart of Lawrence, running through the city's vibrant downtown and connecting residential neighborhoods to key destinations such as parks, schools, and local businesses. While its role as a pedestrian-friendly corridor enhances the city's accessibility and livability, the street's mixed use nature presents significant safety challenges. With high volumes of pedestrian, cyclist, and vehicular traffic, Massachusetts Street reports frequent crashes, particularly involving VRUs. Intersections along this corridor often experience conflicts due to limited crossing protections, high turning activity, and congestion.

The corridor's unique character, blending pedestrian zones with busy intersections and commercial access points, requires tailored safety interventions to balance accessibility with crash prevention.

KEY CRASH PATTERNS

VRU Crashes

Massachusetts Street consistently reports one of the highest concentrations of pedestrian and cyclist crashes in Lawrence. These incidents are concentrated at key intersections, 9th Street and Massachusetts Street and along the downtown segment, where high pedestrian activity and limited crossing protections intersect with turning vehicles.

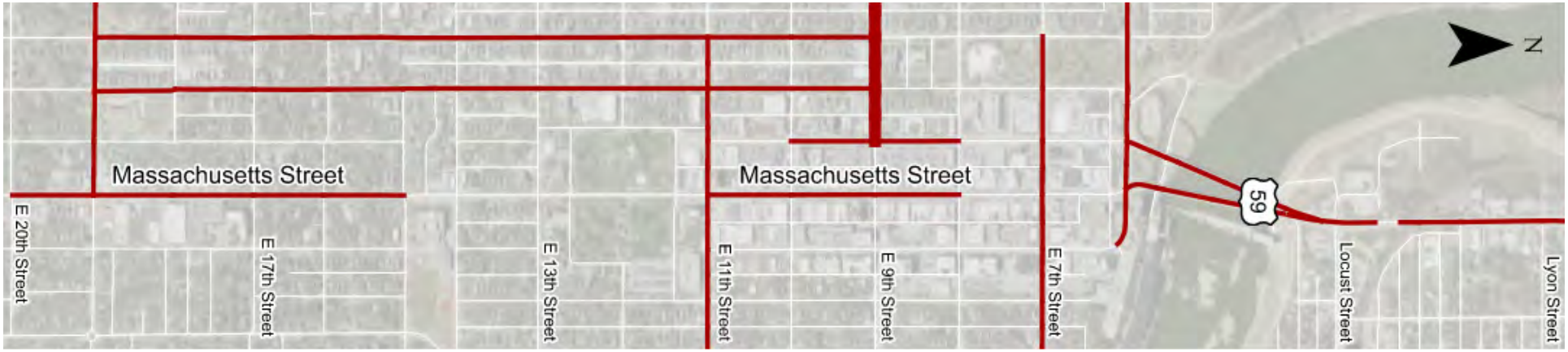
Angle-Side Impact Crashes

Intersections along Massachusetts Street frequently report angle-side impact crashes, particularly at locations like 11th Street and Massachusetts and 6th Street and Massachusetts, where vehicles turning onto the street often conflict with cross-traffic. The mix of residential and commercial traffic contributes to these risks.

Rear-End Collisions

While less common than on arterial roadways like 23rd Street or 6th Street, rear-end collisions occur on Massachusetts Street, particularly near intersections with heavy congestion or near mid-block pedestrian crossings.

Figure 21. Massachusetts Street Corridor Location Map (Lawrence)



Congestion-Related Risks

The downtown section of Massachusetts Street (6th Street to 11th Street) often experiences high traffic volumes, particularly during weekends, special events, and peak dining or shopping hours. This congestion creates challenges for vehicle flow and increases the likelihood of abrupt stops, which can lead to rear-end collisions.

KEY INTERSECTIONS

9th Street and Massachusetts Street

This intersection is one of the corridor's most active and consistently reports crashes involving pedestrians and cyclists. The mix of turning vehicles, high pedestrian activity, and limited crossing protections creates frequent conflicts. Visibility issues for drivers approaching the intersection further exacerbate crash risks.

6th Street and Massachusetts Street

As a critical connection point between downtown and 6th Street, this intersection reports frequent angle-side impact crashes and VRU incidents. Vehicles turning onto or off Massachusetts Street often conflict with cross-traffic, particularly during peak travel hours.

11th Street and Massachusetts Street

This intersection serves as a key access point for both residential and commercial traffic. Angle-side impact crashes are due to turning conflicts, while pedestrian crashes are common as individuals cross between residential areas and downtown attractions.

19th Street and Massachusetts Street

Located at the southern end of the corridor, this intersection experiences significant turning activity, particularly during school hours due to its proximity to Lawrence High School. Crashes here often involve vehicles failing to yield to pedestrians or cyclists, highlighting gaps in crossing infrastructure.

SAFETY CHALLENGES

High Pedestrian and Cyclist Activity

The downtown segment of Massachusetts Street (6th Street to 11th Street) is a hub of pedestrian and cyclist activity. However, the lack of adequate crossing protections, such as signalized crosswalks or refuge islands, increases risks for VRUs. This issue is particularly pronounced near intersections where turning vehicles conflict with crossing pedestrians.

Mixed-Use Traffic

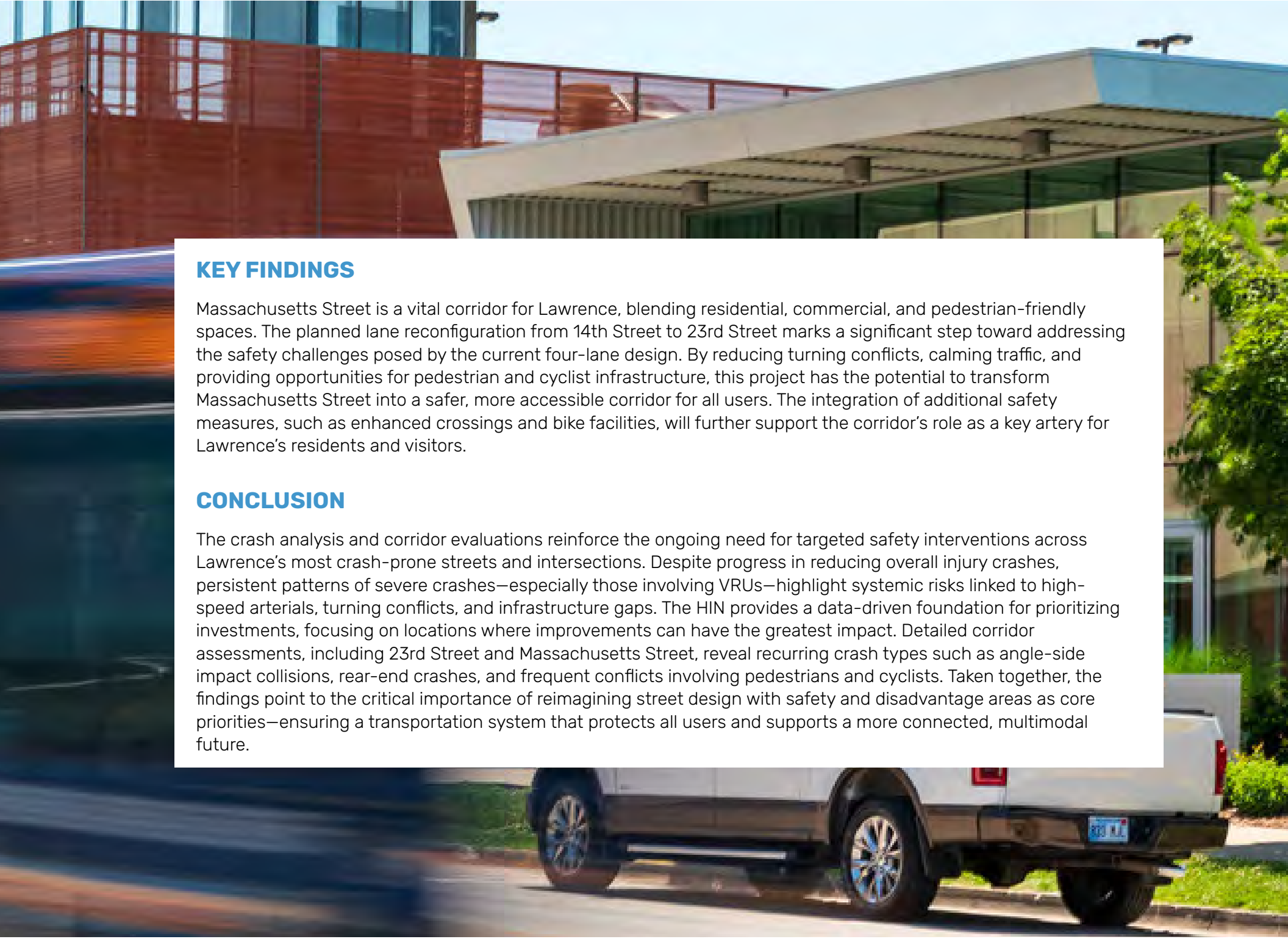
The corridor accommodates a wide range of users, including delivery vehicles, transit buses, school buses, cyclists, and pedestrians, in addition to private vehicles. This diversity of users creates complex interactions, particularly at intersections with high turning volumes.

Inconsistent Infrastructure

While portions of Massachusetts Street include pedestrian-friendly design elements, such as mid-block crossings, other sections lack consistent safety features. This inconsistency contributes to crash risks, particularly for VRUs attempting to navigate areas with limited visibility or poorly marked crossings.

Event-Driven Congestion

Special events, festivals, and university activities often lead to increased congestion along Massachusetts Street. This congestion heightens risks for rear-end collisions and pedestrian crashes as drivers navigate crowded conditions and frequent stops.



KEY FINDINGS

Massachusetts Street is a vital corridor for Lawrence, blending residential, commercial, and pedestrian-friendly spaces. The planned lane reconfiguration from 14th Street to 23rd Street marks a significant step toward addressing the safety challenges posed by the current four-lane design. By reducing turning conflicts, calming traffic, and providing opportunities for pedestrian and cyclist infrastructure, this project has the potential to transform Massachusetts Street into a safer, more accessible corridor for all users. The integration of additional safety measures, such as enhanced crossings and bike facilities, will further support the corridor's role as a key artery for Lawrence's residents and visitors.

CONCLUSION

The crash analysis and corridor evaluations reinforce the ongoing need for targeted safety interventions across Lawrence's most crash-prone streets and intersections. Despite progress in reducing overall injury crashes, persistent patterns of severe crashes—especially those involving VRUs—highlight systemic risks linked to high-speed arterials, turning conflicts, and infrastructure gaps. The HIN provides a data-driven foundation for prioritizing investments, focusing on locations where improvements can have the greatest impact. Detailed corridor assessments, including 23rd Street and Massachusetts Street, reveal recurring crash types such as angle-side impact collisions, rear-end crashes, and frequent conflicts involving pedestrians and cyclists. Taken together, the findings point to the critical importance of reimagining street design with safety and disadvantage areas as core priorities—ensuring a transportation system that protects all users and supports a more connected, multimodal future.

2 ENGAGEMENT & PRIORITIES

2.1 Public Engagement

A successful plan is developed *with* the community, not just *for* it, fostering shared ownership and increasing the likelihood of success through collaborative visioning. Through a series of public engagement opportunities, the project team worked with residents to gather insights, ideas, and feedback, shaping the recommendations in this Plan.

OVERVIEW

This section summarizes the stakeholder and public engagement opportunities that were conducted to collect valuable input that helped guide this planning process. Stakeholder and public engagement are a critical component of any public planning process as it capitalizes on the knowledge and desires of those who know the community best.

KEY FINDINGS

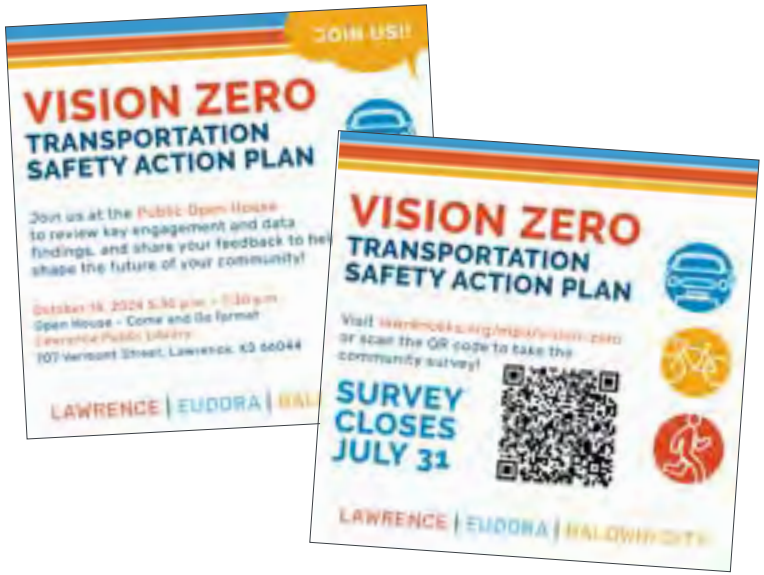
The engagement process plays a crucial role in gathering stakeholder input as the project team assesses existing conditions and crash data. Its primary purpose is to involve the community in shaping a vision for traffic, bicycle, and pedestrian safety in Lawrence, Eudora, and Baldwin City. The ultimate goal is to eliminate traffic deaths and serious injuries on the region's streets. The following are the major themes that the project team discovered from stakeholder conversations and public input.

- Safety is a top priority, with concerns about distracted driving and intersection crashes.
- Safer crossings are needed, as walking and biking across busy roads is often unsafe.
- Stakeholders support design and engineering solutions to improve safety.
- Data shows transportation challenged communities experience a disproportionate share of severe crashes.

STEERING COMMITTEE

Shortly after the kickoff of the planning process, Steering Committee members were identified to participate in the process. These members were comprised of individuals with a vested interest in the Lawrence, Eudora, and Baldwin City communities. Members of the committee volunteered their time to operate as a sounding board for the project team.

- **SC Meeting #1:** April 2, 2024 – Plan kick-off, schedule and visioning session
- **SC Meeting #2:** May 14, 2024 – Plan for stakeholder outreach and review preliminary crash analysis data
- **SC Meeting #3:** August 29, 2024 – Review public survey results and next steps in the Plan development process
- **SC Meeting #4:** December 12, 2024 – Review the project dashboard and introduction of the Plan recommendations framework



STEERING COMMITTEE	
Glenn Rodden	Baldwin City - City Manager or Designee
Andrew Hold	Downtown Lawrence Inc.
Phil Ellsworth	Eudora Appointee - City Manager or Designee
Lt. Tom Willis	Eudora High School
Kim Anspach	Explore Lawrence
Vickie Collie Akers	Douglas County Public Health Representative
Courtney Shipley	Lawrence Association of Neighborhoods (LAN) Representative
Hillary Carter	Lawrence Multimodal Transportation Commission Representative
Adam Heffley	Lawrence Police Department
Justin Temple	Lawrence Fire Marshall
Allen Ackland	Lawrence Public Transit Advisory Committee (PTAC) Representative
Caleb Morse	Safe Routes to School Champion
Chris Tilden	LiveWell Douglas County - Built Environment Work Group Representative
Mark Reiske	University of Kansas - Facilities Planning & Development Representative
Crystal Golightly	University of Kansas - Public Safety
STATE & FEDERAL PARTNERS	
David LaRoche	Federal Highway Administration Kansas Division Office Representative
Eva Steinman	Federal Transit Administration Region 7 Office Representative
Max Wilcox	Kansas Department of Transportation
Kristi Eichkorn	Kansas Turnpike Authority Representative
STAFF	
Jessica Mortinger	Lawrence - Douglas County Metropolitan Planning Organization
Dustin Smith	Lawrence Municipal Services & Operations
Felice Lavergne	Lawrence Transit

PUBLIC OUTREACH

Multiple media outlets were used to ensure Lawrence, Eudora, and Baldwin City's stakeholders and residents were aware of the project and opportunities to get involved:

Project Web Page

A dedicated project web page (*lawrenceks.org/mpo/vision-zero*) was created on the City of Lawrence website, providing a landing page for anyone interested in learning more about the planning process. The web page provided meeting presentations and recordings, the public survey and results.

Press Releases

Press releases were published to provide an overview of the project and spread the word about the public open houses that took place the evenings of May 29, 2024 and October 14, 2024.

Social Media

Graphics were created to advertise the public survey and public open house on the Lawrence, Eudora, and Baldwin City websites and social media accounts.

Public Survey

As part of the community outreach process, a public survey was available online. This survey focused on residents' safety priorities for their community 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. A full summary of the survey results can be found in ***Appendix B***.

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

- Annual 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

Public Open Houses

The first public open house took place on May 29, 2024 from 5:30–7:30 p.m. at the Carnegie Building (200 West 9th Street). It was advertised to the public through each city's social media accounts, email, and city website. The purpose of the public open house was to introduce participants to the planning process, data analysis and start to identify areas of concern for all modes of transportation. The project team and staff were in attendance to discuss the project process, timeline and questions the public may have had.

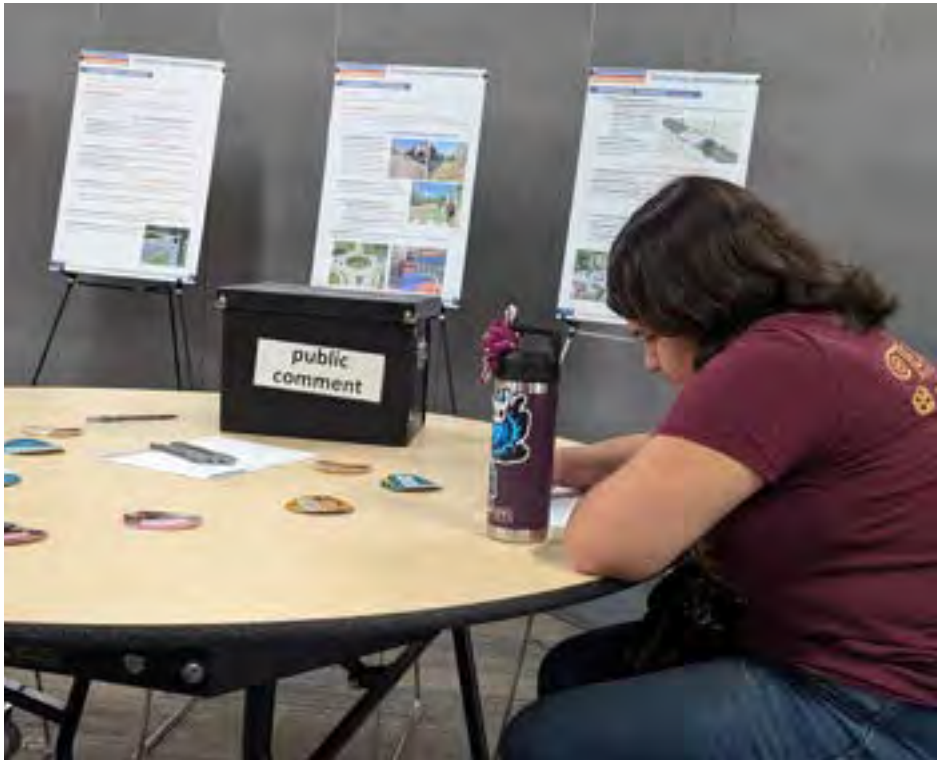
The final public open house was held on October 14, 2024 from 5:30 to 7:30 p.m. at the Lawrence Public Library (707 Vermont Street). The event was advertised through each city's social media accounts, email, and respective websites.

The goal of this open house was to provide an overview of the Plan strategies (enforcement, education, and engineering), as well as background on the entire planning process that led to the recommendations. The project team sought feedback to determine if anything has been missed during the planning process, and if the drafted strategies capture the direction received from the communities in earlier project phases.

2.2 Defining Priorities

OVERVIEW

The Plan for Lawrence, Eudora, and Baldwin City is built on a strong foundation of public engagement, ensuring that community voices shape its direction. Drawing from surveys, open houses, pop-ups and Steering Committee discussions, this section translates public input into clear priorities and actionable strategies. It also highlights best practices from other cities that have successfully improved transportation safety, offering valuable lessons for our region. While the first section focused on past plans and crash data, this section brings community perspectives to the forefront, outlining a path forward that prioritizes high-risk areas, enhances safety for VRUs, and ensures investment. The strategies developed here will set the stage for meaningful change, reshaping how the region designs and manages its transportation network for a safer future.



PUBLIC FEEDBACK THEMES

The public feedback we received emphasized the importance of addressing the needs of VRUs, such as pedestrians, cyclists, and transit riders, alongside prioritizing infrastructure investments. The key themes that emerged were:

1. **Improving Pedestrian and Cyclist Infrastructure:** Residents highlighted the urgent need for more protected bike lanes, widened sidewalks, and safer crossings in high-traffic areas. Addressing these needs through innovative design interventions can reduce conflicts between vehicles and non-motorized road users.

Strategy Considerations

- Build out the bicycle and pedestrian networks recommended in the region's active transportation plans, such as the Pedestrian Plan and the Bike Plan that were introduced in the Plan Review Section of the document. This section reviewed plans that affected Lawrence directly as well as Eudora, Baldwin City, and the region at large.
- Focus on safety and comfort of people walking and biking for all roadway projects and all active network expansion projects.
- Add the HIN and high injury intersections as new considerations in project prioritization and design considerations.

2. **Enhancing Safety at Intersections:** Intersections were frequently identified as high-risk areas. Countermeasures like raised crosswalks, pedestrian islands, and tighter curb radii were recommended to mitigate the dangers associated with vehicular turning movements.

Strategy Considerations

- Prioritize the design of intersections with high pedestrian and cyclist crash rates.
- Investigate the use of signal technology that is more responsive to VRUs. This could include, but is not limited to, a more rapid signal change after push button activation, automated bike/pedestrian signal activation, and signal phase changes that put VRU safety ahead of driver convenience, like leading pedestrian intervals (LPIs) or shifting dedicated left-turn phases so that they occur after a 'through' or 'crossing' phase.

3. **Data-Driven Prioritization:** The call for data-informed decisions was clear, with respondents emphasizing that safety interventions should target high injury networks and trasnsportation challenged neighborhoods.

Strategy Considerations

- The use of the vision zero dashboard that is part of this project, to continuously track crash data, new projects, and provide easy public access for items like demographic indicators and the HIN.
- This tool will help the city communicate vision zero progress to the public for Lawrence, Eudora, and Baldwin City.
- The HIN may need to be revisited as safety improves to keep the focus on the most critical locations for addressing safety.

4. **Addressing Behavioral Issues:** Distracted and aggressive driving emerged as dominant concerns. This feedback underscores the necessity of pairing infrastructure improvements with public awareness campaigns to foster safer driving habits.

Strategy Considerations

- The City of Lawrence could implement a new local speeding policy to address areas where speeding persists as an issue.
- While enforcement and feedback should be attempted as part of the process, there exists a need to address speeding with design changes.

5. **Prioritized Investment:** Engagement highlighted disparities in safety outcomes for transportation challenged communities. The Safety Action Plan must prioritize resource allocation to these communities, ensuring all residents benefit from enhanced infrastructure.

Strategy Considerations

- Ensure that proposed safety projects are evenly distributed among all levels of advantage
- Consider prioritizing projects adjacent to areas of disadvantage in order to ensure safety investments are made in a targeted manner that makes progress in offsetting any past disparities.

PRINCIPLES FOR STRATEGY DEVELOPMENT

Building on public input, Steering Committee-defined vision and goals, and crash data analysis, our next step is to develop strategic priorities that will shape a strategy framework. This framework will serve as the foundation of the action plan, guiding projects, policies, and initiatives aimed at reducing, and ultimately eliminating, deadly crashes

Designing Streets that Encourage Lower Speeds

Rather than focusing solely on lowering speed limits, design streets to achieve lower design speeds can be a more effective strategy. This approach includes narrowing lanes, adding visual friction through landscaping, and utilizing pavement marking and pylons to create a perception of a tighter roadway. For example, streets with high pedestrian activity can benefit from converting wide, straight lanes into areas with marked bike lanes and pedestrian refuges, visually signaling drivers to reduce their speeds. These changes are cost-effective and can be implemented rapidly as part of quick-build initiatives.

Creating Safe, Highly Visible, and Accessible Crossings

Responsive signals, Rectangular Rapid Flashing Beacons (RRFBs), and raised pedestrian crossings are essential tools for ensuring safe pedestrian navigation. High-risk areas, particularly near schools, parks, and transit stops, should prioritize the deployment of these measures. For example, a raised crosswalk coupled with an RRFB at mid-block crossings on connectors and local roads highlighted on the high injury network could enhance safety for pedestrians while reinforcing the need for drivers to slow down.

Expanding Connected and Comfortable Multimodal Networks

The development of protected networks for cyclists and pedestrians can transform the transportation landscape. Buffered bike lanes with physical barriers, shared-use paths, and pedestrianized zones not only enhance safety but also encourage active transportation. For instance, linking the Lawrence Loop to residential neighborhoods via protected bike lanes would promote cycling as a practical alternative to car travel. Survey responses indicated that comfort of cyclists and pedestrians, in addition to safety, is a priority for those engaged in these efforts. Similarly, the use of the word “comfort” was discussed in Steering Committee meetings, and was determined important to include within Goal #1 to more fully communicate they type of transportation networks the city should create. One that is comfortable for all modes. A comfortable bike and pedestrian network offers safety and dignity whether one walks, drives, bikes, or takes transit. It also helps ensure the resulting network enhances a resident’s freedom to move about the city as they so choose.

Quick-Build Interventions

Quick-build projects allow for rapid implementation and testing of safety measures. These include installing temporary delineators to create bike lanes, striping curb extensions to narrow intersections, and piloting pedestrian refuges in high-traffic areas. Quick-build strategies can offer immediate safety benefits while gathering community feedback for permanent solutions. Additionally, these can be designed relatively quickly and affordably and can sometimes be constructed in-house. The design and construction of such a facility, whether built in-house or not, can often be accomplished via on-call contracts, which also helps keep costs down by eliminating the need for a procurement and bidding process.

These projects also allow opportunities for community involvement. Since these quick-builds often involve curb extensions via paint and delineators many communities have enrolled local artists to add color and a unique community brand to the project. Once the contractor has laid down the paint or thermoplastic–a city can coordinate with local artists to make these quick build projects unique, while providing increased visibility and a more impactful design to slow drivers.

Ensure Safety Investments

A focus on that resources are allocated to communities most in need. Using data-driven mapping tools can identify neighborhoods lacking safe infrastructure. Investments should prioritize areas with high-crash rates, transportation challenged populations, and insufficient pedestrian and cyclist facilities, ensuring that safety improvements benefit all residents.

Data resources and public input should help inform the strategies and projects developed from this plan and should themselves be guided by and implemented starting with the areas of highest priority, based on high-risk corridors and high injury networks.

CASE STUDIES

Vision Zero Los Angeles, CA

Los Angeles has emerged as a leader in Vision Zero strategies by implementing a robust, data-driven approach to improving road safety. Central to its efforts is the HIN, which identified that 6 percent of the city's streets account for 70 percent of severe injuries and fatalities. By focusing resources on these corridors, the city has been able to target the most dangerous areas effectively.

The strategies employed include road diets, where streets are reconfigured to reduce lanes and add protected bike lanes or pedestrian islands. One prominent example is the transformation of Figueroa Street into a multimodal corridor. Using paint, pylons, and medians, the project narrowed vehicle lanes, introduced protected bike lanes, and improved pedestrian crossings. These measures were designed to intuitively encourage slower speeds and enhance safety for VRUs.

Early findings from Los Angeles' Vision Zero efforts indicate that streets designed with lower design speeds—achieved through visual and physical elements such as lane narrowing and added crosswalks—have seen a measurable reduction in crash severity. For example, a road diet along Venice Boulevard led to a 23 percent decrease in overall collisions and a 27 percent reduction in severe injury crashes. These results underscore the importance of comprehensive street design in mitigating high-risk behaviors. (LADOT Vision Zero Annual Report, 2023.)

Seattle's Road Safety Initiative

Seattle's Vision Zero initiative places a strong emphasis on rethinking street design to curb dangerous crashes. Rainier Avenue, previously one of the city's most dangerous corridors, underwent a significant improvement. The project included narrowing lanes, introducing median islands, and creating painted curb extensions to slow traffic and improve pedestrian visibility.

The city has also prioritized quick-build projects that allow for the rapid deployment of safety measures. For example, painted curb extensions were installed at intersections to reduce crossing distances for pedestrians, while flexible delineators separatinged bike lanes from vehicle traffic. These cost-effective interventions provided immediate safety benefits and informed more permanent solutions.

Early results from Rainier Avenue show a 15 percent reduction in crashes involving injuries and a 30 percent drop in pedestrian-related incidents. These improvements demonstrate that even modest interventions, such as paint and pylons, can significantly enhance safety when strategically implemented. (Seattle Department of Transportation Vision Zero Updates, 2023.)

Vision Zero San Francisco

San Francisco's Vision Zero program is distinguished by its focus on rapid response and iterative improvement. The city's strategy includes deploying quick-build safety measures within weeks of a fatal crash. For instance, Valencia Street's design incorporated protected bike lanes delineated by pylons and paint, significantly reducing cyclist injuries. The city also implemented pedestrian scrambles at busy intersections, allowing all pedestrian traffic to move simultaneously while halting vehicular traffic.

One innovative aspect of San Francisco's approach is its public-facing Vision Zero dashboard. This tool tracks progress and highlights areas where interventions have been implemented, fostering transparency and community trust. Analysis of early outcomes reveals a 41 percent reduction in severe pedestrian crashes along corridors treated with quick-build measures. The iterative approach, which allows for testing and refining strategies, has proven to be a highly effective model. (San Francisco Vision Zero Progress Report, 2023.)

Vision Zero Boulder, CO

Boulder has demonstrated it's aggressive take on Vision Zero by implementing a menu of strategies that are data driven and community led to improve road safety across the city. The High Risk Network (HRN) is central to the actions and is composed of 7 percent of the city's streets, but accounts for 48 percent of fatal and serious injury crashes, 56 percent of bike crashes, and 57 percent of pedestrian crashes. Their plan is oriented to make improvements across the entire transportation system, starting with the HRN, using 4 categories of actions using 20 specific actions.

The action categories are: engineering solutions, education and enforcement, improving internal practices, and improving Vision Zero data and transparency. Specific actions have included revisiting the Pedestrian Crossing Treatment Installation Guidelines, updating citywide policies on speed limit setting, and important corridor capitol projects on Arapahoe Avenue, Baseline Road, Folsom Street, and Iris Avenue. These four corridors are in various stages of implementation, with Baseline using a two phase strategy. Baseline phase one used temporary materials to establish a protected intersection and protected bike lanes and has already seen an influx of riders. Phase 2 will install more protection for the bike lane through floating bus stops, tall curb, and two protected intersections. Additionally, signal changes are made including leading pedestrian intervals, protected left turn phasing, and red light cameras.

In conjunction with the sunset of the 2019 plan, extensive community outreach was done to establish ensure that the 2023 update was in alignment with community goals, furthering Vision Zero. Every three years, the city publishes a Safe Streets Report that summarizes the strategies used to address the city's safety issues. Total crashes per year have been falling since 2016 (VZ was adopted in 2014), from 2600 crashes in 2016 to 1600 crashes in 2023.

Vision Zero Initiative Bethlehem, PA

Bethlehem, PA, a town of 75,000 people and home to Lehigh University, has taken a straightforward and effective approach to accomplishing its goal of reaching zero deaths by 2030. It is part of the larger Allentown metro which is approximately 865,000 people. The current iteration of the action plan is the second one and was adopted in 2022. The initial plan was adopted in 2016 and outlined a relatively simple plan based on interdepartmental coordination and partnerships outside the city government. Engineering solutions like leading pedestrian intervals, street lighting, and pavement marking maintenance combined with efforts to institutionalize traffic safety from city leadership, planning, law enforcement, and the health bureau have led to a steady decrease in annual fatal crashes since 2016.

The plan update that was completed in 2022 doubled-down on the straightforward approach of intense collaboration and simple, proven strategies. This builds off the momentum of the original plan by extending many of the ongoing successful strategies and incorporating new data and lessons learned that enhance the effective of those strategies. For example, an additional consideration in the update is specific a discussion around vehicular speed with strategies targeting this contributing factor which was shown to be of interest in the updated plan. Notable among the accomplishments since the beginning of their Vision Zero journey is an award for a Demonstration Grant through the SS4A program in 2023. This will fund temporary curb bump-outs at six elementary schools across the city.

Vision Zero Engagement Event (Coalition for Appropriate Transportation; Bethlehem, PA)

Emerging Strategies and Best Practices

Across these case studies, several strategies emerge as effective approaches in eliminating dangerous crashes. Many also include some level of overlap with strategy concepts that emerged out of the review of public engagement feedback:

1. **Designing Streets for Lower Design Speeds:** Narrowing lanes, adding medians, and employing visual cues to encourage slower driving have consistently reduced crash severity.
2. **Quick-Build Interventions:** Rapid deployment of safety measures, such as striping bike lanes and curb extensions, provides immediate benefits and informs permanent changes.
3. **Protected Infrastructure for Vulnerable Road Users:** The addition of protected bike lanes and enhanced pedestrian crossings has significantly improved safety for cyclists and walkers.
4. **Data-Driven Resource Allocation:** Identifying and prioritizing high-risk corridors ensures that interventions target the most dangerous areas.

These findings show the importance of combining innovative design with adaptive strategies to address traffic safety challenges effectively.

Los Angeles implemented strategies and interventions primarily anchored in engineering and design. This includes designing streets with a lower design speed. The city has ratcheted down the design speed along these corridors by focusing on lane reconfigurations, shrinking lane widths, adding turn lanes, and installing protected bike lanes. Reallocating more right-of-way to cyclists and tightening sight lines, which tends to lower the maximum speed that people feel comfortable driving. In a cause-and-effect relationship that might seem counterintuitive, tighter lanes have also been shown to increase alertness as drivers intuitively understand there is less room for error. While the increased alertness is primarily anecdotal, multiple studies have correlated the narrowed lanes with lower speeds, fewer crashes, and most importantly, fewer severe crashes.

For example, the city reallocated lane space on Figueroa Street to create a comprehensive multimodal corridor, adding protected bike lanes and pedestrian refuges while maintaining comparable vehicle flow. This design included using paint and pylons to quickly delineate spaces for different users, an approach that has already proven effective in reducing crashes along the corridor. Community engagement ensured that these changes addressed local concerns, increasing public buy-in and understanding about why the changes were implemented. The public tends to tolerate changes that they may otherwise be opposed to, when they understand the design will save lives, is backed by data, and is utilizing proven countermeasures.

Seattle's approach also integrated data with community-driven solutions. A hallmark of their success was the use of painted curb extensions and temporary delineators to slow traffic at targeted intersections. These features are working to encourage drivers to navigate turns more cautiously, which in turn protects pedestrians and cyclists crossing at the intersection. Additionally, the city adopted a policy requiring all street design to prioritize multimodal safety. Under the direction of this policy, the design of Rainier Avenue introduced median islands, tightened lane widths, and reduced curb radii, creating a roadway environment that intuitively calms traffic. This has already resulted in a substantial reduction in severe crashes along the corridor.

San Francisco's rapid response initiative around fatal crashes involves deploying quick-build safety measures within weeks of an incident. These include temporary protected bike lanes, pedestrian barriers, and enhanced crosswalk markings. A notable project is the design of Valencia Street, where paint and pylons were used to create bike lanes separated from vehicle traffic. These measures significantly reduced cyclist injuries while encouraging active transportation. San Francisco's iterative process—testing temporary solutions and refining them based on public input—provides a model for Lawrence to address high-risk locations expediently.

Commonalities and Key Themes

The case studies of Los Angeles, Seattle, and San Francisco highlight several shared strategies and lessons that have proven effective in reducing traffic fatalities and serious injuries. These commonalities can help provide some direction for implementing Vision Zero strategies in Lawrence, Eudora, and Baldwin City. Some have been touched on before but to recap :

- **Designing Streets for Safety:** Street design aimed at lowering design speeds were a cornerstone of each city's approach, employing tools like lane narrowing, medians, and protected bike lanes.
- **Quick-Build Interventions:** Temporary measures such as paint, pylons, and flexible delineators allowed for rapid implementation and testing of safety improvements.
- **Disinvested Areas as a Focus:** Each program emphasized prioritizing resource allocation, ensuring transportation challenged neighborhoods received targeted investments.
- **Community Engagement:** Successful projects were rooted in community input, with public buy-in playing a critical role in the adoption and effectiveness of interventions.
- **Iterative Improvement:** These cities employed an iterative approach, refining strategies based on early outcomes and community feedback.
- **Protecting Vulnerable Road Users:** Interventions prioritized pedestrians and cyclists with features like pedestrian scrambles, raised crosswalks, and separated bike lanes.
- **Transparency:** It is incumbent upon communities to report to their residents progress towards meeting the goals of the Plan. Each peer community developed a reporting structure to accomplish this.

KEY FINDINGS

The Plan represents a collaborative effort to transform transportation safety across Lawrence, Eudora, and Baldwin City. The findings gathered from the public engagement process highlights the value of community voices in identifying key challenges and opportunities. The insights gained from surveys, comment cards, and public meetings emphasized the critical need for prioritized investments, safer infrastructure for VRUs, and a data-driven approach to addressing high-risk areas. These themes form the foundation of the recommendations and priorities laid out in this Plan.

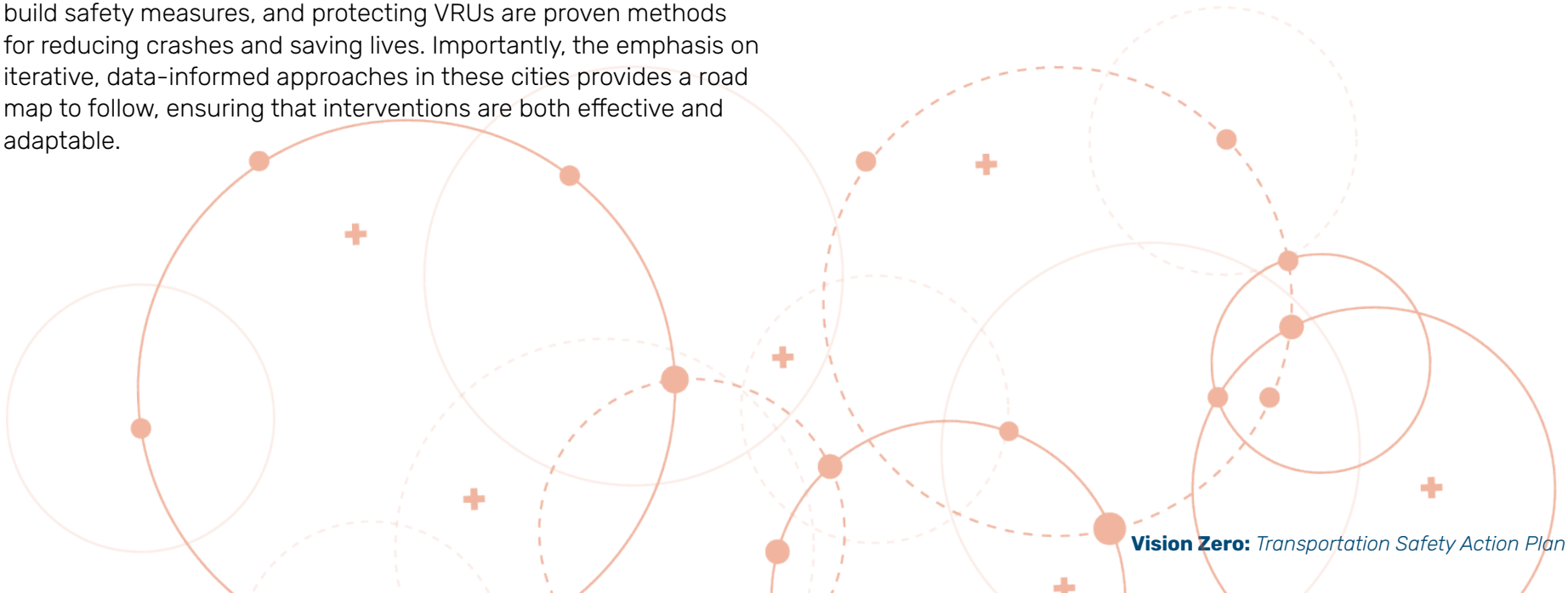
A key takeaway from the public engagement process is the community's clear demand for safer crossings, a larger bike network, and traffic-calming measures to slow vehicles in high-speed corridors. These preferences, combined with crash data analysis and stakeholder input, demonstrate the necessity of targeted interventions that prioritize VRUs safety across all neighborhoods.

The expanded case studies further emphasize these priorities by showcasing effective strategies. These examples demonstrate that designing streets with lower design speeds, deploying quick-build safety measures, and protecting VRUs are proven methods for reducing crashes and saving lives. Importantly, the emphasis on iterative, data-informed approaches in these cities provides a road map to follow, ensuring that interventions are both effective and adaptable.

The combined findings from the public engagement process and case studies highlight three critical takeaways:

1. **Community-Centered Design:** Incorporating public input ensures that safety interventions address real-world challenges and align with community values.
2. **Data-Driven Focus:** Prioritizing high-risk areas and transportation challenged neighborhoods receive resources allocated where they are needed most.
3. **Iterative and Innovative Strategies:** Quick-build projects and adaptable designs provide immediate safety benefits while allowing for refinement based on community feedback and crash data.

By integrating these shared strategies into the Plan, Lawrence and its neighboring cities can create safer, more accessable streets while leveraging proven practices from other leading municipalities.



Downtown Eudora

3 IMPLEMENTATION

3.1 Action Plan Strategies

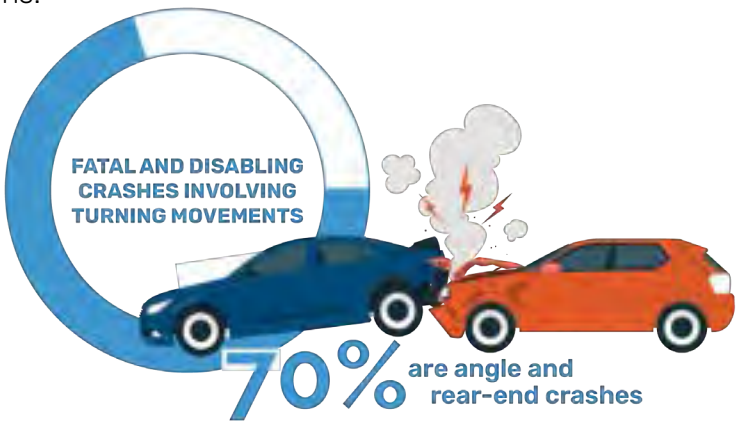
OVERVIEW

This Plan employs a holistic strategy founded on data analysis, public engagement, and goals developed jointly between community members, advocates, and experts. The Plan that emerged seeks to address systemic safety issues by focusing on high-priority areas, informed by crash data and community feedback. By leveraging insights drawn from HIN analysis and a HRN analysis (see ***Appendix A*** and ***Appendix B***), stakeholder priorities, and successful interventions in other cities, this Plan sets forth a clear road map focused on eliminating traffic fatalities and serious injuries. Key strategies include targeted infrastructure improvements, enhanced safety for VRUs, and a commitment to investment. The HIN (see ***Figure 22***) and other prioritized corridors and intersections will be the focal points for targeted and transformative safety enhancements in the near and long-term. These recommendations aim to create a safer, more accessible, and connected transportation system that increases comfort, convenience, and dignity for all travel modes.

INTERSECTION IMPROVEMENTS

Data-Driven Focus

Crash data analysis shows that angle-side impact and rear-end crashes should be a focus area for intersection improvements. These crash types account for 70 percent of fatal and disabling crashes involved turning movements. Additionally, public feedback highlighted concerns about intersection safety, emphasizing the need for improvements to enhance user confidence and comfort at major city intersections.



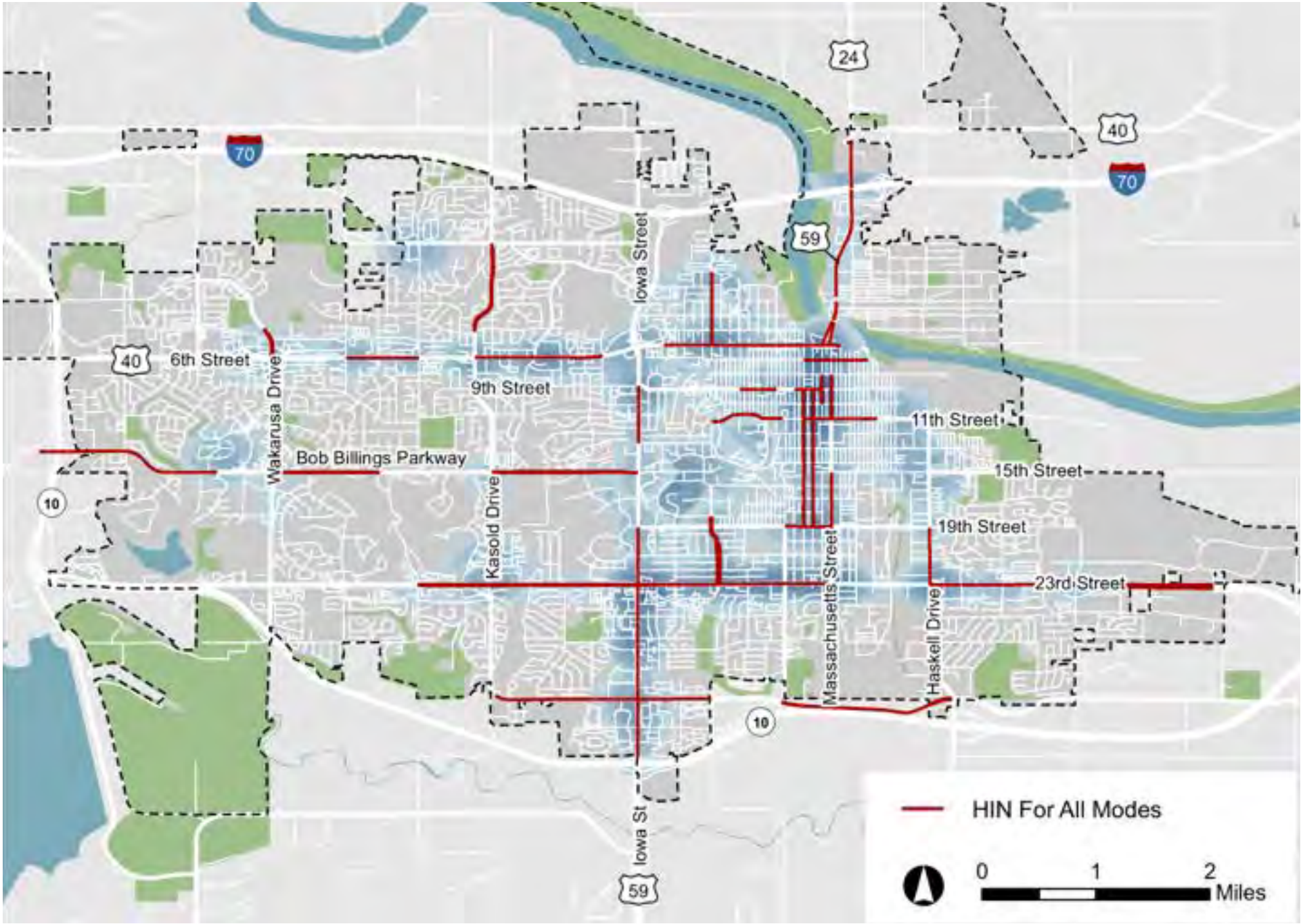


Figure 22. High Injury Network (Lawrence)

Proposed Interventions

Intersection improvements will incorporate various targeted safety improvements to address these challenges. Some of this work will assess intersections for the removal of slip lanes or geometry and traffic control changes to slow vehicles. Others will improve pedestrian visibility and reduce crossing distances through additions like bump outs or reduced curb radii where feasible. Speed tables and speed cushions will also be assessed in supplemental planning activities at certain locations where the existing speed, area context, and traffic volumes support installation. Signal timing and phasing adjustments, such as implementing Leading Pedestrian Intervals (LPIs), will allow pedestrians to begin crossing before vehicles move, increasing visibility of pedestrians.

Lighting enhancements are critical, especially for intersections where nighttime crashes are prevalent. Standardized illumination levels, tailored to roadway and pedestrian area classifications, will enhance driver visibility of pedestrians and cyclists, reducing collision risk while minimizing light pollution. Nighttime crashes at intersections can be reduced by 33 to 38 percent using well-designed lighting. Appropriate intersection lighting can also help reduce nighttime pedestrian-injury crashes by 42 percent. Lawrence has an existing lighting policy for new projects; however, there are corridors within the city that have gaps in the existing street lighting. Some of these see high rates of crashes, and specifically nighttime crashes.

Additionally, as discussed in the existing conditions sections, a greater share of serious injury and fatal crashes occur at night, both in lit and unlit conditions. Carrying out specific streetlight projects to improve safety on these corridors should be prioritized first by areas that have gaps in lighting and see higher rates of nighttime crashes, and next by areas that have gaps in lighting and see higher rates of crashes overall, and finally areas that have gaps and are on the HIN should be the three levels of priority in implementation. Two areas have already been identified as meeting the highest-level priority criteria and are called out as projects in the ***3.3 Safety Action Plan Implementation Matrix.*** They include sections of 9th Street and 23rd Street (see, ***Section 3.3*** for additional detail). Additionally, a supplemental planning activity has been called out to further study other locations and assign them the three levels of priority for future standalone streetlight projects or as part of a joint capital project.

Phased Implementation

Intersection projects, including both quick-build interventions, and long-term project installations have been identified and are called out in the project matrix section. Additionally, a policy has been recommended for the City of Lawrence to assess programmatic projects in the CIP like paving and curb ramp upgrades for potential quick-build projects to be designed by city staff or an on-call engineer and installed with the programmatic project. The benefit here is that these add-ons are typically low cost and high impact. Additionally, it allows the city greater flexibility in identifying and installing safety improvements along the high injury network and to test interventions prior to more permanent installations.

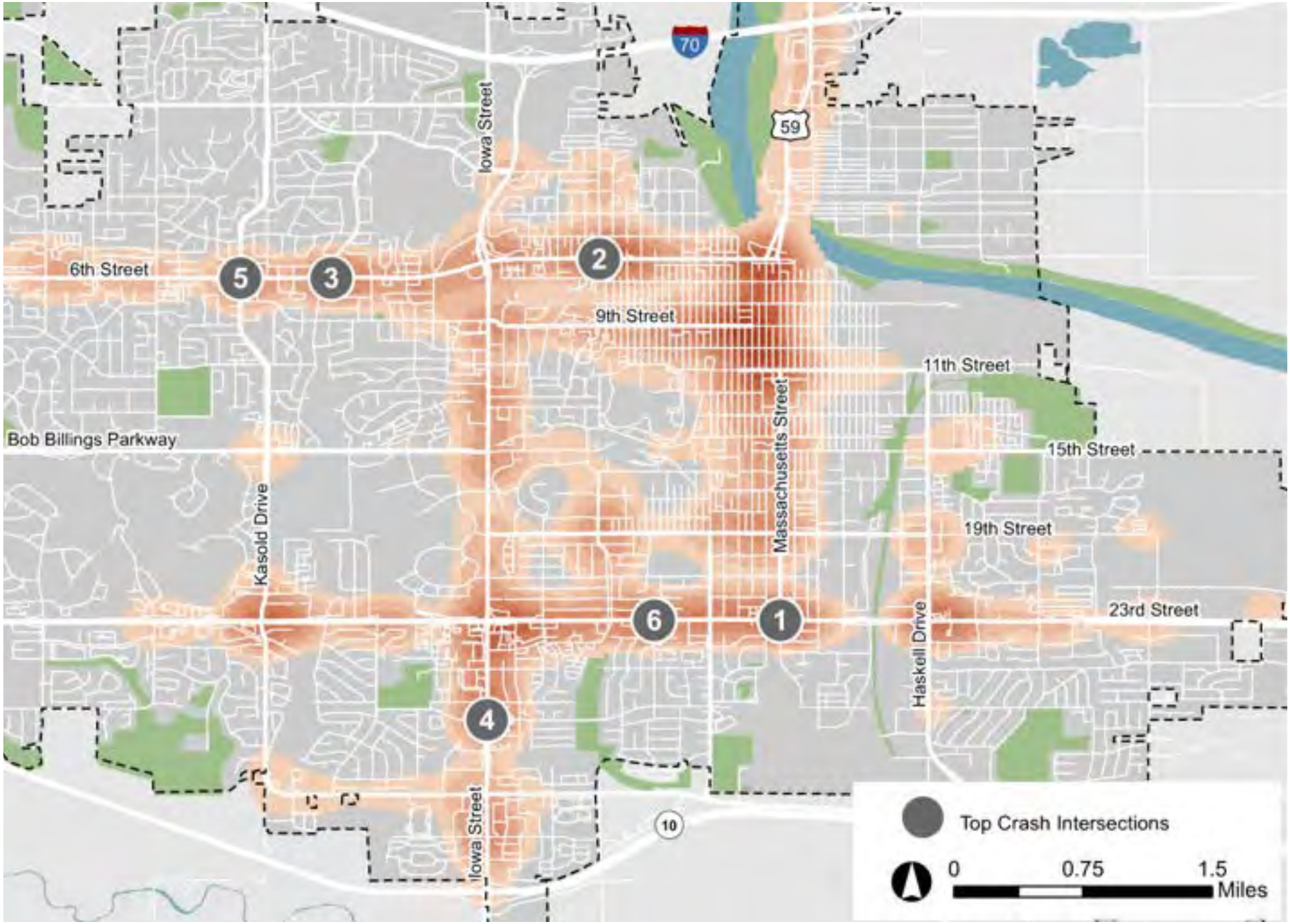


Figure 23. Top Intersections for Both Crash Types (VRU and Vehicle Crashes) (Lawrence)

PRIORITIZING VULNERABLE ROAD USERS

Addressing VRU Crash Risks

Crash analysis indicates that 70 percent of VRU crashes occur at or near intersections, with 30 percent occurring along corridors designated as part of the VRU HIN. Public input, gathered through surveys and community meetings, emphasized the public's desire for a connected, protected bike network to encourage cycling and reduce vehicle-cyclist conflicts. As well as a connected and comfortable pedestrian network. The data and feedback reinforce the importance of dedicated bike infrastructure, improved crossings, and adequate street lighting to keep VRUs safe both day and night.

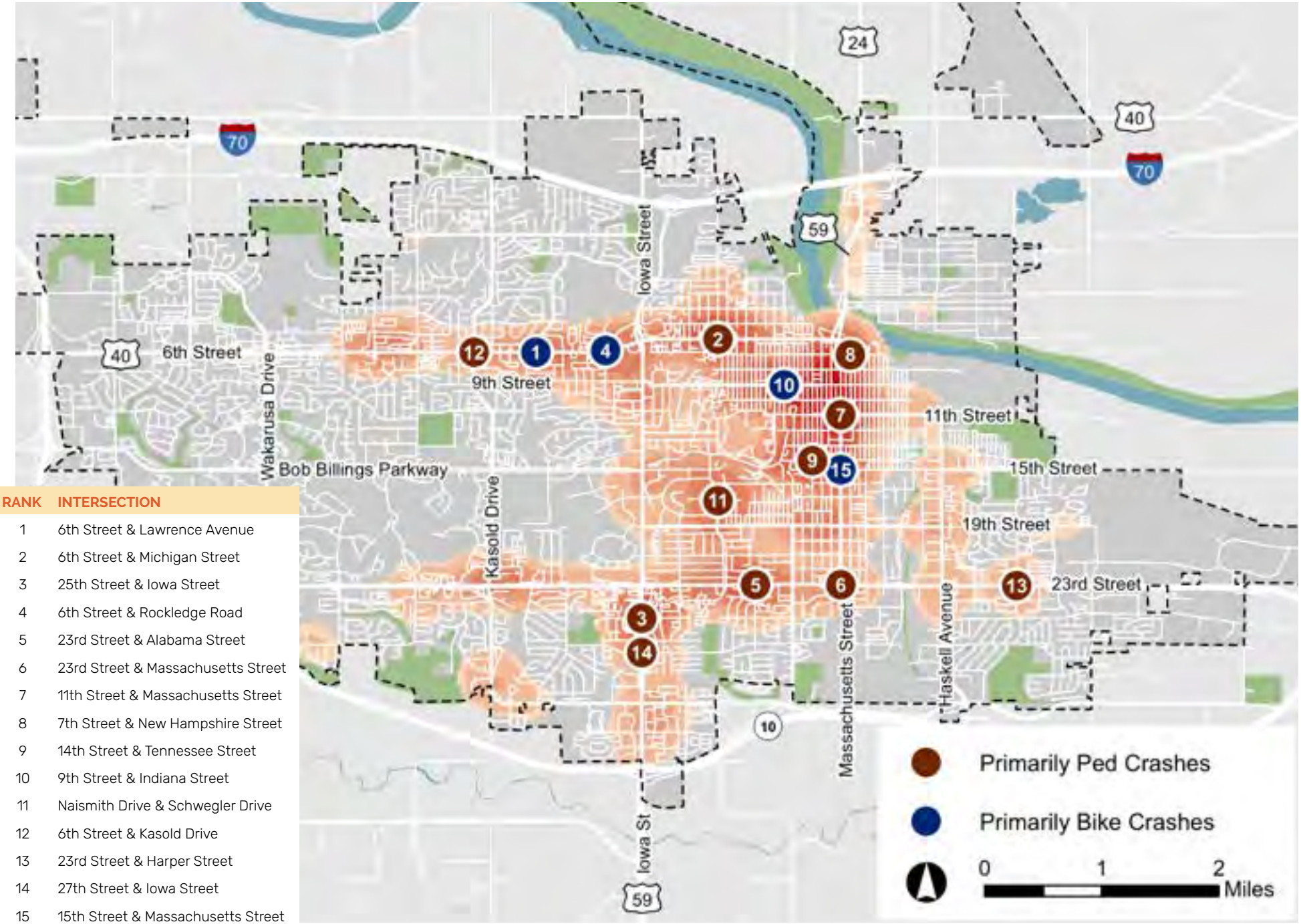
Strategy and Implementation

This strategy will prioritize the installation of bike facilities and pedestrian improvements in general alignment with the city's existing Pedestrian and Bike Plans, as discussed in ***Section 1***. This approach focuses on completing the most critical sections of the bike and pedestrian networks based on gaps and crash risk. Key corridors for these improvements include routes identified for their connectivity potential, helping to reduce both auto dependence and VRU risk, by linking residential areas with activity centers, schools, and other key destinations. Segments that intersect with the HIN should be elevated in priority. However, this should not supersede the city's existing project scoring and prioritization process as described in their Non-Motorized Policy. It should instead add considerations for supporting this Plan alongside it.

Protected bike lanes feature visual and physical barriers, such as buffered markings and delineators or curbs, to separate cyclists from vehicular traffic. Wayfinding signage and pavement markings will enhance usability and visibility of the bike network. To further support the bike network, intersection treatments such as bike boxes and dedicated bike signal phases along the routes should be implemented on roadways with appropriate context to support such facilities. This primarily includes two or three lane collector and local roadways with lower speeds. These features will make cyclists more conspicuous to drivers and reduce conflicts with turning vehicles.

Protected bike lane example

Central Middle School Bike to School Day (Lawrence)



RANK	INTERSECTION
1	6th Street & Lawrence Avenue
2	6th Street & Michigan Street
3	25th Street & Iowa Street
4	6th Street & Rockledge Road
5	23rd Street & Alabama Street
6	23rd Street & Massachusetts Street
7	11th Street & Massachusetts Street
8	7th Street & New Hampshire Street
9	14th Street & Tennessee Street
10	9th Street & Indiana Street
11	Naismith Drive & Schwegler Drive
12	6th Street & Kasold Drive
13	23rd Street & Harper Street
14	27th Street & Iowa Street
15	15th Street & Massachusetts Street

Figure 24. Top 15 VRU High Injury Intersections (Lawrence)

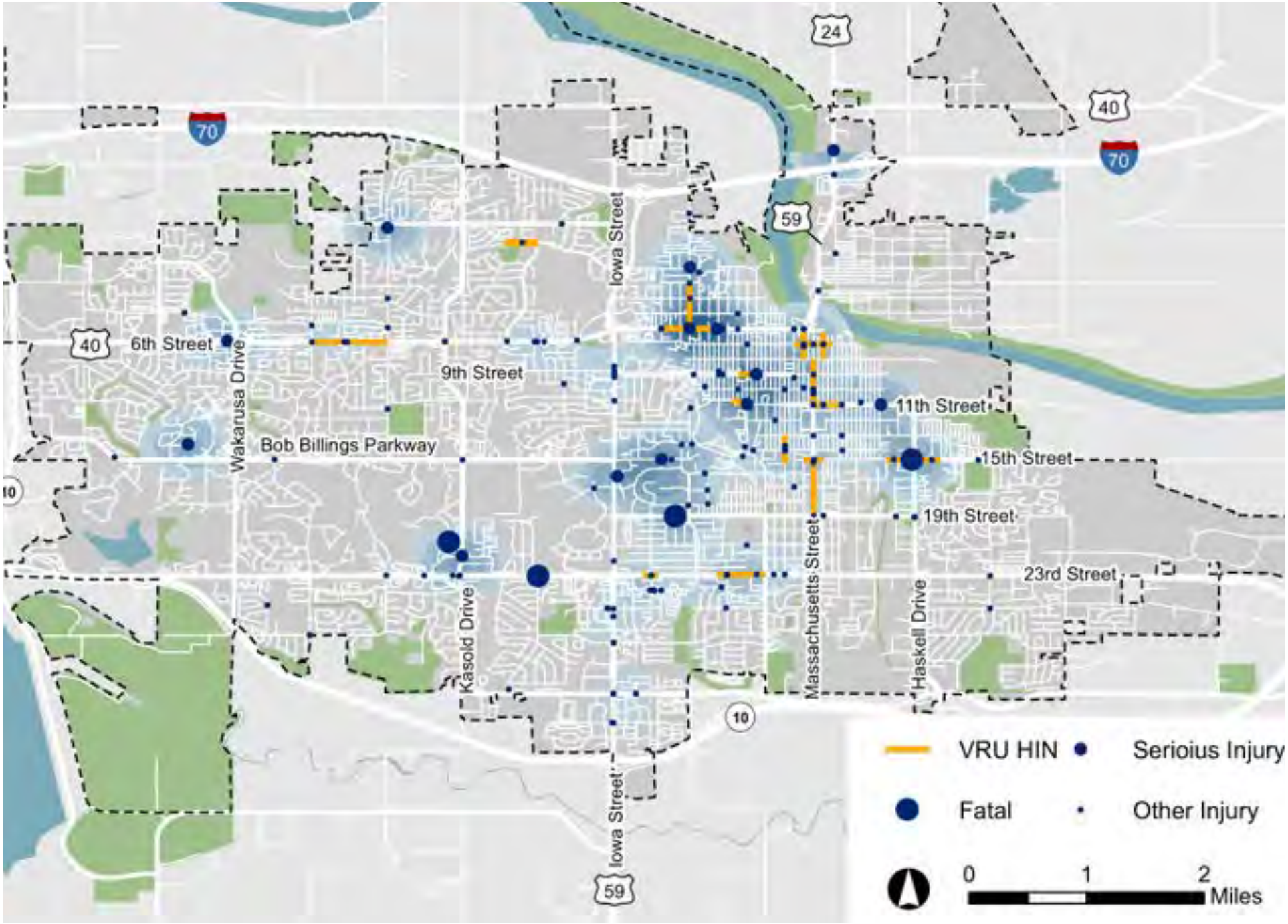


Figure 25. VRU HIN (Lawrence)

Figure 26. VRU High injury Network & Pedestrian/ Bike Priority Networks (Lawrence)

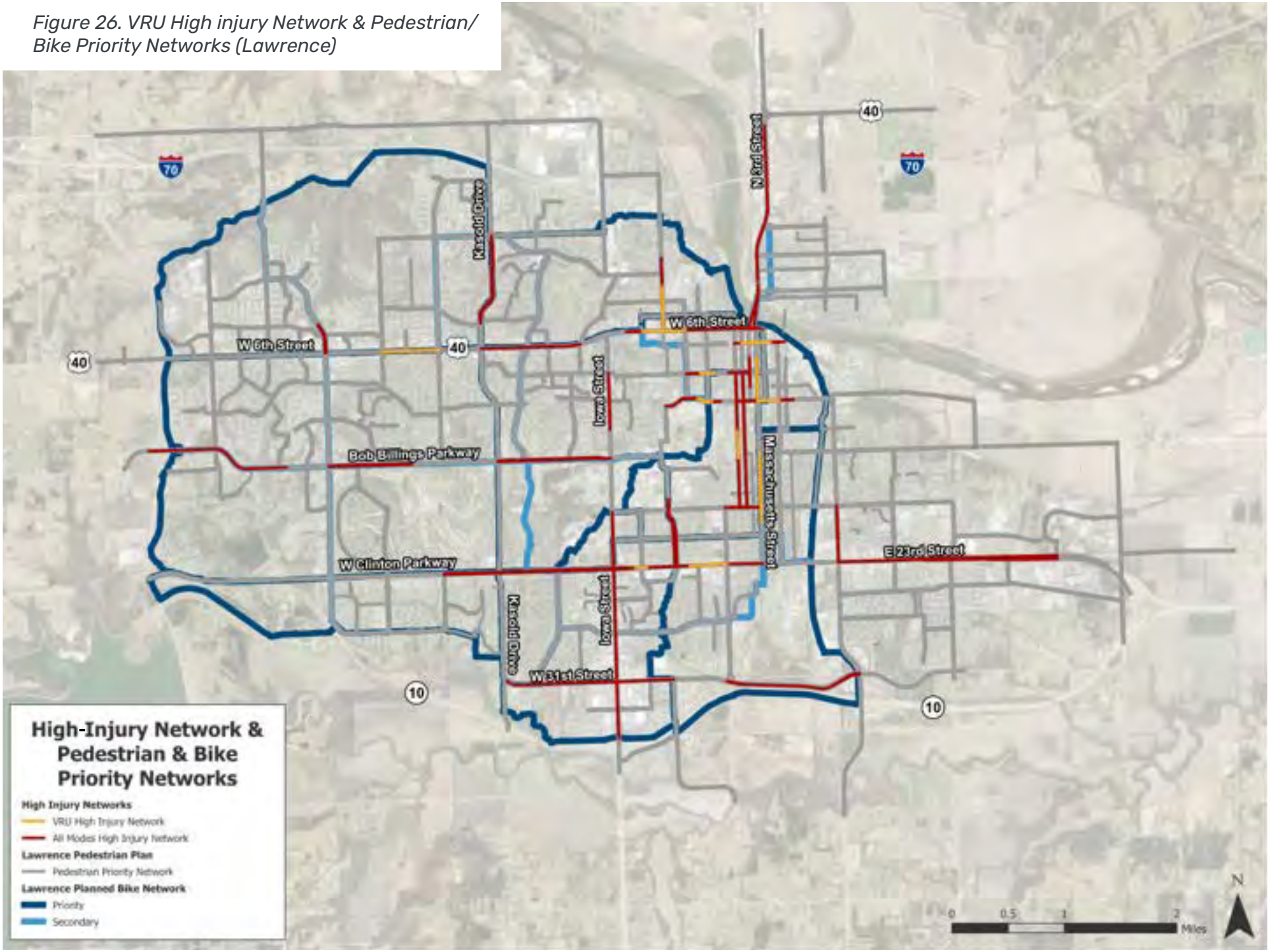
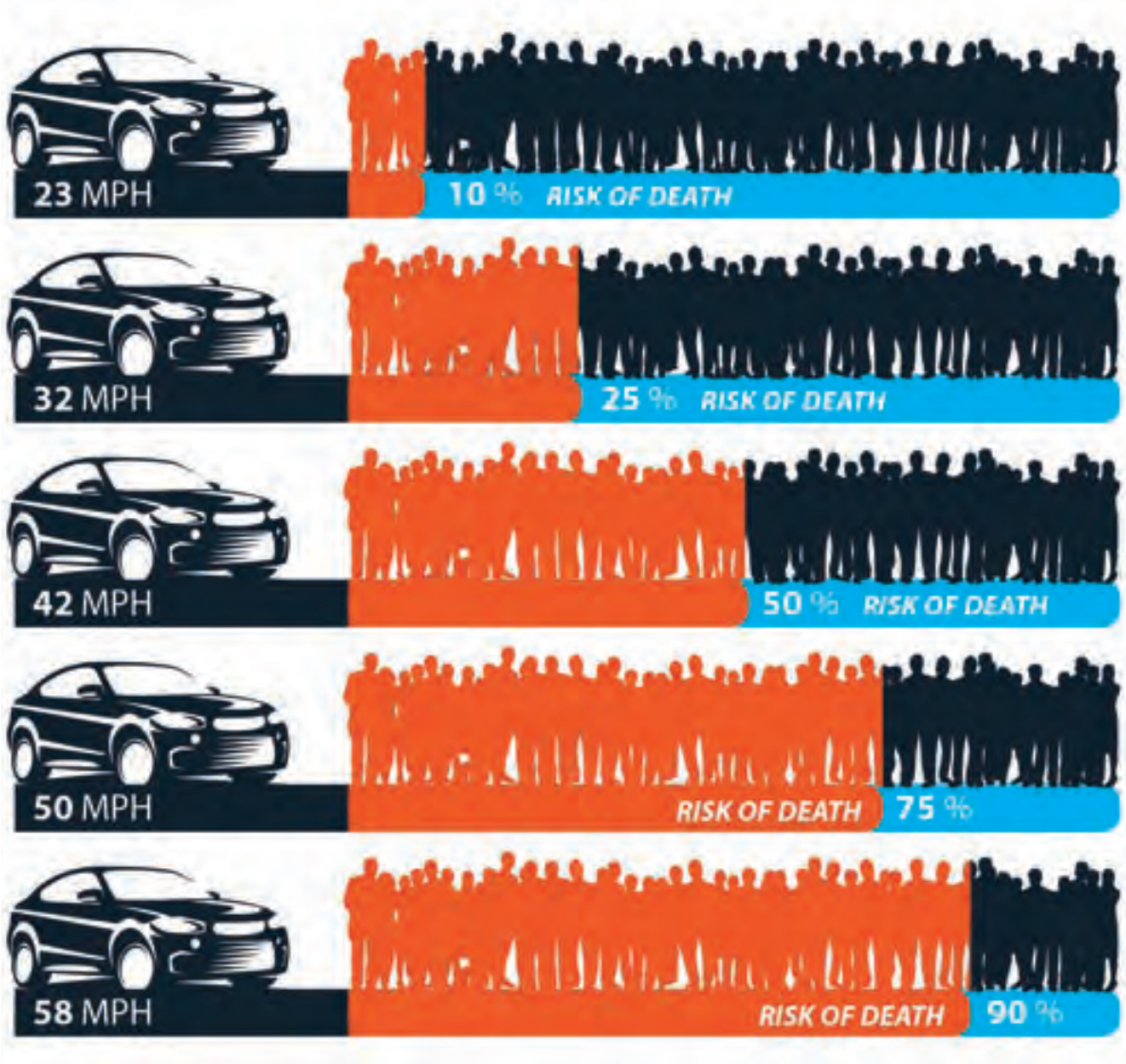


Figure 27. VRU's Risk by Increasing Speed



HIGHLIGHTED VISION ZERO POLICY TO BE IMPLEMENTED

Speed Reduction Policy

The Problem

Speed-related crashes are prevalent along the HIN, posing a significant risk to all road users, but especially to pedestrians and cyclists. 25 percent of all fatal and serious injury crashes between 2018 and 2022 involved speeding and reckless driving. Stakeholder input gathered via the survey and feedback received from the Steering Committee emphasized a desire to employ engineering-based solutions to address speeding through interventions like traffic calming. Case studies from peer cities, as discussed previously in this Plan, provide evidence for the effectiveness of such measures to reduce vehicle speeds and improve overall safety. Traffic calming measures and other initiatives, like enforcement and driver feedback, are all shown to effectively reduce speeding, creating safer streets, and promoting a culture of responsible, safe drivers and road users.

Blue Jacket Trail (Eudora)

Proposed Interventions

Targeted and data driven enforcement and/or Dynamic Speed Feedback Signs (DSFS) can be deployed at speeding hot spots as they're identified. Certainly, how DSFS are implemented, or the physical or operational characteristics of the roadway influence their effectives; however, a 2021 study from USDOT and NHTSA shows these devices can have up to a 4 mph lasting reduction in speed. The signs help provide real-time feedback to drivers and encourage them to reduce their speeds. For areas where speeding remains a problem, and especially for those that coincide with the High injury Network, a speed study should be conducted and the road involved should be assessed for a quick-build project and/or reconstruction to lower the design speed of the roadway. Quick-build projects may be the better option for locations needing immediate attention, and for areas where the best approach may remain unclear upon investigation.

Additional policies and their priority are called out in the project matrix section. Similar, to the speed reduction policy, these are policy concepts the project team has determined will be of benefit based on the safety issues identified through this process and based on successful policies implemented in other cities.

SAFE ROUTES TO SCHOOL (SRTS)

Prioritize Safety

The SRTS framework identifies high-risk school corridors. Crash data analysis reveals that 32 percent of VRU injury crashes occurred along SRTS identified routes. Public input further highlighted the community's concerns about student safety, particularly at busy arterial roadways where children must navigate high-speed traffic. Ensuring safe and accessible routes for students is essential for fostering a culture of walking and biking to school.

Interventions

The City of Lawrence is adding Leading Pedestrian Intervals at SRTS intersections. This gives pedestrians a head start at the intersection, creating safer conditions for students. According to the Federal Highway Administration (FHWA) this intervention has been shown to reduce crashes by 13 percent. The project matrix includes a list of intersections to be reviewed for LPI upgrades. As part of its SRTS Plan, the City of Lawrence reviews projects that fall on SRTS routes and crossings to ensure they are prioritizing student safety. The HIN will help the city to further prioritize safety upgrades where they are needed most.

Eudora's efforts involve a programmatic project to identify improvements such as crosswalks, speed humps, 2-4 way stop conversions, and new signage where SRTS routes intersect with their HIN. Baldwin City is focusing on improvements along U.S. 56. This corridor includes north south crossings that are critical for local school routes and crosses the highest risk section of roadway.

HIGH INJURY NETWORK (HIN) BOX AND CAMPUS BORDER CORRIDORS

Strategic Importance

Crash data and spatial analysis identified the HIN Box (including 6th Street, Iowa Street, Massachusetts Street and 23rd Street) as accounting for nearly one-third of fatal and disabling crashes. It included eleven (11) of the High Injury Intersections. Similarly, the Campus Border Corridors (see ***Figure 29***) account for another one-fifth of fatal and disabling crashes and included nine (9) of the HINs. (see ***Figure 28***). Public feedback pointed to the need for improved pedestrian crossings and traffic calming measures to address safety concerns, especially in high-speed, high-volume areas.

Targeted Street Improvements

HIN Box

The corridors identified within the HIN BOX represent a focused subset of Lawrence's overall HIN—locations where crash history, roadway characteristics, and systemic risk factors all converge. These corridors not only account for a disproportionate share of serious and fatal crashes but also feature high volumes, multiple lanes, higher speeds, and frequent conflicts between vehicles and people walking or biking.

This prioritization is further reinforced by findings from the HRN, developed through the Systemic Safety Analysis, which identifies corridors that share similar risk factors even if crash histories are lower. Many HIN BOX corridors appear in both analyses, strengthening the case for proactive improvements like raised medians, access control, enhanced lighting, and intersection redesigns that calm traffic and improve visibility. This combined approach ensures that safety investments are both targeted and forward-looking. For more detail on the HRN and Systemic Safety Analysis, see ***Appendix A***.

Campus Border Corridors

For the Campus Border Corridors, the focus will be on creating a pedestrian- and cyclist-friendly environment. Raised crosswalks, enhanced lighting, and widened sidewalks will improve safety and comfort for VRUs. The potential addition of protected bike lanes (assuming it makes sense with the larger bike network) and mid-block crossings near busy bus stops can further enhance connectivity and reduce crash risks. These long-term projects will build upon quick-build efforts, providing a comprehensive solution to the safety issues identified on these critical corridors.

Three of the Campus Border Corridor segments currently operate as one-ways for much of their length. To date many safe system projects have converted one-way roads to two-way streets for the purpose of improving safety by slowing down vehicles and making them more conducive and comfortable for walking and biking. The one direction flow can often make one-ways feel more like a divided arterial roadway, cueing drivers to respond accordingly, whereas two or three lane roadways with opposing traffic provides drivers context that is more often associated with lower volumes and slower speeds. Other elements like bike lanes are often added as part of the conversion, which often requires removing on street parking. Of course, these projects are not a cure-all and are not always the right solution depending on context, connections, and land uses. So, while it may prove an effective solution, additional input and study would be needed before a full recommendation. The matrix calls out several quick build projects within this area as well as a supplemental planning effort to assess the one ways mentioned above for elements like lane reconfiguration, chicanes, and bump outs, as well as the potential for one way to two way conversions if the study suggests substantial safety effects and if it makes sense operationally. A full list of interventions to be implemented along these high-priority corridors is called out in the project matrix section.

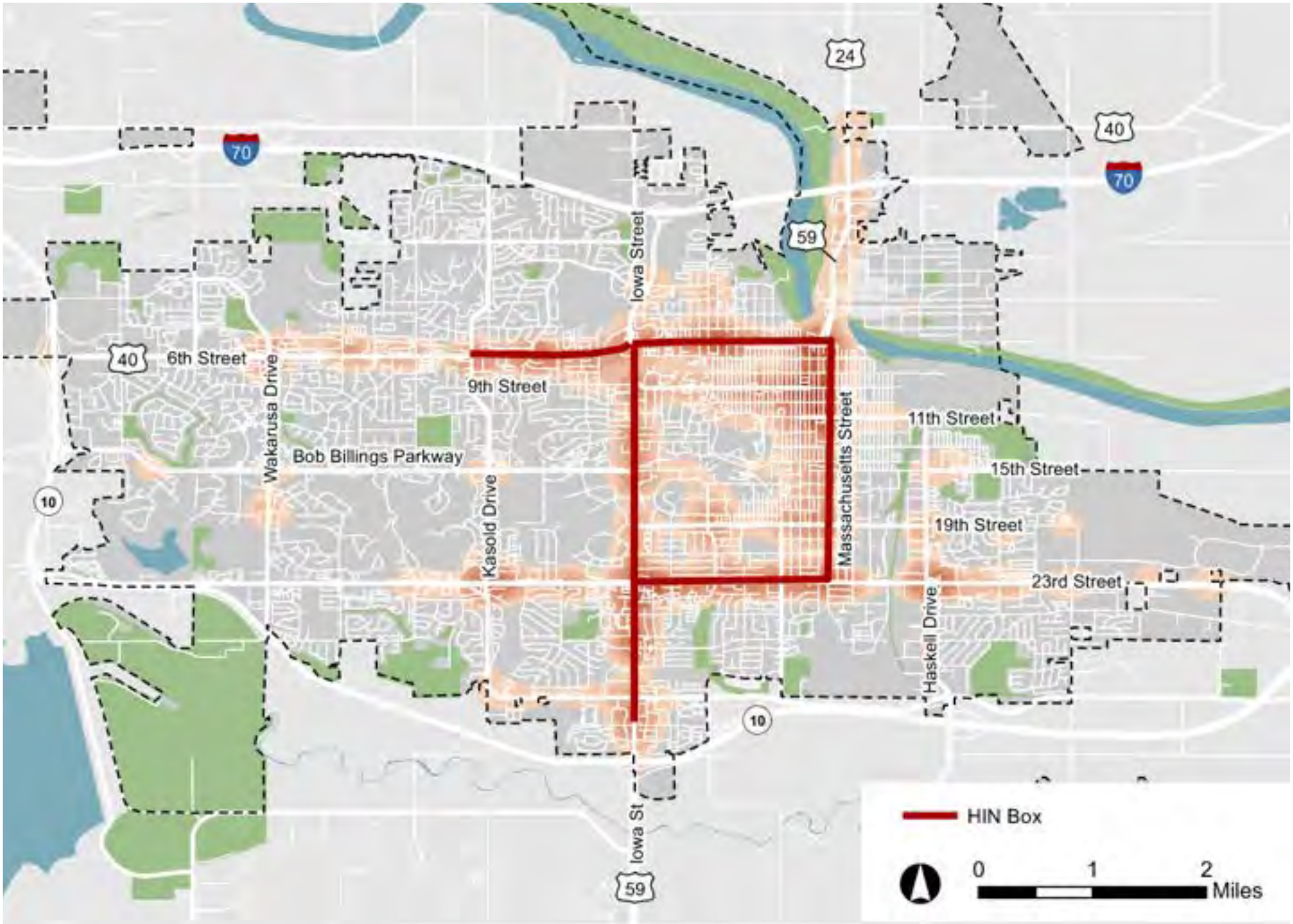


Figure 28. HIN Box Corridors (Lawrence)

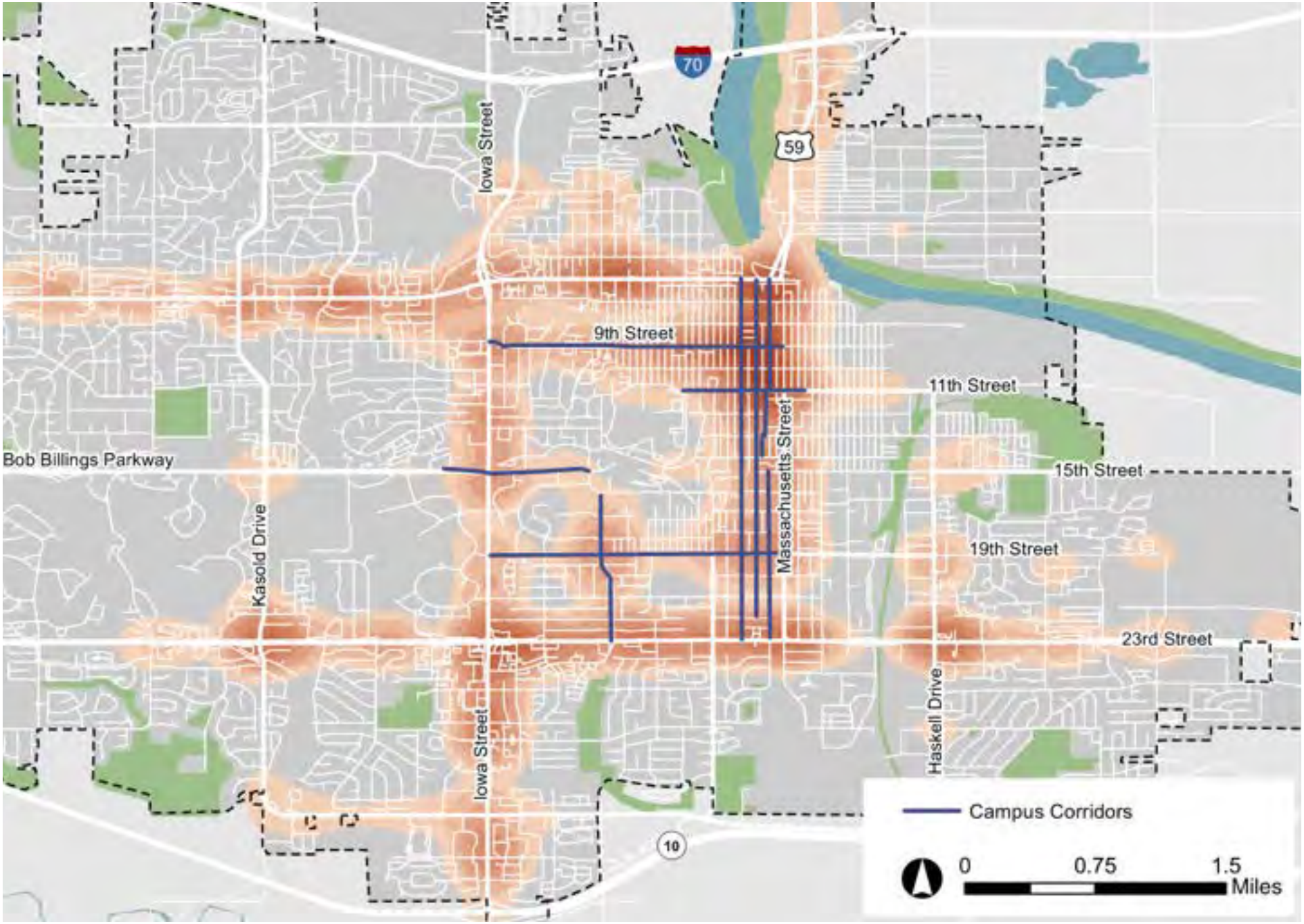


Figure 29. Campus Border Corridors (Lawrence)

3.2 Evaluation and Accountability

PERFORMANCE METRICS

Clear and measurable metrics will track progress toward Vision Zero goals. At a minimum, metrics will include crash frequency and severity by city. Other metrics, relative to the common safety challenges within the study area, may be crash frequency by VRUs, lighting condition, crash type, and crash location. These all exhibited undesirable crash trends that should be corrected and monitored for improvement. Crash data will be collected continuously and integrated into the Vision Zero Dashboard, allowing for ongoing monitoring and adaptive decision-making.

ANNUAL REPORTING AND PUBLIC ENGAGEMENT

An annual progress report will be provided to the City of Lawrence Connected City Advisory Board, the City of Eudora, and the City of Baldwin City to summarize status of safety projects and current crash statistics on fatal and injury crashes. Similarly, an annual Vision Zero Update Meeting, involving the Connected City Advisory Board and the public, will provide an opportunity for board members and residents to provide feedback and stay informed as the Plan progresses. This transparency will continue to foster trust and help encourage community support for the region's Vision Zero initiatives.

VISION ZERO DASHBOARD

The Vision Zero Dashboard will serve as a centralized platform for tracking and sharing safety data. Residents will have access to crash data, project status updates, and safety metrics, as well as project locations. Promoting transparency and public access to open information helps foster a culture of accountability and continuous improvement.

INTERAGENCY COORDINATION

Collaborative Approach

Achieving Vision Zero goals requires collaboration across multiple sectors, including city departments, KDOT, law enforcement, public health agencies, non-profits, and community organizations—down to individual actions. This could mean an artist beautifying a quick-build bump-out to enhance visibility or drivers and cyclists committing to distraction-free travel and encouraging others to slow down and look out for each other. Reaching Vision Zero depends on both coordinated public efforts and a culture that prioritizes safety. Cities and MPO will continue working with local and state law enforcement, first responders, universities, and the Kansas Department of Transportation (KDOT) to facilitate data sharing, align safety priorities, and streamline project implementation.

Of note, two of the four corridors in the HIN Box are both city streets and state right-of-way. This makes them eligible for additional funding sources, including federal funds allocated by the state and potential state 'cost-share' funding. A locally initiated project on these corridors could be sponsored and coordinated in partnership with KDOT. Additionally, KDOT has its own safety plan and VRU assessment, which identify some of the same high-risk corridors. This overlap suggests shared priorities between agencies in addressing safety concerns. The cities should establish a regular meeting or add a standing agenda item to an existing coordination meeting with the state to continue efforts initiated through this project. If possible, emergency response and public safety services should also be included to ensure all stakeholders collaborate effectively toward shared safety objectives. This could be accomplished as part of the annual Vision Zero Update Meeting with the Connected City Advisory Board.

3.3 Safety Action Plan Implementation Matrix

APPROXIMATE TIMELINE FOR ACTION PLAN IMPLEMENTATION

The time frames below assume an award of Supplemental Planning and Implementation Funding. Without additional grant funding, these implementation timelines will be delayed.

3-5 YEARS

Short-Term (Approximately 3-5 Years)
Primarily includes quick-build projects, policy development, and supplemental planning

Near term projects are both high priority and able to be developed along a rapid timeline. These include the highest priority policies, and the policies likely to have the biggest impact. They also include quick-build projects, some of the high priority street lighting installations, and supplemental planning efforts.

5-10 YEARS

Medium-Term (Approximately 5-10 Years)
Includes additional policies to be developed and high-priority roadway reconstruction projects

These projects are high-priority but include elements of full reconstruction to implement and therefore will take time to confirm funding, design, and work to implement. This also includes future lighting installations that come out of that supplemental activity, and potential upgrades to Tennessee Street and Kentucky Street that might come out of that supplemental planning activity.

10+ YEARS

Long-Term (Approximately 10 Years and beyond)
Includes projects that require additional study, public engagement, design, and funding to accomplish

These are primarily reconstruction projects that will require substantial changes to the corridors they're impacting as well as substantial costs to implement.

NOTE: *A full list of projects for all three communities and their estimated time frames can be found on the following pages.*

EUDORA-SPECIFIC IMPLEMENTATION MATRIX

TYPE	AREA	DESCRIPTION	COST	RESPONSIBLE PARTY	TIME FRAME	JUSTIFICATION
Project	14th Street and Church Street	Install high visibility crosswalk markings (Continental/Longitudinal Bar).	$10,000	Eudora	Short- to Medium-Term	High-crash intersection/corridor
Project	East 10th Street: Main Street to Church Street	Install quick-build or permanent traffic calming measures along 10th Street between Main Street and Church Street.	$75,000	Eudora	Medium-Term	High-crash intersection/corridor
Project	SRTS support projects	Build out of SRTS safety and traffic calming projects along and adjacent to HIN.	$200,000	Eudora	Medium-Term	Safer school connections were noted as a community priority
Supplemental Planning	Survey of remaining street lighting gaps and needed upgrades + implementation plan for upgrades	Review a system-wide analysis of lighting gaps, develop lighting standards, and prioritize the remaining street light upgrades and installations.	$50,000	Eudora	Short-Term	Night crash pattern observations
Policy	Quick-build safety project policy	Assess programmatic repairs and updates for pavement overlays and ADA improvements to assess any overlap with HIN and potential inclusion of quick-build safety projects.	N/A	Eudora	Ongoing	Corridor safety & context-sensitive design
Policy	Speed reduction policy	Utilize speed feedback signs to slow drivers in problem areas. Areas with persistent speeding may necessitate redesign to slow traffic.	$3,500-$8,000 Per Location	Eudora	Ongoing	Effective temporary countermeasure
Policy	Complete Streets checklist	Develop a policy including the following safety considerations: multimodal, LPI implementation, protected left turn arrows, and speed limit setting.	N/A	Eudora	Ongoing	Corridor safety & context-sensitive design
Project	Quick-build safety/ demonstration project	Conduct a feasibility study to determine quick-build improvements and evaluate potential improvements along 12th Street.	$118,750 (awarded/ funded in 2023)	Eudora	Short-Term	Heavy bicycle/ pedestrian use. Upgrades to accommodate all modes.

BALDWIN CITY-SPECIFIC IMPLEMENTATION MATRIX

TYPE	AREA	DESCRIPTION	COST	RESPONSIBLE PARTY	TIME FRAME	JUSTIFICATION
Project	Signal and intersection improvements at 6th Street & U.S. 56	Review needs for left-turn phasing at the intersection.	$15,000	Baldwin City, KDOT	Short-Term	High-crash corridor
Project	U.S. 56 Corridor improvements	Slow traffic down through the busy intersections in town (e.g., raised median at specific locations, radar speed feedback signing).	$75,000	Baldwin City, KDOT	Medium-Term	VRU barrier and high-crash corridor
Project	U.S. 56 & Crimson Avenue	Convert flasher pedestrian crossing signing to Rectangular Rapid Flashing Beacon and high visibility crosswalk markings (Continental/Longitudinal Bar) across south leg of intersection.	$35,000	Baldwin City, KDOT	Short-Term	High-crash intersection
Supplemental Planning	Survey of remaining street lighting gaps and needed upgrades + implementation plan for upgrades	Review a system-wide analysis of lighting gaps, develop lighting standards, and prioritize the remaining street light upgrades and installations.	$50,000	Baldwin City	Short-Term	Night crash pattern observations
Policy	Quick-build safety project policy	Assess programmatic repairs and updates for pavement overlays and ADA improvements to assess any overlap with HIN and potential inclusion of quick-build safety projects.	N/A	Baldwin City	Ongoing	Corridor safety & context-sensitive design
Policy	Speed reduction policy	Utilize speed feedback signs to slow drivers in problem areas; areas with persistent speeding may necessitate redesign to slow traffic.	$3,500-$8,000 Per Location	Baldwin City	Ongoing	Effective temporary countermeasure
Policy	Complete Streets checklist	Develop a policy including the following safety considerations: multimodal, LPI implementation, protected left turn arrows, and speed limit setting.	N/A	Baldwin City	Ongoing	Corridor safety & context-sensitive design

LAWRENCE-SPECIFIC IMPLEMENTATION MATRIX

TYPE	AREA	DESCRIPTION	COST	RESPONSIBLE PARTY	TIME FRAME	JUSTIFICATION
Project	6th Street & Lawrence Avenue	Review the need for northbound left turn protected phase, access management near the intersection, east leg crosswalk visibility (offset far from the south leg of intersection).	$135,000	MSO	Short-Term	High-crash intersection
Project	27th Street & Iowa Street	Investigate left-turn mode by time-of-day, review frontage road connections on east/west sides.	N/A	MSO	Short-Term	High-crash intersection
Project	6th Street & Kasold Drive	Conduct APS updates, access management, FYA conversions, and add north/south median islands.	$135,000	MSO	Short-Term	High-crash intersection
Project	23rd Street & Alabama Street	Phase north/south left turn, improve skewed intersection, and improve FYA, median islands, and access management.	$500,000	MSO	Short- to Medium-Term	High-crash intersection
Project	Michigan Street & 6th Street	Review need for LPI, install east/west protected/permissive left turns and longer mast arms, implement access management strategies, and investigate feasibility for north/south left-turn lanes.	$500,000	MSO	Medium-Term	High-crash intersection
Project	Massachusetts Street & 23rd Street	Remove sweeping westbound right-turn movement.	$100,000	MSO	Short-Term	High-crash intersection
Project	6th Street & Michigan Street	Review LPI implementation (SRTS intersection).	N/A	MSO	Short-Term	Safe-Routes to School (VRU)
Project	McDonald Drive & 2nd Street/Princeton Boulevard	Review LPI implementation (SRTS intersection).	N/A	MSO	Short-Term	Safe-Routes to School (VRU)
Project	Iowa Street & Harvard Road	Review LPI implementation (SRTS intersection).	N/A	MSO	Short-Term	Safe-Routes to School (VRU)

LAWRENCE-SPECIFIC IMPLEMENTATION MATRIX

TYPE	AREA	DESCRIPTION	COST	RESPONSIBLE PARTY	TIME FRAME	JUSTIFICATION
Project	23rd Street & Ousdahl Road	Review LPI implementation (SRTS intersection).	N/A	MSO	Short-Term	Safe-Routes to School (VRU)
Project	23rd Street & Louisiana Street	Review LPI implementation (SRTS intersection).	N/A	MSO	Short-Term	Safe-Routes to School (VRU)
Project	23rd Street & Harper Street	Review LPI implementation (SRTS intersection).	N/A	MSO	Short-Term	Safe-Routes to School (VRU)
Project	Clinton Parkway & Lawrence Avenue	Review LPI implementation (SRTS intersection).	N/A	MSO	Short-Term	Safe-Routes to School (VRU)
Project	Clinton Parkway & Inverness Drive	Review LPI implementation (SRTS intersection).	N/A	MSO	Short-Term	Safe-Routes to School (VRU)
Project	Iowa Street & 27th Street	Review LPI implementation (SRTS intersection).	N/A	MSO	Short-Term	Safe-Routes to School (VRU)
Project	Iowa Street between Harvard Road & 15th Street/Bob Billings Parkway	Consider Pedestrian Hybrid Beacon (PHB), with median barrier to discourage pedestrian crossings elsewhere, to remedy gap in available crossing opportunities.	$350,000	MSO	Medium-Term	Gap in Network (1/4 Mi to Signals N & S of location, crossing high-volume / high-speed corridor)
Project	Kasold Drive/31st Street between Lawrence Avenue & Meadow Drive & Iowa Street	Consider Pedestrian Hybrid Beacon (PHB) to remedy gap in available crossing opportunities.	$350,000	MSO	Medium-Term	Gap in Network (1/4 Mi to Signals E of location, crossing high-volume / high-speed corridor) Trail network on W side with Residential on E side

LAWRENCE-SPECIFIC IMPLEMENTATION MATRIX

TYPE	AREA	DESCRIPTION	COST	RESPONSIBLE PARTY	TIME FRAME	JUSTIFICATION
Project	Iowa Street & 23rd Street/Clinton Parkway	Potentially install raised crossings at channelized right-turn islands.	$120,000	MSO	Medium-Term	HIN / VRU intersection
Project	11th Street	Review traffic calming solutions to manage traffic volume and speed via neck downs, permeable medians, curb extensions, chicanes, and wayfinding signage.	$250,000	MSO	Long-Term	HIN / VRU
Project	Connecticut Street	Review traffic calming solutions to manage traffic volume and speed via neck downs, permeable medians, curb extensions, chicanes, and wayfinding signage.	$250,000	MSO	Long-Term	HIN / VRU
Project	15th Street	Install pedestrian crossing enhancements at trail crossing, a raised intersection at Haskell Avenue, and lighting improvements at crosswalk.	$350,000	MSO	Long-Term	HIN / VRU
Supplemental Planning	Lighting Improvements	Review continuous lighting conditions along various roadways, including: 9th Street, 23rd Street, Tennessee Street, Kentucky Street, and Massachusetts Street.	-	MSO	Short-Term	Night crash pattern observations
	9th Street (Michigan Street to Massachusetts Street)	Review continuous lighting conditions along 9th Street (Michigan Street to Massachusetts Street).	$30,000	MSO	Short-Term	Night crash pattern observations
	23rd Street (Iowa Street to Barker Avenue)	Review continuous lighting conditions along 23rd Street (Iowa Street to Barker Avenue).	$10,000	MSO	Short-Term	Night crash pattern observations
	Tennessee Street & Kentucky Street	Review continuous lighting conditions along Tennessee Street & Kentucky Street.	$30,000	MSO	Short-Term	Night crash pattern observations
	Massachusetts Street (15th Street to 23rd Street)	Review continuous lighting conditions along Massachusetts Street (15th Street to 23rd Street).	$10,000	MSO	Short-Term	Night crash pattern observations

LAWRENCE-SPECIFIC IMPLEMENTATION MATRIX

TYPE	AREA	DESCRIPTION	COST	RESPONSIBLE PARTY	TIME FRAME	JUSTIFICATION
Supplemental Planning	Corridor study for Iowa Street, 6th Street, and 23rd Street generally within the HIN Box bounds through conceptual plans	Analysis and concept development of these corridors for traffic calming and safety interventions, such as medians, reduction in access/driveways, and potential roundabouts for future implementation.	-	MSO	Short-Term	High-crash areas
	Iowa Street	Study the impacts of installing raised median islands and access management solutions along Iowa Street. [Priority: Highest to Lowest]: north of 9th Street to Yale Road (with access management), 23rd Street to 31st Street, University to 23rd Street/Clinton Parkway, and 31st Street to K-10.	$100,000	MSO	Short-Term	High-crash areas (predominately angle-side impact crashes with some head on)
	6th Street	Study the impacts of installing raised median islands and access management solutions along 6th Street Primary Study Area: Kasold Drive to Massachusetts Street.	$100,000	MSO	Short-Term	High-crash areas (predominately angle-side impact crashes with some head on)
	23rd Street	Study the impacts of installing raised median islands and access management solutions along 23rd Street (primary study area is Iowa Street to Louisiana Street).	$100,000	MSO	Short-Term	High-crash areas (predominately angle-side impact crashes with some head on)
Supplemental Planning	Survey of remaining street lighting gaps and needed upgrades + implementation plan for upgrades	Review a system wide analysis of lighting gaps and prioritize the remaining street light upgrades and installations.	$100,000	MSO	Short-Term	Night crash pattern observations

LAWRENCE-SPECIFIC IMPLEMENTATION MATRIX

TYPE	AREA	DESCRIPTION	COST	RESPONSIBLE PARTY	TIME FRAME	JUSTIFICATION
Supplemental Planning	Corridor study for Tennessee Street and Kentucky Street	Analysis of corridor one-way pairs and adjacent roadway network to identify applicable safety countermeasures, including roadway reconfiguration and one-way to two-way conversion conditions.	-	MSO	Medium-Term	Corridor safety & context-sensitive design
	Kentucky Street & Tennessee Street	These corridors may benefit from lane reduction/reconfigurations or one-way to two-way conversion, this should be further studied for feasibility, impacts to traffic, and safety benefits that it might yield.	$100,000	MSO	Medium-Term	Corridor safety & context-sensitive design
Policy	Non motorized prioritization (bikeway and pedestrian gap implementation)	Review non-motorized prioritzation process to consider Vision Zero and VRU HIN as part of prioritization process. Identify prioritized segments and gaps for both the pedestrian and bike plan based on high injury network priority.	N/A	MSO	Short-Term	Gap in network (VRU)
Policy	Leading Pedestrian Intervals (LPIs)	Develop guidelines on where to apply LPI based on sets of characteristics such as historic crash patterns, volumes, and geometry.	N/A	MSO	Short-Term	Improve VRU safety at intersections
Policy	Signal heads	Convert five-section “dog house” signal indications to flashing yellow arrow to prevent left-turn crashes.	$1,500 / Signal Head (each) & $25,000/ Cabinet Upgrade	MSO	Medium-Term	Address approach turn crashes
Policy	Left-turn phasing	As needed, review FHWA guidelines for selecting left-turn phasing; this includes geometry, volume, and crash pattern characteristics.	N/A	MSO	Short-Term	Address approach turn crashes

LAWRENCE-SPECIFIC IMPLEMENTATION MATRIX

TYPE	AREA	DESCRIPTION	COST	RESPONSIBLE PARTY	TIME FRAME	JUSTIFICATION
Policy	Safety Action Plan	Develop annual summary of Safety Action Plan progress.	N/A	MPO	Ongoing	SS4A Program requirements/ action plan item
Policy	Automated Enforcement	Support lobbying or efforts to permit photo radar/red light cameras/automated enforcement.	N/A	MSO	Short-Term	Automated enforcement is effective and supported by staff & public
Policy	Quick-Build Safety Project Policy	Assess programmatic repairs and updates for pavement overlays and ADA improvements to assess any overlap with HIN and potential inclusion of Quick-Build Safety Projects.	N/A	MSO	Ongoing	Corridor safety & context-sensitive design
Policy	Speed Reduction Policy	Utilize speed feedback signs to slow drivers in problem areas; areas with persistent speeding may necessitate redesign to slow traffic.	$3,500-$8,000 per location	MSO	Ongoing	Effective temporary countermeasure
Policy	Complete Streets Checklist	Update to include the following safety considerations: multimodal, LPI implementation, protected left turn arrows, and speed limit setting.	N/A	MSO	Ongoing	Corridor safety & context-sensitive design
Design Review	Slip Lanes	Review design conditions for slip lanes; necessary ones should employ consistent design elements, including consideration for raised crossings, adequate signing, striping, and 'flattened' geometry updates.	N/A	MSO	Ongoing	Improve VRU safety at intersections

LAWRENCE -SPECIFIC IMPLEMENTATION MATRIX

TYPE	AREA	DESCRIPTION	COST	RESPONSIBLE PARTY	TIME FRAME	JUSTIFICATION
Design Review	Street standards: curb bump outs	Review opportunities to add curb extensions/bumpouts to protect parking, narrow street crossings and section, and potential for lower curb radii.	N/A	MSO	Ongoing	Improve VRU safety at intersections
Programs	Highway Safety Improvement Program (HSIP) and Safe Streets for All (SS4A)	Update signal head infrastructure where needed, pedestrian crossing upgrades on high injury network (such as RRFBs and PHBs), assess updating left-turn operation at signals within high injury network, if angle crashes are a leading cause of crashes.	N/A	MPO	Ongoing	VRU prioritization and systemic safety improvements
Programs	Vision Zero	Maintain Vision Zero Dashboard.	N/A	MPO	Ongoing	SS4A Program Requirements/ Action Plan Item

THE PATH TO 2050: ***ZERO TRAFFIC FATALITIES***

Each city has developed their own blend of actions and initiatives aimed at eliminating and/or maintaining zero traffic deaths and serious injuries by 2050. The arrows below break out those implementation plans based on the amount of tasks that fall into each timeframe.

ONGOING
Includes a variety of ongoing implementation actions

SHORT-TERM
Primarily includes quick-build projects, policy development, and supplemental planning
(3-5 years)

MEDIUM-TERM
Includes additional policies to be developed and high-priority roadway reconstruction projects
(5-10 years)

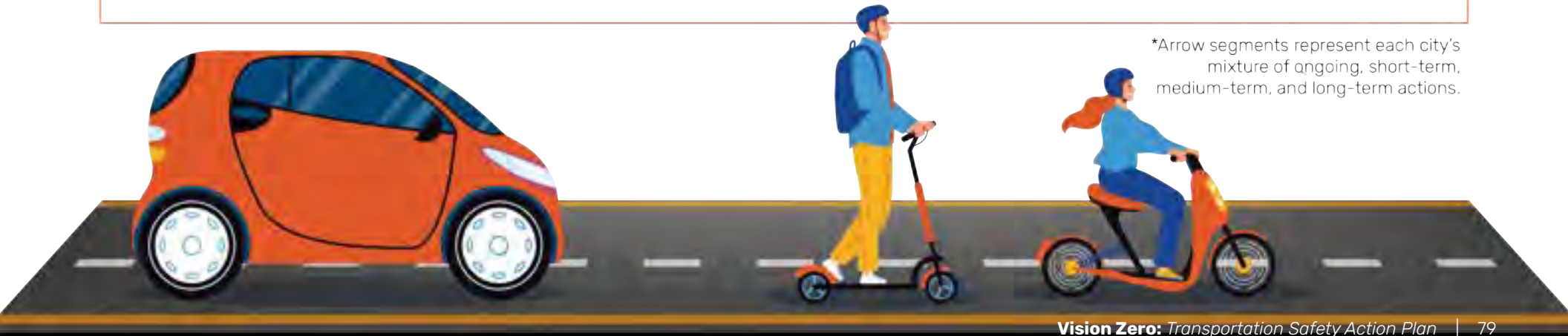
LONG-TERM
Includes projects that require additional study, public engagement, design, and funding to accomplish
(10+ years)

LAWRENCE

EUDORA

BALDWIN CITY

*Arrow segments represent each city's mixture of ongoing, short-term, medium-term, and long-term actions.



Committed To **ZERO**

All three communities are committed to eliminating roadway fatalities on their roadways.

BALDWIN CITY AND EUDORA

For Baldwin City and Eudora, the last five years have seen no fatal crashes on city roadways. Although, two did occur on K-10 within the city limits of Eudora. Eudora and Baldwin City are committed to maintaining zero deaths on their roadways. Likewise, they are committed to maintaining an active partnership and good working relationship with KDOT, and, where feasible, helping to improve safety on shared facilities. In fact, many of the proposed projects and policies in the plan proposes improvements on KDOT right-of-way (ROW).

The work plan for Eudora aims to achieve this goal by installing projects at some of the highest-risk locations on their High injury Network (HIN) and by working to improve safety along crucial school routes for the community. Similarly, Baldwin City will work towards this goal by coordinating with KDOT on proposed safety improvements along U.S. 56. Finally, both communities will adopt policies around speeding, complete streets, and quick-build projects, as detailed in ***3.3. Safety Action Plan Implementation Matrix***.

LAWRENCE

The City of Lawrence has developed an extensive list of policies, projects, and corridor studies to improve safety for all road users and to eliminate all roadway fatalities. The city's goal is to have the projects within ***3.3. Safety Action Plan Implementation Matrix*** completed by 2050 with the bulk of them beginning in five to ten years (assuming award of all requested implementation grant funding from state and federal sources). The city plans to coordinate with the Lawrence–Douglas County MPO to update the Safety Action Plan on a five-year rotation. This ensures safety planning can be updated to incorporate into the long-range transportation plan.

The city's commitment to safety and multimodal improvements puts the community on a path to fully eliminate roadway deaths. The city aims to achieve zero roadway deaths by 2050. City staff, partners, and project teams will integrate safety into projects and policies to eliminate the highest-risk crash types at the highest-risk locations.

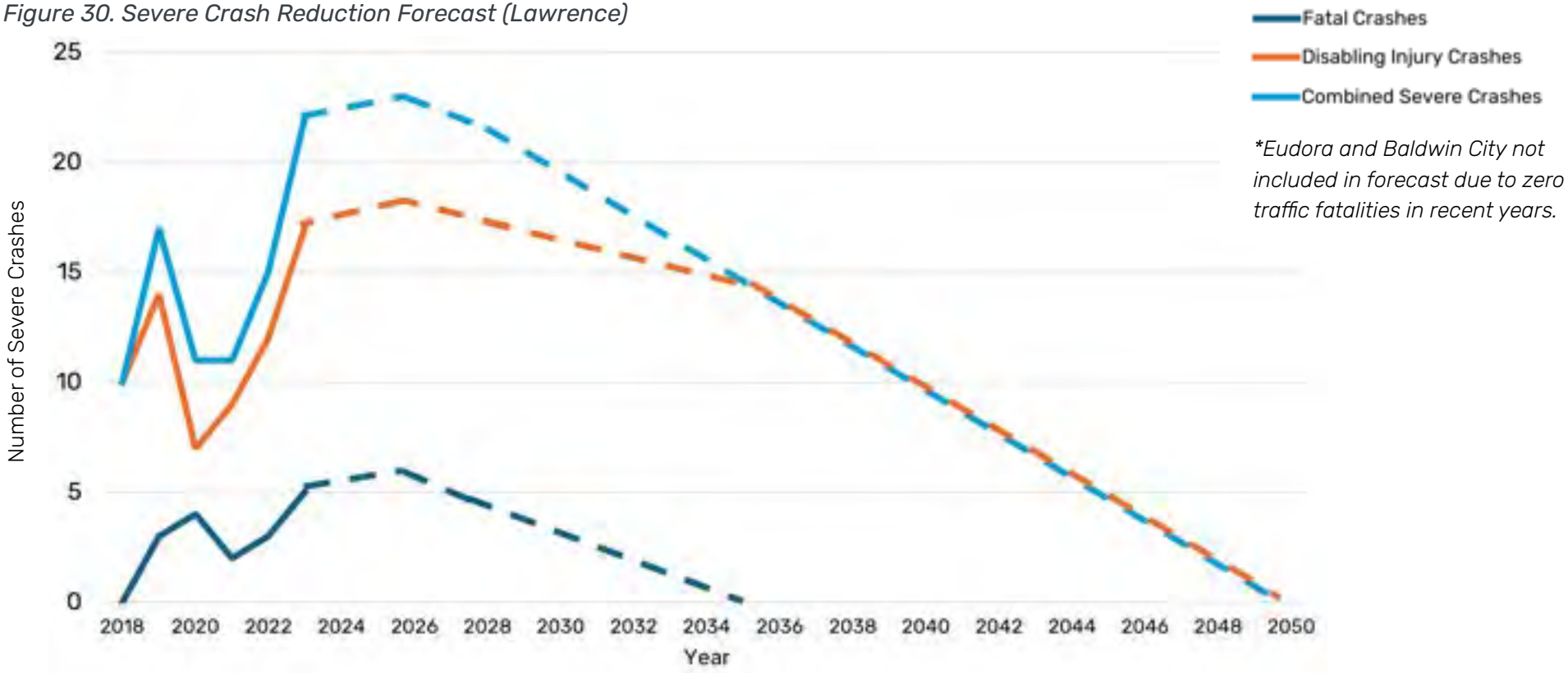
At the same time, the city understands that the process to fund, design, permit, and construct permanent infrastructure upgrades requires adequate time and funding to be done right. Time is needed to gather input from all stakeholders, to strike the right balance of opposing priorities, and to design and build improvements that will serve the public for several decades to come. With that in mind, quick-build projects will be installed as early in the process as possible (and throughout) to quickly improve safety and to field test interventions. Corridor studies and concept plans will be developed for several primary corridors to carry out targeted engagement with impacted stakeholders along those corridors and to determine the best technical approach given all likely constraints and opportunities. The city feels confident this action plan will build upon existing plans, projects, and other previous efforts to achieve the city's goal of zero deaths by 2050. The plan and projects will advance and refocus a local culture already dedicated to achieving a safe, convenient transportation network that works for all modes, ages, and abilities.

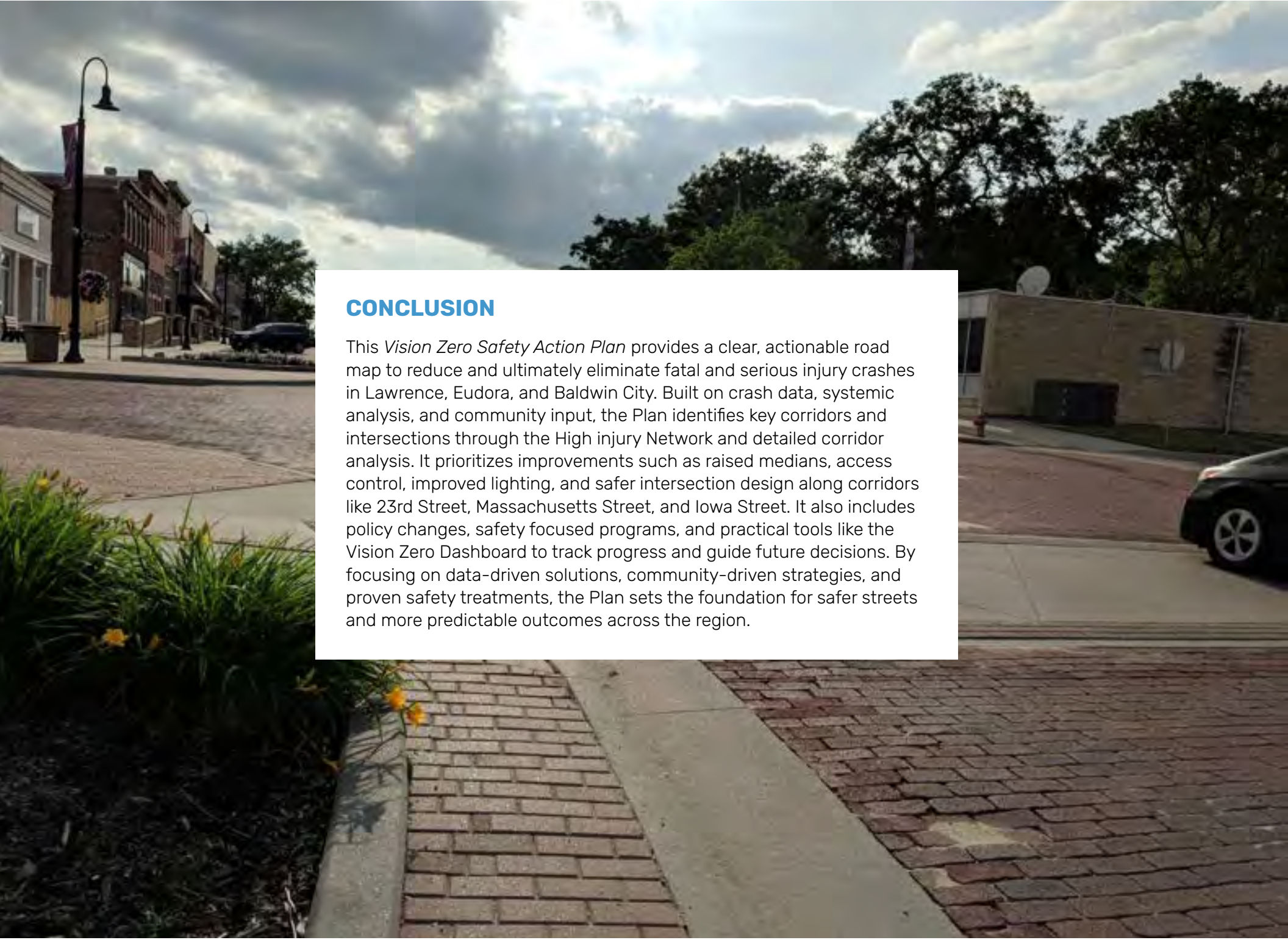
SEVERE CRASH PROJECTIONS TO 2050

Figure 30 displays crash trends in Lawrence since 2018, showing a recent rise in fatal and serious injury crashes. Prior to the uptick, progress was being made, as the region had sustained a steady decrease in injury crashes for much of the prior decade. Building on previous trends, recent projects, planned improvements, and this Plan, the forecast involves a slowing of the recent rise in crashes, followed by a steady decline to zero fatal and serious injury crashes by 2050. *Eudora and Baldwin City were not included in the chart and do not have a target year, due to maintaining zero fatalities in recent years on their local network.* However, both communities are just as committed to maintaining zero deaths and eliminating serious injuries through new projects and initiatives identified in this Plan.

The region's past progress reflects years of coordinated effort to plan for and invest in critical infrastructure, educational campaigns, and policies that elevated initiatives like trails, safer speed limits, and safer routes to school. The recent reversal underscores the urgency of doubling down on those efforts by implementing this Plan. The target date and forecast give the region a target to hit and a trajectory along which to measure progress. The aim of zero deaths will remain the same but the target and trajectory may be updated and adjusted as new trend lines are made visible and projections are updated.

Figure 30. Severe Crash Reduction Forecast (Lawrence)





CONCLUSION

This *Vision Zero Safety Action Plan* provides a clear, actionable road map to reduce and ultimately eliminate fatal and serious injury crashes in Lawrence, Eudora, and Baldwin City. Built on crash data, systemic analysis, and community input, the Plan identifies key corridors and intersections through the High injury Network and detailed corridor analysis. It prioritizes improvements such as raised medians, access control, improved lighting, and safer intersection design along corridors like 23rd Street, Massachusetts Street, and Iowa Street. It also includes policy changes, safety focused programs, and practical tools like the Vision Zero Dashboard to track progress and guide future decisions. By focusing on data-driven solutions, community-driven strategies, and proven safety treatments, the Plan sets the foundation for safer streets and more predictable outcomes across the region.

Appendix A
LAWRENCE SYSTEMIC RISK ANALYSIS

Downtown Lawrence pedestrians cross the street

High Risk Network Analysis

A High-Risk Network (HRN) is a forward-looking approach to identify road corridors that are particularly vulnerable to fatal and severe injury crashes. These vulnerabilities may arise from various attributes such as traffic volumes, speed limits, and road type for overall roadway. Unlike the High injury Network (HIN), which was developed based on crash history, the HRN utilizes a Systemic Risk Analysis, creating point based systemic risk analysis for roadways. The identification and analysis of HRNs are crucial for decision-makers to prioritize investments, enhance resilience, and develop contingency plans to mitigate risks. The purpose of developing a HRN is to ensure efficient and reliable transportation for commuters and goods, even in the face of potential threats. By understanding the characteristics and performance of HRNs, cities can implement targeted improvements, optimize response strategies, and ultimately provide a safer and more dependable transportation system.

NOTE: ***Appendix A*** only pertains to Lawrence, Kansas. Eudora and Baldwin City data and conditions are not reflected in this appendix.

SYSTEMIC ANALYSIS AND HIGH-RISK NETWORK METHODOLOGY

The HRN was based on a systemic risk analysis where a risk factor was calculated for roadway attributes to understand the variation in weighted crash totals, as explained under the High Injury Network Methodology, for attribute categories. A total of 12 different roadway attributes were analyzed for the HRN and are listed below.

- Functional Classification
- Annual Average Daily Traffic (AADT)
- School Zone
- Speed Limit
- Road Type
- Lane Width
- Sidewalk Condition
- Park Proximity
- Bus Stop Proximity
- Transportation Disinvested Area
- Area Type
- Bike Facility Type

A risk factor is a metric used to assess the relative safety of road attributes. It is calculated by dividing the percentage of weighted crashes attributed to a specific category by the proportion of centerline miles that category occupies. A risk factor of 1x signifies a risk level that is on par with the citywide average across all surface streets. Conversely, a risk factor greater than 1x denotes a risk higher than average, while a factor less than 1x indicates a risk that is below average. This risk factor measure was utilized to develop the final risk score for roadway segments.

It should be noted that the risk factors discussed in the following pages are meant to communicate the correlation between various conditions and KSI crashes. Several reasons can be attributed to a higher risk score. For example arterial roadways and ADA-compliant sidewalks have higher risk scores which this likely is attributed to both the potential risks of using the facility and the higher occurrence of users on said facility. This does not mean that users should be discouraged from using the facility, but rather it underscores the need to prioritize these facilities for safety improvements to meet the demand to use them. Therefore the results of this analysis must be taken in the context of the factor considered.

FUNCTIONAL CLASSIFICATION

A roadway's functional classification describes the federally mandated categorization of roadways based on the level of traffic service and degree of access they provide in the regional transportation network. For this analysis, only Non-Expressway Principal Arterial (Other Principal Arterial), Arterial, Collector, and Local streets were considered. In Lawrence, Principal Arterials have a risk factor of 5.2x. Arterials have a risk factor of 3.7x. Collector streets have an average risk factor of about 1.6x, and Local streets have a risk factor of 0.3x.

Figure A.1. Roadway Functional Classification Risk Factor

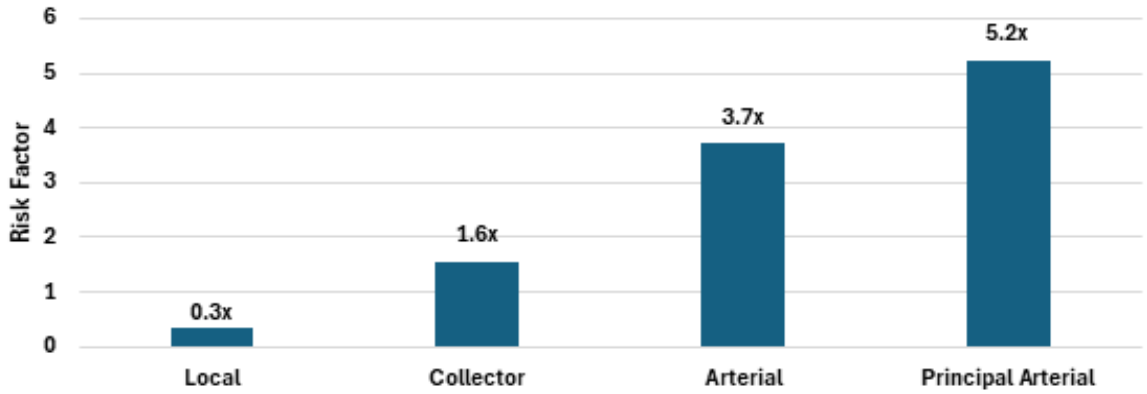


Table A.1. Functional Classification Summary Statistics

Attribute	Weighted Crash Score	Centerline Miles	Share of Weighted Crashes	Share of Centerline Miles	Risk Factor
Principal Arterial	3,574	33.1	37.8%	7.2%	5.2x
Arterial	1,097	14.3	11.6%	3.1%	3.7x
Collector	2,395	74.4	25.3%	16.3%	1.6x
Local	2,382	335.6	25.2%	73.4%	0.3x

ANNUAL AVERAGE DAILY TRAFFIC

A roadway's AADT count describes the average traffic a road receives each day. Roads with a higher AADT receive a large average amount of traffic and have a higher risk factor associated with them. For the purposes of this study a road's AADT was grouped into five categories. Roads with less than 1,000 AADT have the lowest risk factor of 0.4x. Roads with between 1,000 and 5,000 AADT have a risk factor of 2.5x. Next, roads with between 5,000 and 10,000 AADT have a risk factor of 6.3x. Additionally, roads with between 10,000 and 20,000 AADT have a risk factor of 7.3x. Lastly, roads greater than 20,000 AADT have the highest risk factor of 12.6x.

Figure A.2. AADT Risk Factor

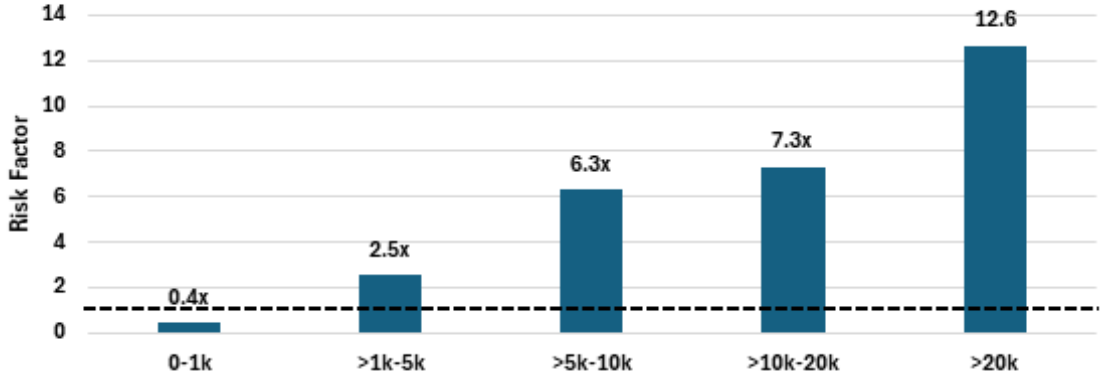


Table A.2. AADT Summary Statistics

Attribute	Weighted Crash Score	Centerline Miles	Share of Weighted Crashes	Share of Centerline Miles	Risk Factor
0-1k	3,209.5	385.1	34.9%	81.7%	0.4x
>1k-5k	3,245.5	65.6	35.3%	13.9%	2.5x
>5k-10k	1,868.0	15.2	20.3%	3.2%	6.3x
>10k-20k	671.0	4.7	7.3%	1.0%	7.3x
>20k	200.5	0.8	2.2%	0.2%	12.6x

SCHOOL ZONE

This category describes whether a roadway is located within a school zone, which is defined as ½ mile for universities and colleges and one-quarter mile for K-12 schools. Both roads located within a school zone and roads located outside of a school zone have a risk factor of about 1.0x.

Figure A.3. School Zone Risk Factor

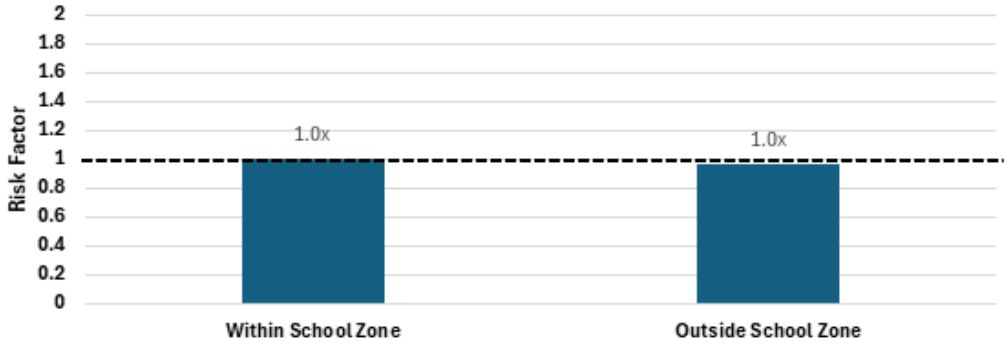


Table A.3. School Zone Summary Statistics

Attribute	Weighted Crash Score	Centerline Miles	Share of Weighted Crashes	Share of Centerline Miles	Risk Factor
Near School Zone	7,735.0	357.1	84.9%	84.4%	1.0x
Not Near School Zone	1,376.0	66.1	15.1%	15.6%	1.0x

SPEED LIMITS

A roadway's speed limit was grouped into five categories for the purpose of this report. Roads with speed limits less than 30 miles per hour (mph) have the lowest risk factor, with roads between 0-20 mph having a risk factor of 0.5x, and roads with speed limits between 25-30 mph have a risk factor of 0.7x. Roadways between 35-50 mph have the highest risk factor, with a risk factor of 3.7x for roads with speed limits between 35-40 mph, and roads with speed limits between 45-50 mph having a risk factor of 5.4. For roads with speed limits greater than 55 mph, the risk factor drops to 2.7x. However, this is likely due to the fact that most 55mph+ roadways are on the edges of Lawrence city limits and have few intersections or access points.

Figure A.4. Speed Limit Risk Factor

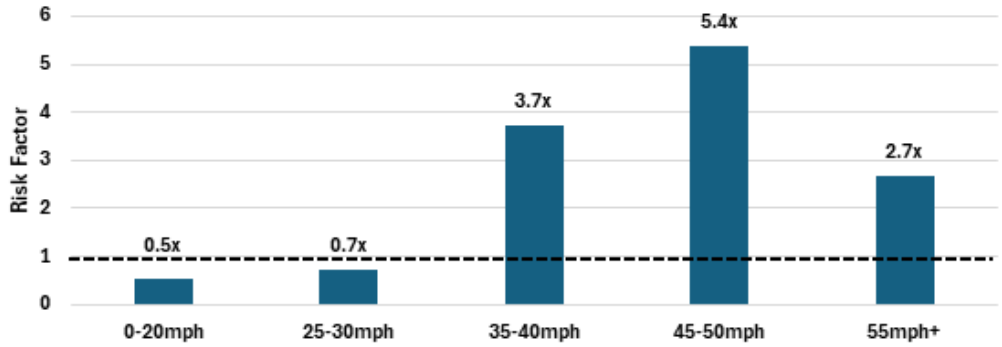


Table A.4. Speed Limit Summary Statistics

Attribute	Weighted Crash Score	Centerline Miles	Share of Weighted Crashes	Share of Centerline Miles	Risk Factor
0-20mph	639.0	59.8	6.7%	12.4%	0.5x
25-30mph	5,495.0	378.3	57.4%	78.5%	0.7x
35-40mph	2,259.5	30.4	23.6%	6.3%	3.7x
45-50mph	939.0	8.8	9.8%	1.8%	5.4x
55mph+	239.5	4.5	2.5%	0.9%	2.7x

ROAD TYPE AND TRAVEL LANES

The road type of a roadway describes a road's number of travel lanes, whether it is one-way or two-way, and if it is a divided road, with separate lanes divided by curb or median for opposing directions, or an undivided road, where opposing directions share the same road space. For the purposes of this study, a roadway's road type falls into eight different categories (as shown in the Attribute column of Table A.5). One-way roads with four lanes have the greatest risk factor across all road types as they have a risk factor of 7.2x. Two-way roads with four lanes have the next greatest risk factor across all road types as two-way divided roads with four lanes have a risk factor of 5.1x and two-way undivided roadways have a risk factor of 5.7x. Two-way, two-lane, divided roadways have the next highest risk factor of 3.8x. Next, one-way, two-lane roads have the next highest risk factor of 3.1x. Additionally, two-way, three-lane, divided roadways have a risk factor of 2.8x. Two-way, two-lane, undivided roadways have the second-lowest risk factor of 0.6x. Lastly, one-way, three lane roadways have the lowest risk factor of 0.0x. However, this road type accounts for just 0.03 centerline miles.

Figure A.5. Lanes and Road Type Risk Factor

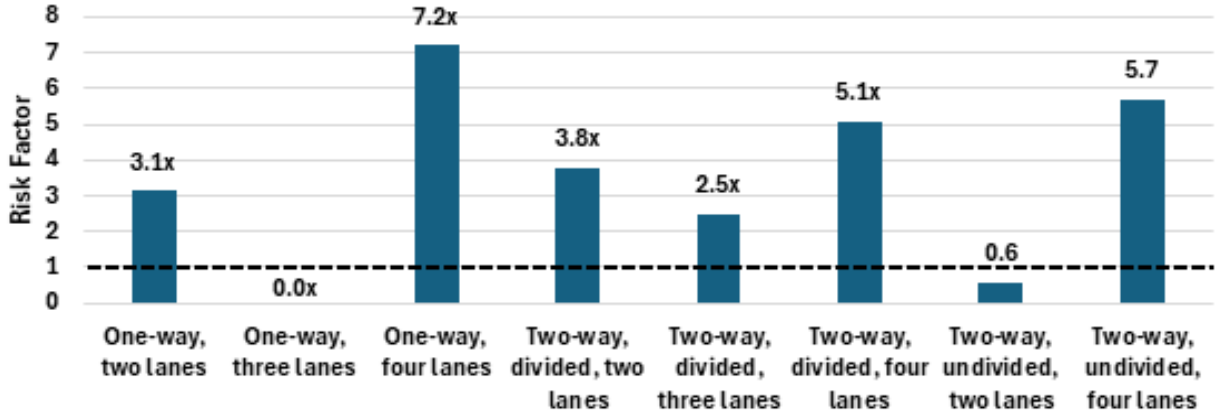


Table A.5. Lanes and Road Type Summary Statistics

Attribute	Weighted Crash Score	Centerline Miles	Share of Weighted Crashes	Share of Centerline Miles	Risk Factor
One-Way, Two Lanes	370.0	5.5	4.1%	1.3%	3.1x
One-Way, Three Lanes	0	0.03	0.0%	0.01%	0.0x
One-Way, Four Lanes	1,021	6.6	11.3%	1.6%	7.2x
Two-Way, Divided, Two Lanes	600.0	7.4	6.6%	1.8%	3.8x
Two-Way, Divided, Three Lanes	32.0	0.6	0.35%	0.14%	2.5x
Two-Way, Divided, Four Lanes	1,587.0	14.6	17.5%	3.5%	5.1x
Two-Way, Undivided, Two Lanes	4,859.0	382.7	53.6%	90.6%	0.6x
Two-Way, Undivided, Four Lanes	599.0	4.9	6.6%	1.2%	5.7x
One-Way	1,391.0	12	15.3%	2.9%	5.3x
Two-Way, Divided	2,219	22.6	24.5%	5.3%	4.6x
Two-Way, Not Divided	5,458.0	387.6	60.2%	91.8%	0.7x

SIDEWALK CONDITION

Roadways with ADA compliant sidewalks have the highest risk factor with 1.2x. Roadways with sidewalks that need repairs, need replacements, and those without sidewalks have similar risk factors of 0.9x, 0.8x, and 0.8x, respectively. Non-ADA compliant sidewalks are present on roadways with a risk factor of 0.5x. Lastly, for roadways with sidewalks in an acceptable condition, the risk factor is 1.1x.

Figure A.6. Sidewalk Condition Type Risk Factor

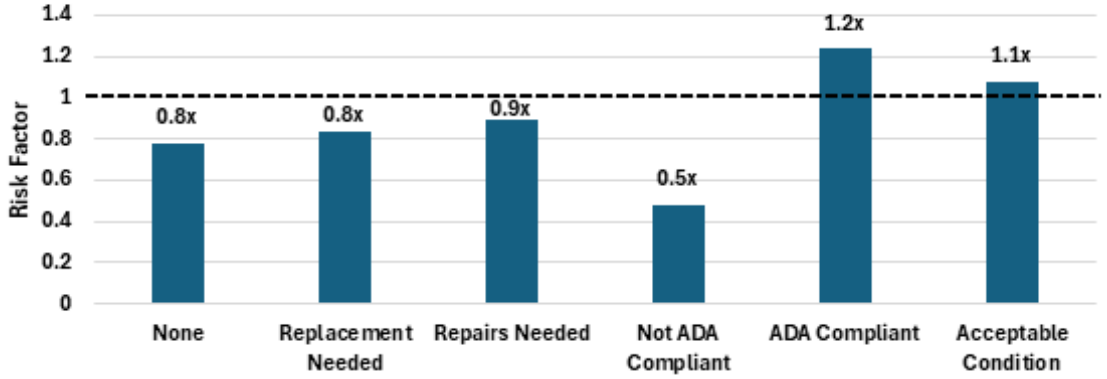


Table A.6. Sidewalk Condition Type Summary Statistics

Attribute	Weighted Crash Score	Centerline Miles	Share of Weighted Crashes	Share of Centerline Miles	Risk Factor
None	161.5	8.2	2.0%	2.5%	0.8x
Replacement Needed	872.0	40.8	10.7%	12.7%	0.8x
Repairs Needed	2,662.5	117.0	32.5%	36.4%	0.9x
Not ADA Compliant	162.0	13.3	2.0%	4.1%	0.5x
ADA Compliant	3,184.5	100.5	38.9%	31.3%	1.2x
Acceptable Condition	1,142.5	41.7	14.0%	13.0%	1.1x

PARK AREA

This category describes whether a roadway is located within a park area, which is defined as within 100 ft of a park. Roads within a park area have a risk factor of 1.4x while roads not in a park area have a risk factor of 1.0x.

Figure A.7. Park Area Type Risk Factor

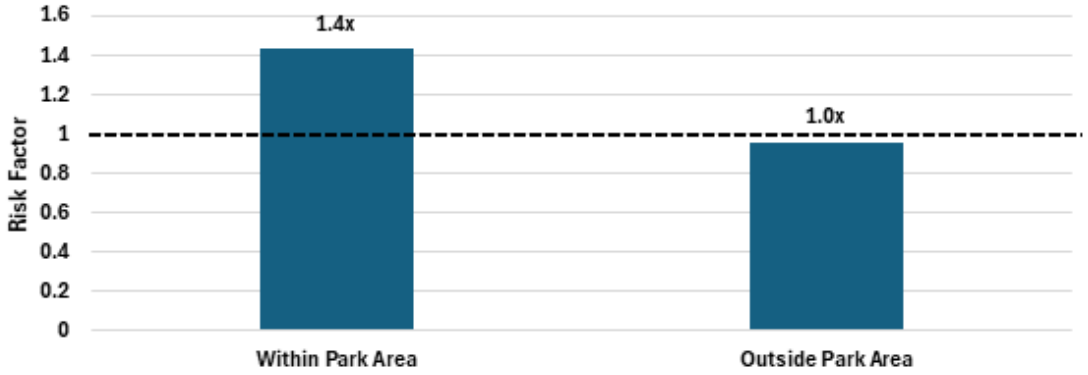


Table A.7. Park Area Type Summary Statistics

Attribute	Weighted Crash Score	Centerline Miles	Share of Weighted Crashes	Share of Centerline Miles	Risk Factor
Within Park Area	1,159.0	40.7	12.1%	8.4%	1.4x
Outside Park Area	8,413.0	441.1	87.9%	91.6%	1.0x

TRANSPORTATION DISINVESTED AREA

This category describes whether a roadway is located within an disinvested area, Roads located within this area have a risk factor of 1.5x while roads outside an disinvested area have a risk factor of 0.8x.

Figure A.8. Disinvested Area Risk Factor

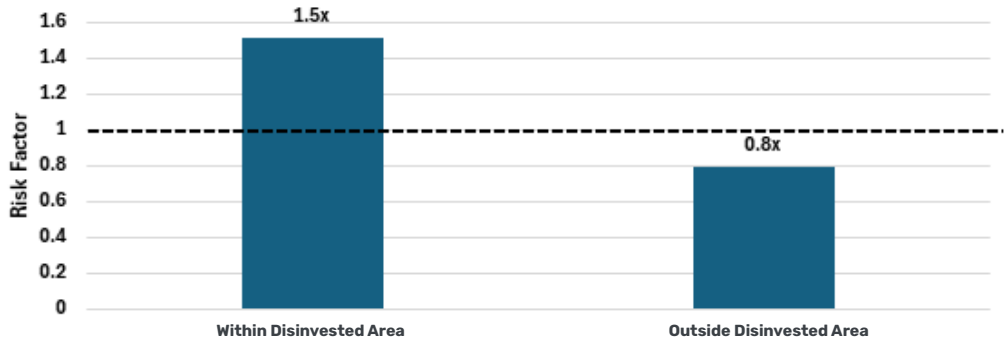


Table A.8. Disinvested Area Summary Statistics

Attribute	Weighted Crash Score	Centerline Miles	Share of Weighted Crashes	Share of Centerline Miles	Risk Factor
Disinvested Area	4,024.0	123.8	44.2%	29.2%	1.5x
Not in a Disinvested Area	5,087.0	299.4	55.8%	70.8%	0.8x

BUS STOP

This category describes whether a roadway is located within 50 ft of a bus stop. Roads located within 50 ft of a bus stop have a risk factor of 2.9x. Roads not located within 50 ft of a bus stop have a risk factor of 0.7x.

Figure A.9. Bus Stop Proximity Risk Factor

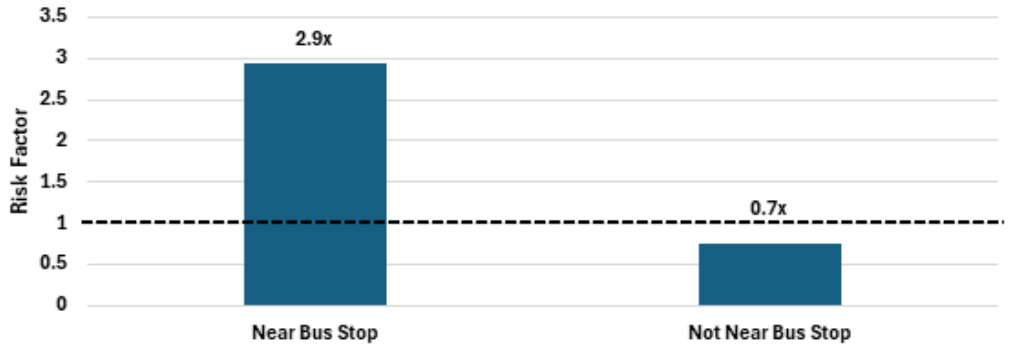


Table A.9. Bus Stop Proximity Summary Statistics

Attribute	Weighted Crash Score	Centerline Miles	Share of Weighted Crashes	Share of Centerline Miles	Risk Factor
Near Bus Stop	3,216.5	55.0	33.6%	11.4%	2.9x
Not Near Bus Stop	6,355.5	426.8	66.4%	88.6%	0.7x

AREA TYPE

This category describes whether a roadway is located within a rural, suburban, or urban area type. Roads within an urban area have the highest risk factor of 1.5x. Next, roads within a rural area have a risk factor of 1.0x. Lastly, roads within a suburban area type have the lowest risk factor of 0.7x.

Figure A.10. Area Type Risk Factor

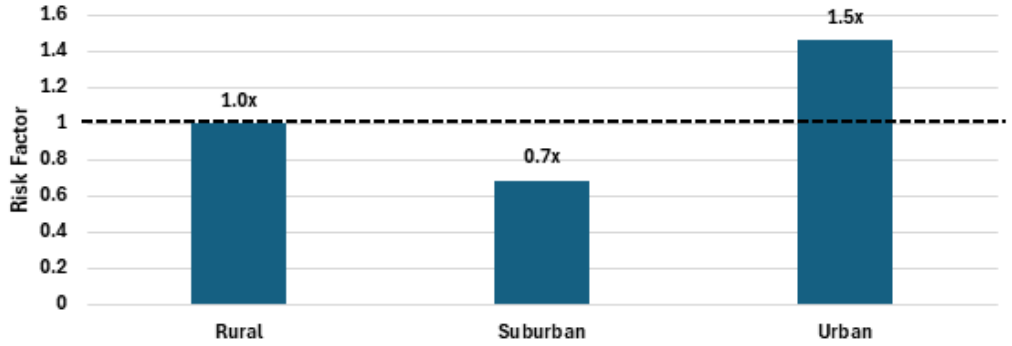


Table A.10. Area Type Summary Statistics

Attribute	Weighted Crash Score	Centerline Miles	Share of Weighted Crashes	Share of Centerline Miles	Risk Factor
Rural	392.5	18.2	4.3%	4.3%	1.0x
Suburban	3,537.5	240.4	38.8%	56.8%	0.7x
Urban	5,181.0	164.6	56.9%	38.9%	1.5x

BIKE FACILITY TYPE

This category describes the type of bike facility present on a roadway. The bike facility with the highest risk factor of 2.5x is the bike boulevard, although this is from 1.2 mi of roadway. Bike lanes, bike routes, and shared lanes have risk factors of 1.7x, 1.8x, and 1.9x respectively. Roadways without any bike facilities have the lowest risk factor of 0.9x.

Figure A.11. Bike Facility Type Risk Factor

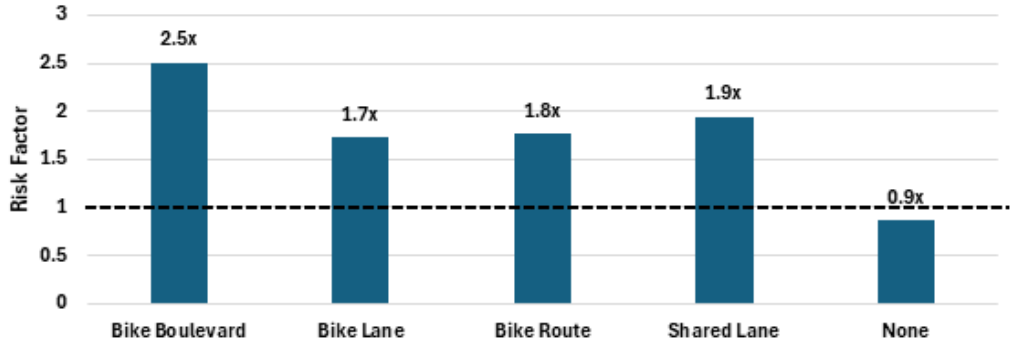


Table A.11. Bike Facility Type Summary Statistics

Attribute	Weighted Crash Score	Centerline Miles	Share of Weighted Crashes	Share of Centerline Miles	Risk Factor
Bike Boulevard	58.5	1.2	0.6%	0.2%	2.5x
Bike Lane	571.0	16.6	6.0%	3.5%	1.7x
Bike Route	1,702.5	48.5	17.8%	10.1%	1.8x
Shared Lane	260.0	6.7	2.7%	1.4%	1.9x
None	6980.0	407.5	72.9%	84.8%	0.9x

High Risk Network

In the assessment process, each attribute relevant to roadway safety was evaluated and assigned a specific 'Risk Factor.' This factor is a numerical representation of the potential safety risk associated with the attribute. Once determined, the Risk Factor was utilized as a basis to allocate a corresponding number of points to each attribute, reflecting its relative importance and impact on roadway safety. The cumulative sum of points for the attributes of a particular roadway segment yielded what is termed a 'Risk Score.' This score serves as a quantitative measure of the overall safety risk for that segment of the roadway. Table 11 below provides a summary of Risk Factors and associated points across all attributes.

Risk Factors were scaled in such a way that attributes deemed to carry a higher potential risk contributed more significantly to the total score. Specifically, the scoring system was designed with a maximum threshold of 50 points. Roadway segments that accumulated the full 50 points were categorized as having the highest conceivable risk level according to the assessment criteria. Following the initial point determination phase, Risk Scores were computed for calculated individual roadway segment within the entire network.

Figure A.12 High Risk Network for Lawrence, KS represents the HRN for the City of Lawrence with darker roads representing those with a higher risk score.

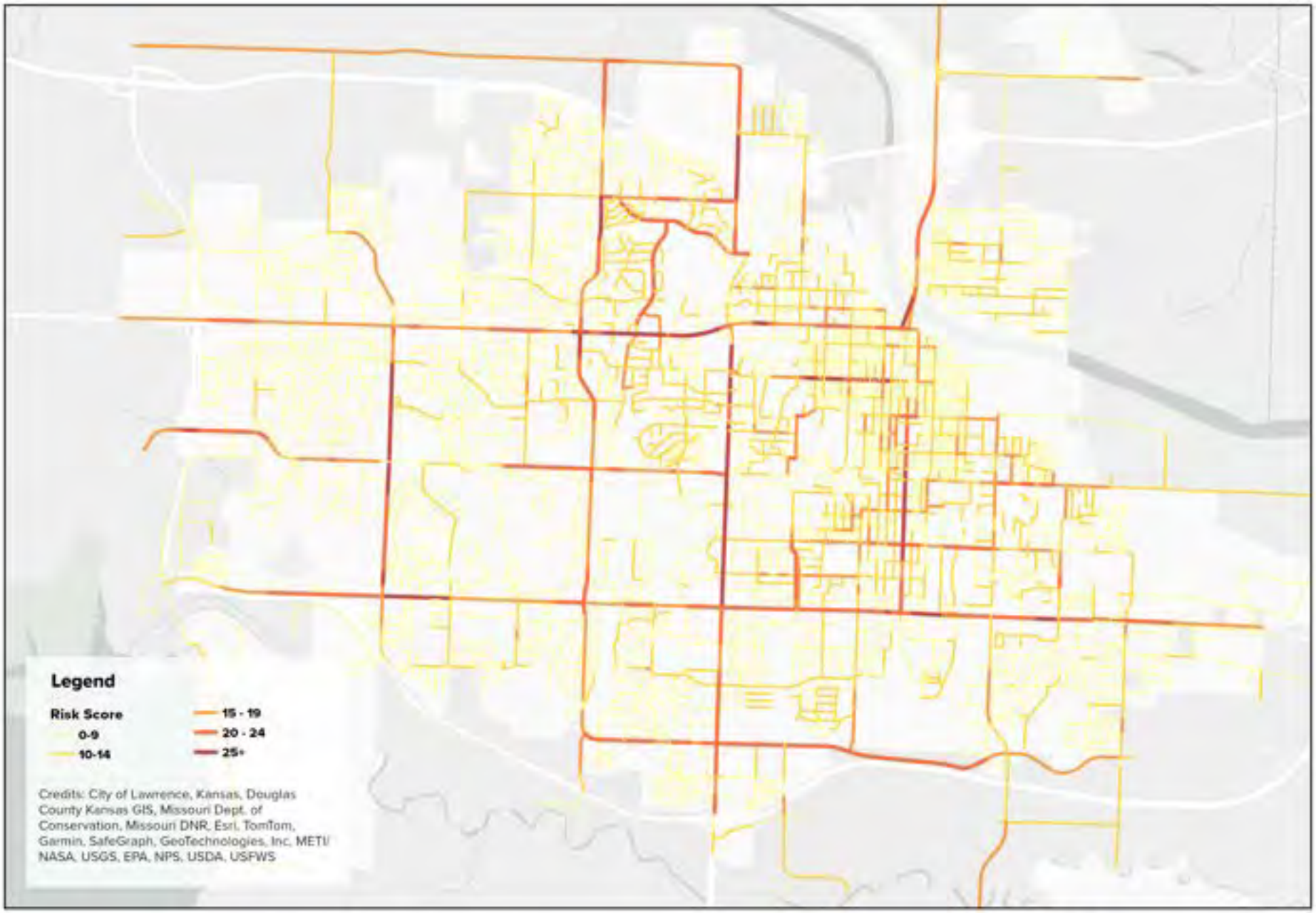
Table A.12. Risk Score by Attribute

Attribute	Category	Risk Factor	Points	Points Possible
Functional Class	Local	0.3x	0	5
	Collector	1.6x	0	
	Arterial	3.7x	3	
	Principal Arterial	5.2x	5	
AADT	0-1k	0.4x	0	5
	>1k-5k	2.5x	0	
	>5k-10k	6.3x	1	
	>10k-20k	7.3x	2	
	>20k	12.5x	5	
School Zone	Near School Zone	1.0x	2	2
	Not Near School Zone	1.0x	0	
Speed Limits	0-20mph	0.5x	0	4
	25-30mph	0.7x	0	
	35-40mph	3.7x	4	
	45-50mph	5.4x	4	
	55mph+	2.7x	4	
Lanes and Road Types	One-way, two lanes	3.1x	3	10
	One-way, three lanes	0.0x	0	
	One-way, four lanes	7.2x	8	
	Two-way, divided, two lanes	3.8x	1	
	Two-way, divided, three lanes	2.5x	4	
	Two-way, divided, four lanes	5.1x	6	
	Two-way, undivided, two lanes	0.6x	0	
	Two-way, undivided, four lanes	5.7x	6	

Table A.12. Risk Score by Attribute (Continued)

Attribute	Category	Risk Factor	Points	Points Possible
Sidewalk Condition	None	0.8x	6	6
	Replacement Needed	0.8x	5	
	Repairs Needed	0.9x	4	
	Not ADA Compliant	0.5x	3	
	ADA Compliant	1.2x	0	
	Acceptable Condition	1.1x	0	
Park Area	Near Park	1.4x	2	2
	Not Near Park	1.0x	0	
Equity Area	Equity Area	1.5x	2	2
	Not Equity Area	0.8x	0	
Bus Stop	Yes	2.9x	4	4
	No	0.7x	0	
Area Type	Rural	1.0x	0	4
	Suburban	0.7x	2	
	Urban	1.5x	4	
Bike Facility Type	Bike Boulevard	2.5x	6	6
	Bike Lane	1.7x	4	

Figure A.12. High Risk Network for Lawrence, KS

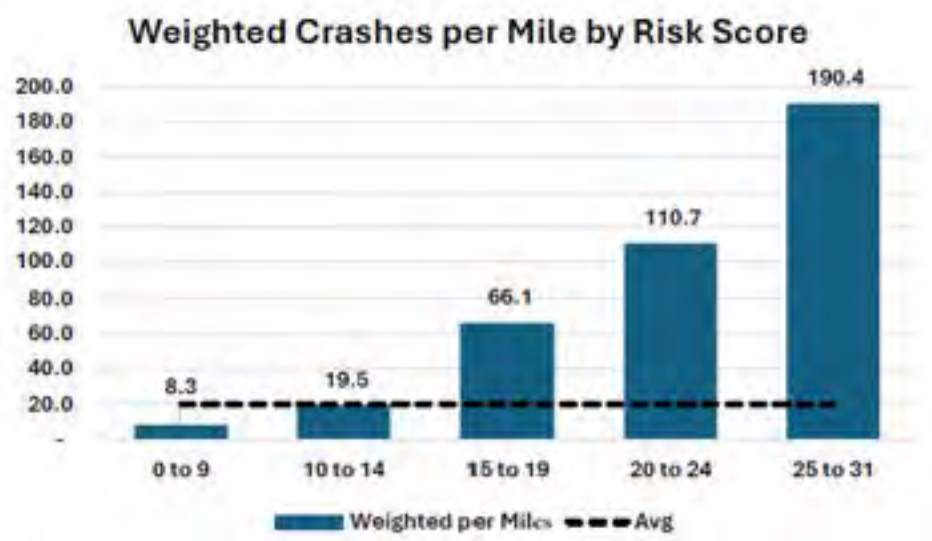


Lawrence, KS High Risk Network

RISK SCORE VALIDATION ANALYSIS

The evaluation of the Risk Score results was conducted through a validation process using comprehensive crash data. This involved a systematic selection and subsequent analysis of individual roadway segments, each corresponding to a specific risk score. Score presents a detailed comparison between the Risk Scores that were assigned to each segment of the roadway network and the actual crash rates observed for those same roadways. The figure shows an equivalent correlation between the Risk Scores and the crash rates. This means that higher Risk Scores are indicative of higher crash rates, and vice versa, establishing a clear and quantifiable relationship between the perceived risk and the actual incidence of crashes.

Figure A.13. Weighted Crashes per Mile by Risk Score



Appendix B
VISION ZERO DATA ANALYSIS

1.0 DATA ANALYSIS

This analysis evaluates injury motor vehicle crashes that occurred within the city limits of Lawrence, Baldwin City, and Eudora, Kansas between 2013 and 2022 (10 years). Non-injury crashes and crashes without geocoded coordinates are not included in this analysis.

1.1 CRASH TRENDS

From 2013-2022 there were 3,580 crashes resulting in a fatality or injury in Lawrence, Eudora, or Baldwin City, including 25 fatal crashes, 152 disabling injury crashes, and 3,555 injury crashes.

Table 1 Crash Totals by Severity

Municipality	Lawrence	Baldwin City	Eudora
Fatal ("K")	25	-	-
Disabling ("A")	143	3	6
Non-Incapacitating ("B")	1,382	26	24
Possible Injury ("C")	1,935	20	16
Total	**3,485**	**49**	**46**

Fatal crashes occurred within Lawrence with a slightly increasing trend from 2013-2022. However, injury crashes have decreased over the same period within Lawrence, with an increasing trend within the Baldwin City and Eudora municipalities. Overall, this has led to the total number of fatal ("K") and disabling injury ("A") crashes to remain relatively constant.

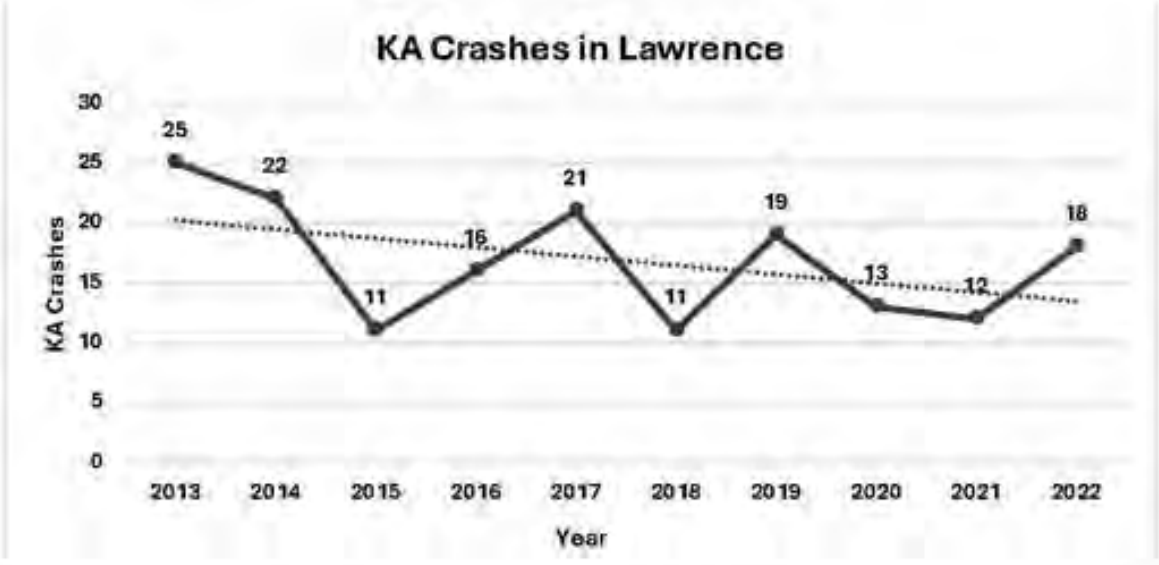


Figure 1 Lawrence, KS Fatal and Disabling Injury Crashes, 2013-2022

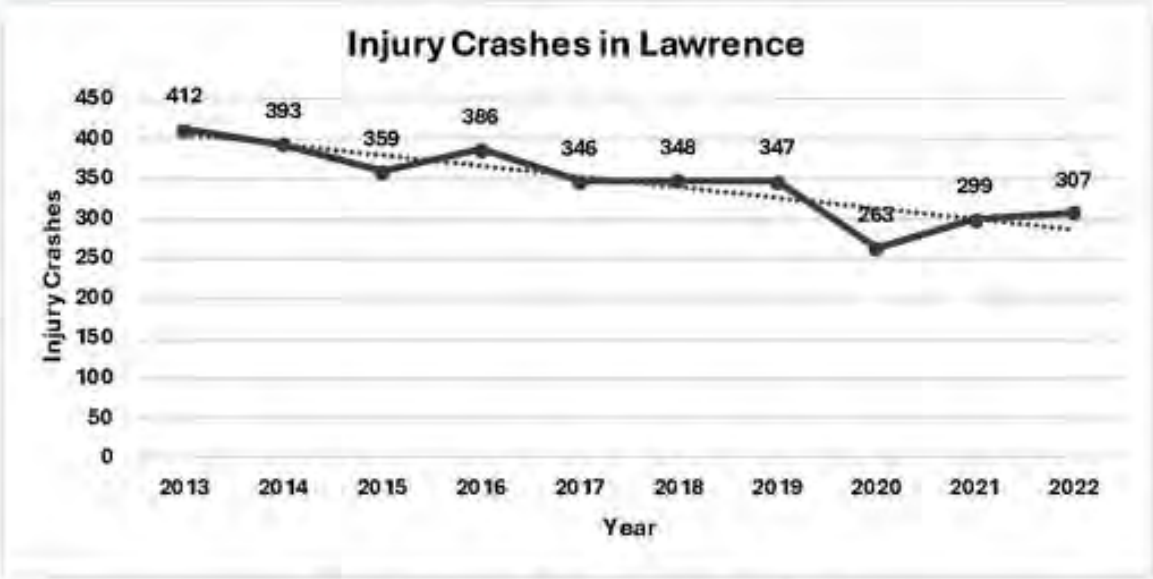


Figure 2 Lawrence, KS Injury Crashes, 2013-2022

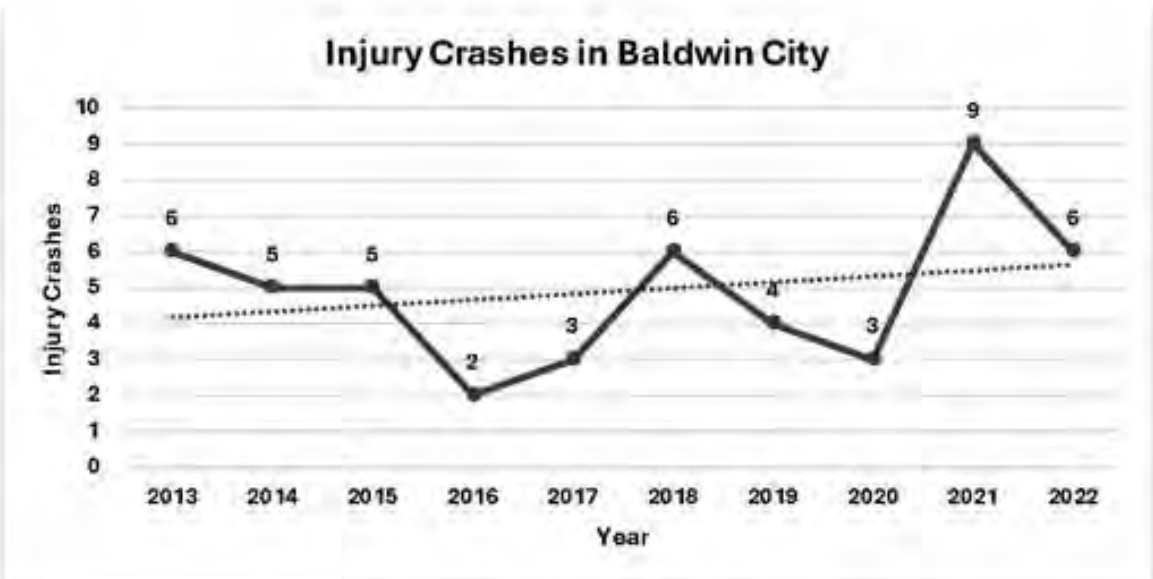


Figure 3 Baldwin City, KS Injury Crashes, 2013-2022

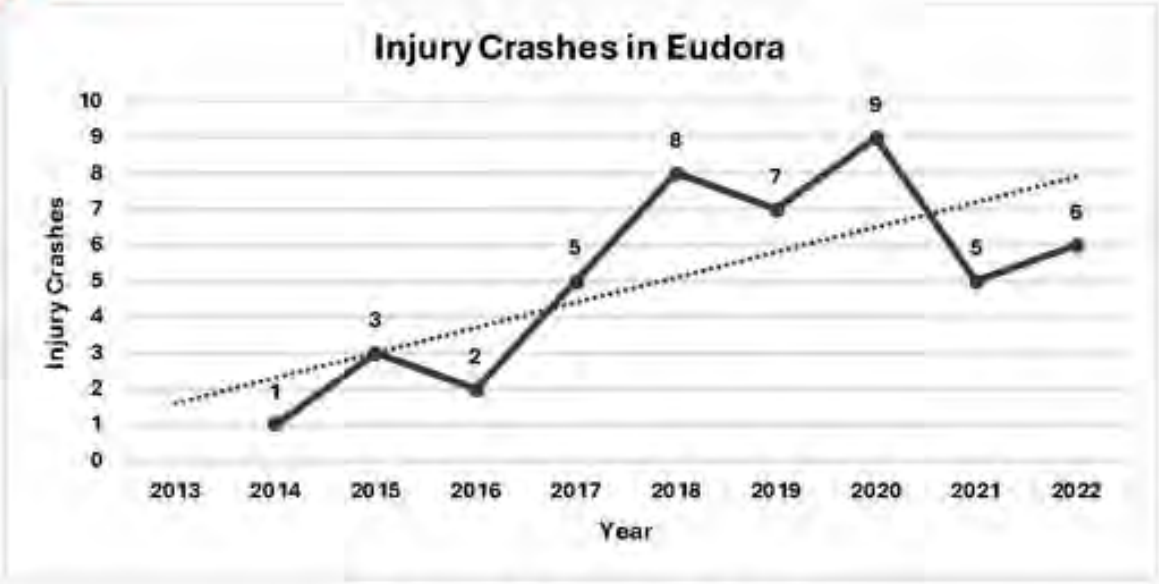


Figure 4 Eudora, KS Injury Crashes, 2013-2022

1.1.1 PEDESTRIANS AND CYCLIST CRASHES BY YEAR

From 2013-2022 there were:

- 278 Pedestrian fatal and injury crashes
- 197 Cyclist fatal and injury crashes

The overwhelming number of crashes that resulted in the death or injury of a pedestrian occurred in Lawrence, 268 with 6 occurring in Baldwin City and 4 in Eudora. There is a downward trend in such crashes over the period. Nearly all crashes involving a cyclist killed or injured occurred in Lawrence, 194 with 3 occurring in Baldwin City and none in Eudora over the period studied. There is also a downward trend for cyclist crashes.

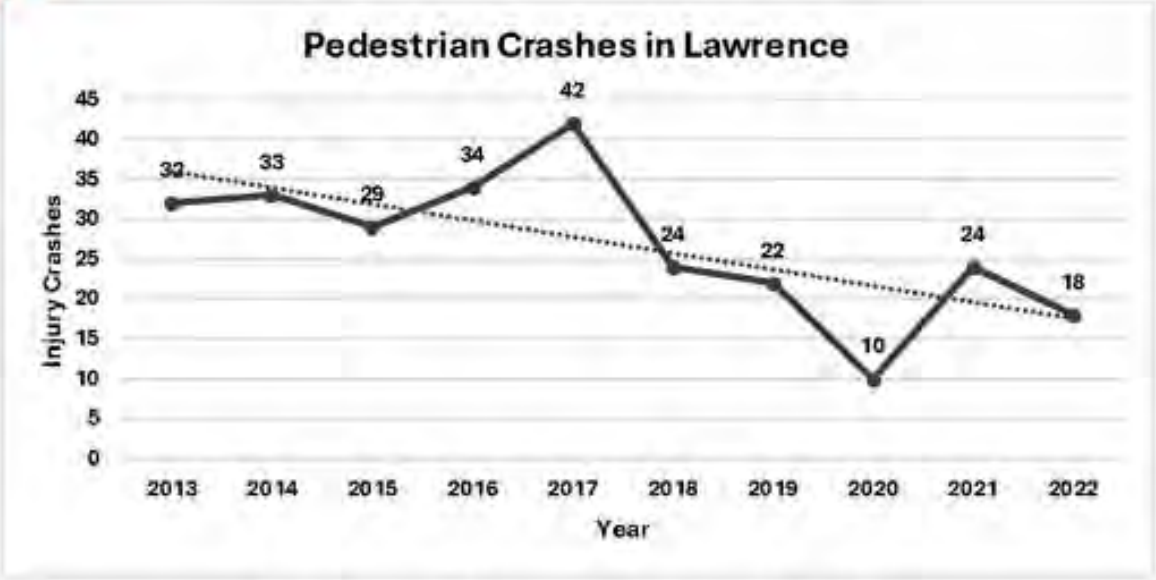


Figure 5 Lawrence, KS Pedestrian Injury Crashes, 2013-2022

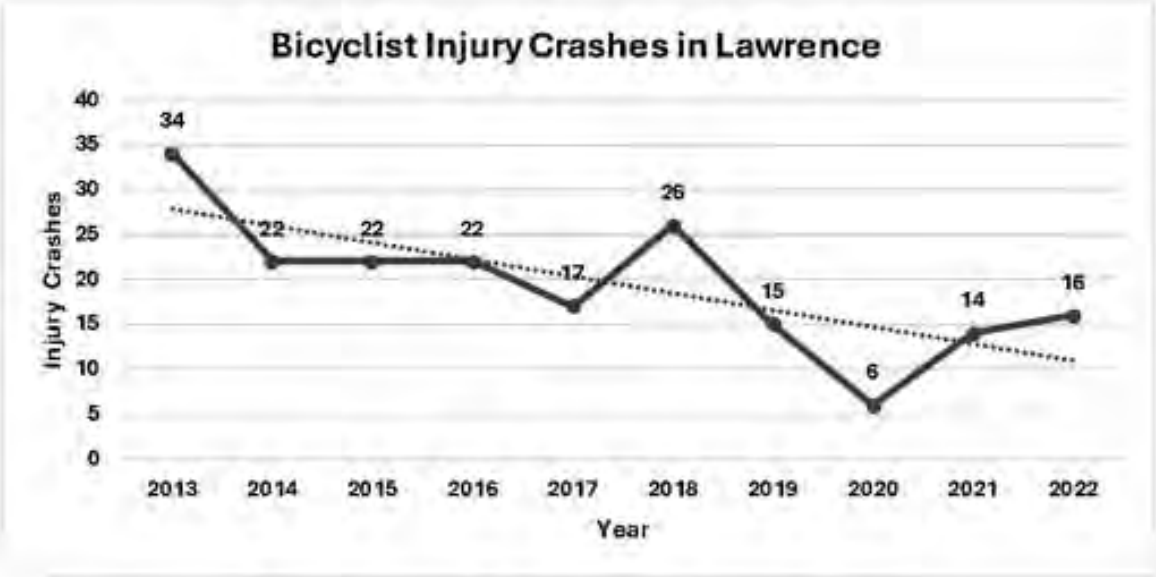


Figure 6 Lawrence, KS Bicyclist Injury Crashes, 2013-2022

1.1.2 VEHICLE CRASHES BY YEAR

From 2013-2022 there were:

- 2,509 Motor Vehicle Killed or Injury Crashes in Lawrence

- 28 Motor Vehicle Killed or Injury Crashes in Baldwin City
- 21 Motor Vehicle Killed or Injury Crashes in Eudora

Within Lawrence and Baldwin City this trend is apparent although within Eudora there has been a no downward trend.

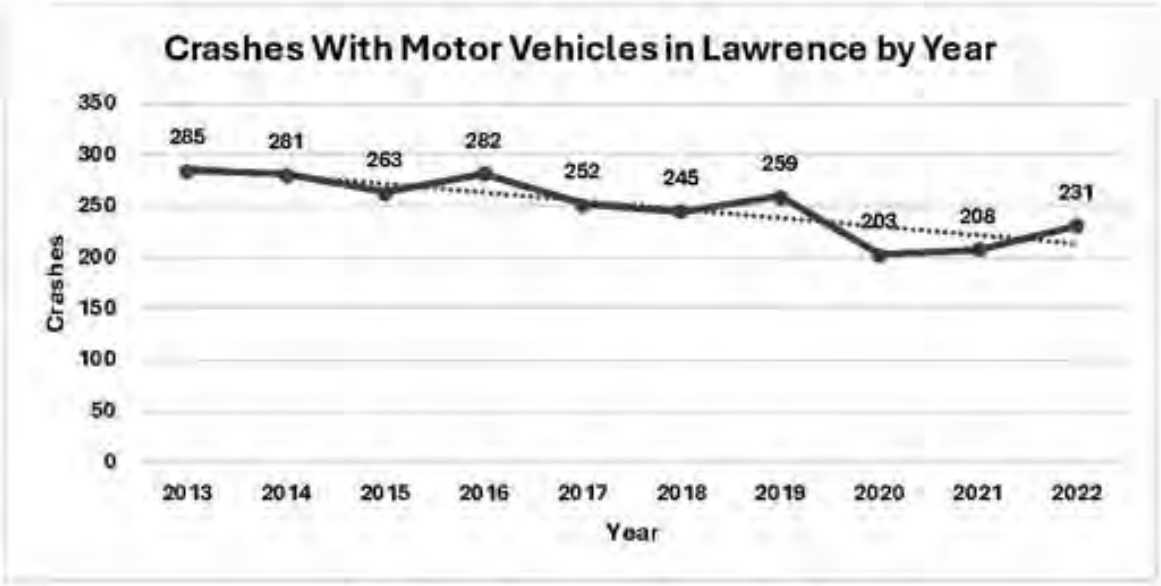


Figure 7 Annual Lawrence, KS Crashes Trend

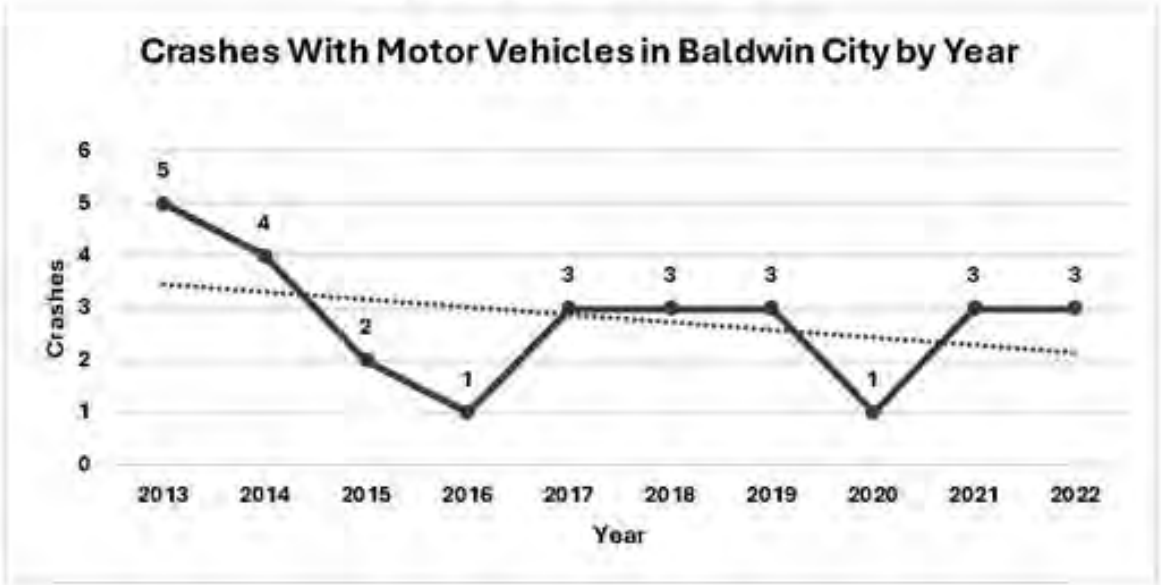


Figure 8 Annual Baldwin City, KS Crashes Trend

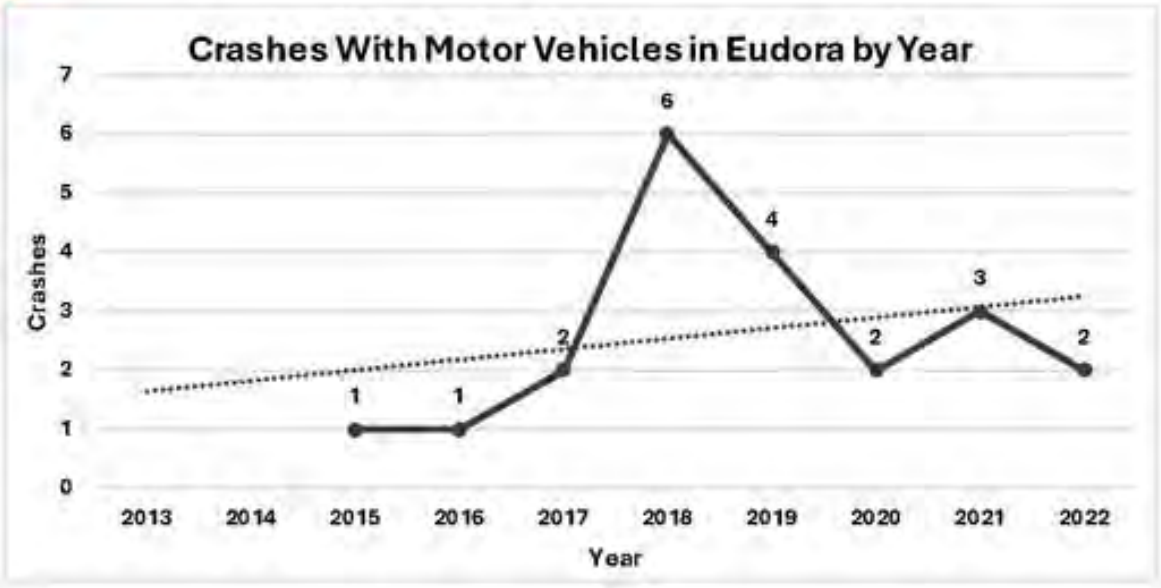


Figure 9Annual Eudora, KS Crashes Trend

1.1.3 CRASH TYPES/ACCIDENT CLASS

This section shows a series of charts depicting various types of crashes resulting in crashes with a fatality or injury. The charts include data on different crash types such as bicycle accidents, broadsides, overturns/rollovers, pedestrian incidents, and collisions with fixed objects.

- Motor Vehicle in Transport was the most common type of crash in all cities.
- Intersection Crashes were the combined most common location of killed and injury crashes, leading in Lawrence and Baldwin City, although in Eudora Non-Intersection crashes were the most common location of a killed or injury crash.
- Among Motor Vehicles Crashes specifically, Rear End and Angle Impact crashes made up the majority of killed and injury crashes.

Figure 10 Lawrence, KS Crash Class

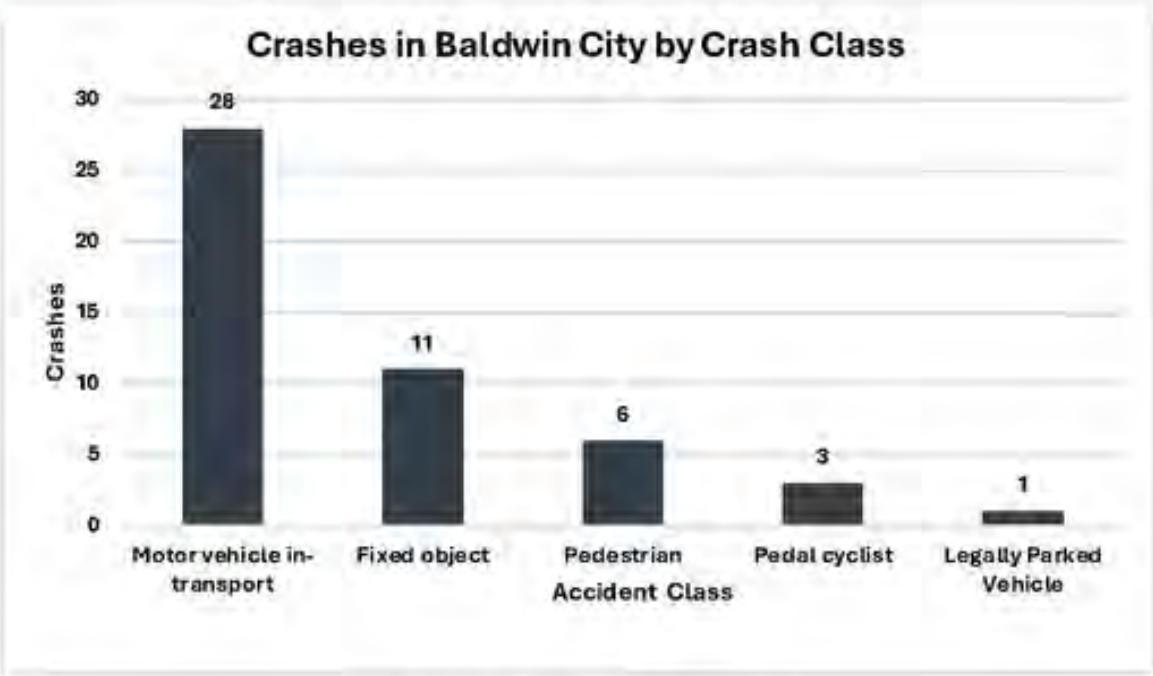


Figure 11 Baldwin City, KS Crash Class

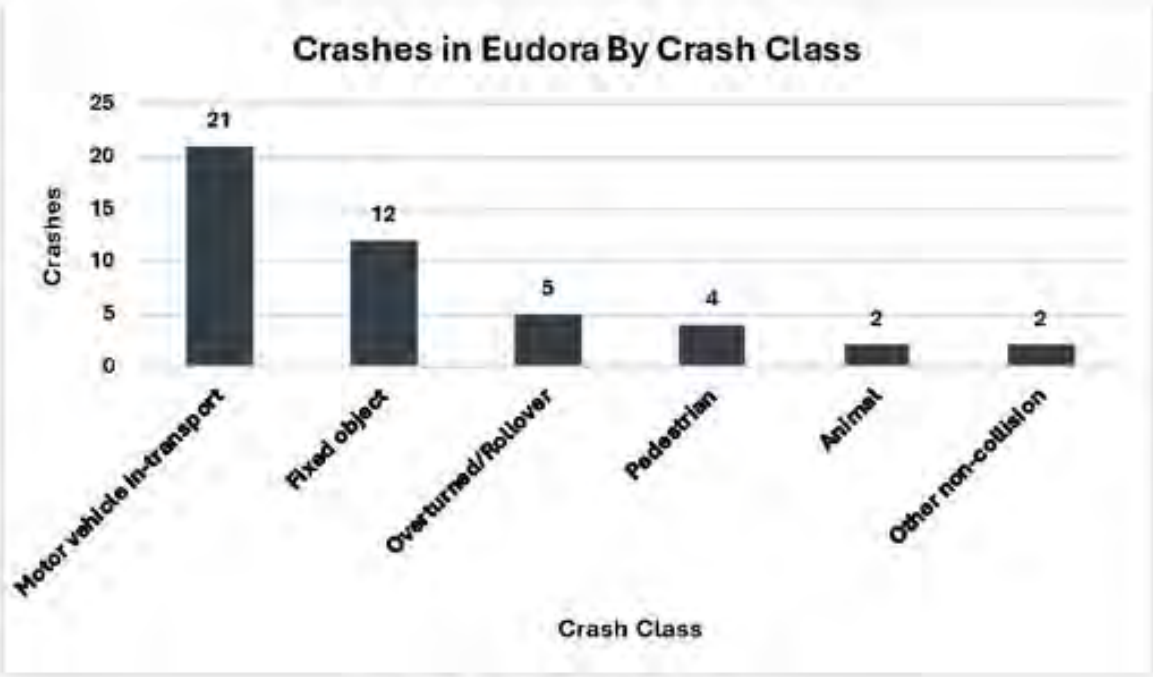


Figure 12 Eudora, KS Crash Class

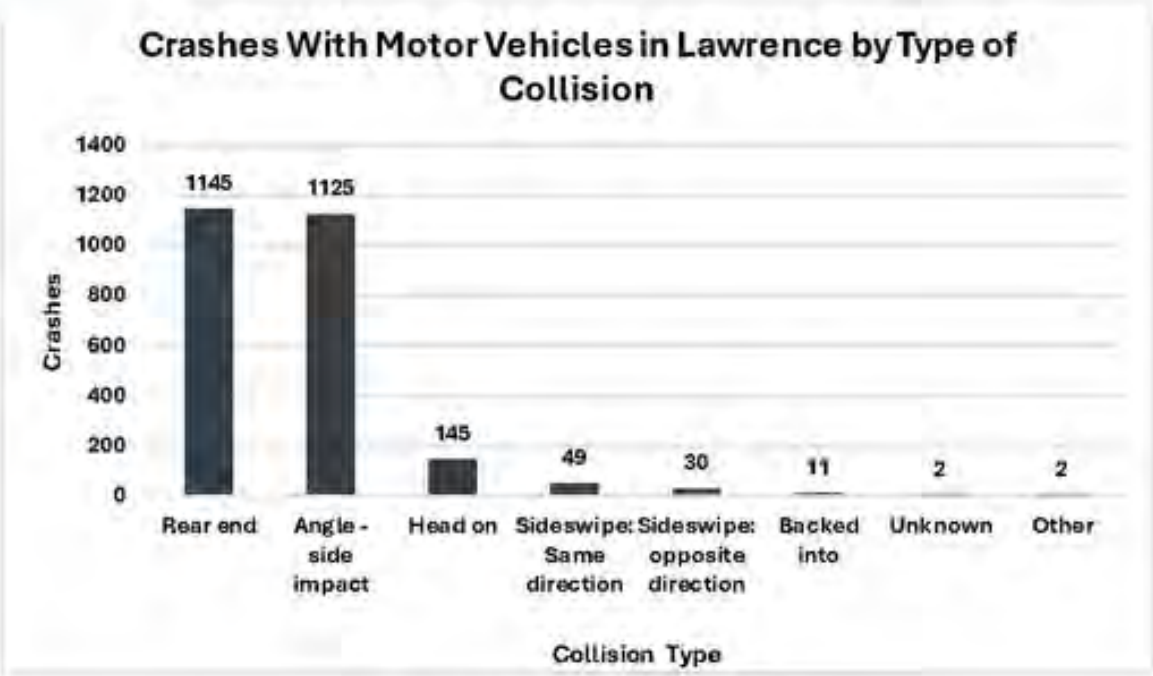


Figure 13 Lawrence, KS Collision Type

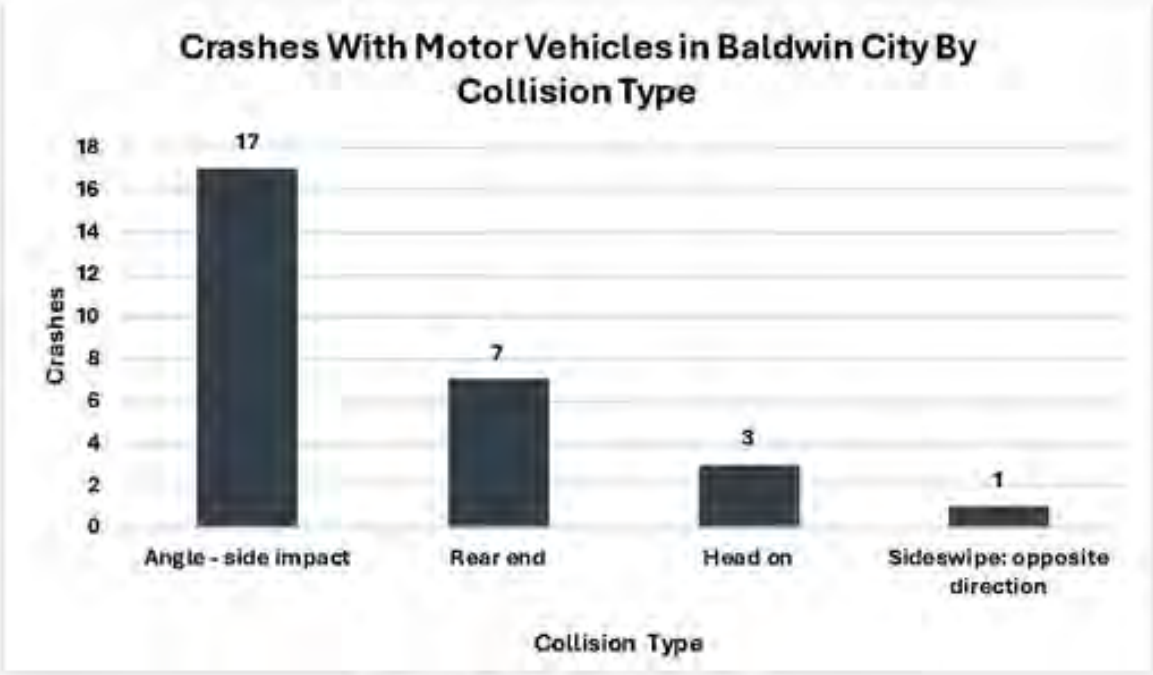


Figure 14 Baldwin City, KS Collision Type

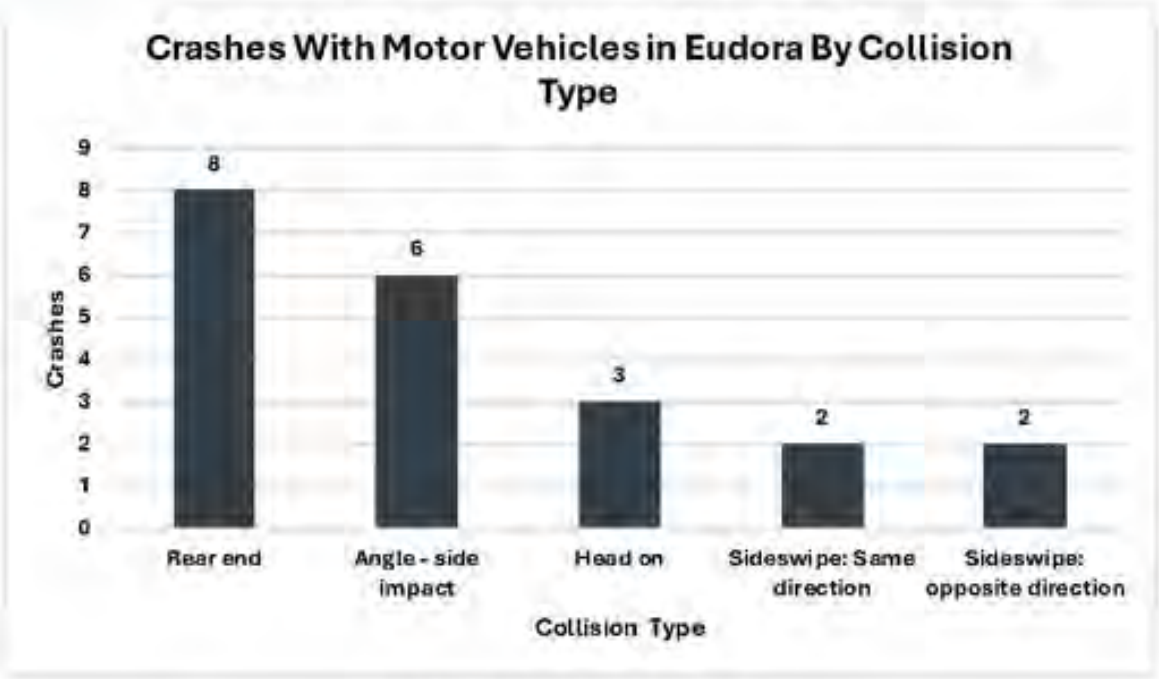


Figure 15: Eudora, KS Crash Types

1.14 CRASH LOCATIONS

The crash location can be generally described as a being in one of three locations:

- **Limited Access Highway**: A roadway without intersections, including on-ramp/off-ramp/interchange areas and toll plazas.
- **Intersections**: A crash taking place within the geometry of an intersection, or a crash related to an intersection
- **Mid-block**: A crash taking place at any other location, including at driveways or parking lot entrances, unrelated to intersections and not on a limited access highway.

Around half of all crashes resulting in an injury or fatality occur in an intersection area. In more urbanized areas like Lawrence, this ratio is as high as 58%. Over half of injury crashes involving people walking or biking ("Vulnerable Road Users" or "VRUs") occur at intersection locations within Lawrence, Baldwin City, and Eudora. In Lawrence, however, 60% of VRU crashes occurred at a mid-block location.

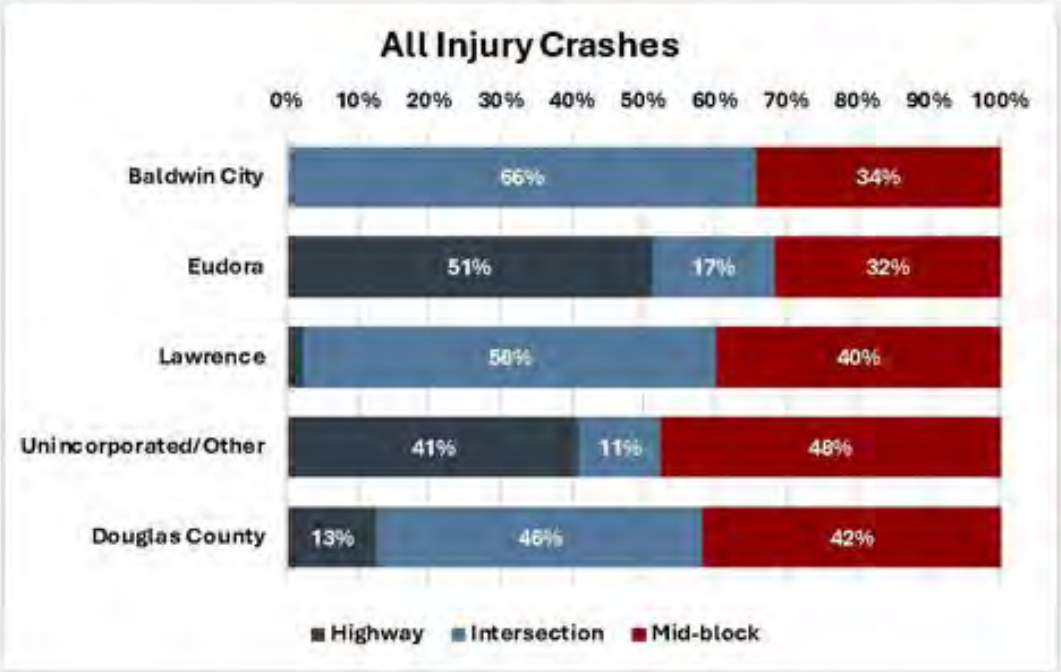


Figure 16 Location for all Injury or Fatality Crashes by Municipality

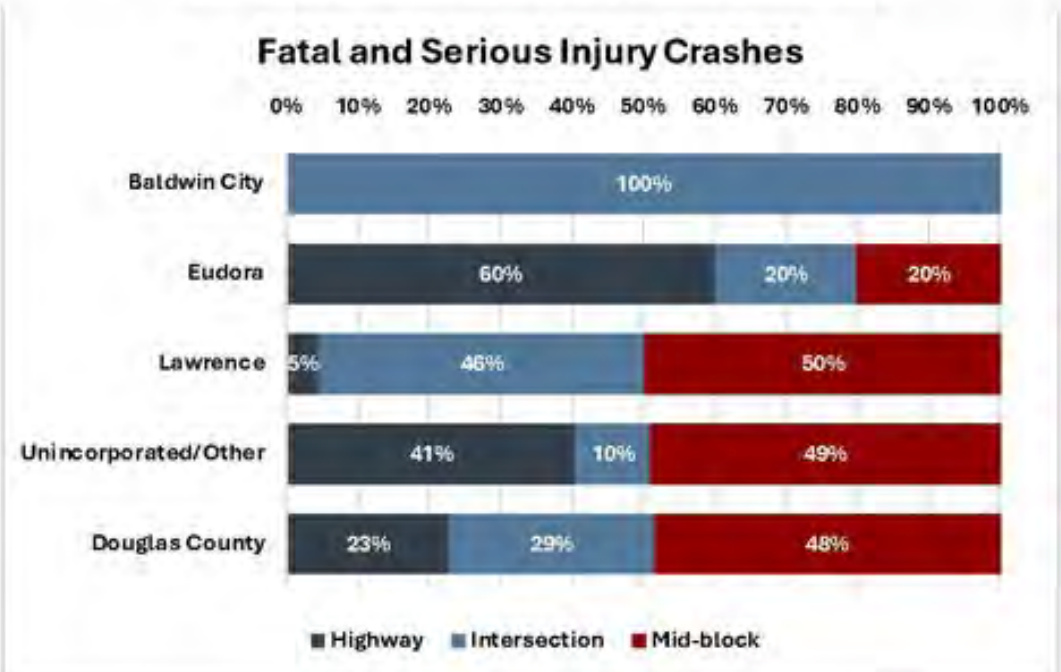


Figure 17 Location for Fatal and Serious Injury Crashes by Municipality

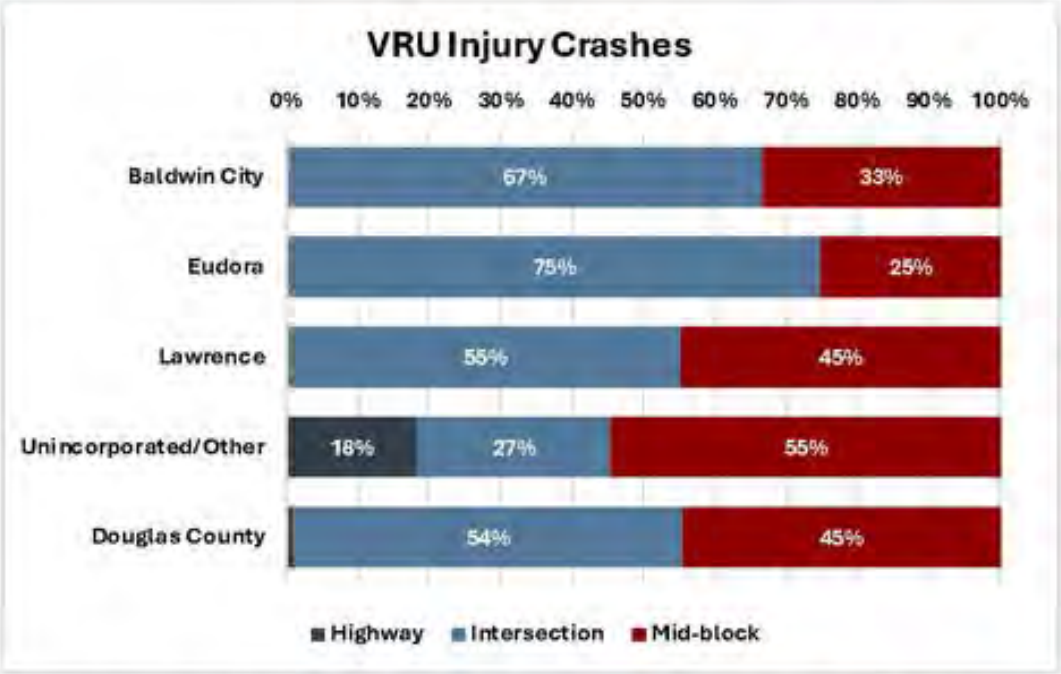


Figure 18 Location for Vulnerable Road User (Walking and Bicycling) Injury Crashes

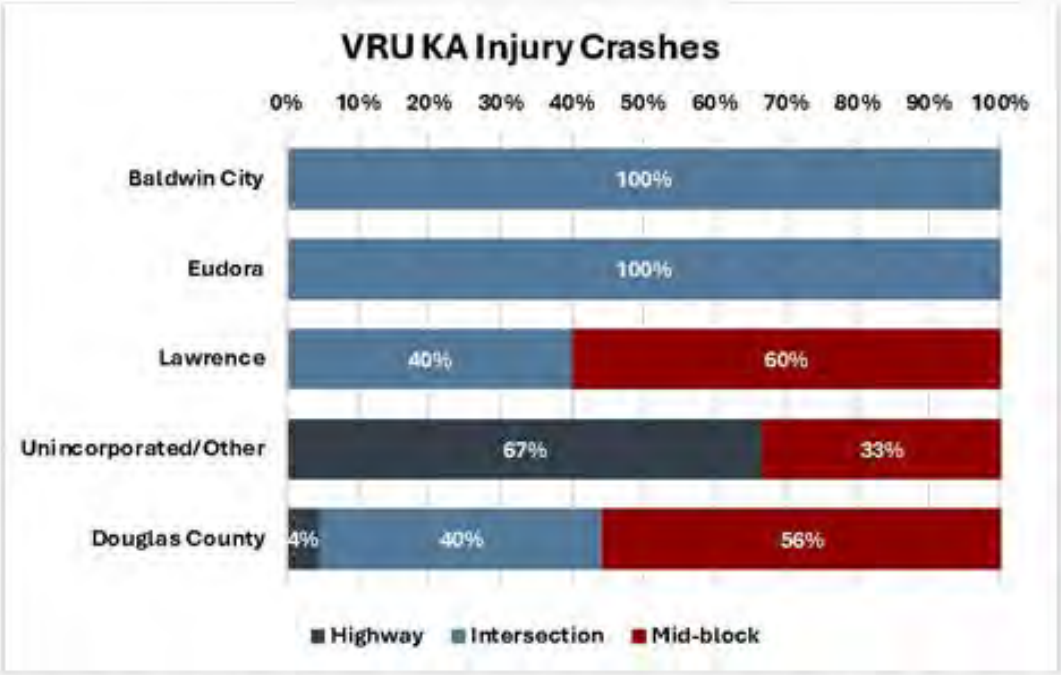


Figure 19 Location for Fatal and Serious Injury Vulnerable Road User (Walking and Bicycling) Injury Crashes

1.1.5 ROAD SPEED LIMIT

Roadways with speeds at 30 miles per hour had the highest number of killed and injury crashes combined among all three municipalities, though in Eudora roadways with speed limits of 70 miles per hour were the highest number of such crashes.

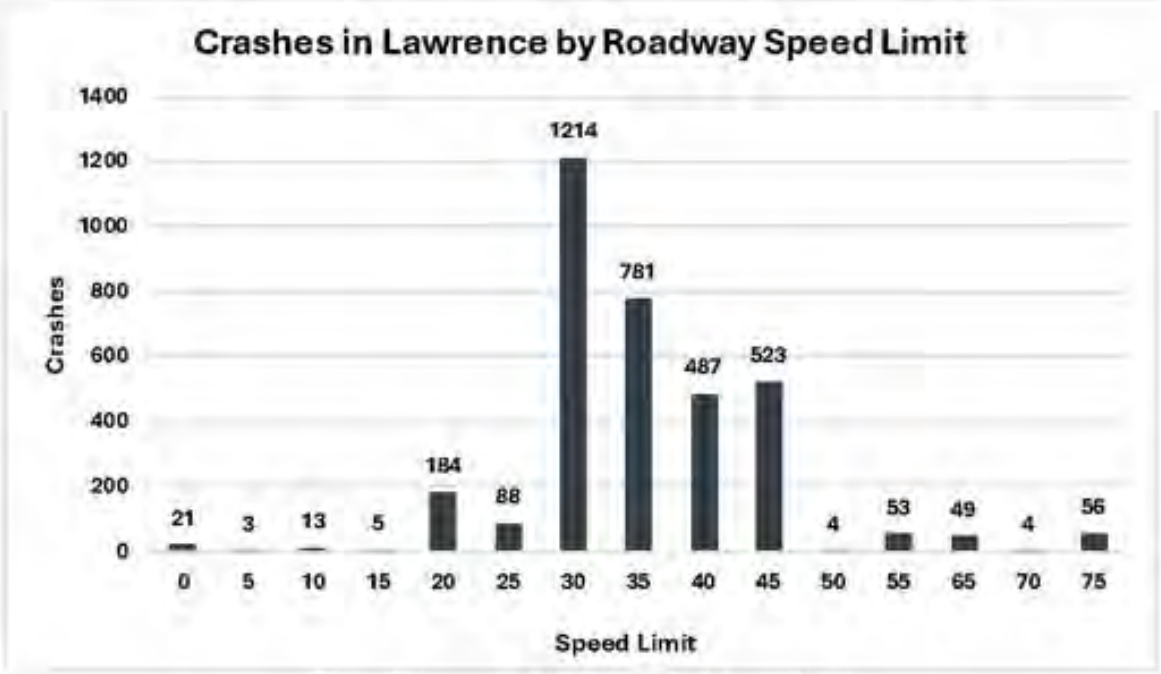


Figure 20 Lawrence Crashes by Road Speed Limit

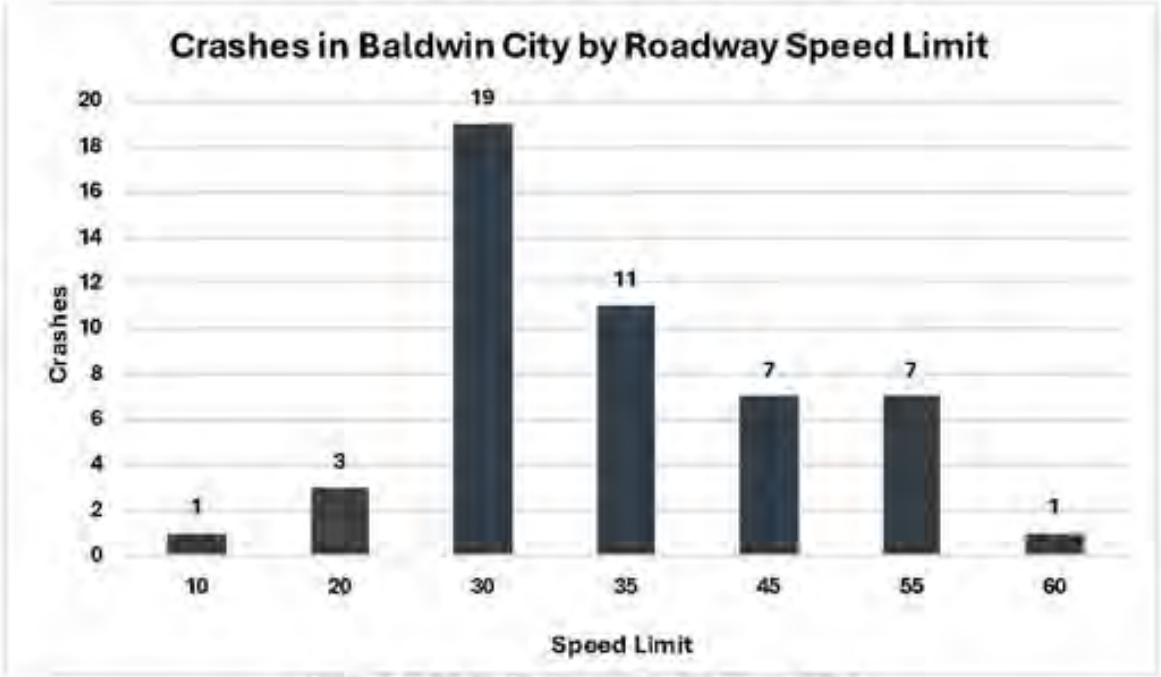


Figure 21 Baldwin City Crashes by Road Speed Limit

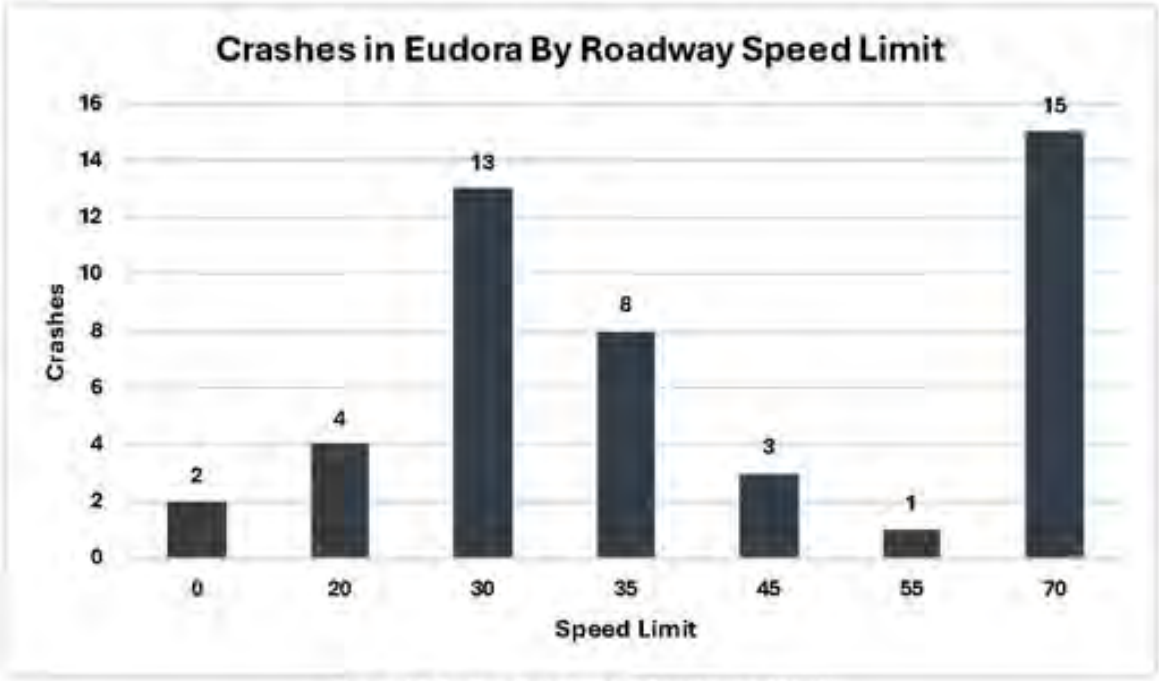


Figure 22 Eudora Crashes by Road Speed Limit

1.1.6 IMPAIRMENT

Around 6-10% of injury crashes involved alcohol impairment. However, in Lawrence, over 18% of fatal and serious injury crashes involved alcohol impairment.

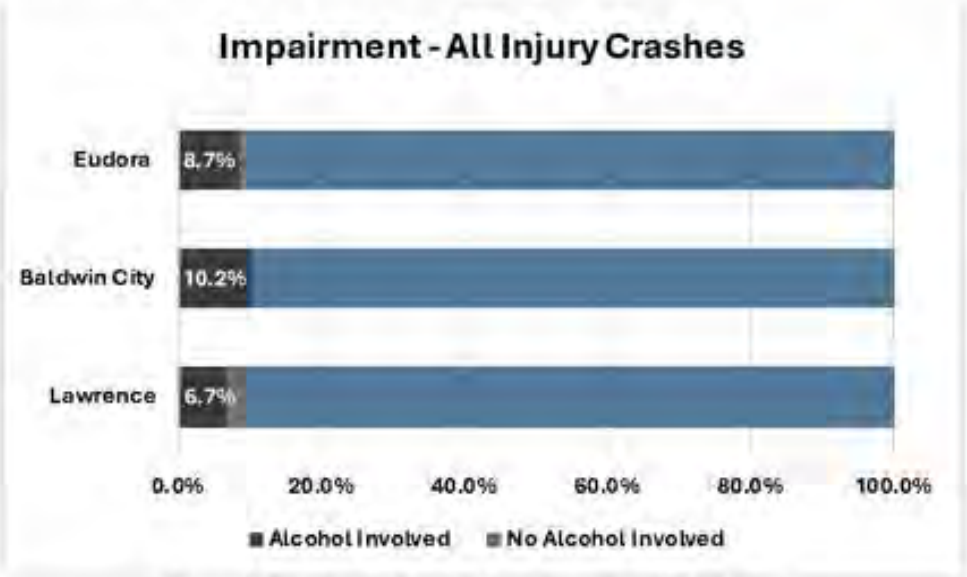


Figure 23 Crashes by Alcohol Impairment and Municipality

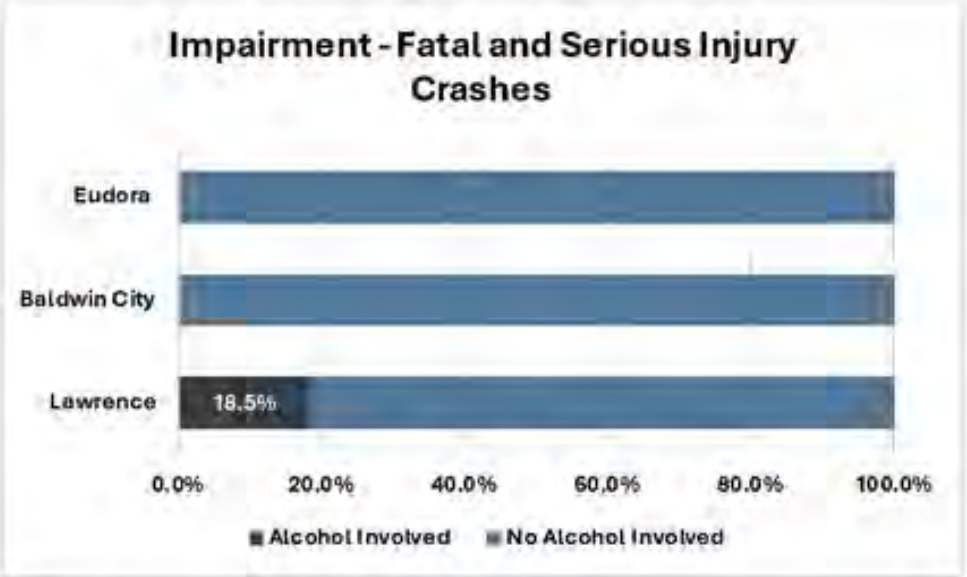


Figure 24 Fatal and Serious Injury Crashes by Alcohol Impairment and Municipality

1.1.7 LIGHTING CONDITION

In all three of the communities within this report, most crashes occur during daylight.

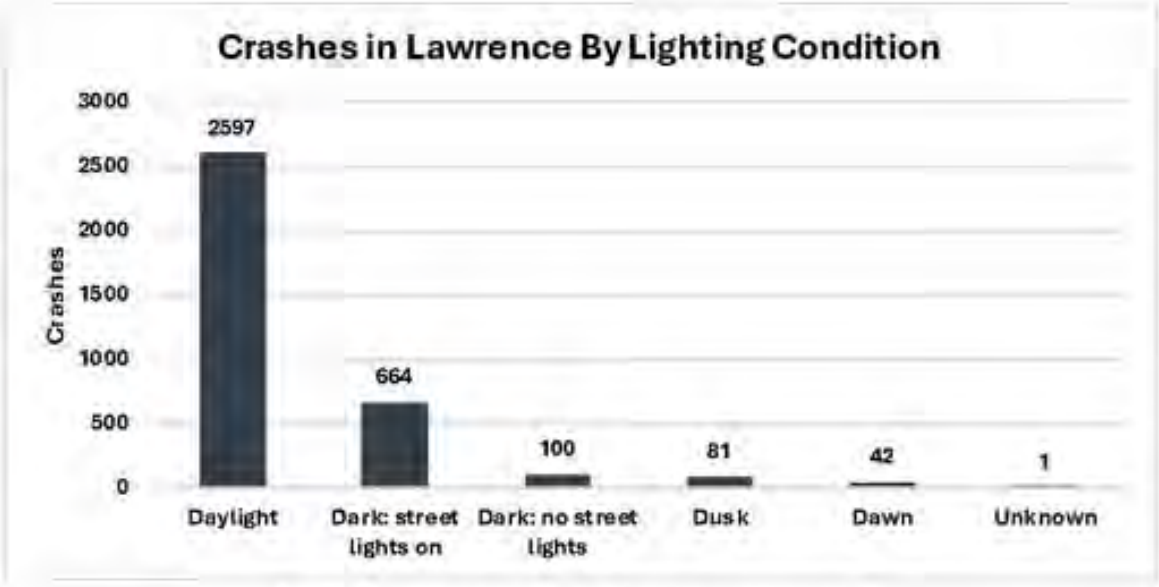


Figure 25 Lighting Condition of Crashes in Lawrence, KS

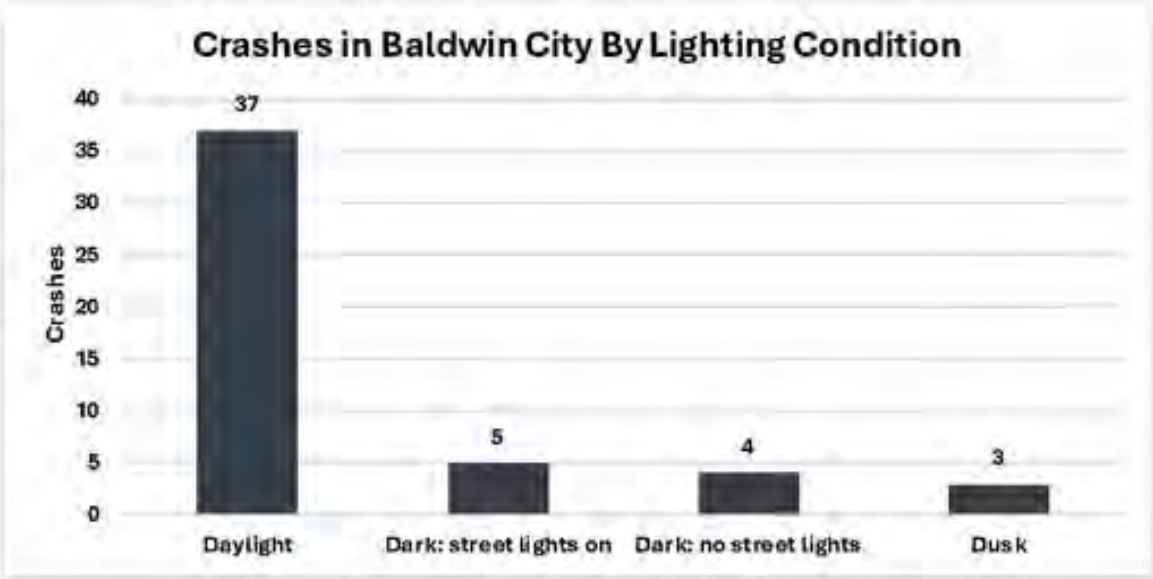


Figure 26 Lighting Condition of Crashes in Baldwin City, KS

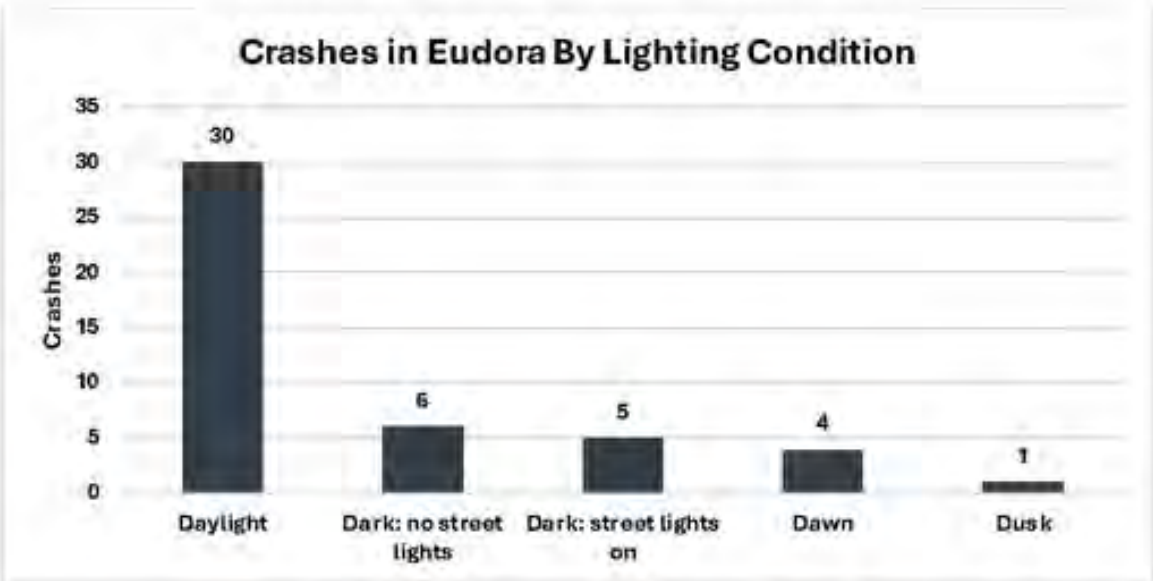


Figure 27 Lighting Condition of Crashes in Eudora, KS

1.2 CRASH RATE MAPS

The below crash rate maps show the number of crashes per Census Block Group for all Block Groups within Douglas County for various crash types, normalized by area and 2020 population. Normalizing by land area shows the overall density of crashes, while normalizing by population shows crashes relative to population. Unincorporated areas will show a higher per capita rate because of a lower population and the presence of limited access roadways. However, unincorporated areas are not the focus of this study.

The rate maps show the highest density of crashes of all crash types (all injury or just fatal/serious injury, and bike pedestrian crashes) occurs within central and southeast Lawrence.

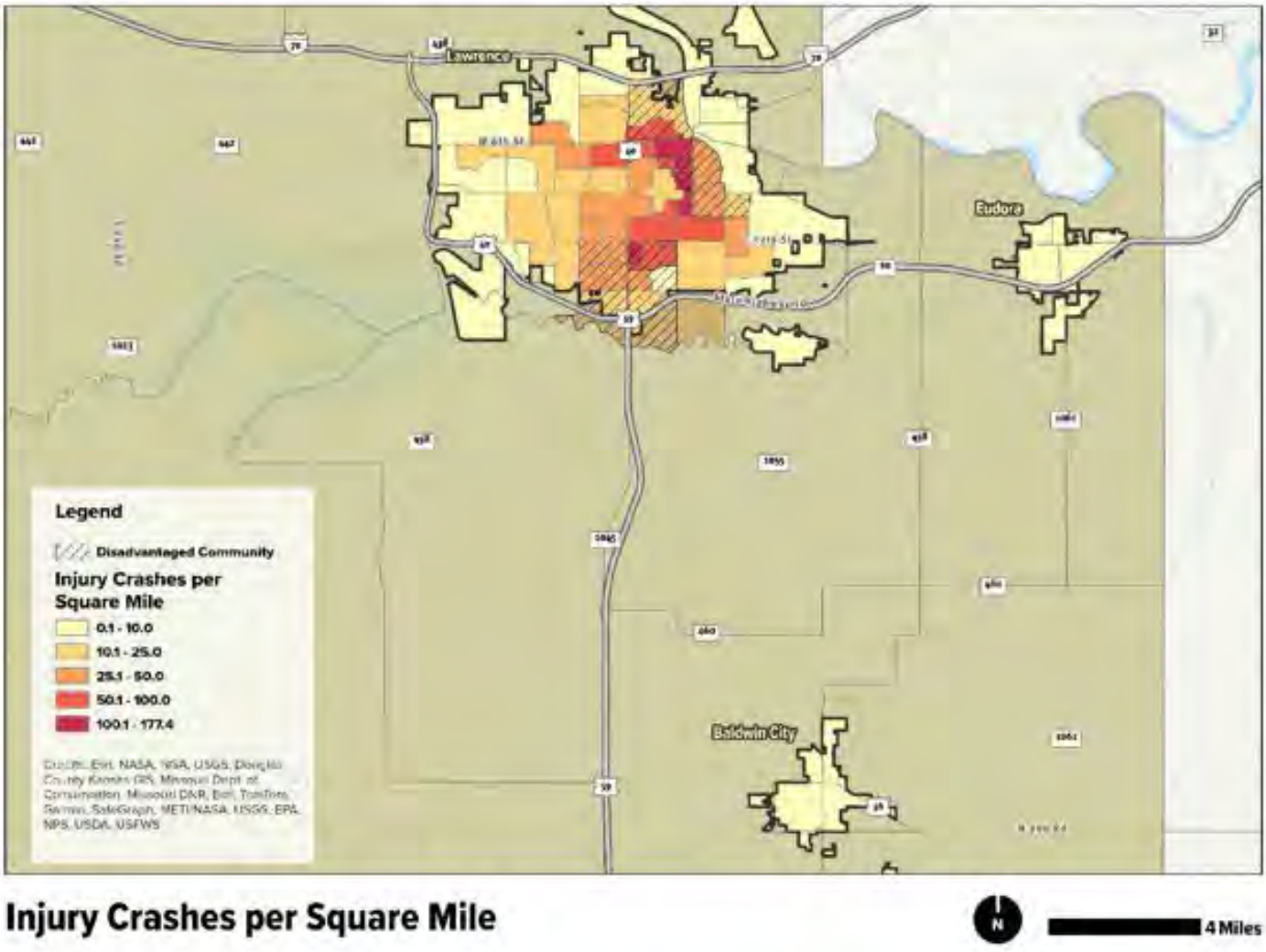


Figure 28 Average Annual Injury Crashes per Square Mile

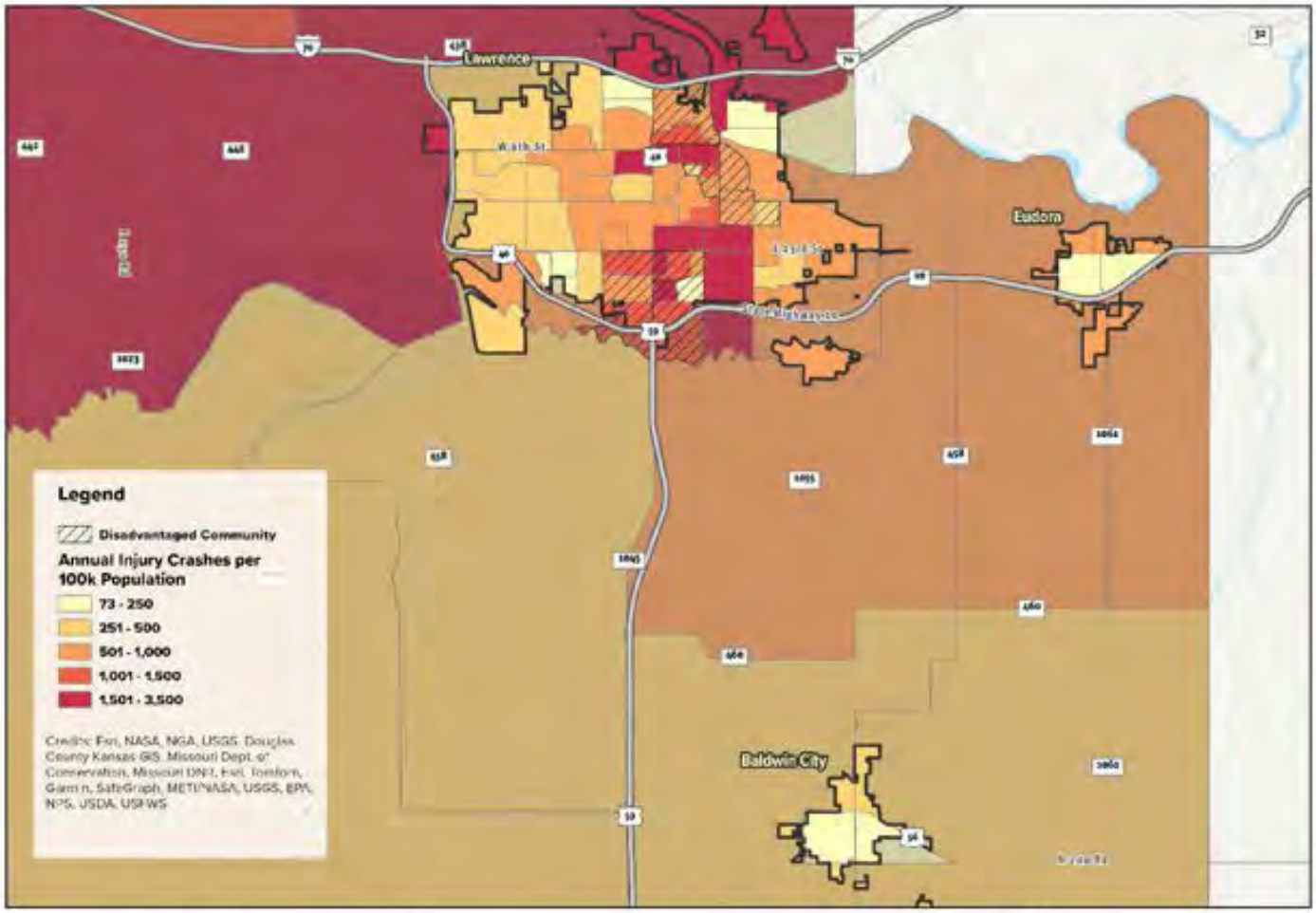


Figure 29 Average Annual Injury Crashes per 100,000 Population

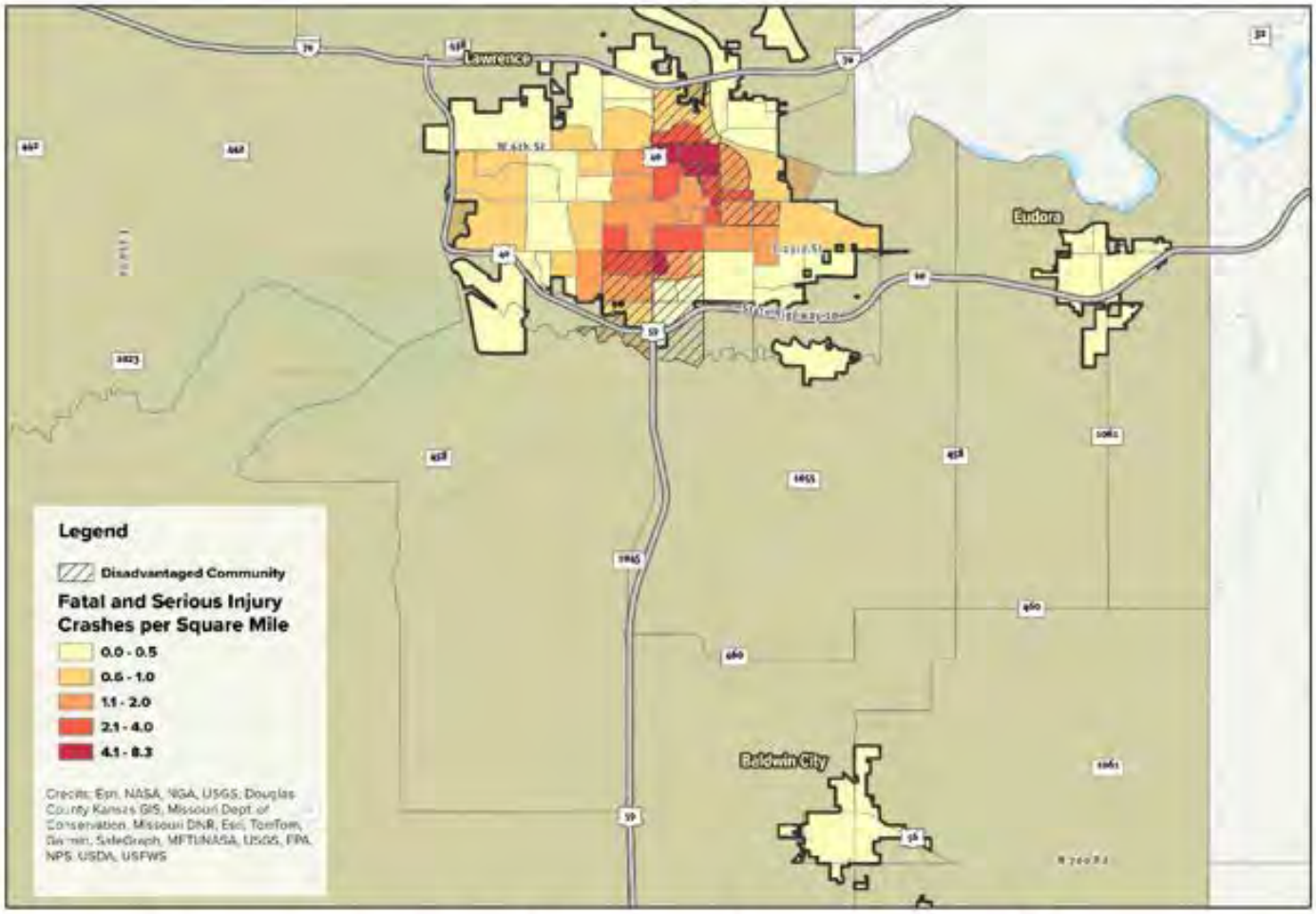


Figure 30 Average Annual Fatal and Serious Injury Crashes per Square Mile

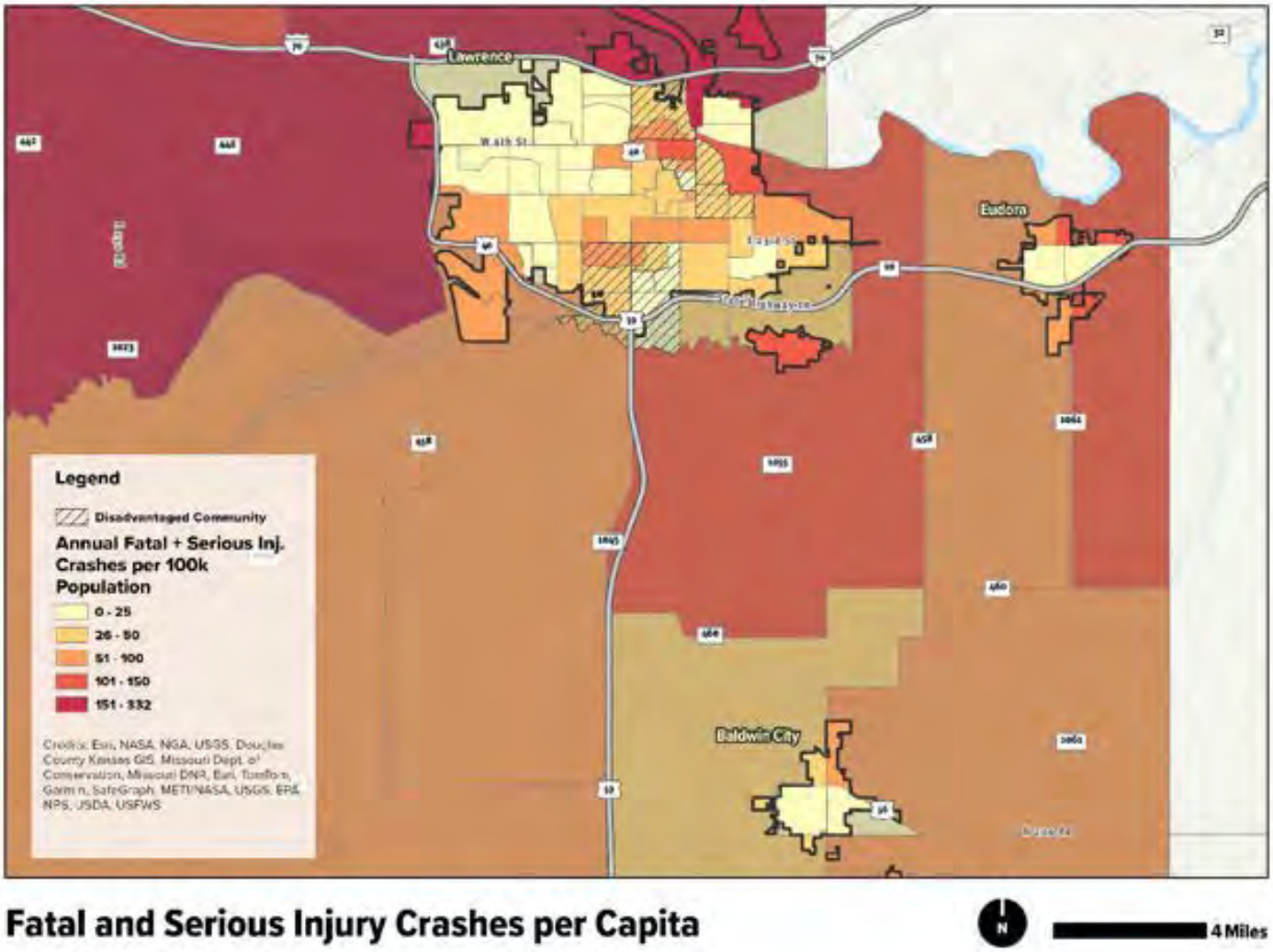


Figure 31 Average Annual Fatal and Serious Injury Crashes per 100,000 Population

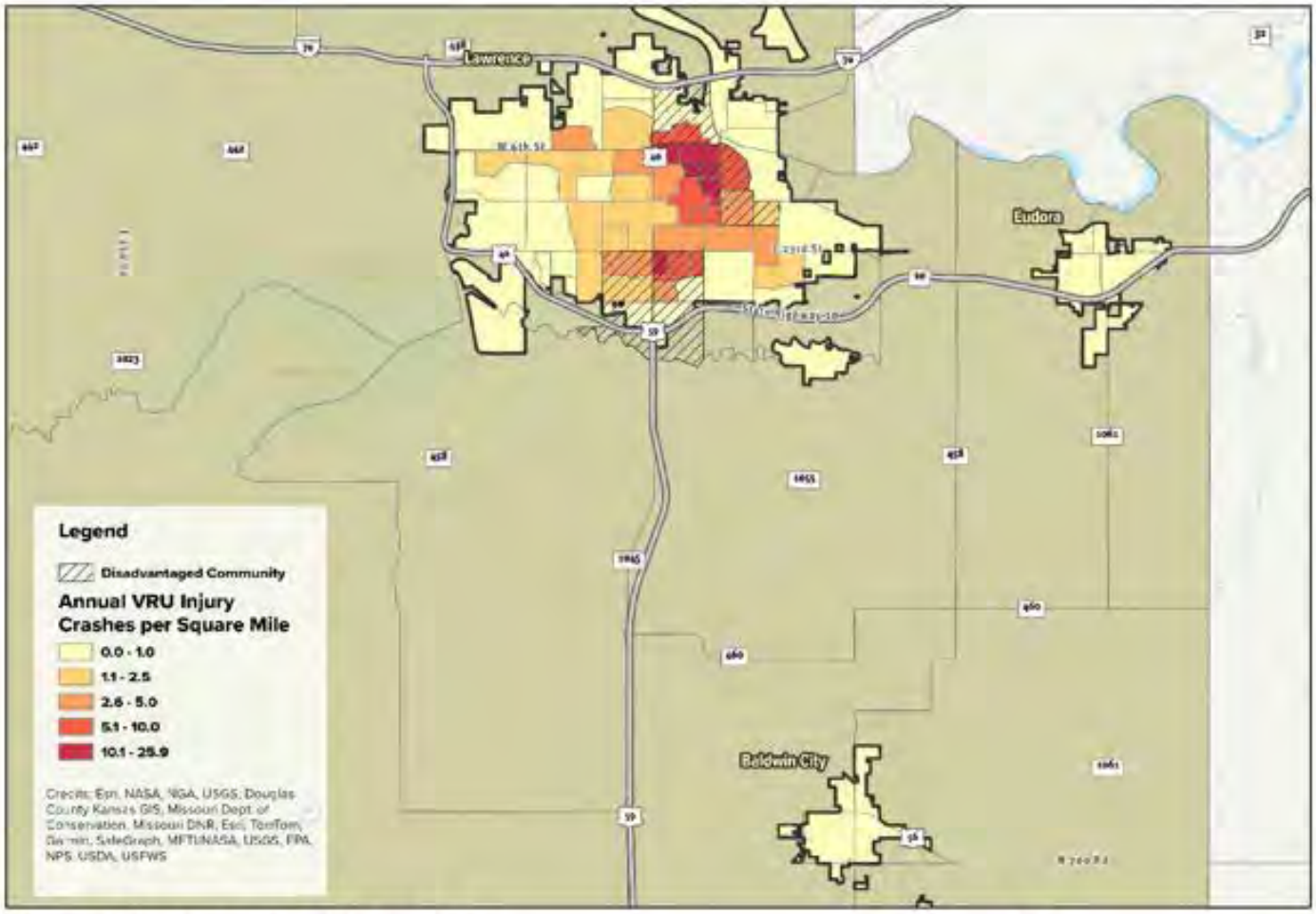


Figure 32 Average Annual Biking/Walking Injury Crashes per Square Mile

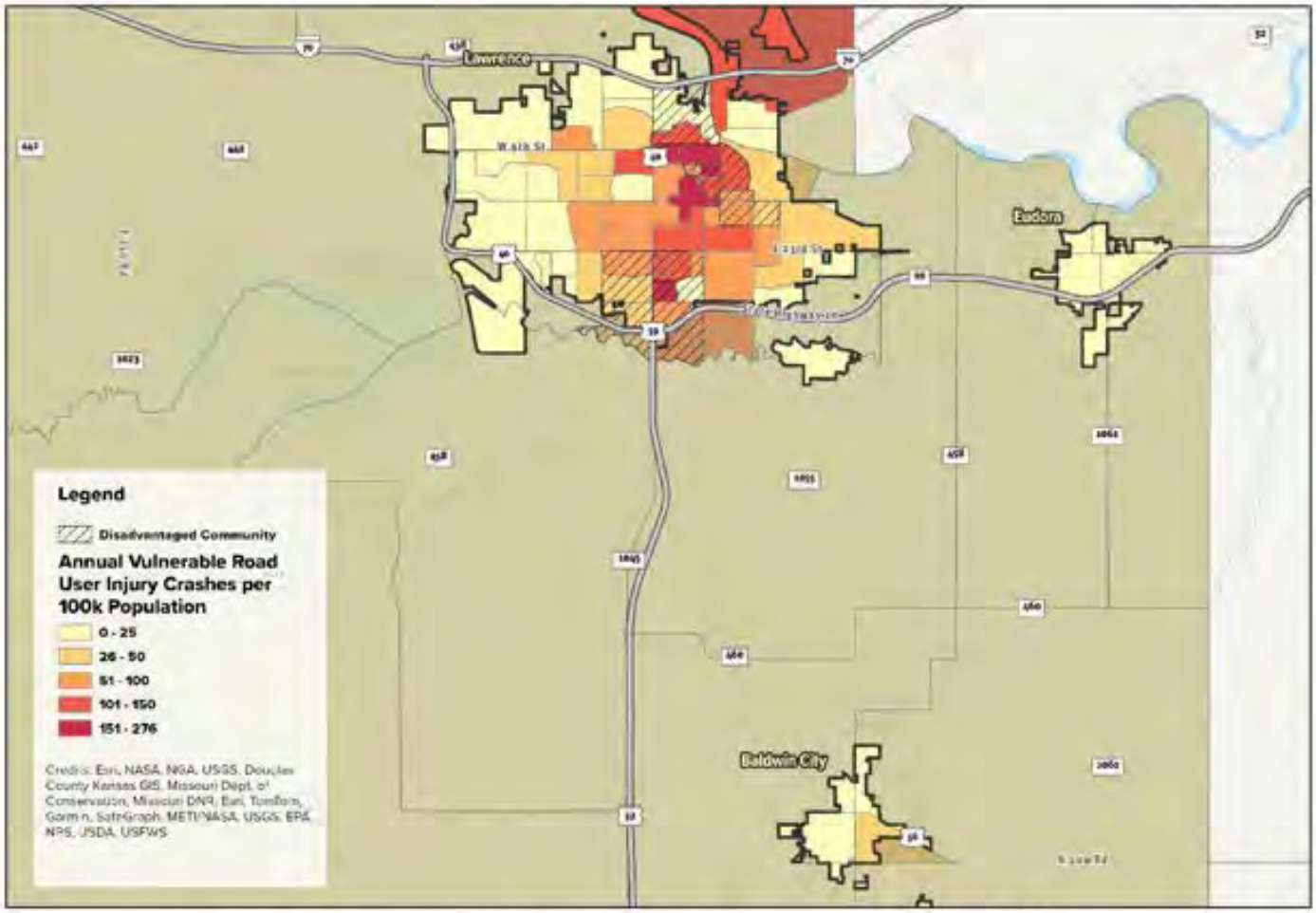


Figure 33 Average Annual Biking/Walking Injury Crashes per 100,000 Population

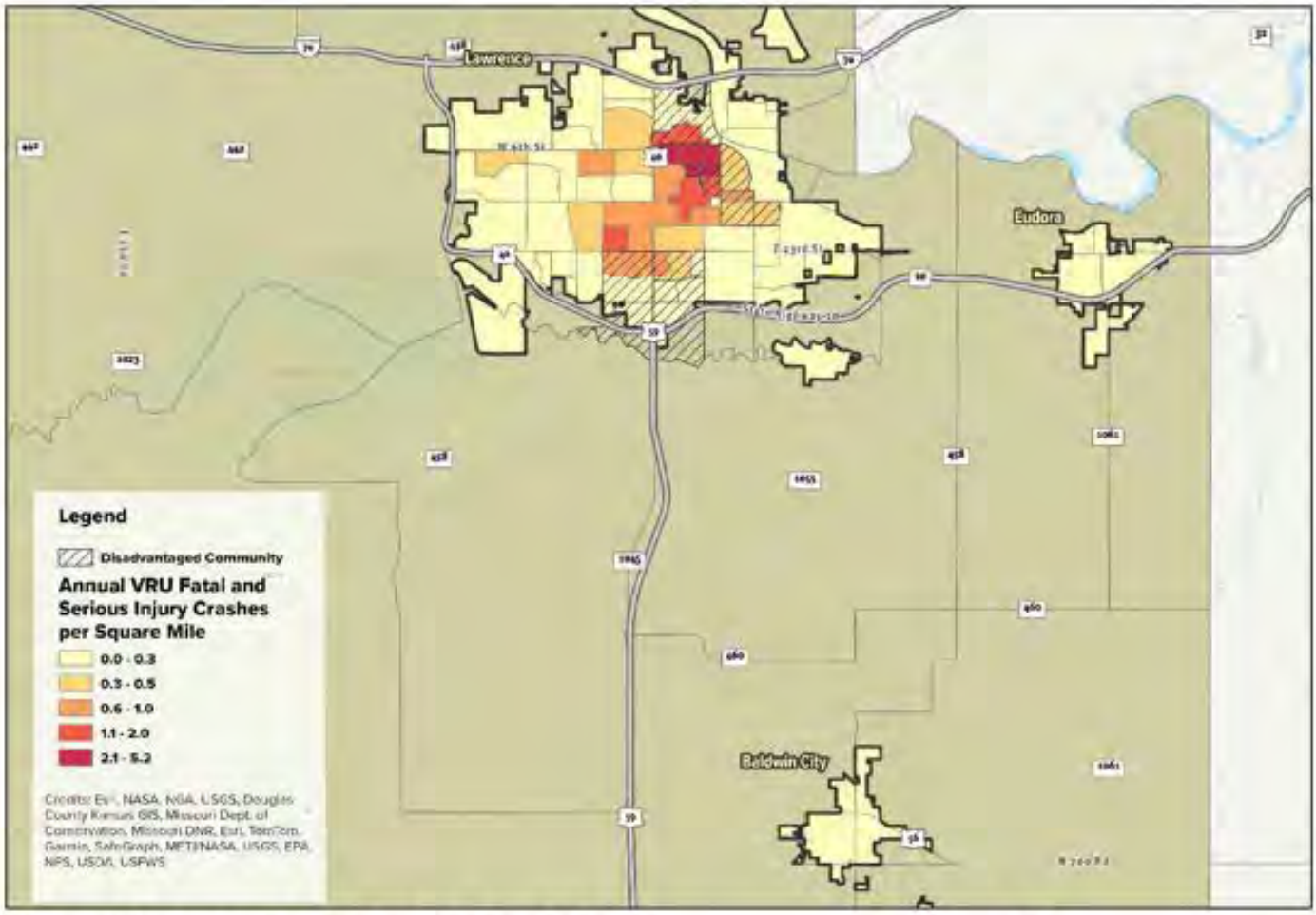


Figure 34 Average Annual Fatal or Serous Injury Biking/Walking Injury Crashes per Square Mile

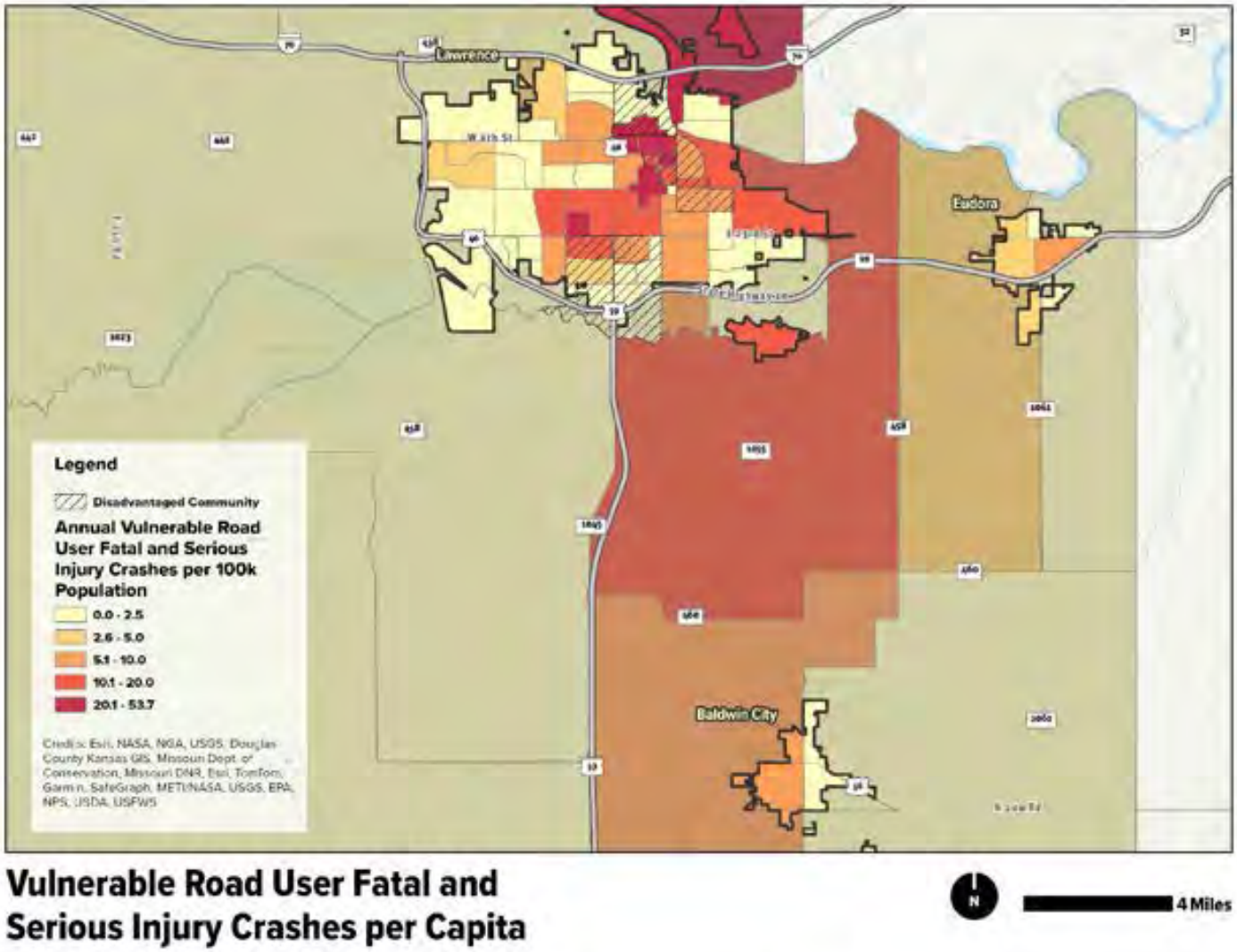


Figure 35 Average Annual Fatal or Serous Injury Biking/Walking Injury Crashes per 100,000 Population

1.3 HIGH INJURY NETWORK

A High Injury Network (HIN) is a collection of roadways that make up a disproportionate share of injury crashes within a community. High Injury Networks were developed for Lawrence, Baldwin City, and Eudora using Fatal and Serious Injury roadway crashes, excluding crashes on limited access roadways (note that limited access roadways are often excluded from High Injury Networks because they have significantly higher vehicle volumes and crashes rates than surface roadways). Two networks – one for crashes involving all road users, and one for crashes involving pedestrians and bicyclists – were developed for this effort.

To develop the High Injury Network, the five (5) most recent years of crash data from 2018-2022 were used. Crashes on limited access roadways and crashes that were not geocoded were excluded from the analysis. Crashes were assigned a weight based on their severity using the following weights:

- Fatal ("K") crashes: 10 points
- Disabling Injury ("A", also known as "Suspected Serious Injury") crashes: 10 points
- Non-incapacitating Injury ("B"), also known as "Minor Injury") crashes: 1 point
- Possible Injury ("C") crashes: 0.5 points

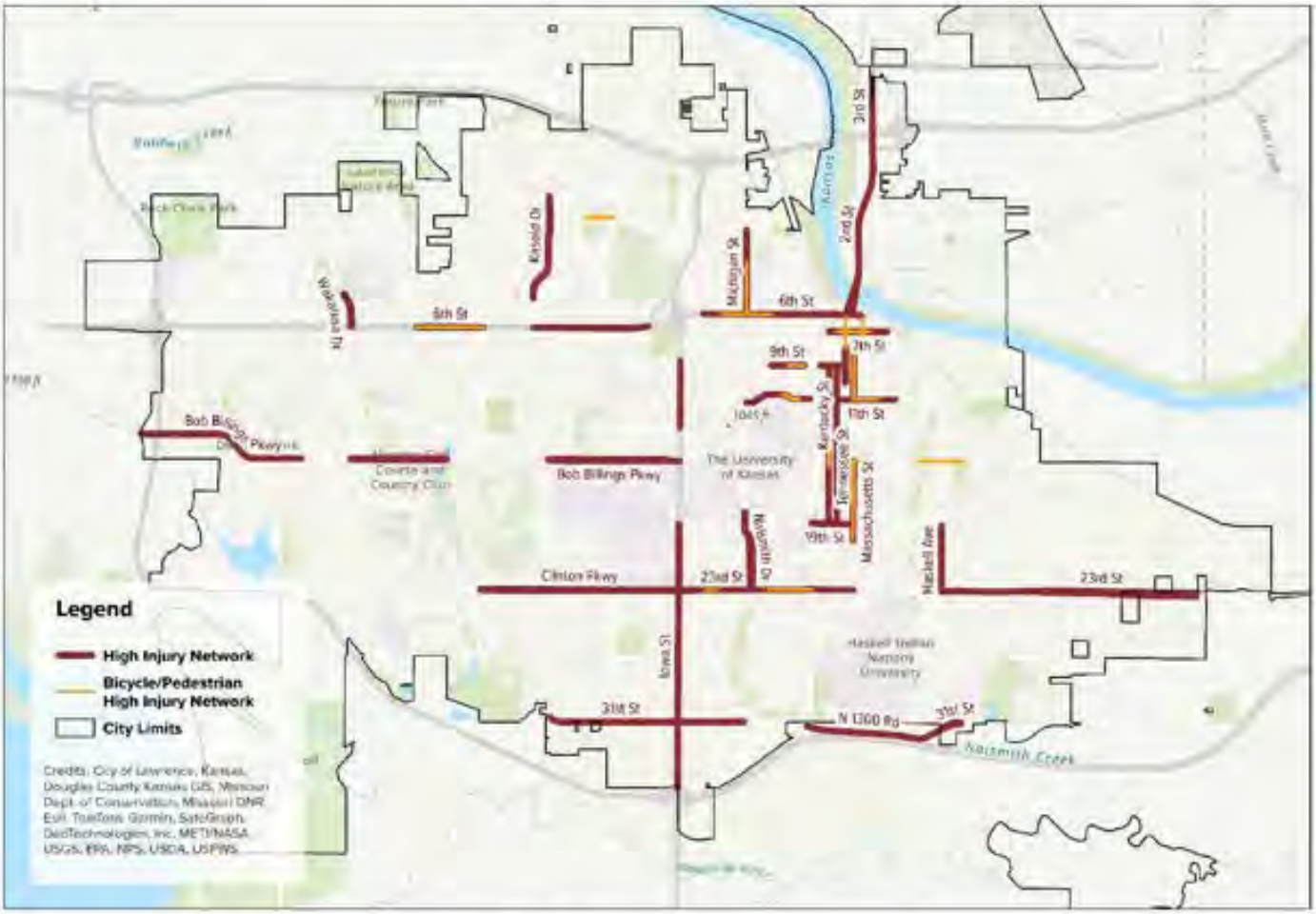
Property Damage Only crashes were not included in this analysis, because the purpose of Vision Zero is to reduce Fatality and Injury crashes, and Property Damage Only crashes are often not a good predictor of injury crashes.

Crashes were joined to individual roadways segments using a network provided by Douglas County, Kansas GIS. Weighted crash totals were computed for each roadway segment and divided by the length of the segment (centerline miles). This weighted crash rate per centerline mile metric was then used to select specific, continuous segments of surface roadway networks in Lawrence, Baldwin City, and Eudora as High Injury Network corridors.

The HIN for the three cities includes **60.6%** of the Fatal and Serious Injury crashes on just **6.0%** of roadways in these cities. The High Injury Networks and related crash statistics can be found in the following figures and tables.

Table 2 Combined HIN Statistics (Incorporated areas of Lawrence, Baldwin City, and Eudora only)

By Severity	All Crashes (2018-22)	Crashes on HIN	% of crashes on HIN	VRU Crashes (2018-22)	VRU Crashes on VRU HIN	% of crashes on VRU HIN
Fatal (K)	13	7	53.8%	4	1	25.0%
Disabling Injury (A)	58	36	62.1%	12	6	50.0%
Non-incapacitating Injury (B)	652	385	59.0%	51	22	43.1%
Possible Injury (C)	847	555	65.5%	44	19	43.2%
All Injury Crashes	1570	983	62.6%	111	48	43.2%
K+A Only	71	43	**60.6%**	16	7	**43.8%**
Roadway Network	***Total Centerline Miles***	***HIN Miles***	***HIN % of Overall Network***	***Total Centerline Miles***	***VRU HIN Miles***	***VRU HIN % of Overall Network***



Lawrence, KS High Injury Network

Figure 36 High Injury Network for Lawrence, KS

Table 3 Lawrence, KS HIN Statistics

By Severity	All Crashes (2018-22)	Crashes on HIN	% of crashes on HIN	VRU Crashes (2018-22)	VRU Crashes on VRU HIN	% of crashes on VRU HIN
Fatal (K)	13	7	53.8%	4	1	25.0%
Disabling Injury (A)	52	36	69.2%	10	4	40.0%
Non-incapacitating Injury (B)	622	385	61.9%	46	19	41.3%
Possible Injury (C)	829	555	66.9%	44	19	43.2%
All Injury Crashes	1516	983	64.8%	104	43	41.3%
K+A Only	65	43	**66.2%**	14	5	**35.7%**
Roadway Network	**Total Centerline Miles**	**HIN Miles**	**HIN % of Overall Network**	**Total Centerline Miles**	**VRU HIN Miles**	**VRU HIN % of Overall Network**

Baldwin City, KS High Injury Network

Figure 37 High Injury Network for Baldwin City, KS

Table 4 Baldwin City, KS HIN Statistics

By Severity	All Crashes (2018-22)	Crashes on HIN	% of crashes on HIN	VRU Crashes (2018-22)	VRU Crashes on VRU HIN	% of crashes on VRU HIN
Fatal (K)	0	0		0	0	
Disabling Injury (A)	3	2	66.7%	1	1	100.0%
Non-incapacitating Injury (B)	15	4	26.7%	2	1	50.0%
Possible Injury (C)	10	3	30.0%	0	0	
All Injury Crashes	28	9	32.1%	3	2	66.7%
K+A Only	3	2	**66.7%**	1	1	**100.0%**
Roadway Network	**Total Centerline Miles**	**HIN Miles**	**HIN % of Overall Network**	**Total Centerline Miles**	**VRU HIN Miles**	**VRU HIN % of Overall Network**

Eudora, KS High Injury Network

Figure 38 High Injury Network for Eudora, KS

Table 5 Eudora, KS HIN Statistics

By Severity	All Crashes (2018-22)	Crashes on HIN	% of crashes on HIN	VRU Crashes (2018-22)	VRU Crashes on VRU HIN	% of crashes on VRU HIN
Fatal (K)	0	0		0	0	
Disabling Injury (A)	3	1	33.3%	1	1	100.0%
Non-incapacitating Injury (B)	15	5	33.3%	3	2	66.7%
Possible Injury (C)	8	3	37.5%	0	0	
All Injury Crashes	26	9	34.6%	4	3	75.0%
K+A Only	3	1	**33.3%**	1	1	**100.0%**
Roadway Network	***Total Centerline Miles***	***HIN Miles***	***HIN % of Overall Network***	***Total Centerline Miles***	***VRU HIN Miles***	***VRU HIN % of Overall Network***

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Appendix C
ENGAGEMENT SUMMARY

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

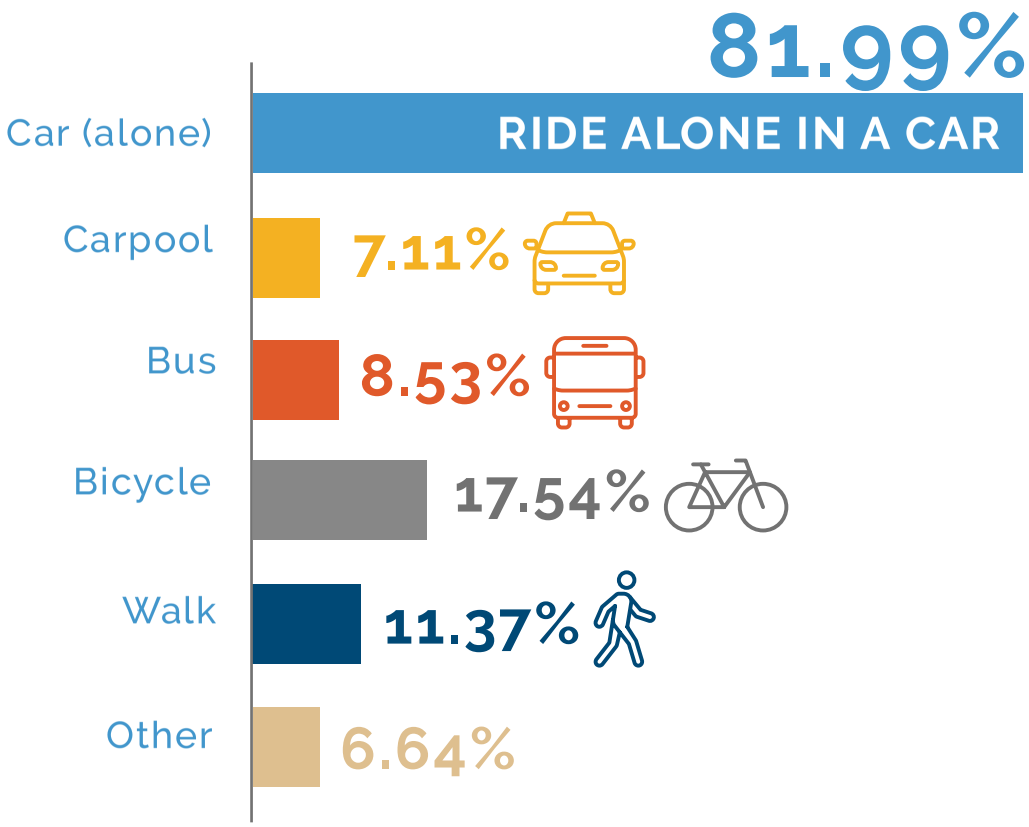
Because it was an online opt-in survey with a printed version on request, rather than one distributed by mail or phone to a random sampling of every household in the city, its data provides general indications and trends in residents' options, but cannot be taken as a scientific sampling of households.

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.

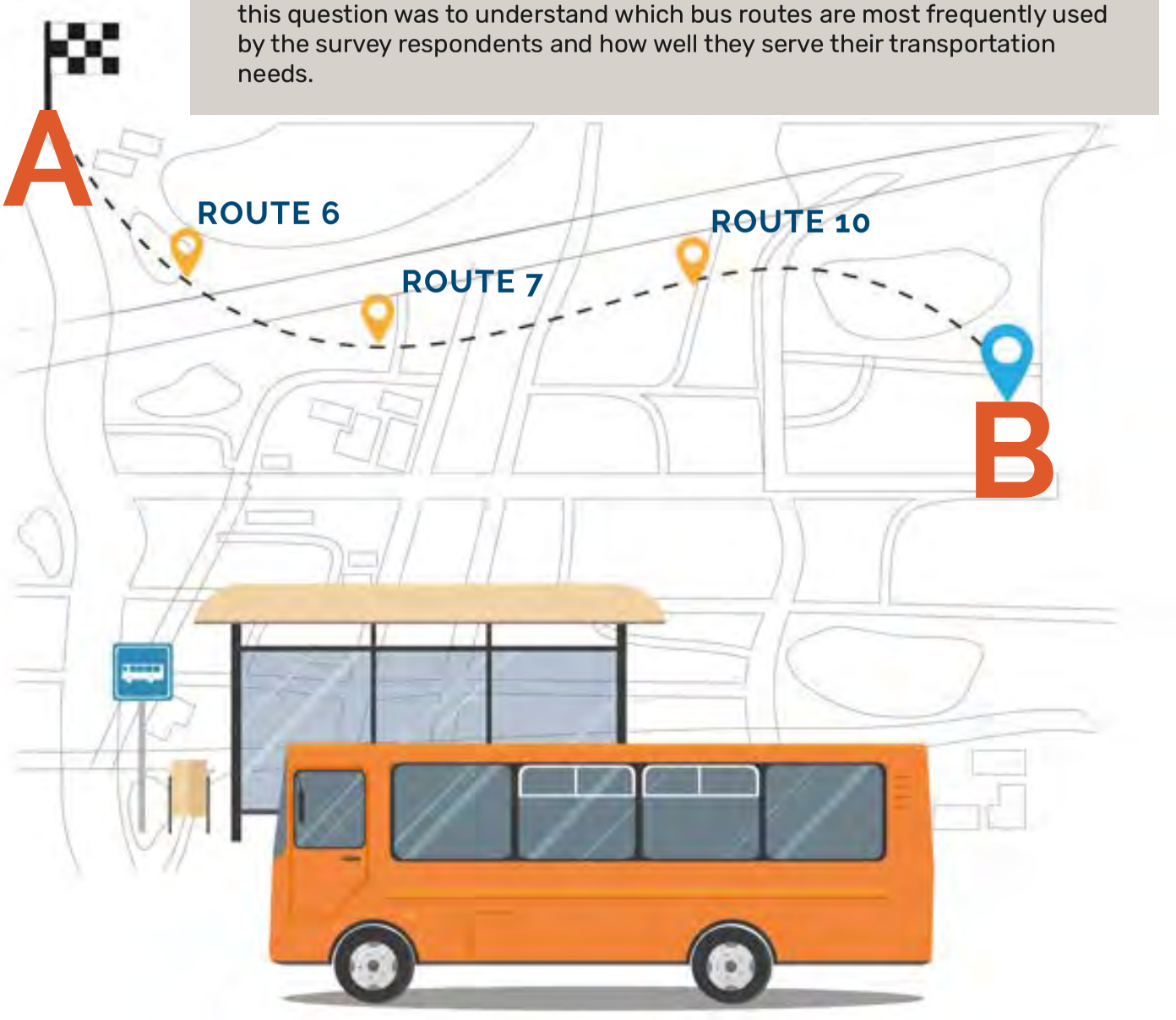
QUESTION 2

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.

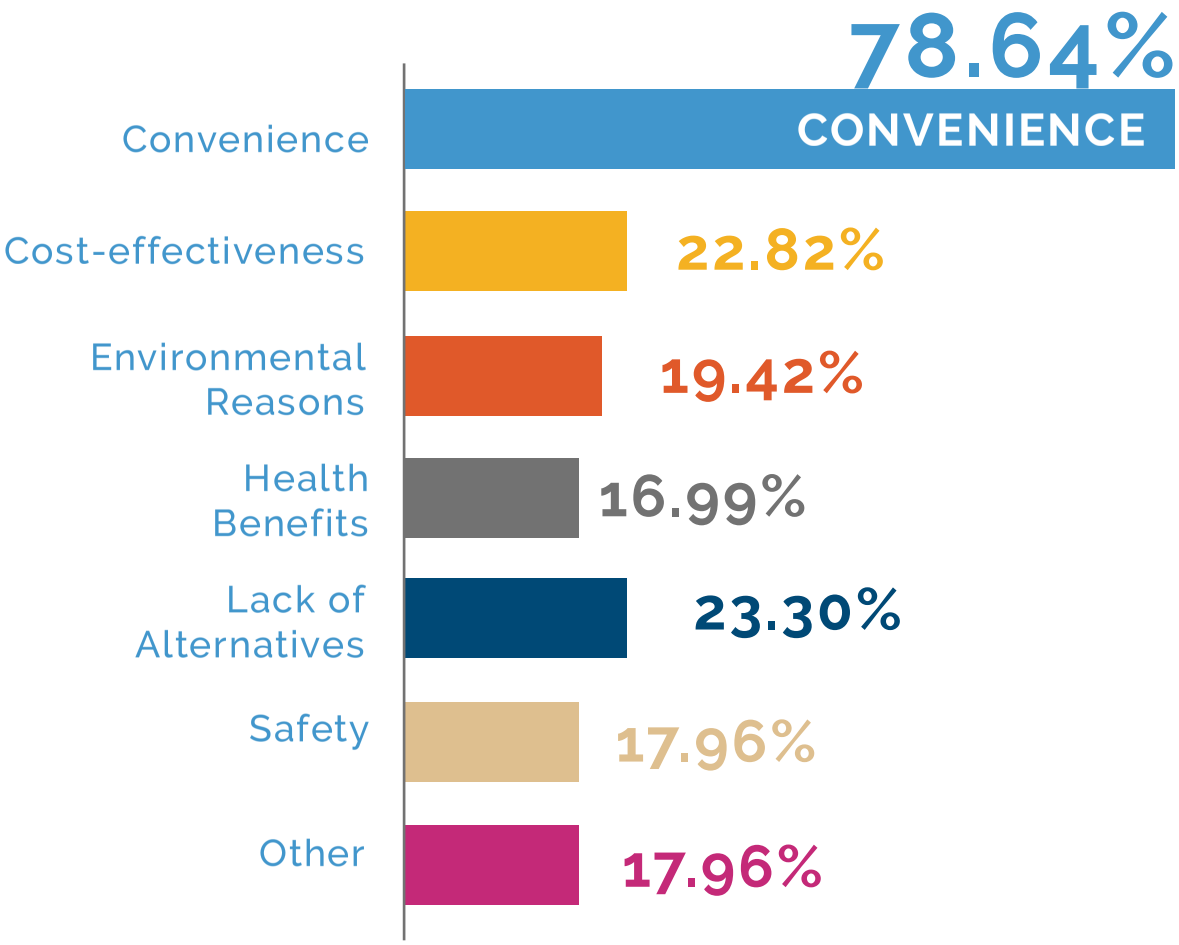
The most common bus route among the respondents who take the bus was 6, which was mentioned by 7 respondents. The second most common bus route was 7, which was mentioned by 6 respondents. The third most common bus route was 10, which was mentioned by 4 respondents. The purpose of this question was to 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



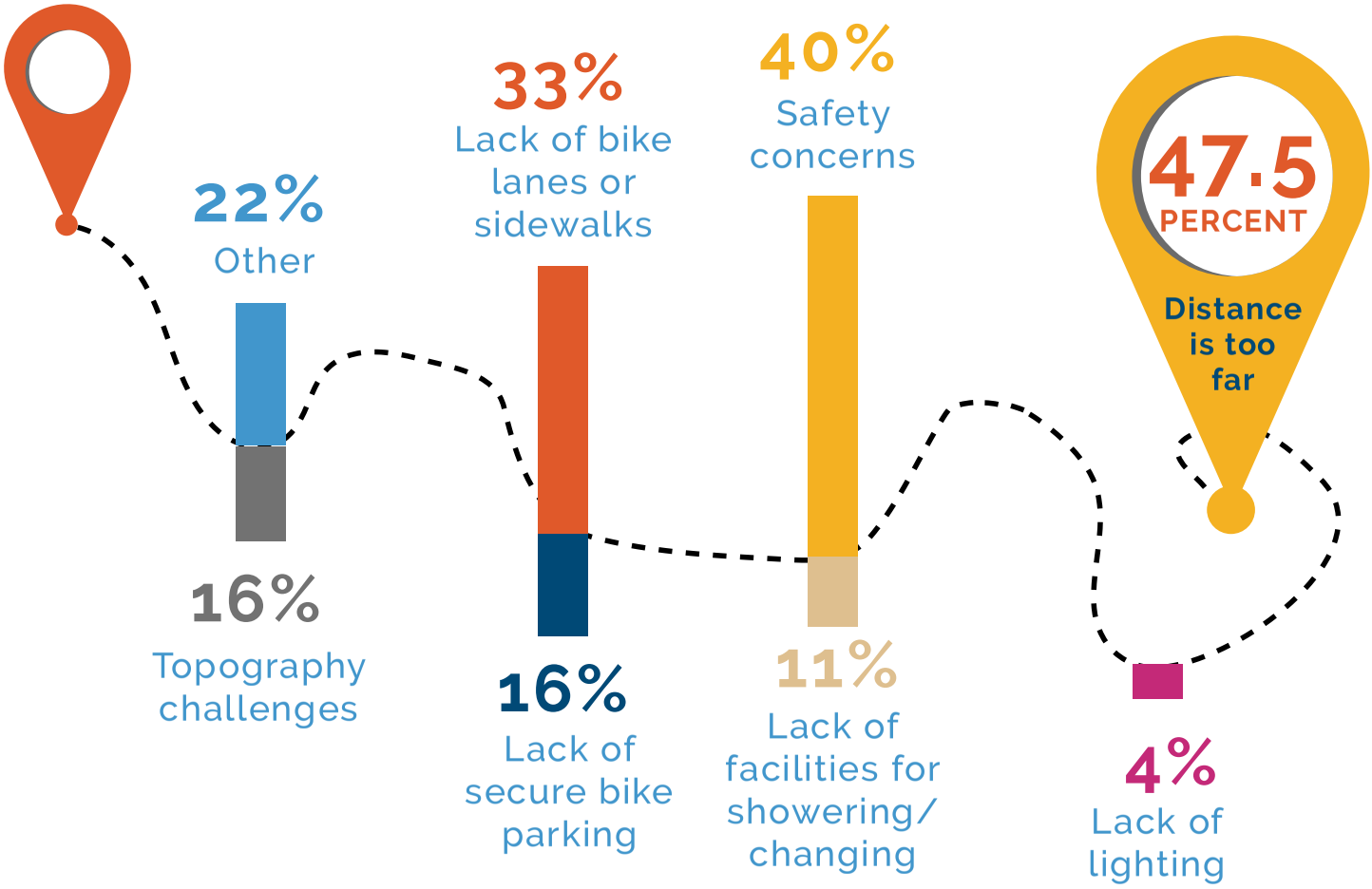
The survey results show that convenience is the main factor influencing people's transportation choices, as 78.64 percent chose this option. Other factors, such as cost-effectiveness (22.82 percent), lack of alternatives (23.30 percent), environmental reasons (19.42 percent), health benefits (16.99 percent), 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

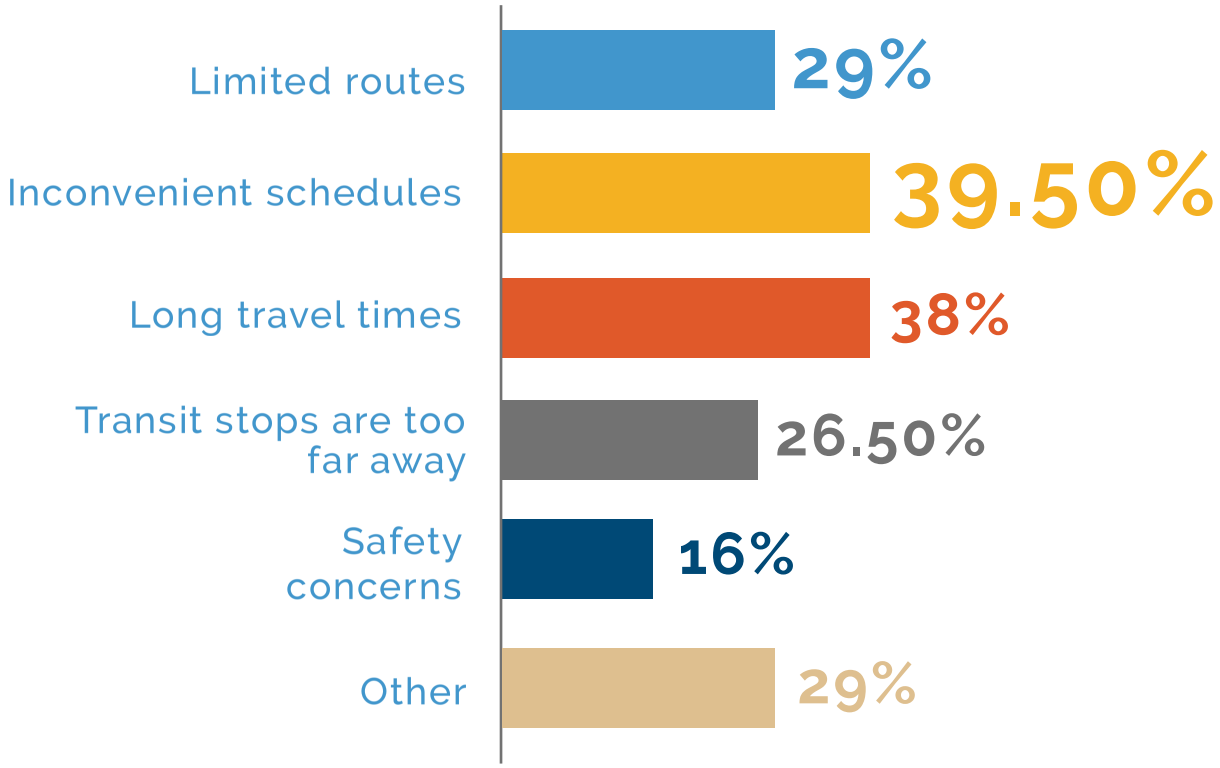


According to the survey results, the most common barrier preventing respondents from biking or walking to their destinations is the distance being too far, which 47.5 percent of the respondents reported. The next most cited barrier was safety concerns, such as traffic, crime, or personal security, which 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



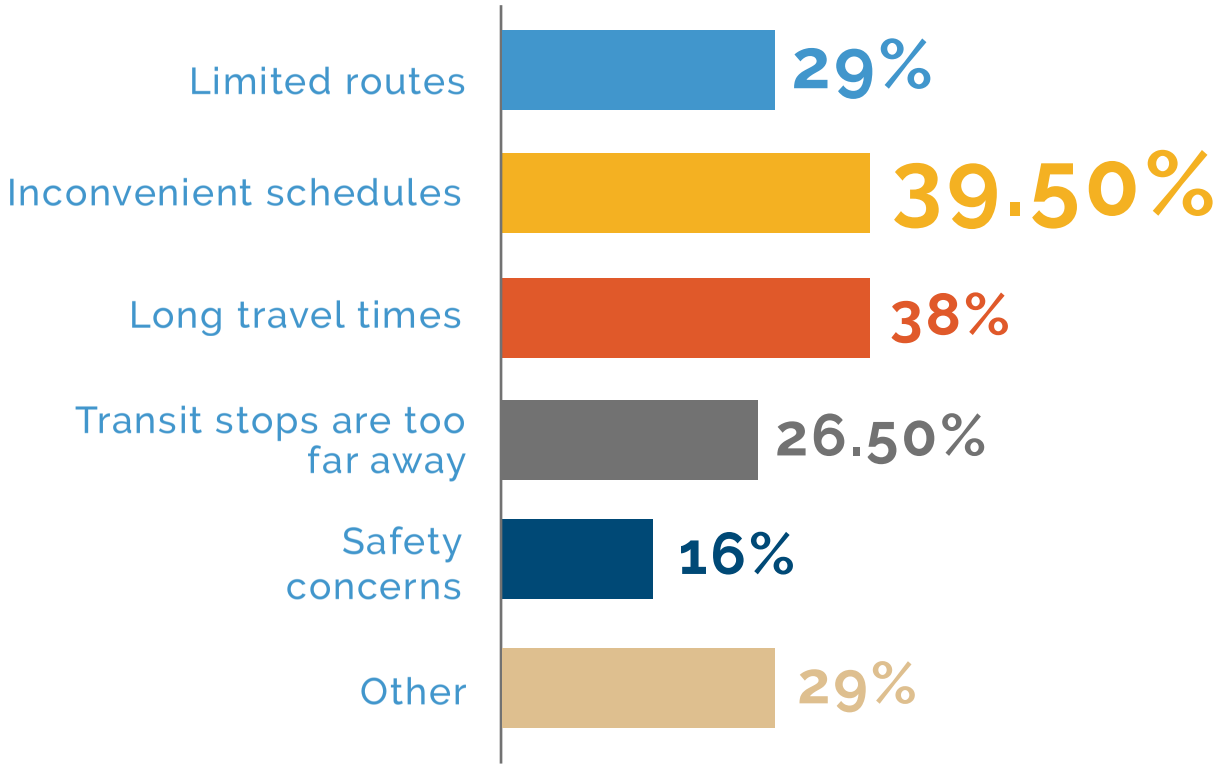
The survey results show that the top two barriers preventing users from using public transit are inconvenient schedules and long travel times, which 39.5 percent and 38 percent of the respondents respectively reported. These barriers suggest that public transit does not offer a convenient or efficient 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 5

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

Total Respondents: 200



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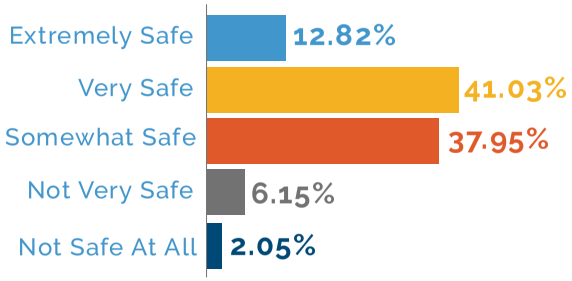
Overall, safety concerns were not widely selected as a barrier from using public transit to destinations.

QUESTION 6

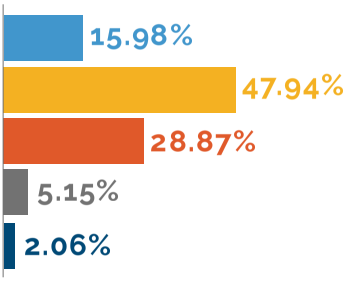
PLEASE SHARE YOUR LEVEL OF AGREEMENT OF HOW SAFE YOU FEEL WHEN USING THE FOLLOWING MODES OF TRANSPORTATION.

Total Respondents: 195

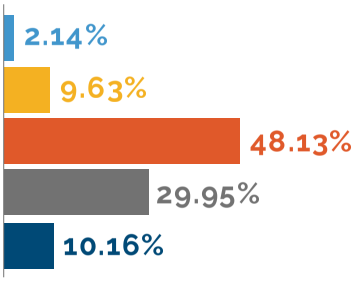
Walking
195 Responses



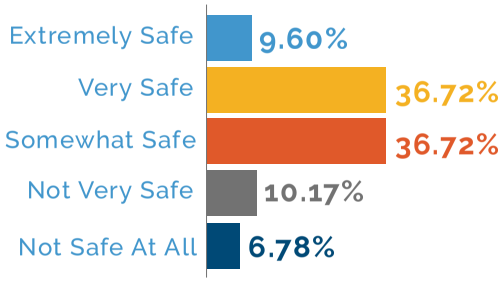
Driving
194 Responses



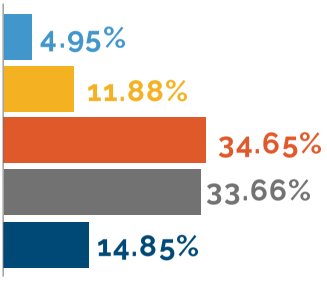
Riding a Bicycle
187 Responses



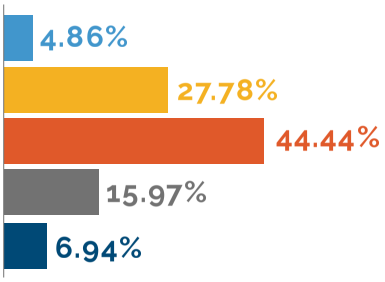
Riding the Bus
177 Responses



Using a Mobility Device
101 Responses



Using Rideshare
144 Responses

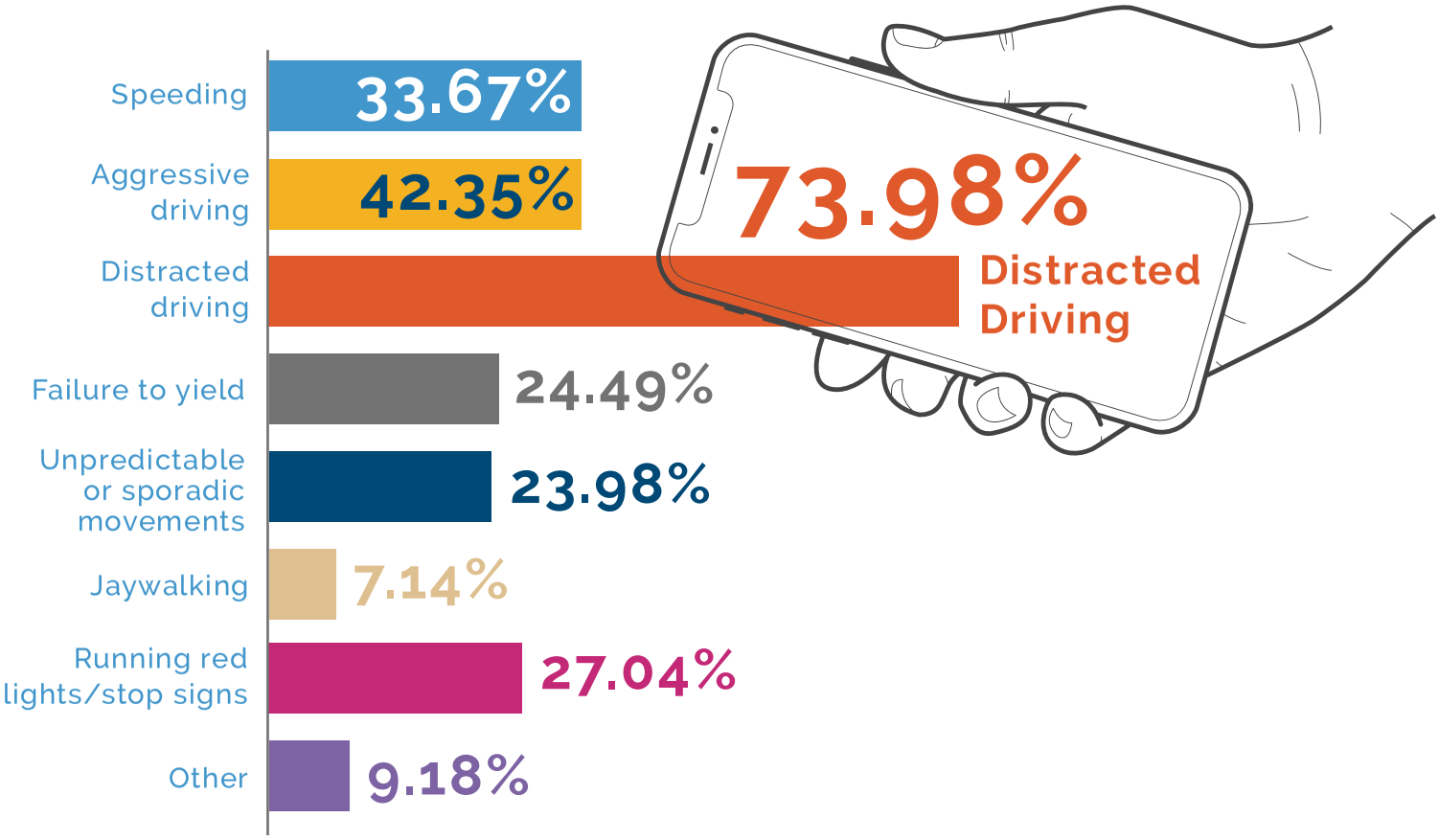


Respondents were asked to rate how safe they felt when using different modes of transportation on a five-point scale, ranging from extremely safe to unsafe. The results revealed that the majority of respondents felt very safe driving (47.94 percent), walking (41.03 percent), or riding the bus (36.72 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?

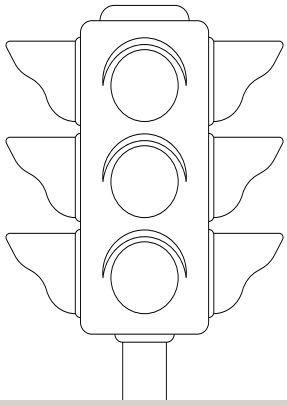
(Select all that apply)

Total Respondents: 192

58.33%

Enforcement

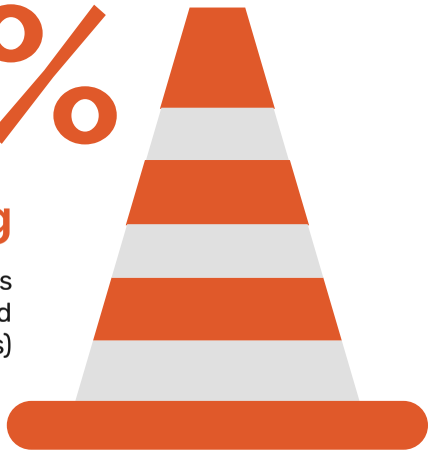
(either by law enforcement or through technological tools)

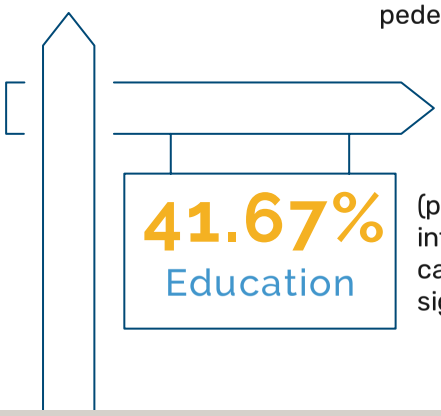


75%

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.

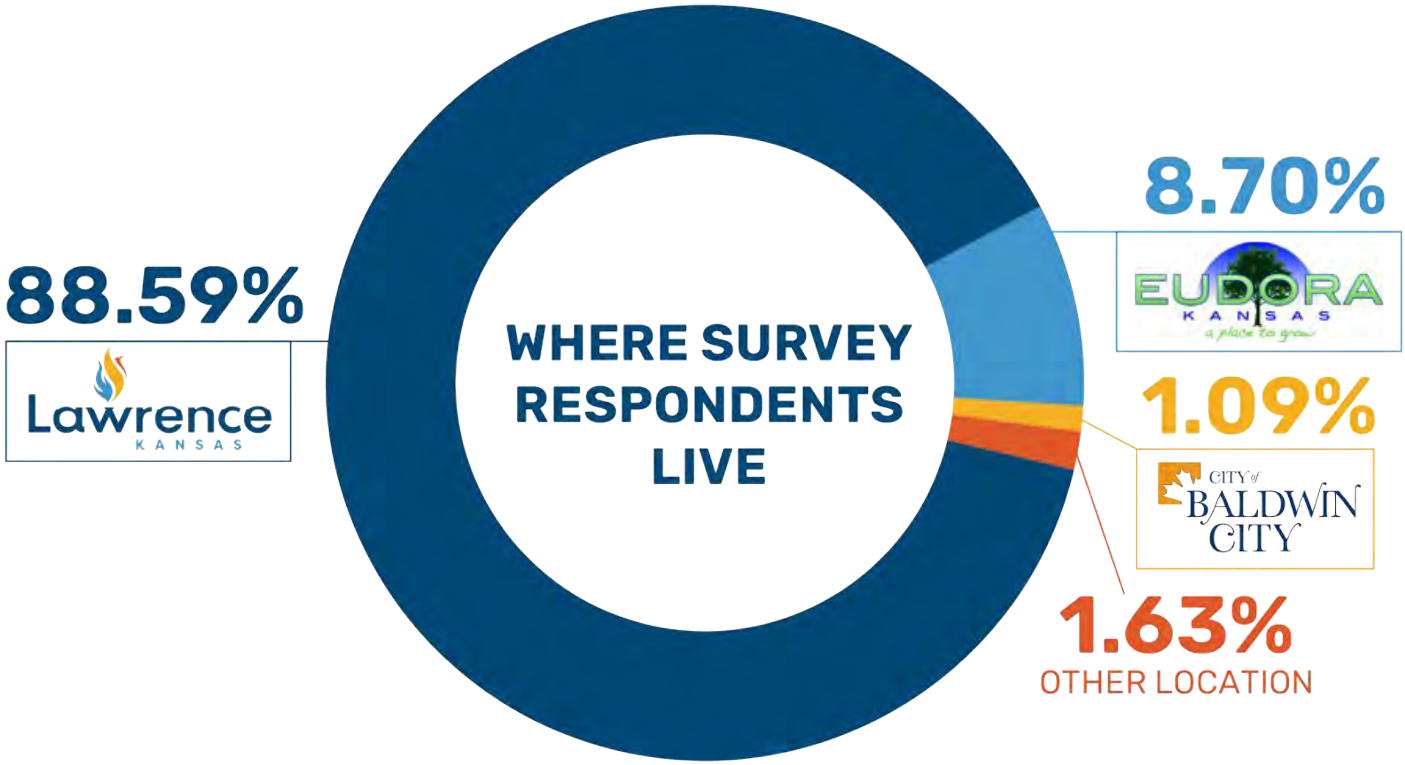
QUESTION 13

WHAT CITY DO YOU LIVE IN?

Total Respondents: 184

The majority of the survey participants (88.59 percent) 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.



QUESTION 14

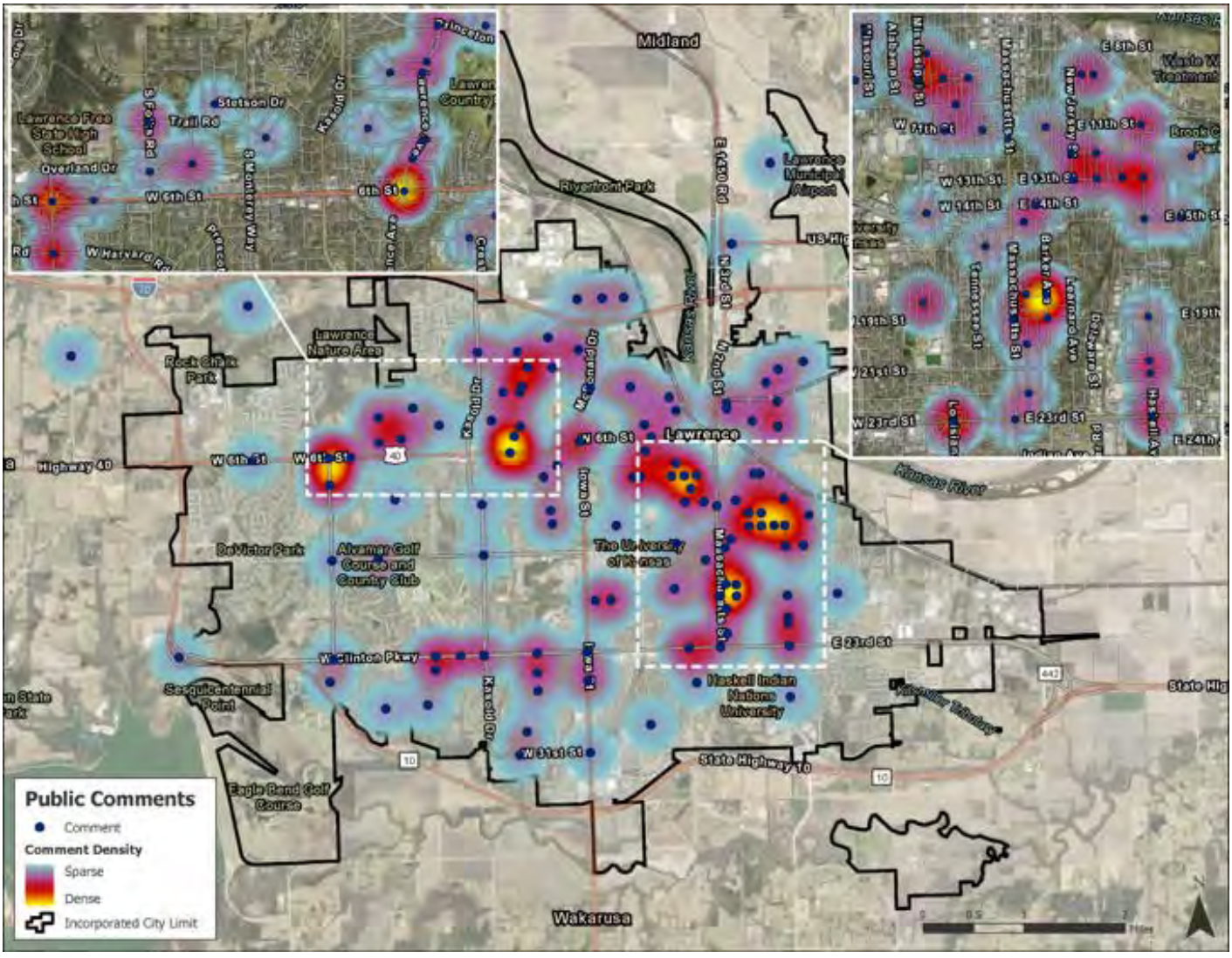
Total Respondents: 170

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.

Figures 1.1 - 1.3 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.

FIGURE 1.1 LAWRENCE PUBLIC COMMENTS BY LOCATION

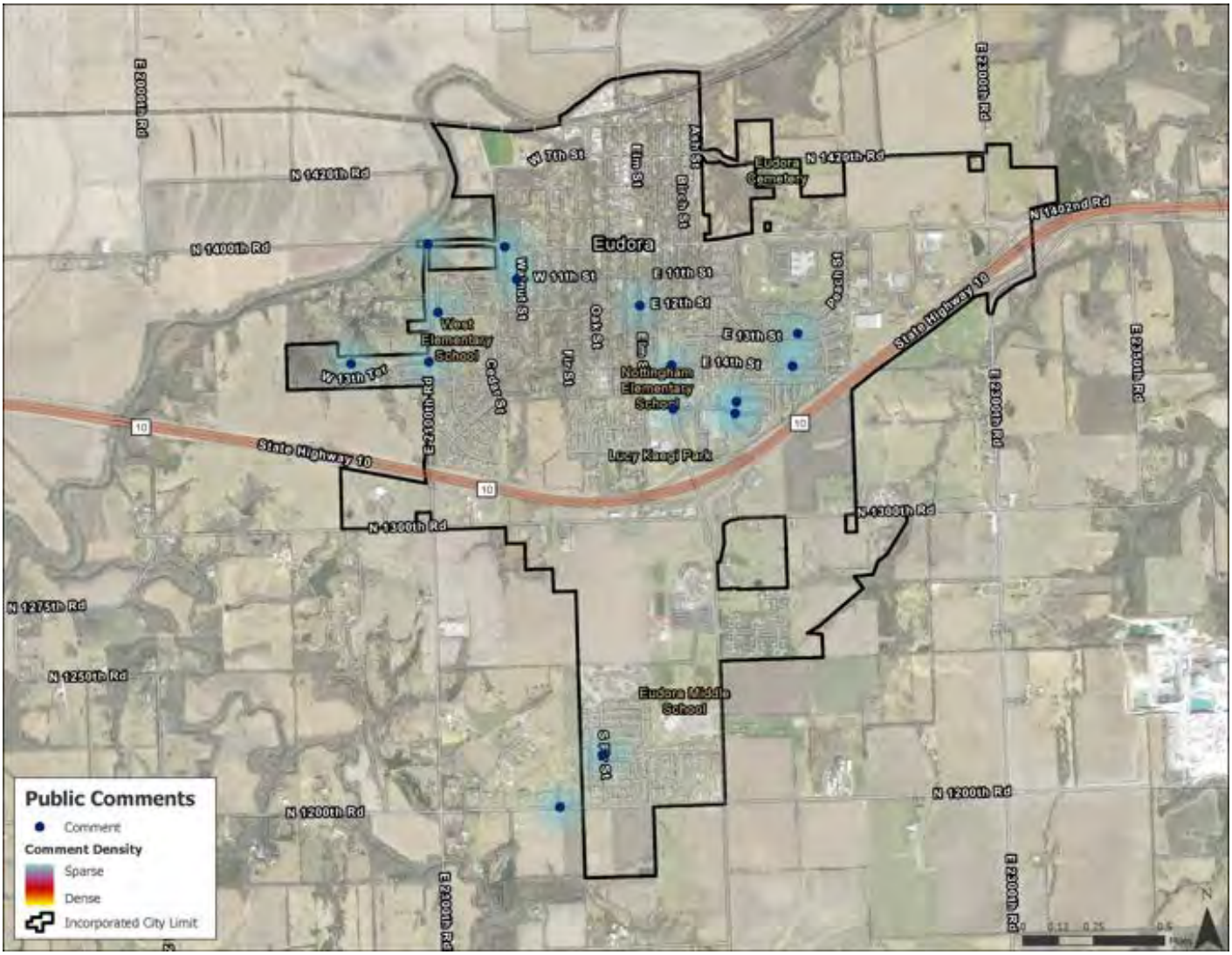


PLEASE LIST THE NEAREST INTERSECTION TO WHERE YOU LIVE.

The survey responses indicate a wide distribution of residences across various intersections in the participating cities of Lawrence, Eudora, and Baldwin City.

Figures 1.1 - 1.3 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.

FIGURE 1.2 EUDORA PUBLIC COMMENTS BY LOCATION

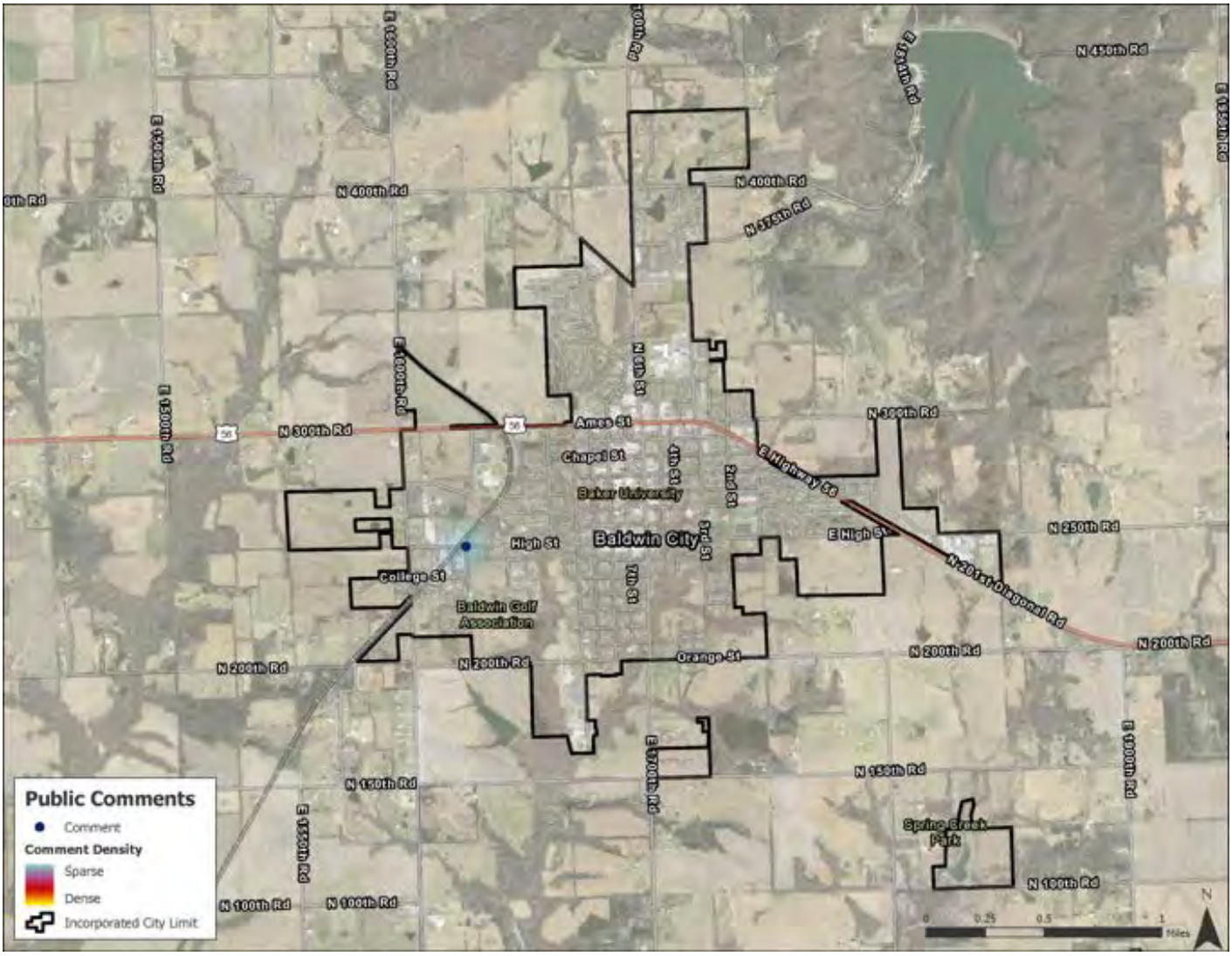


PLEASE LIST THE NEAREST INTERSECTION TO WHERE YOU LIVE.

The survey responses indicate a wide distribution of residences across various intersections in the participating cities of Lawrence, Eudora, and Baldwin City.

Figures 1.1 - 1.3 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.

FIGURE 1.3 BALDWIN CITY PUBLIC COMMENTS BY LOCATION

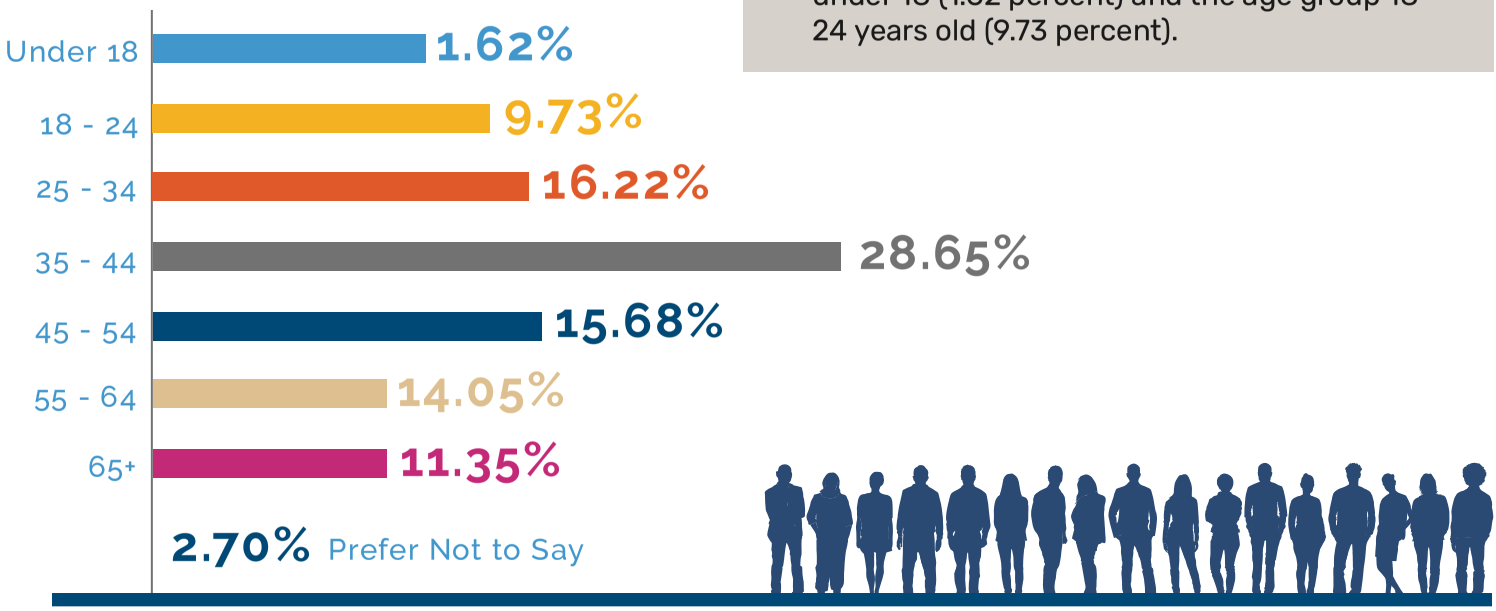


QUESTION 15

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).

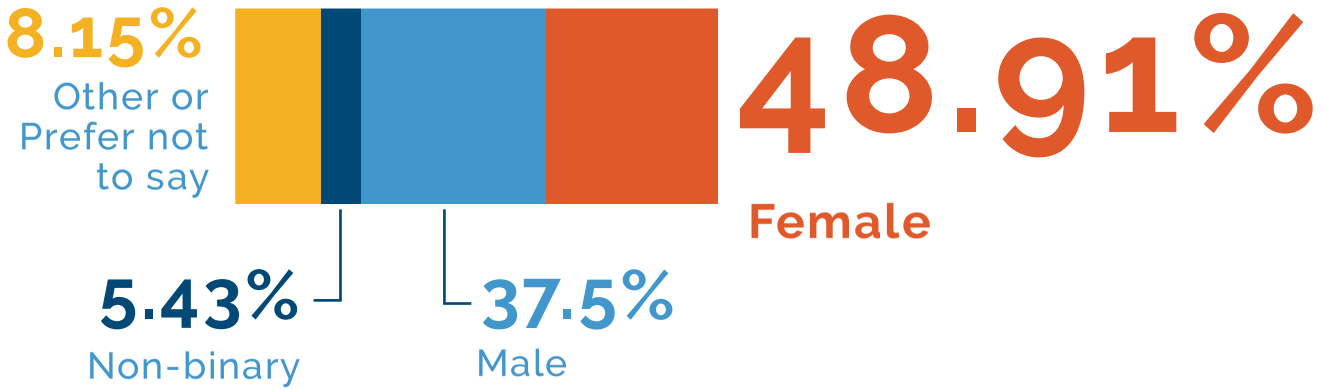


QUESTION 16

WHAT IS YOUR GENDER?

Total Respondents: 184

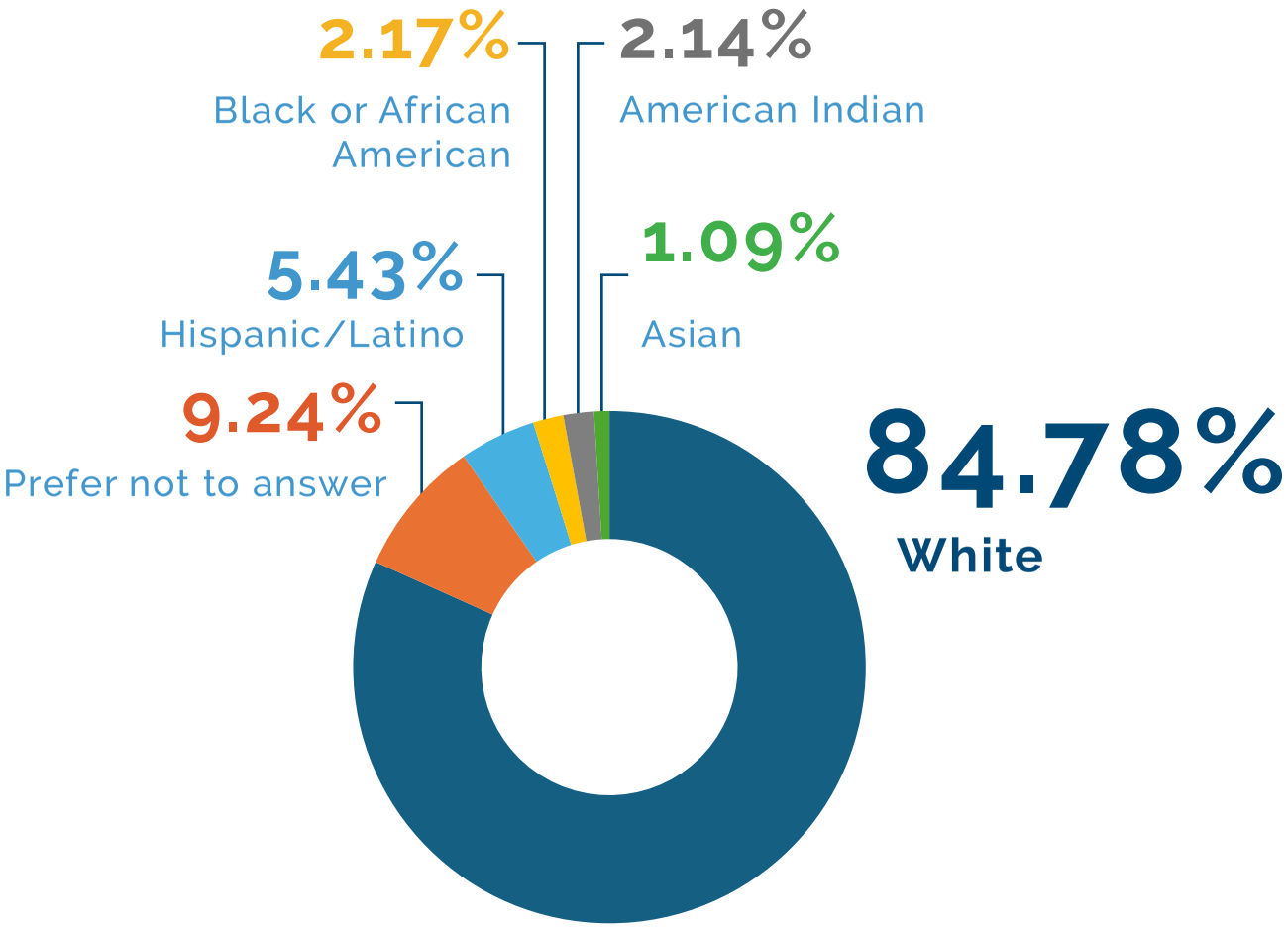
Most of the survey respondents were female, with 48.91 percent identifying as such. Another 37.5 percent were male, and 13.58 percent were non-binary, other, or preferred not to answer.



QUESTION 17

WHAT IS YOUR ETHNICITY?

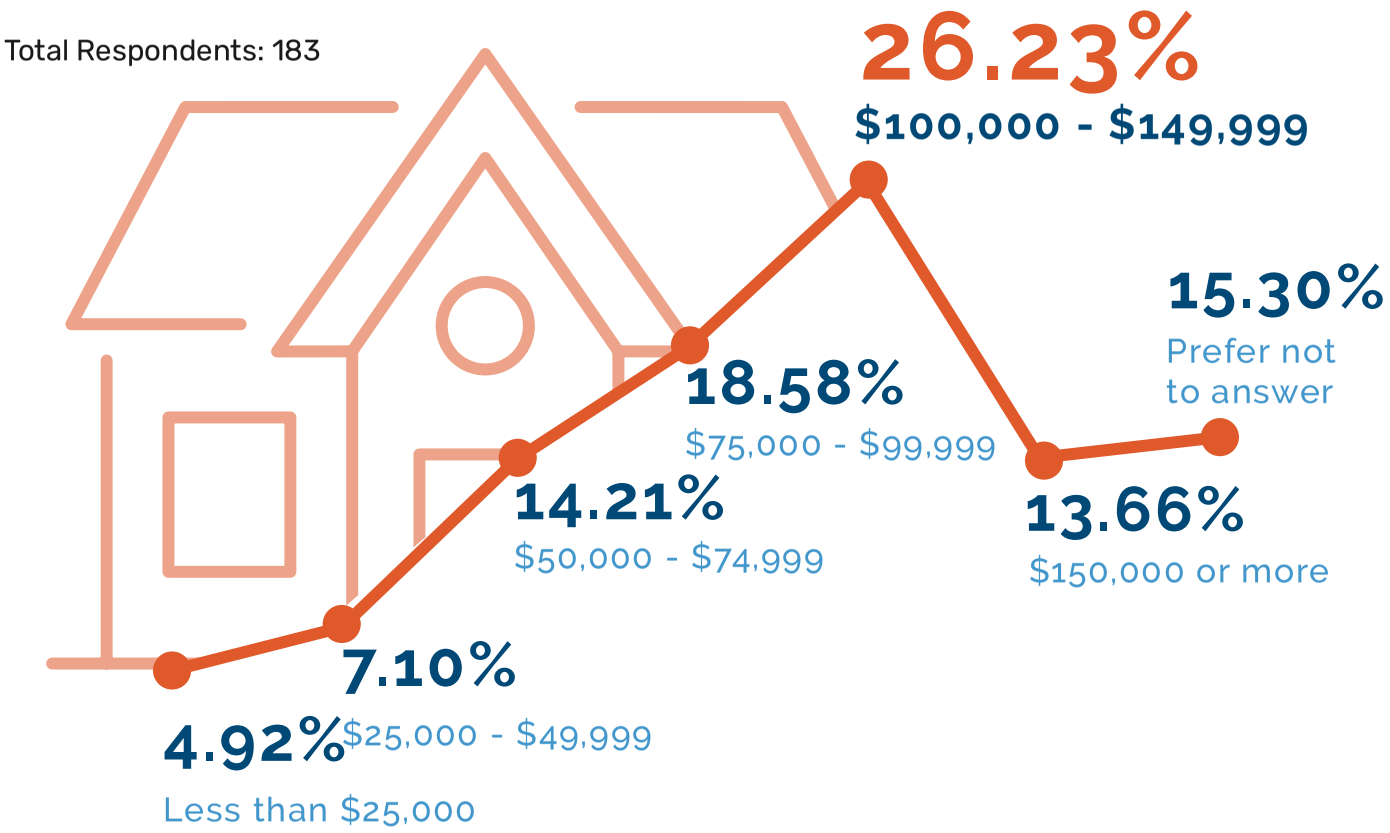
Total Respondents: 184



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.

QUESTION 18

WHAT IS YOUR HOUSEHOLD INCOME RANGE?

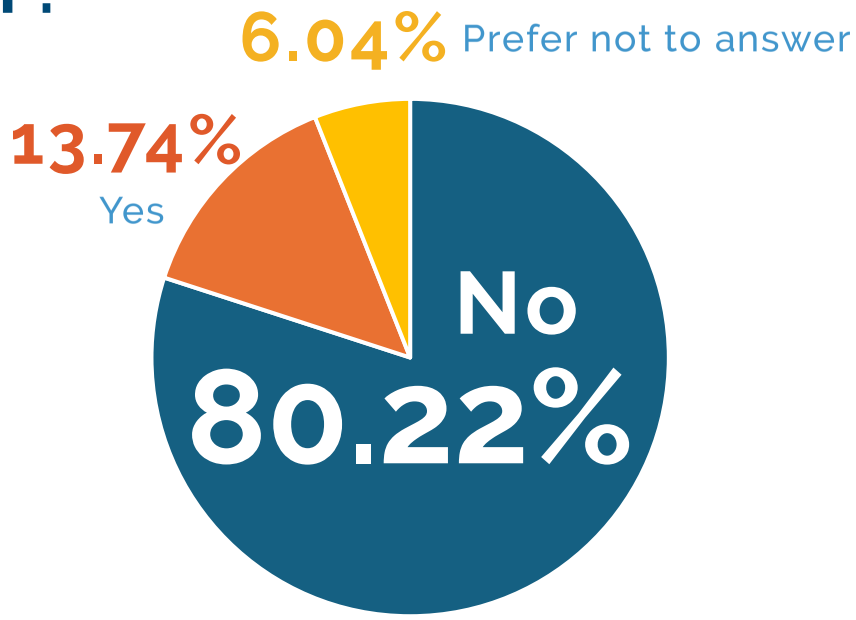


The survey respondents reported a wide range of household income levels, from less than $25,000 to more than $150,000 annually. Most respondents (58.47 percent) had an annual income of $75,000 or higher, above the median household income in the United States ($68,703 in 2019). However, some respondents (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). 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.

QUESTION 19

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

Total Respondents: 182

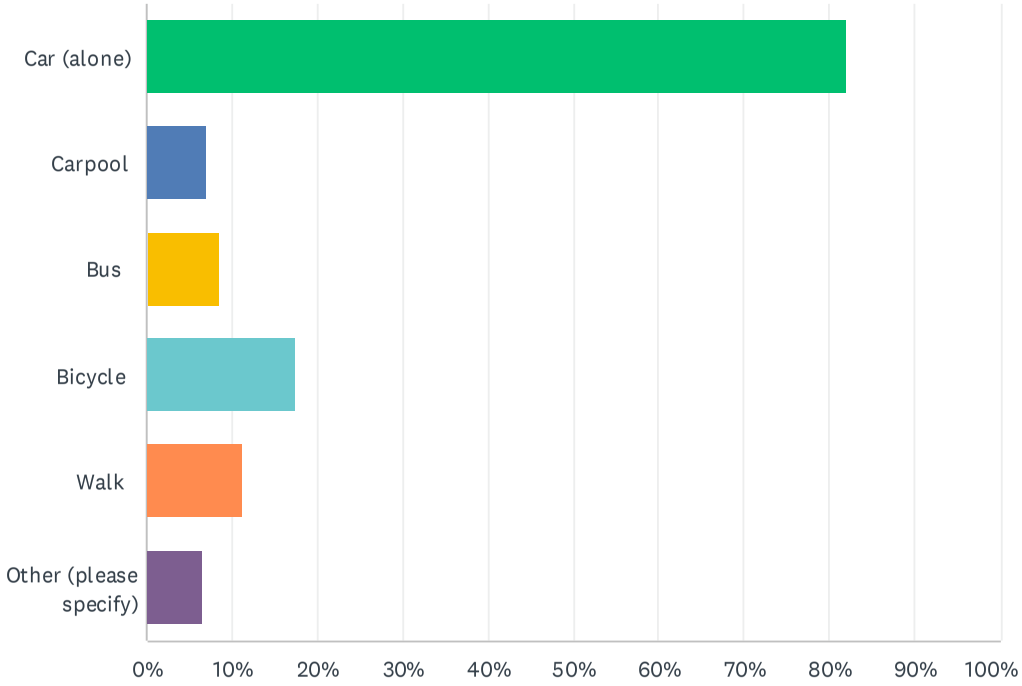


A significant proportion of the survey respondents reported not having health issues or restrictions that impact their mobility and access to transportation. Nearly 13.74 percent indicated that they experience some form of health condition or limitation that affects their ability to travel to the community. 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.

FULL TRANSCRIPT OF PUBLIC SURVEY RESULTS

Q1 How do you usually get to work or school? (Select up to two answers)

Answered: 211 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car (alone)	81.99%	173
Carpool	7.11%	15
Bus	8.53%	18
Bicycle	17.54%	37
Walk	11.37%	24
Other (please specify)	6.64%	14
Total Respondents: 211		

#	OTHER (PLEASE SPECIFY)	DATE
1	Zoom	7/26/2024 10:17 AM
2	Worn from hkme	7/24/2024 9:15 PM
3	A combination of bus and bike	7/11/2024 7:53 AM
4	Remote worker	7/9/2024 7:25 PM
5	Retired	7/8/2024 3:28 PM
6	NA	7/8/2024 10:33 AM
7	Don't work.	7/7/2024 7:41 PM
8	sometimes walk but it's 2 miles each way; bike rarely	7/4/2024 10:53 AM

9	Work from home	7/4/2024 10:14 AM
10	Motorcycle	6/23/2024 9:13 PM
11	Remote work	6/23/2024 9:11 PM
12	Retired and walk most places.	6/17/2024 3:44 PM
13	Ride with Spouse	6/11/2024 10:46 AM
14	Would love to walk/bike but feel unsafe	6/8/2024 1:40 PM

Q2 If you usually take the bus to work or school, what bus route(s) do you most often take?

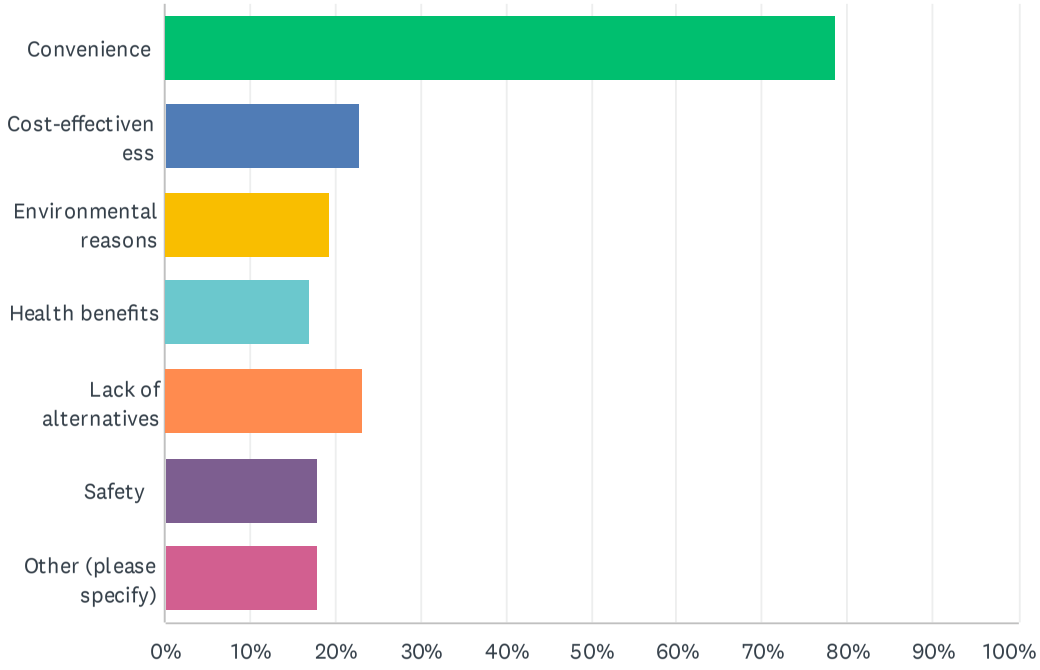
Answered: 40 Skipped: 171

#	RESPONSES	DATE
1	N/a	7/29/2024 3:17 PM
2	I would take 7	7/28/2024 9:20 AM
3	I used to take the 7 until the route got jacked up	7/27/2024 5:33 PM
4	Na	7/26/2024 6:00 PM
5	N/A	7/26/2024 3:03 PM
6	n/a	7/26/2024 2:13 PM
7	42	7/26/2024 1:48 PM
8	NA	7/24/2024 3:38 PM
9	Route 8	7/24/2024 3:30 PM
10	I drive on K-10	7/24/2024 3:11 PM
11	6	7/16/2024 6:56 PM
12	43, 10, 11	7/12/2024 7:09 PM
13	2	7/11/2024 11:50 AM
14	4 or the 8	7/11/2024 7:53 AM
15	43, 4, 36, 30	7/10/2024 6:11 PM
16	N/A	7/10/2024 5:51 PM
17	NA	7/9/2024 11:34 AM
18	N/A	7/7/2024 7:41 PM
19	N/A	7/3/2024 6:23 PM
20	N/A	7/3/2024 4:47 PM
21	My kids take the 7 bus home from school (billy mills) or sometimes from school to downtown	7/3/2024 1:42 PM
22	36	7/3/2024 1:02 PM
23	5, 1, 7, 11	7/2/2024 10:16 AM
24	6 in north lawrence to 7 on 19th and haskell	6/23/2024 9:52 PM
25	N/a	6/23/2024 9:13 PM
26	N/A	6/23/2024 9:12 PM
27	Zero	6/23/2024 9:09 PM
28	I used to take the bus to KU, but that route got changed and my stop got closed on Jan 1, 2024, so now I have to drive and park on campus.	6/17/2024 5:46 PM
29	2, 3	6/17/2024 3:49 PM
30	7 and 5	6/17/2024 3:45 PM
31	32, 36, 8, 11, 1, 10, 6	6/17/2024 2:52 PM

32	I don’t take the bus	6/13/2024 9:35 PM
33	From Elementary to middle school	6/13/2024 9:35 PM
34	N/A	6/11/2024 1:22 PM
35	NA	6/11/2024 10:46 AM
36	10 and 6	6/7/2024 4:37 PM
37	6	6/6/2024 7:45 PM
38	K10 connector	6/3/2024 11:27 AM
39	10, 6	5/31/2024 1:19 PM
40	3,2,4,11	5/30/2024 12:34 PM

Q3 Why do you choose this mode of transportation? (Select all that apply)

Answered: 206 Skipped: 5



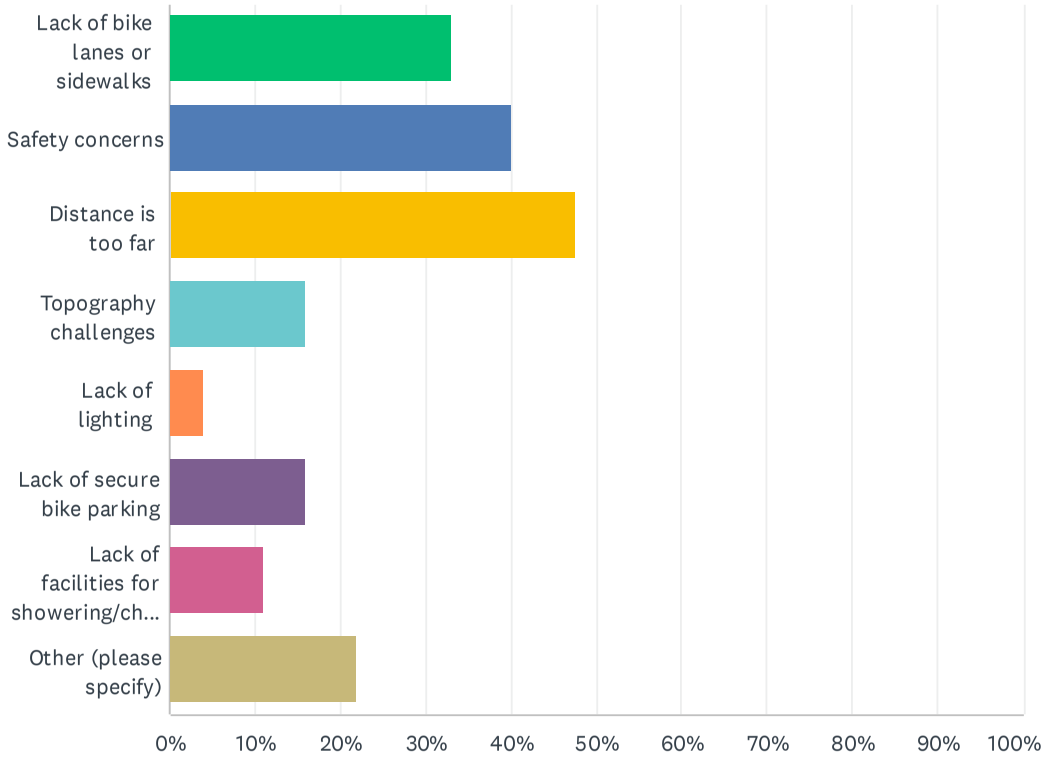
ANSWER CHOICES	RESPONSES	
Convenience	78.64%	162
Cost-effectiveness	22.82%	47
Environmental reasons	19.42%	40
Health benefits	16.99%	35
Lack of alternatives	23.30%	48
Safety	17.96%	37
Other (please specify)	17.96%	37
Total Respondents: 206		

#	OTHER (PLEASE SPECIFY)	DATE
1	I have to take my daughter to school on the way to work. It would take well over an hour on the bus	7/27/2024 5:33 PM
2	Distance	7/27/2024 10:53 AM
3	Distance	7/26/2024 5:40 PM
4	Requirement for work	7/26/2024 3:03 PM
5	bicycles are fun to use as transportaition	7/26/2024 2:13 PM
6	*safety is why I sometimes ride in a car, vs. bike.	7/26/2024 1:19 PM

7	Commute to different county	7/24/2024 9:33 PM
8	When I was working, it was too far to wheel to snf from my campus office using the fixed route system. Paratransit not always available at beginning and end of workday, and inconvenient to call to schedule regularly..	7/24/2024 7:38 PM
9	Prefer riding my bike or walking	7/24/2024 3:30 PM
10	transporting children	7/24/2024 2:24 PM
11	Fastest	7/24/2024 2:22 PM
12	Health - Struggle to Walk Long Distances	7/21/2024 4:47 PM
13	I live in Baldwin, but work in Lawrence. I would bike if I could!	7/21/2024 8:58 AM
14	I live in Baldwin, but work in Lawrence. I would bike if I could!	7/20/2024 9:55 PM
15	I live in Baldwin, but work in Lawrence. I would bike if I could!	7/20/2024 10:45 AM
16	I live in Baldwin, but work in Lawrence. I would bike if I could!	7/19/2024 8:08 PM
17	I live rural and choose to drive	7/16/2024 6:57 PM
18	very close to work	7/13/2024 9:08 AM
19	Have a child.	7/11/2024 5:42 PM
20	N/a	7/10/2024 5:51 PM
21	Take supplies often	7/10/2024 3:46 PM
22	Family obligations	7/9/2024 5:37 PM
23	I enjoy driving my car.	7/9/2024 5:13 PM
24	Happiness - always feel better when I bike.	7/9/2024 11:47 AM
25	Physical Disability	7/8/2024 10:33 AM
26	Caretaker for someone with walker	7/8/2024 10:29 AM
27	There aren’t any bike routes that I feel are safe enough for me to ride on.	7/6/2024 9:36 AM
28	Distance	7/5/2024 2:53 PM
29	Work with clients in the community	6/26/2024 10:10 AM
30	Work at home and customer deliveries	6/25/2024 7:24 PM
31	transit would take more than 4X as long as driving	6/18/2024 6:31 PM
32	I live in the country - and prefer to have my freedom for errands during the day	6/18/2024 1:21 PM
33	Time	6/17/2024 5:46 PM
34	I cannot drive, and biking isn't always safe	6/17/2024 2:52 PM
35	Because I wouldn't go any other way	6/15/2024 12:58 AM
36	Retired	6/11/2024 8:35 PM
37	Age	6/11/2024 10:46 AM

Q4 What barriers prevent you from biking or walking to your destination? (Select up to two)

Answered: 200 Skipped: 11



ANSWER CHOICES	RESPONSES	
Lack of bike lanes or sidewalks	33.00%	66
Safety concerns	40.00%	80
Distance is too far	47.50%	95
Topography challenges	16.00%	32
Lack of lighting	4.00%	8
Lack of secure bike parking	16.00%	32
Lack of facilities for showering/changing	11.00%	22
Other (please specify)	22.00%	44
Total Respondents: 200		

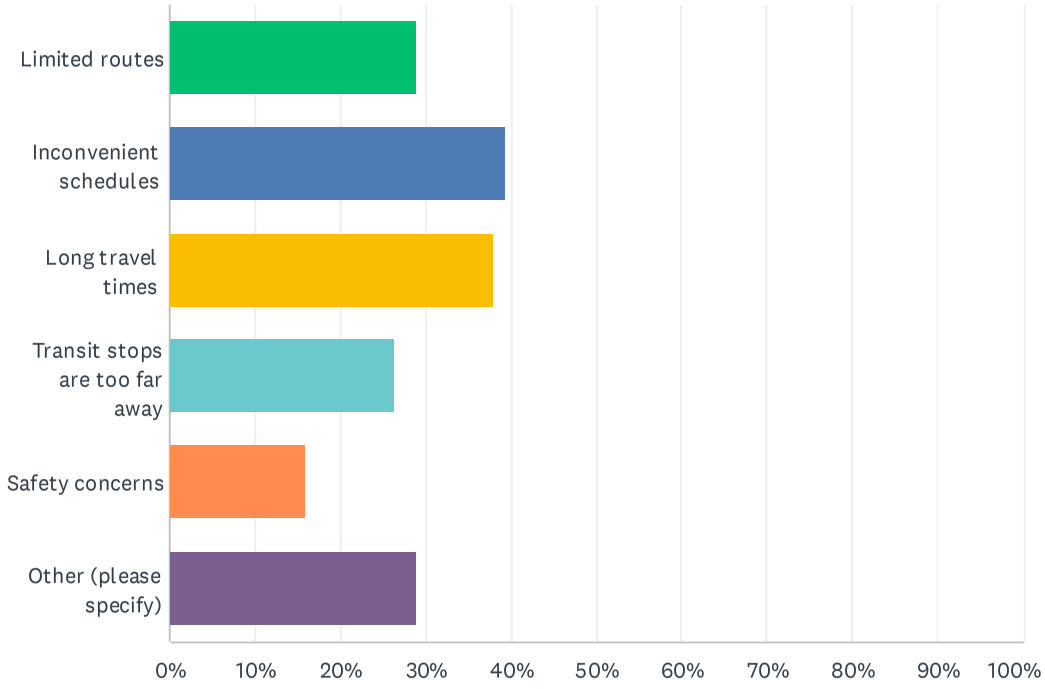
#	OTHER (PLEASE SPECIFY)	DATE
1	Weather impacting pavement conditions (ice, snow, etc)	7/31/2024 8:25 AM
2	See previous comment about my kid	7/27/2024 5:33 PM
3	My work requires me to drive	7/26/2024 4:06 PM

4	Just not convenient for your everyday travel. Rain, snow and places to go.	7/26/2024 3:46 PM
5	Can't carry what I need to otherwise	7/26/2024 3:03 PM
6	Kids drama	7/26/2024 9:57 AM
7	Lack of interest	7/25/2024 4:17 PM
8	Need to haul tools for work or children to multiple locations or both	7/25/2024 8:42 AM
9	Time	7/25/2024 8:06 AM
10	Job requires vehicle	7/25/2024 8:05 AM
11	Weather in a professional setting - being to hot or cold	7/24/2024 9:45 PM
12	I use a wheelchair	7/24/2024 7:38 PM
13	Disabilities and old age	7/24/2024 3:22 PM
14	don't have a bike	7/24/2024 2:55 PM
15	People speeding on residential road by school	7/24/2024 2:39 PM
16	Usually poor planning on my part, run out of time	7/24/2024 2:35 PM
17	transporting children	7/24/2024 2:24 PM
18	I'm not going to carry all my stuff miles when I have a car.	7/11/2024 5:42 PM
19	The bus routes	7/9/2024 7:25 PM
20	Need to assist with family transportation	7/9/2024 5:37 PM
21	Too many vagrant/criminals on the streets, downtown and downtown and in parks.	7/9/2024 5:13 PM
22	Disability	7/8/2024 10:33 AM
23	Job requires intra city travel	7/6/2024 1:33 PM
24	motivation	7/5/2024 2:35 PM
25	Old and out of shape	7/5/2024 2:31 PM
26	walking is great if I have time but takes too long most days; biking is workable but I wear professional attire which makes it hard and would not want to shower at work; also often have heavy books to carry	7/4/2024 10:53 AM
27	Difficult to transport children that way	7/4/2024 10:14 AM
28	Need to attend meeting all over town on some days	7/3/2024 1:42 PM
29	Weather	7/2/2024 10:16 AM
30	Weather	6/29/2024 5:06 PM
31	At my age, I cannot ride a bike, and I have knee issues which prevent me from walking long distances	6/27/2024 5:30 PM
32	Transport of fragile items	6/25/2024 7:24 PM
33	Lazy	6/23/2024 9:12 PM
34	Remote work	6/23/2024 9:11 PM
35	Comfort	6/21/2024 8:20 PM
36	I work from home or Kansas City	6/18/2024 7:10 AM
37	Distance	6/17/2024 3:56 PM
38	Too far	6/12/2024 10:32 AM
39	Age	6/11/2024 8:35 PM

40	Age	6/11/2024 10:46 AM
41	Speed of traffic and intersections	6/8/2024 1:40 PM
42	The bike lane safety is severely lacking	6/5/2024 8:11 PM
43	I would bike but I need to drop my dog at doggie daycare which makes the trip too long and he can’t bike with me.	6/5/2024 4:10 PM
44	the transit facility stop is beneficial. Time is the largest barrier.	6/3/2024 11:27 AM

Q5 What barriers prevent you from using public transit to your destination? (Select up to two)

Answered: 200 Skipped: 11



ANSWER CHOICES	RESPONSES	
Limited routes	29.00%	58
Inconvenient schedules	39.50%	79
Long travel times	38.00%	76
Transit stops are too far away	26.50%	53
Safety concerns	16.00%	32
Other (please specify)	29.00%	58
Total Respondents: 200		

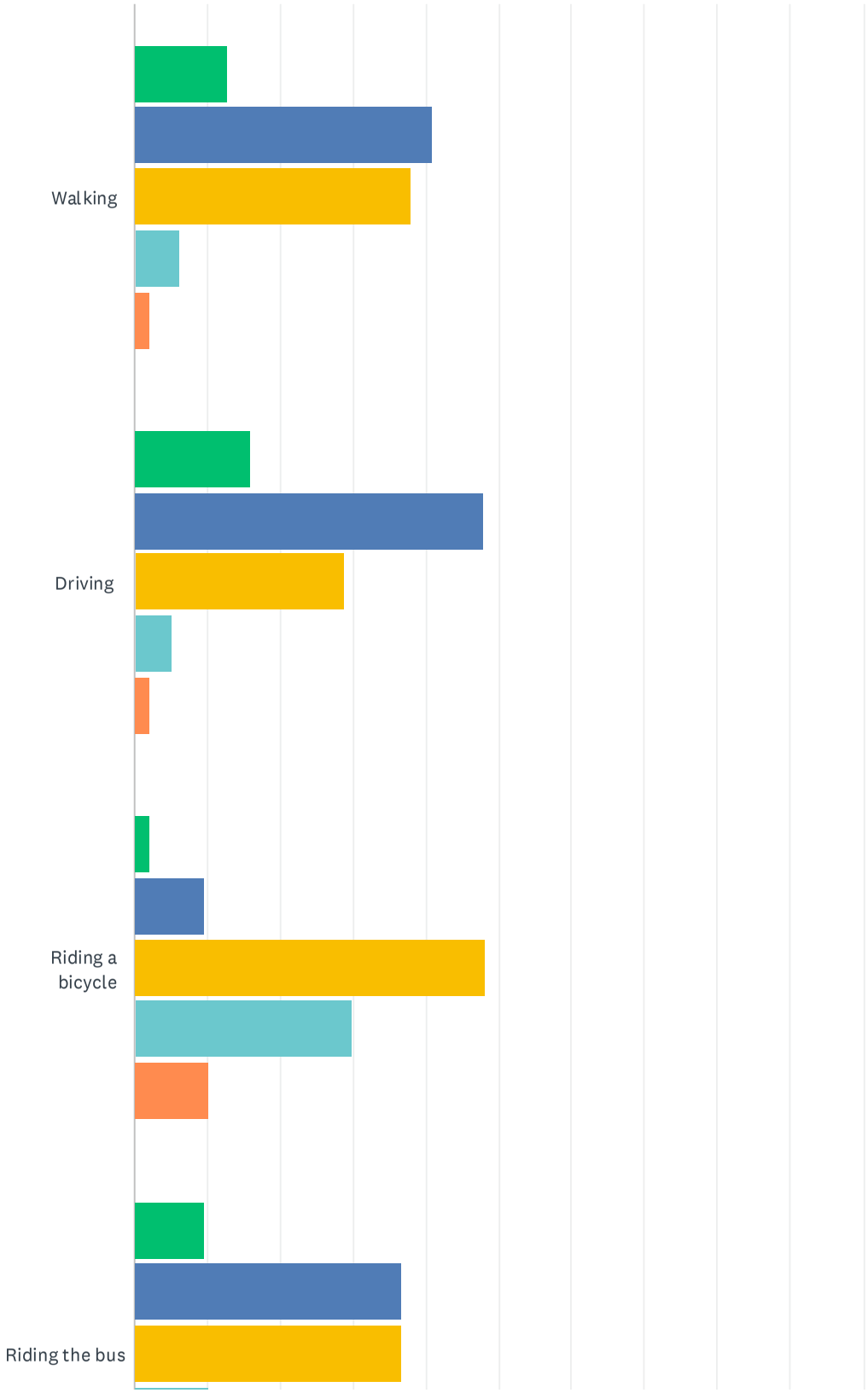
#	OTHER (PLEASE SPECIFY)	DATE
1	I live too close to where i work	7/28/2024 9:20 AM
2	Inconvenient/time consuming	7/27/2024 11:17 AM
3	I work in KC	7/27/2024 10:53 AM
4	My car is an extension of my home I keep important stuff in it. I want the freedom to come and go as I please	7/26/2024 3:46 PM
5	Just not possible with what I need to transport	7/26/2024 3:03 PM
6	Not needed personally	7/26/2024 2:27 PM

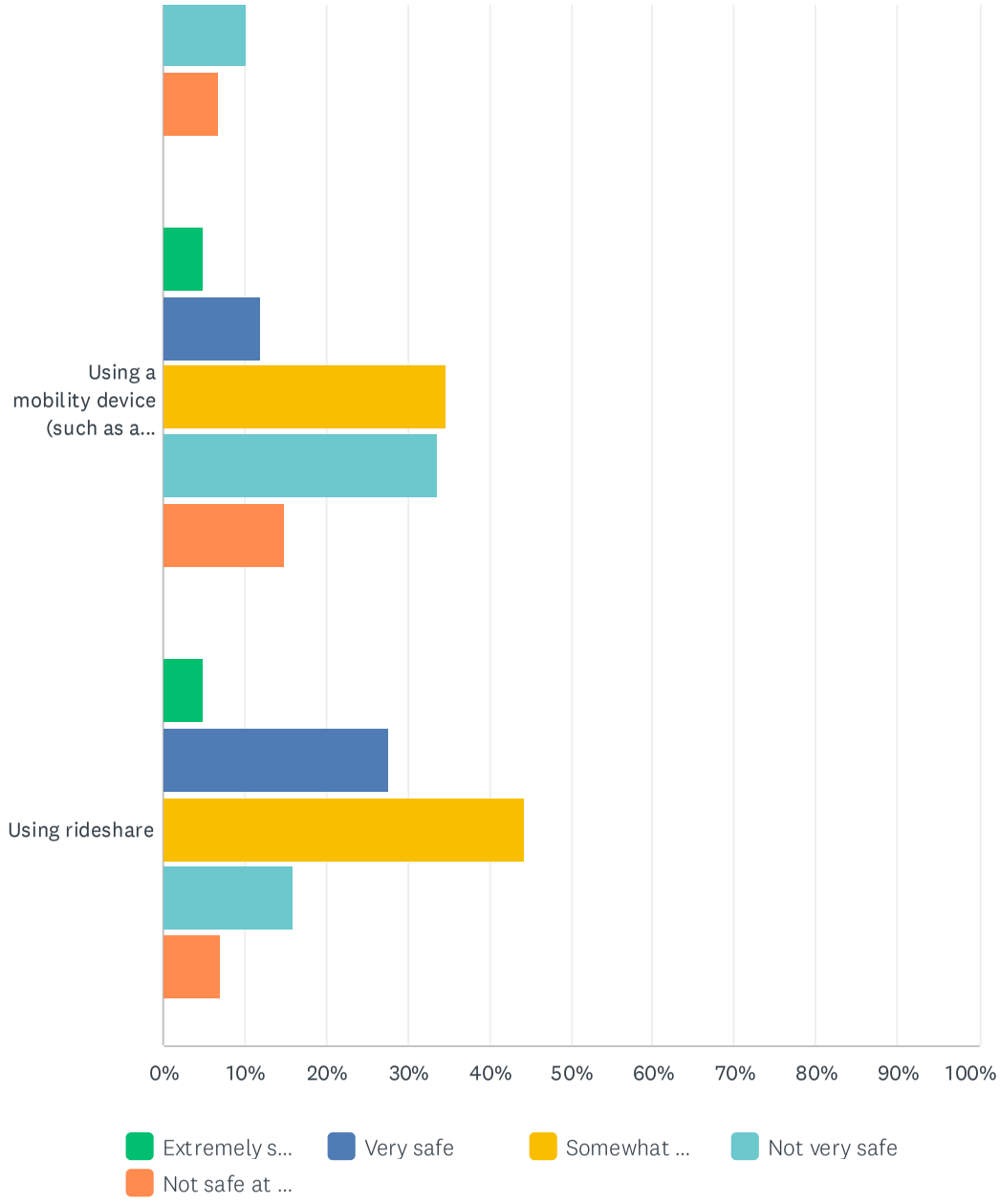
7	Convenience, laziness	7/26/2024 9:57 AM
8	Lack of interest	7/25/2024 4:17 PM
9	Need to haul tools for work, time it would take to transport children to multiple locations, amount of travel needed per dag	7/25/2024 8:42 AM
10	Job requires vehicle throughout day	7/25/2024 8:05 AM
11	Commute to Ottawa	7/24/2024 9:33 PM
12	Live out in the county	7/24/2024 5:59 PM
13	Have a car	7/24/2024 2:39 PM
14	Usually poor planning on my part, run out of time	7/24/2024 2:35 PM
15	Nothing from Eudora to Lawrence	7/24/2024 2:27 PM
16	would take too much time to take kids to their separate schools in a bus	7/24/2024 2:24 PM
17	Not familiar enough with bus routes and schedule.	7/24/2024 2:14 PM
18	I live in the country	7/21/2024 8:58 AM
19	I live in the country	7/20/2024 9:55 PM
20	I live in the country	7/20/2024 10:45 AM
21	I live in the country	7/19/2024 8:08 PM
22	use the 6 route up and down 6th street for when my car is in the shop	7/16/2024 6:57 PM
23	Buses are consistently late. Almost without fail. It is extremely difficult to plan.	7/16/2024 6:56 PM
24	Eudora has none. K-10 connector doesn't even make a stop.	7/13/2024 5:21 PM
25	just not needed	7/13/2024 9:08 AM
26	Have a toddler.	7/11/2024 5:42 PM
27	I bring my pets to work.	7/10/2024 5:51 PM
28	Take supplies to work often, too much to carry on a bus	7/10/2024 3:46 PM
29	Unreliable; never on time; can’t get help figuring out how to do it	7/10/2024 7:15 AM
30	The routes	7/9/2024 7:25 PM
31	Same as above	7/9/2024 5:37 PM
32	Too many criminals riding free busses.	7/9/2024 5:13 PM
33	Accessibility	7/8/2024 10:33 AM
34	Homeless told to ride to keep cool. Confusion about route	7/8/2024 10:24 AM
35	Not knowledgeable or routes and concerned about safety from other riders about safety	7/6/2024 1:33 PM
36	I drop my child off at school on the way to work, so I have not explored it; but, even if I didn't have the drop-off, I assume it would take way longer than driving to work and my day is packed, I need to get in quickly and don't have that kind of time	7/4/2024 10:53 AM
37	No route to topeka	7/3/2024 7:10 PM
38	I live under 10 minutes walk from my job	6/29/2024 5:06 PM
39	Public transport not available	6/27/2024 5:30 PM
40	I commute from Topeka	6/27/2024 3:32 PM
41	Time between busses	6/26/2024 10:10 AM
42	Transport of fragile items	6/25/2024 7:24 PM
43	Uneconomical	6/25/2024 2:29 PM

44	No Sunday service makes it a challenge to get to work.	6/24/2024 10:00 AM
45	N/A	6/23/2024 9:12 PM
46	Remote work	6/23/2024 9:11 PM
47	6 minute drive requires a transfer that quadruples the travel time	6/18/2024 6:31 PM
48	not offered in my area - Rural Leavenworth co	6/18/2024 1:21 PM
49	No opportunity to do so given my destinations	6/18/2024 7:10 AM
50	I have my own car	6/15/2024 12:58 AM
51	Living in Eudora, there are no public transit routes that I'm aware of here in town to take riders anywhere and I really wish there were options. We're so close!	6/14/2024 10:36 AM
52	I live in Eudora and work in Lawrence. There are no bus routes connecting the two.	6/12/2024 10:23 PM
53	No public transportation in Eudora	6/12/2024 6:59 AM
54	Not available in Eudora	6/11/2024 8:35 PM
55	Age	6/11/2024 10:46 AM
56	I take my kids to school as well when I go to work	6/9/2024 8:17 PM
57	You removed all the bus stops near me.	6/7/2024 6:25 PM
58	Lack of shade at bus stops	6/5/2024 8:11 PM

Q6 Please share your level of agreement of how safe you feel when using the following modes of transportation:

Answered: 195 Skipped: 16

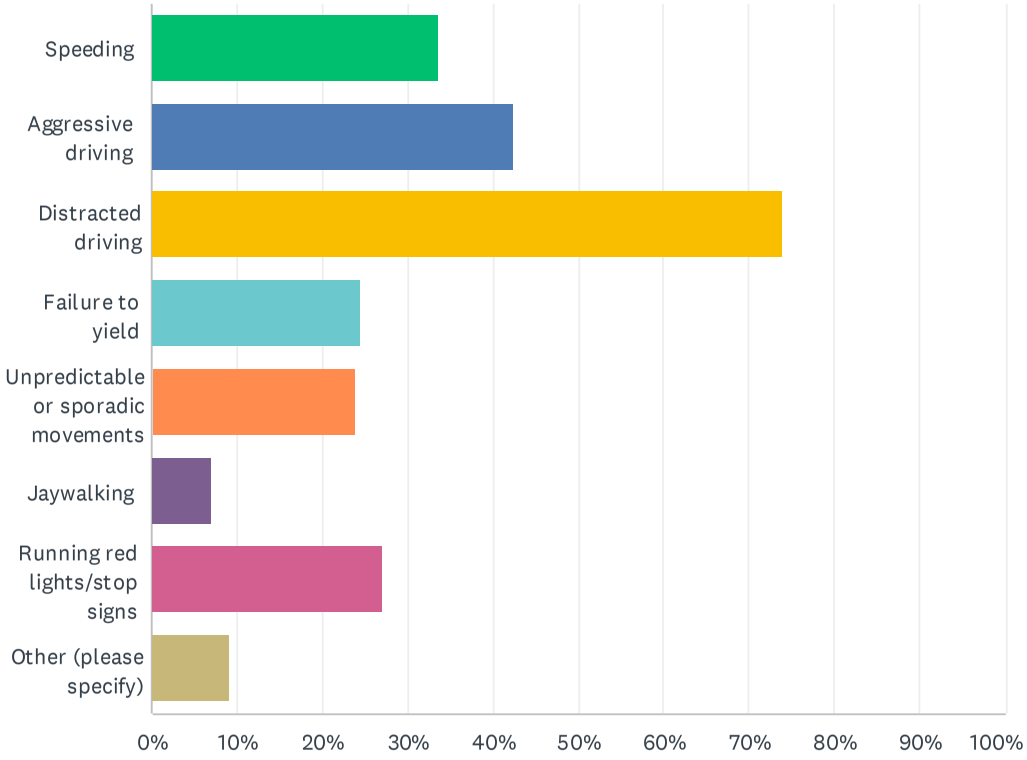




	EXTREMELY SAFE	VERY SAFE	SOMEWHAT SAFE	NOT VERY SAFE	NOT SAFE AT ALL	TOTAL
Walking	12.82% 25	41.03% 80	37.95% 74	6.15% 12	2.05% 4	195
Driving	15.98% 31	47.94% 93	28.87% 56	5.15% 10	2.06% 4	194
Riding a bicycle	2.14% 4	9.63% 18	48.13% 90	29.95% 56	10.16% 19	187
Riding the bus	9.60% 17	36.72% 65	36.72% 65	10.17% 18	6.78% 12	177
Using a mobility device (such as a wheelchair, crutches, or a cane)	4.95% 5	11.88% 12	34.65% 35	33.66% 34	14.85% 15	101
Using rideshare	4.86% 7	27.78% 40	44.44% 64	15.97% 23	6.94% 10	144

Q7 What traffic behaviors concern you the most? (Select up to two)

Answered: 196 Skipped: 15



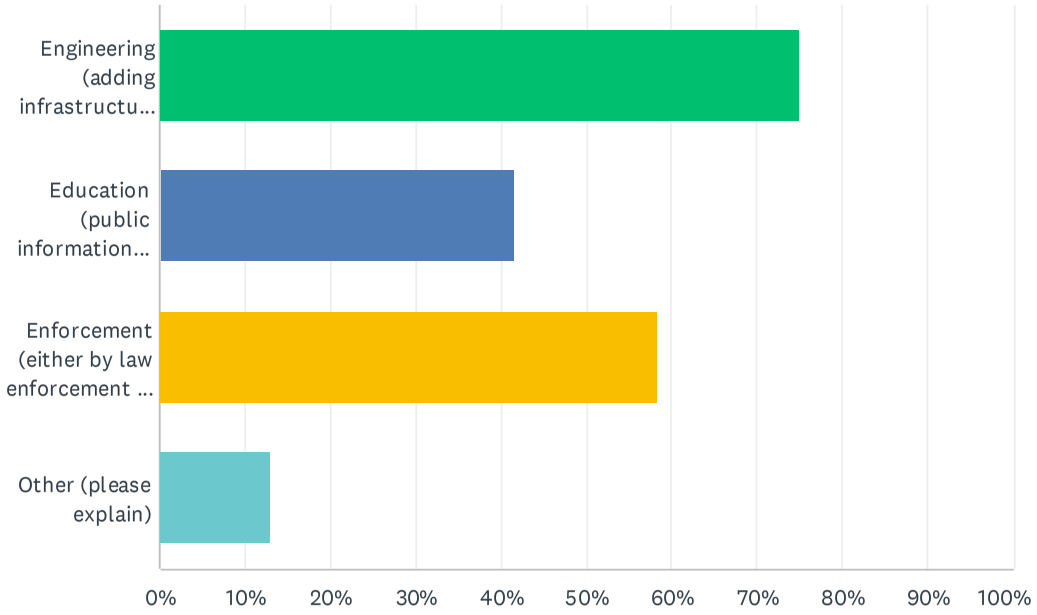
ANSWER CHOICES	RESPONSES	
Speeding	33.67%	66
Aggressive driving	42.35%	83
Distracted driving	73.98%	145
Failure to yield	24.49%	48
Unpredictable or sporadic movements	23.98%	47
Jaywalking	7.14%	14
Running red lights/stop signs	27.04%	53
Other (please specify)	9.18%	18
Total Respondents: 196		

#	OTHER (PLEASE SPECIFY)	DATE
1	Excessive and unpredictable construction	7/29/2024 3:20 PM
2	Drivers are awful; 23rd and mass is not safe and kids cross there from cordley to park hill neighborhood on bikes; i have put myself brwn them and cars on several occasions	7/28/2024 9:22 AM
3	Not using traffic signals	7/26/2024 4:07 PM

4	Influx of inexperienced drivers.	7/26/2024 3:06 PM
5	Drivers aren’t looking for pedestrians or bicycles	7/26/2024 10:19 AM
6	Drivers not understanding roundabouts	7/24/2024 9:02 PM
7	several of the behaviors listed above concern me, can't pick just 2	7/13/2024 9:13 AM
8	Poorly maintained roads.	7/11/2024 5:44 PM
9	Lack of accessibility of sidewalks and other community spaces	7/11/2024 8:57 AM
10	Wrong way drivers	7/10/2024 5:57 PM
11	Bikes that don't follow traffic laws	7/9/2024 7:27 PM
12	Know how on traffic rules	7/5/2024 2:56 PM
13	Illegal turns on mass st	6/23/2024 9:53 PM
14	Turn signal use	6/23/2024 9:11 PM
15	Lack of crosswalks	6/17/2024 3:51 PM
16	going around or through traffic-calming devices and and intersections that limit turning in illegal and unsafe ways	6/17/2024 2:54 PM
17	Construction	6/11/2024 11:00 AM
18	All of the above.	6/6/2024 7:13 PM

Q8 What type of safety treatments would you support in your community? (Select all that apply)

Answered: 192 Skipped: 19



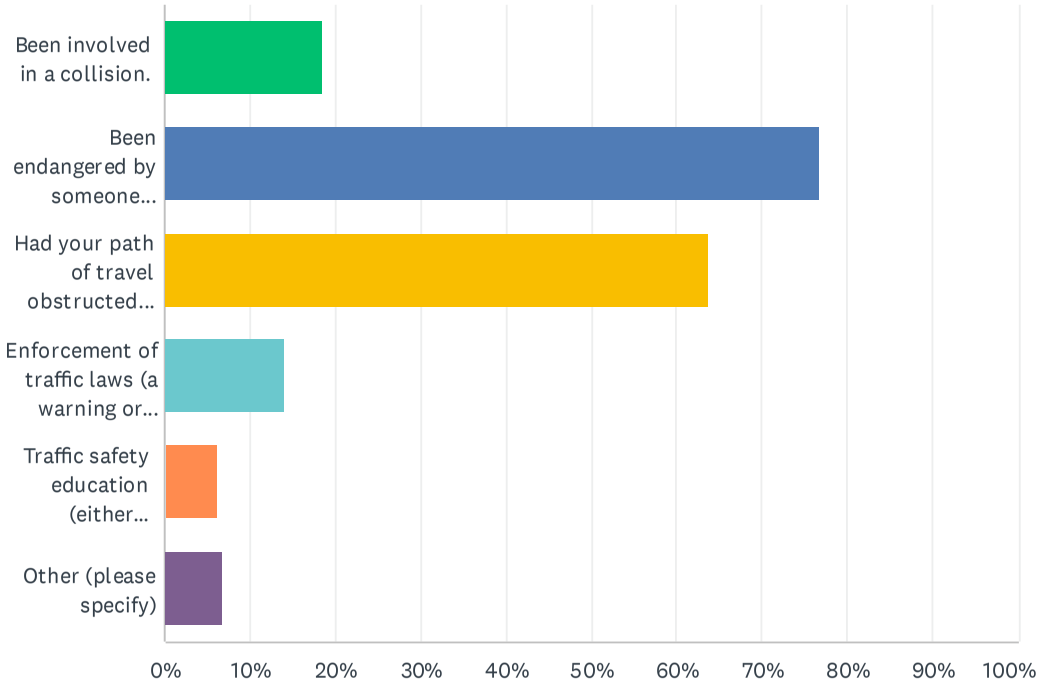
ANSWER CHOICES	RESPONSES	
Engineering (adding infrastructure such as roundabouts, curb bump outs, and pedestrian islands)	75.00%	144
Education (public information campaigns, signage, etc.)	41.67%	80
Enforcement (either by law enforcement or through technological tools)	58.33%	112
Other (please explain)	13.02%	25
Total Respondents: 192		

#	OTHER (PLEASE EXPLAIN)	DATE
1	this is engineering, but wanted to state it: protected bike lanes	7/30/2024 9:38 AM
2	Safe alternative routes for non auto traffic to get from Point A to Point B. The Loop is great, but designed for recreation. It is dangerous to bicycle as transportation..	7/27/2024 11:28 AM
3	Isolated bike lanes	7/26/2024 5:43 PM
4	Don't do the bump outs anymore. It is crazy unsafe.	7/26/2024 3:50 PM
5	More difficult drivers testing/requirements for schooling.	7/26/2024 3:06 PM
6	Idaho stop legislation for cycling, proven to be safer for cyclists and drivers and avoids harassment from police for cyclists.	7/26/2024 1:59 PM
7	Bike buses to each public school	7/26/2024 10:19 AM
8	More sidewalks, replace brick sidewalks, city management of sidewalks as they are public infrastructure	7/24/2024 9:53 PM
9	Dedicated and/or protected pedestrian and bike lanes or trails.	7/13/2024 5:24 PM

10	teach road rules in high school, require drivers ed	7/13/2024 9:13 AM
11	Fux the roads so we're not swerving to avoid holes.	7/11/2024 5:44 PM
12	Make it harder to get drivers license. Like Germany - Driving is a privilege not a right.	7/5/2024 2:56 PM
13	Every time we add an engineering change - education is needed - BROADLY people still don't understand HAWK crossings	7/5/2024 2:37 PM
14	Additional Stop signs	7/4/2024 9:45 PM
15	I have requested speed bumps on my street, where people often drive far above the speed limit	7/4/2024 10:56 AM
16	More bike lanes	7/3/2024 6:02 PM
17	there needs to be a way to apply the city noise ordinance to vehicles. This has been done in other cities by technology and law enforcement.	7/2/2024 8:42 AM
18	Street improvements like potholes, curbing, wider streets	6/27/2024 5:34 PM
19	No roundabouts!	6/22/2024 10:42 AM
20	Less cars	6/17/2024 3:51 PM
21	Time limits on construction zones in a single season	6/11/2024 11:00 AM
22	All of the above please!	6/8/2024 1:43 PM
23	Round A Bouts are horrible. No one knows who is supposed to yield	6/6/2024 7:13 PM
24	Would only support education if it is for city staff or consultants.	6/6/2024 11:02 AM
25	Speeding cameras and red light cameras - utilize technology, I don't want to increase the police force.	6/5/2024 8:14 PM

Q9 Have you ever experienced any of the following when traveling in/around your community in the last five (5) years? Select all that apply.

Answered: 177 Skipped: 34



ANSWER CHOICES	RESPONSES	
Been involved in a collision.	18.64%	33
Been endangered by someone breaking traffic laws or norms.	76.84%	136
Had your path of travel obstructed (such as parking in the bike lane, rolling into crosswalks, or trains stopped at crossings).	63.84%	113
Enforcement of traffic laws (a warning or citation issued directly to you).	14.12%	25
Traffic safety education (either voluntary or required).	6.21%	11
Other (please specify)	6.78%	12
Total Respondents: 177		

#	OTHER (PLEASE SPECIFY)	DATE
1	Construction	7/24/2024 9:35 PM
2	Parking across sidewalk so I have to wheel in the street	7/24/2024 7:42 PM
3	Eudora has a major problem with residents parking in driveways across the sidewalks	7/13/2024 5:24 PM
4	Damage caused by traffic circle	7/9/2024 7:27 PM
5	Sidewalks are incompatible with walker/wheelchair	7/8/2024 10:35 AM
6	bike flip in stop-and-go traffic	7/4/2024 10:56 AM

7	On my bike at intersection, drivers turn right as I'm trying to cross street	6/22/2024 10:42 AM
8	Vehicles parked on sidewalks	6/18/2024 6:34 PM
9	Sidewalks that end so you have to walk on the edge of the street in the dark	6/17/2024 5:49 PM
10	items in the road, animals, blown tires, pot holes, nails/screws	6/12/2024 10:33 AM
11	Speeding	6/6/2024 7:13 PM
12	Almost hit by multiple cars as a pedestrian (which is why I'm uncomfortable biking)	6/5/2024 8:14 PM

Q10 Please describe any specific areas in the city where you feel particularly unsafe walking, biking, or driving.

Answered: 132 Skipped: 79

#	RESPONSES	DATE
1	Intersections, roundabouts, and streets being reduced from. 2 to one lane, can be problematic for cyclists. Also, some of the bike lanes can have extra debris so cyclists have to leave that lane for safety.	7/31/2024 9:32 AM
2	I feel unsafe walking near 19th. 19th and New Hampshire cars continuously fail to yield to pedestrians. We cross at that point to get to Cottin's farmer market and to walk to the grocery store. Even with young children with me, people speed past instead of pausing. It is very much the same at the roundabout at 19th and Barker. I always feel like I'm taking a risk taking my kids with me.	7/30/2024 9:42 AM
3	Trying to go anywhere east from Iowa near 23rd is terrible for cyclists. You have to a take a massive detour north or south to feel remotely safe. 9th street from Iowa (or even Kasold) going east is scary as well.	7/30/2024 8:24 AM
4	neighborhood	7/29/2024 5:25 PM
5	Iowa, 9th, 23rd, 6th	7/29/2024 11:54 AM
6	I don’t feel safe biking with my kids to school because the bike lanes are either too narrow or there are no bike lanes.	7/29/2024 7:40 AM
7	23rd and mass for walking and biking; i don’t like passing under bridges where homeless congregate; i feel unsafe on the loop where homeless camp	7/28/2024 9:24 AM
8	I am a cyclist. I am terrified of distracted drivers but feel I am more likely to be hit on purpose. I have experienced a lot of road rage in East Lawrence as well as around the city limits.	7/28/2024 2:43 AM
9	Generally, streets seem to be designed to direct cars onto routes designed for cars to keep heavy traffic off of neighborhood streets. The same designs tend to force bikes off of calmer streets in order to get to where they need to go.	7/27/2024 11:33 AM
10	Construction	7/27/2024 10:55 AM
11	All the bike lanes and sharrows that are just painted on the existing roads.	7/26/2024 7:08 PM
12	Major intersections, other alternatives should be considered. Extension of stand-alone bike paths similar to the Lawrence loop	7/26/2024 5:45 PM
13	The trees along the sidewalks in East Lawrence need to be trimmed so we don’t have to walk in the street (13th street is the worst) we need to enforce or make laws prohibiting parking cars across side walks and just not do brick sidewalks.	7/26/2024 3:55 PM
14	Crossing 23rd street is particularly dangerous, the crossings are not well delienated and vehicles speeding and not respecting the lights.	7/26/2024 3:14 PM
15	Roads around KU. Student drivers may not be familiar with routes.	7/26/2024 2:37 PM
16	Downtown, we need safer bike lanes in Mass or the neighboring streets and better/safer crossing zones for pedestrians.	7/26/2024 2:34 PM
17	Intersection of north Mass and sixth street.	7/26/2024 2:25 PM
18	Iowa Street	7/26/2024 1:55 PM
19	The businesses along south Iowa are difficult and dangerous to access by bike as there is no dedicated space despite wide roadways for cars and high vehicle speeds/volumes	7/26/2024 11:59 AM
20	Roundabouts may be good for cars, but they’re terrible for pedestrians and cyclists, as drivers are only looking left.	7/26/2024 10:24 AM

21	One way streets where bikers may not follow driving rules or drivers don't realize it's one way	7/26/2024 10:00 AM
22	K-10 bypass	7/25/2024 7:18 PM
23	Old West Lawrence roundabouts are weird/awful	7/25/2024 1:50 PM
24	I'm not fond of the bike lanes and enhancements the city has posted. Good cyclists know how to deal with or avoid drivers. What worries me is that too many drivers are distracted and pay little attention to the new bicycle paths. Some of them are confusing for drivers trying to read and react to unexpected lane markings on a busy road.	7/25/2024 8:14 AM
25	My kids don't like walking over the bridge from NoLaw to downtown because cars are so loud. I'd love a pedestrian only bridge east of that bridge	7/25/2024 8:08 AM
26	All over. People don't pay attention	7/24/2024 11:48 PM
27	North Lawrence has very few sidewalks. The intersection on 6th coming off/getting onto the bridge.	7/24/2024 9:55 PM
28	Near LMH in areas. Some parts of downtown. On 6th street. Places without sidewalks.	7/24/2024 9:48 PM
29	23rd st. Between Ohio and Iowa st.	7/24/2024 9:36 PM
30	Cross slopes on sidewalks built i. The 90's are challenging for sidewalk usability.	7/24/2024 9:18 PM
31	One way streets downtown and smaller neighborhood roundabouts	7/24/2024 9:07 PM
32	Traversing any sidewalk that is crossed by driveway on a busy street- afraid vehicles turning in may be watching vehicular traffic versus pedestrians	7/24/2024 7:52 PM
33	Clinton Parkway and Inverness during the school year	7/24/2024 6:02 PM
34	Inattentive driving from others	7/24/2024 4:01 PM
35	I think we should have public information campaigns about 4 way stops vs roundabouts, turning into the closest lane, not driving in blindspots (and checking blind spots), not blocking streets/parking lot entrances when stopped in traffic, how to safely pass bicyclists and buses when there is no bicycle or bus lane, and following at safe distances. Also zipper merging, but I know that's more for highways.	7/24/2024 3:51 PM
36	Walking along any major 4-lane road with 35mph or higher speed limits is awful. Examples: 23rd / Clinton Pkwy, 6th, Iowa, Bob Billings, Kasold, Wakarusa	7/24/2024 3:42 PM
37	All of the major streets: 6th, iowa, 23rd particularly	7/24/2024 3:38 PM
38	Downtown	7/24/2024 3:29 PM
39	Some places on Mass/downtown I don't feel safe walking	7/24/2024 3:13 PM
40	I would never try to bike downtown or on south iowa or at 6th & Wak. Too busy and too many people and cars.	7/24/2024 3:00 PM
41	The street Tomahawk has people speeding while kids are walking to/from school and the crosswalk light doesn't always work.	7/24/2024 2:42 PM
42	Downtown. Lot's of illegal J-Turns into slanted spots on the opposite side of the street.	7/24/2024 2:40 PM
43	Any highway	7/24/2024 2:31 PM
44	Areas where the sidewalk is right against the road such as 9th st near highland dr.	7/24/2024 2:30 PM
45	Anywhere there is construction. Or any where on or near Mass St. also public parks. A lot men and a lot of homeless.	7/24/2024 2:30 PM
46	I do most of my walking in the area around downtown. Parking at times is very busy and drivers don't always respect pedestrians. As a single woman, I don't like to park in garages at night because I don't feel safe.	7/24/2024 2:22 PM
47	6th St is scary to walk and drive through, before and during the construction.	7/21/2024 4:52 PM
48	Biking is difficult through most of the city because we are lacking effective safety engineering. The worst parts are west Lawrence and south Lawrence - basically anywhere west of kasold	7/16/2024 7:02 PM

	and south of 23rd. Also, street cleaners push dirt and debris INTO the "bike lanes" (especially 9th Street) impeding travel.	
49	Many roads in Eudora do not have a paved shoulder or bike lane.	7/13/2024 5:33 PM
50	Driving 6th street, the one way streets in old west Lawrence. Walking downtown during high traffic times, walking through some parking lots.	7/13/2024 9:19 AM
51	Driving up or around 14th st. with all the potholes and uneven roads, especially during evenings with everyone out and about	7/12/2024 7:15 PM
52	Iowa and 6th	7/12/2024 12:54 AM
53	There are not reasonable, safe routes for people without cars to get from areas like Eudora and Baldwin into Lawrence where there are more services. We need more buses and safe protected paths for bikes and pedestrians.	7/11/2024 8:06 PM
54	Downtown, the homeless make it insanely unsafe.	7/11/2024 5:45 PM
55	Downtown and near unhoused camping areas. The city is not doing anything to manage I housed people who are aggressive or sleeping, etc in public spaces during high traffic times	7/11/2024 8:58 AM
56	Brookcreek neighborhood, although it is low traffic has no sidewalks and people drive fast. All the stop sign intersections near brook Creek (13th & Haskell, 15th and Haskell, 13th & brook Hill & brook st). Pretty much all of 6th Street and all of 23rd Street is unsafe or any mode, but I especially don't like 23rd and Mass coming from the south, it is hard to see and only one side has a crossing. At the Lawrence loop now ends on 7th, biking on that road to get to downtown is not fun. I like the bike boulevard but people drive fast and there is not room for bikes when those bump outs happen.	7/11/2024 8:23 AM
57	On Clinton parkway even when there is a bike path, drivers don’t look before they turn. I would also love a bike path on E 25th st.	7/10/2024 6:37 PM
58	9th street, 6th, and 23rd	7/10/2024 6:20 PM
59	North Lawrence	7/10/2024 8:28 AM
60	Campus	7/10/2024 7:16 AM
61	Mass street seems unsafe and I don’t go downtown and leave my vehicle except during lunchtime.	7/9/2024 10:02 PM
62	Trails near homeless camps.	7/9/2024 7:33 PM
63	Biking on Connecticut feels dangerous.	7/9/2024 5:40 PM
64	Pedestrian crossing @ 2nd and McDonald Dr. Peterson & N Iowa: Attempting to make a left hand turn. N Iowa & Riverridge: Attempting to make left hand turn. N Iowa needs engineering attention for traffic control. It is dangerous pulling out onto N Iowa. These intersections need three way stops or roundabouts.	7/9/2024 5:21 PM
65	Really any of the busy streets	7/9/2024 1:59 PM
66	9th Street and Burrito King, especially at night. Young people like to cross 9th Street as pedestrians directly in front of Burrito King and are often impaired. There should be pedestrian-level lighting and even pedestrian flags to alert drivers of their presence. The intersection at 9th and Emery is also particularly risky for pedestrians on the west side—drivers turning left almost never see pedestrians crossing, even if the pedestrians have the right-of-way signal. I've almost been hit there several times. I also feel unsafe driving East down the hill at 9th street. Turning right into the apartment complex there is a hazard with drivers cruising down the hill at top speeds - someone will get rear-ended someday. It's also hazardous trying to turn with multiple cars stacking up behind you and waiting for a pedestrian to cross the access point near the bus stop. There should also be a pedestrian crossing point for the pedestrians accessing the bus stop on the North side. Finally, I can't believe that a pedestrian refuge island or something wasn't installed at 9th and Iowa. That intersection is huge and covers 5-lanes of traffic north and southbound. Even with the long crossing time, it doesn't feel safe to cross as a pedestrian with the right on red or yield on green. I wish that this survey had a map in which we could drop specific pins to better describe the issues.	7/9/2024 12:03 PM
67	Iowa Street	7/8/2024 3:30 PM

68	Brick sidewalks. No curb cuts	7/8/2024 10:36 AM
69	Neighborhoods with bad sidewalks and no lights.	7/8/2024 10:21 AM
70	Crossing 2nd in front of Gaslight. People turning left off of Locust can't always notice people crossing the street.	7/8/2024 10:03 AM
71	When will the loop section between Maine and Michigan be completed?	7/7/2024 7:46 PM
72	11th street between TN and Vermont - unhoused people yelling and seem high, Tennessee street dark at night and uneven brick sidewalks are tricky	7/6/2024 1:36 PM
73	The entire 6th street corridor is very dangerous for pedestrians and bikers. The sidewalks are inconsistent and there are so many crossings where drivers do not pay attention. The distance between crosswalks is large and some people try to jaywalk across 4 lanes as a result.	7/6/2024 10:17 AM
74	Downtown for bikes. 6th is unusable on a bike.	7/5/2024 3:02 PM
75	So many people run lights!	7/5/2024 2:39 PM
76	Lots of neighborhoods lack lighting - I live on the East side and our neighborhood is very dark. There are also no sidewalks. E 19th Terrace	7/5/2024 2:28 PM
77	I wouldn’t bike in most places in the city.	7/5/2024 12:42 PM
78	Crestline Drive between Stratford and Yale.	7/4/2024 9:47 PM
79	Driving on 23rd Street between Mass and Iowa - so much entry and exit, plus speeding Delaware Street speeding is dangerous around Hobbs Park Driving on 6th Street - so much entry and exit and lane changing Biking in general on Lawrence streets except in neighborhoods	7/4/2024 10:59 AM
80	23rd street, 6th street	7/4/2024 10:19 AM
81	The various roundabouts in town. The people in Lawrence generally do not understand how roundabouts operate. Many failure to yields, illegal lane changing in the middle of the roundabout, not signaling when leaving and a perpendicular angle to the one you entered in.	7/3/2024 8:37 PM
82	9th street btw mass and Iowa. (Driving) Walking around Sandra j. Shaw lake Riding north around hallmark to lawrence paper company.	7/3/2024 7:23 PM
83	Mass street Lawrence	7/3/2024 6:03 PM
84	11th and Haskell	7/3/2024 4:59 PM
85	Crossing k10 at wakarusa, crossing Iowa almost anywhere	7/3/2024 1:45 PM
86	15th and Mass - south	7/2/2024 3:26 PM
87	Iowa. 31st and Ousdahl	7/2/2024 10:18 AM
88	Major streets (6th, 23rd, etc.)	7/2/2024 10:12 AM
89	The main arteries in this town are too wide to safely cross on foot, and drivers don't respect the crosswalk. The turning radius is way too wide so there is no incentive for drivers to slow down and look. THey often drive in the wrong lane when making a left turn. This could be remedied by bump outs and bollards and roundabouts and generally narrowing the streets and making the corners tighter.	7/2/2024 8:53 AM
90	Narrow streets, especially when meeting truck traffic	6/27/2024 5:36 PM
91	23rd St. Iowa, Kasold, 6th St.	6/26/2024 10:12 AM
92	There aren't any safe east-west bike routes in the City. We need protected bike lanes down all of 9th streets, 13th, 15th and 19th Streets.	6/24/2024 10:15 AM
93	Crossing the street at 6th and mass.. coming from north lawrence its a long wait, and drivers traveling south on 6th run the mass st light all the	6/23/2024 9:56 PM
94	23rd st. Iowa st 6ths st.	6/23/2024 9:18 PM
95	East Lawrence	6/23/2024 9:12 PM

96	Intersection of K-10 and 27th street, on my bike	6/22/2024 10:44 AM
97	right turns by cars downtown when I'm crossing the street	6/19/2024 4:15 PM
98	Crossing major arterials as a pedestrian, uncontrolled crossings on any street due to speeding/distracted driving, etc.	6/18/2024 6:40 PM
99	Every painted stripe bike lane or sharrows on roads with >25 mph speed limits	6/18/2024 7:14 AM
100	Kasold from 6th to 2nd st - no sidewalks & no lighting. Many similar areas around town.	6/17/2024 5:51 PM
101	6th Street is so hard to cross as a pedestrian	6/17/2024 3:53 PM
102	Driving I would say South Iowa during evening rush hours. Walking -- Burroughs Creek trail in the evening and in the vicinity of the Amtrack station	6/17/2024 3:49 PM
103	9th st (irregular bike lanes), Connecticut & 11th intersection (cars fail to yeild to pedestrians in crosswalk), 6th st	6/17/2024 3:40 PM
104	Crossing 6th street	6/17/2024 3:10 PM
105	Biking is hard to do anywhere that the road is not well-maintained and walking is not safe where the sidewalks are obstructed, not maintained or non-existent	6/17/2024 3:00 PM
106	6th & Mass	6/17/2024 2:43 PM
107	While living is north Lawrence the previous year I didn't feel unsafe walking, biking, or driving. After moving back to Eudora (not a city resident; Douglas county) I feel unsafe walking and biking in most of the community, unless I'm in the areas that have newly created infrastructure. When I moved to Eudora in 2021 I found public records that indicated a grade-level given to the city and it received a D rating back in 2011 for it's lack of infrastructure.	6/14/2024 10:50 AM
108	The bridge on the highway WIT NO SIDEWALK	6/13/2024 9:43 PM
109	On the bridge to the middle/ high school	6/13/2024 9:39 PM
110	12th street from church to winchester very unsafe. Lots of hills, no sidewalks. Lots of kids and walking on this road	6/12/2024 12:41 PM
111	People speed and run stop signs on the sidestreets in Eudora. Children play in our neighborhood or walk/ bike to school and I'm constantly terrified that someone is going to hit my kids with their car. There is no bus stop in my neighborhood (whispering meadows).	6/12/2024 7:04 AM
112	Anywhere on K-10	6/11/2024 8:41 PM
113	Right in front of my house. People leaving Eudora floor it here, people coming into Eudora ignore the speed limit until they get into town. Kids laying rubber turning onto Winchester from old 10.lack	6/11/2024 8:40 PM
114	Currently it's unsafe to take the bus due to the change in January along with construction zone changes started in late fall early spring some routes are unpredictable.	6/11/2024 11:10 AM
115	Roundabout at Inverness and Wakarusa. Cannot see around curve and drivers on Wakarusa seldom yield, no law enforcement ever seen.	6/11/2024 10:49 AM
116	As a cyclist: Barker/Connecticut have too high of traffic volume for the sharrows currently used. Even if alternate streets are used for traveling north/south one typically still has to cross Barker/Connecticut somewhere and the options are not good. As a driver: 23rd street/Clinton parkway are always areas of concern. In the more commercial section of 23rd cars often drive too close together and there are frequent unexpected stops for turning motions in both directions. In the less commercial areas along Clinton Parkway speeds tend to be high and running yellows is frequent.	6/10/2024 11:51 AM
117	K10 - driving on it. Also I live near Stoneback & Wakarusa and there is no crosswalk to cross to the bus stop and sidewalk on the east side of Wakarusa. And there is no sidewalk on the west side of Wakarusa. I know there are kids in my neighborhood who cross the street at Stoneback & Wakarusa to walk to school. My family goes to the Arboretum frequently, which we could walk or bike to, but we feel unsafe crossing K10 at the Wakarusa intersection, so we always drive there.	6/9/2024 8:27 PM
118	West but I think in general there is a lot reckless driving and speeding in town and lack of	6/8/2024 1:50 PM

	awareness and lack consideration for other modes of transportation.	
119	Kasold. NOBODY goes the speed limit! Iowa between 6th and Bob Billings. Same issue. Mass from 23rd to 11th. Same issue.	6/7/2024 6:36 PM
120	33rd St near Iowa. We need crosswalks at Walmart and at 33rd & Nieder.	6/7/2024 4:46 PM
121	Downtown, library, the river	6/6/2024 7:49 PM
122	Mass Street. People drive too fast. The brick areas to cross are nice, but too many people, especially teens and kids don't look both ways. WORSE is that most people are looking at their phones NOT looking both ways	6/6/2024 7:24 PM
123	23rd and Louisiana, 21st and Louisiana, 19th and Louisiana, 15th between Barker and Maple, 11th Street between Massachusetts and Haskell.	6/6/2024 11:13 AM
124	Downtown	6/6/2024 1:54 AM
125	Crossing Kentucky, Tennessee and Connecticut as a pedestrian is always a dangerous gamble unless at a designated crossing. There needs to be another pedestrian crossing on both 6th and 9th between Massachusetts and Mississippi. With all the construction the intersection of 9th and Iowa has gotten particularly dangerous as both a pedestrian and a driver - that area just isn't designed for such an increase in traffic.	6/5/2024 8:34 PM
126	Bob Billings and Iowa intersection.	6/5/2024 4:28 PM
127	Biking on 6th St generally and 9th St East of Iowa	6/5/2024 4:12 PM
128	walking near homeless encampments and biking in traffic especially Tennessee & Kentucky streets which are flat and good north/south corridors but with parking and speeding it feels very dangerous. I have experienced dangerous situations on K-10 SLT due to vehicles passing into head-on traffic.	6/3/2024 11:33 AM
129	East 27th and Haskell street no safe way to get across Haskell steet with my family on bikes or on foot to get on the Haskell rail trail bike path to ride downtown. Need a push button activated pedestrian crossing on Haskell st. To safely get from the east to the west side. Would also allow safe use of bus stop #423 and#424 for residents of the prairie park neighborhood.	5/31/2024 2:47 PM
130	Do not feel safe walking in downtown, mass street or north Lawrence across the river.	5/31/2024 1:26 PM
131	North Michigan traffic is too fast, drivers are often speeding 50-60 mph and pass other traffic unsafely instead of slowing down.	5/30/2024 12:39 PM
132	Crossing Arterial and Collector Streets	5/30/2024 11:11 AM

Q11 What challenges do you feel the community will face in trying to reach the goal of zero traffic fatalities or serious injuries?

Answered: 136 Skipped: 75

#	RESPONSES	DATE
1	Educating drivers and cyclists about rules of the road, such as the 3' rule, being visible and predictable,	7/31/2024 9:32 AM
2	I think a lot of people are very stubborn and see only the downsides of changing things. We need to become a more walking friendly and biking friendly city with rising costs and climate change. Protected bike lanes would take money and getting used to, but we need to think of future generations and not just ourselves.	7/30/2024 9:42 AM
3	Distracted driving is so engrained in our society, as long as cars are the norm, I feel it's impossible.	7/30/2024 8:24 AM
4	college kids	7/29/2024 5:25 PM
5	lack of sidewalks and bike paths, particularly in the middle of town.	7/29/2024 11:54 AM
6	Drivers expect the norm to be 10 mph above the posted limit.	7/28/2024 2:43 AM
7	Distracted driving	7/27/2024 5:35 PM
8	Compliance	7/27/2024 12:41 PM
9	Street designs that truly separate cars from bicycle and pedestrian traffic.	7/27/2024 11:33 AM
10	Is this a fool that can actually be achieved?	7/27/2024 10:55 AM
11	Having the city employ a city engineer that will take this survey seriously.	7/26/2024 7:08 PM
12	Distracted driving is a real problem. Also little enforcement seen	7/26/2024 6:03 PM
13	College students	7/26/2024 5:45 PM
14	????	7/26/2024 3:55 PM
15	Just like a strict parent/child relationship, they will not understand the increased pressure to follow rules being a net positive.	7/26/2024 3:14 PM
16	KU student drivers are transient so don't get to know routes and laws.	7/26/2024 2:37 PM
17	Vehicle drivers hate bicyclists. If I have my dog with me, people take a little more caution but barely. Even reading the comments on social media, people get angry at cyclists and talk about purposely injuring them.	7/26/2024 2:34 PM
18	Community buy in	7/26/2024 2:25 PM
19	Budget/political challenges	7/26/2024 1:55 PM
20	Zero traffic fatalities would require significant traffic calming measures to reduce speeds which many drivers would find inconvenient	7/26/2024 11:59 AM
21	Increasing driver awareness of others using the road. I lived in dc when it went from some cyclists to tons of cyclists and drivers quickly learned to check for bikes before turning, opening doors, etc.	7/26/2024 10:24 AM
22	Yielding to pedestrians, education about how to do that and when, just paying attention	7/26/2024 10:00 AM
23	K-10 bypass is inherently dangerous unless it is changed	7/25/2024 7:18 PM
24	People following rules. Alternative transportation methods not being used. Cell phones.	7/25/2024 2:16 PM
25	Lack of support in funding necessary changes, from community members	7/25/2024 1:50 PM

26	Distracted drivers using cell phones and new KU students getting used to traffic patterns and one-way Lawrence roads.	7/25/2024 8:14 AM
27	Resistance from residents to making the necessary infrastructure investment.	7/24/2024 9:55 PM
28	New students feeling their oats. Distracted driving. People who don’t know biking or walking rules.	7/24/2024 9:48 PM
29	Lack of enforcement. Re-education of students.	7/24/2024 9:18 PM
30	Young drivers, college students driving impaired	7/24/2024 9:07 PM
31	Forcing drivers to adopt lower speeds. Convincing drivers to avoid texting.	7/24/2024 7:52 PM
32	Lack of concern about such things	7/24/2024 6:02 PM
33	People unreceptive of necessary information.	7/24/2024 5:28 PM
34	Societal use of phones while driving / distractions.	7/24/2024 5:00 PM
35	Community engagement/buy-in	7/24/2024 4:30 PM
36	Inattentive driving	7/24/2024 4:01 PM
37	People misunderstand how the rules apply to them. Can't be bothered to learn (or re-learn) new habits. Distracted driving.	7/24/2024 3:51 PM
38	Giving equal weight to non-car users. For example, there's no consideration or research for how people actually walk to places. If there were, then obvious barriers, such as lack of east-west connectivity across much of Lawrence would be addressed. Example: it is impossible to get to Haskell University from anywhere in Prairie Park without walking along 23rd Street. There ought to be paths to get there more directly.	7/24/2024 3:42 PM
39	Car brain stubbornness	7/24/2024 3:38 PM
40	Unrealistic	7/24/2024 3:29 PM
41	Community buy-in with changes in traffic laws	7/24/2024 3:13 PM
42	people will not like if bike lanes, roundabouts, or other things reduce the number of vehicle traffic lanes. people love there cars too much	7/24/2024 3:00 PM
43	People who just don’t care and won’t follow rules/laws	7/24/2024 2:42 PM
44	Community buy-in and accountability	7/24/2024 2:40 PM
45	Lack of funding for law enforcement for things like distracted driving	7/24/2024 2:30 PM
46	Traffic lights timing is awful. You can sit at a light for no reason with no one coming in any direction waiting for the green.	7/24/2024 2:30 PM
47	Motorists who do not SLOW DOWN and pay attention; bicyclists who do not obey traffic signals and/or do not wear helmets, and pedestrians who are not observant. All parties need to be educated and aware.	7/24/2024 2:23 PM
48	It makes sense to me that several blocks downtown be car free like Boulder Colorado. As a driver, bikers don’t always follow the rules and I am extra careful when I encounter them.	7/24/2024 2:22 PM
49	If biking lanes are more broadly implemented, respect for biking lanes by drivers of automobiles must improve.	7/23/2024 11:40 AM
50	Lack of enforcement	7/22/2024 5:49 PM
51	Lawrence has poor walking/biking infrastructure and too many hills, so it’s hard to convince people to do anything but drive. Many sidewalks are rough and in need of restoration. Many roads have no designated bike lanes.	7/21/2024 4:52 PM
52	driver education and compliance with share the road ethic-make the road safe for all, Both cyclist and motorcycles need to be more aware too, it's not just the motorist in vehicles.	7/16/2024 7:05 PM
53	Car-centric mindset and infrastructure	7/16/2024 7:02 PM
54	Distracted drivers and drivers too impatient to pass bikes safely. Funding is usually the	7/13/2024 5:33 PM

	primary barrier to adding needed infrastructure (bike lanes, paved trails, etc.)	
55	Budget. However, enforcement would not cost much if police would just start giving citations.	7/13/2024 9:19 AM
56	Trying to accept new enforcements or sharing roads with/respecting other types of modes of transport (such as bike lanes)	7/12/2024 7:15 PM
57	College students	7/12/2024 12:54 AM
58	The infrastructure needed is expensive, and those who it would most benefit are not those with many voices at the table.	7/11/2024 8:06 PM
59	They won't maintain anything outside of mass.	7/11/2024 5:45 PM
60	Nimbyism, people mad about losing lanes or parking, drunk driving,	7/11/2024 8:23 AM
61	Drivers in general speed too much, and drive aggressively, and are distracted. I would love to see more enforcement there; however, I don't like interacting with police and being pulled over. I think a camera speed trap with mailed tickets would be convenient and efficient for everyone.	7/10/2024 6:37 PM
62	Construction zones for road safety improvements delaying and rerouting traffic	7/10/2024 6:20 PM
63	The majority of drivers are very unfriendly to cyclists, having protected lanes and more lanes would be great!	7/10/2024 6:00 PM
64	Busy area and tight roads	7/10/2024 8:28 AM
65	Failure to enforce laws and failure to convict perps	7/10/2024 7:16 AM
66	Serious injuries	7/9/2024 10:02 PM
67	Not enforcing the laws.	7/9/2024 7:33 PM
68	Changing human driving behaviors and increasing awareness of multimodal transportation.	7/9/2024 5:40 PM
69	Qualified traffic engineers.	7/9/2024 5:21 PM
70	Reckless drivers/out of state student drivers who don't partake	7/9/2024 1:59 PM
71	There are a lot of new drivers from out of town attending KU and Haskell who aren't good at judging the sight distance and often turn out in front of other drivers at poor times. All drivers, regardless of age, are on their phones all the time. Any phone use in Lawrence/Douglas County should be legislatively prohibited, like in Manhattan.	7/9/2024 12:03 PM
72	People don't care about pedestrians!	7/8/2024 3:30 PM
73	This is a car-first community so it will take a while for people to change.	7/8/2024 10:21 AM
74	Drunk/impaired driving	7/8/2024 10:03 AM
75	Lack of speed enforcement. We routinely see speeds over 50 mph on 5th St between Maine and Michigan. I'm not asking for ticketing minor infractions but double the limit is too much.	7/7/2024 7:46 PM
76	$$$$ - and getting people To ch age behavior	7/6/2024 1:36 PM
77	Students? Funding	7/5/2024 3:02 PM
78	Testing needs to be more difficult. Zero tolerance for distracted drivers, harsher fines for infractions.	7/5/2024 2:59 PM
79	Lack of community commitment and education or or laws.	7/5/2024 2:48 PM
80	Turnover of population means education efforts have to be ongoing	7/5/2024 2:39 PM
81	People who are proud of their defiance of logical laws	7/5/2024 2:32 PM
82	Change is hard. Complaints of $ distribution. Construction sucks to work around. Less common traffic calming structures are hard for some people to figure out (bike boulevard, Bike box on 14th and Mass, pedestrian-activated stop lights, especially with flashing red lights!).	7/5/2024 2:28 PM
83	Distracted and aggressive drivers. General apathy. Hate for bicyclists on the road (I've heard people talking crap on bikers sooo many times).	7/5/2024 12:42 PM
84	Have already had petion denied for speed bumps and ignored recommendation of Stop signs	7/4/2024 9:47 PM

	on Crestline at its intersection with Orchard Lane.	
85	Many temporary residents with little buy-in. Difficulty enforcing consistently.	7/4/2024 10:19 AM
86	Generally, Occam’s razor. Something is bound to go wrong and nothing is ever perfect.	7/3/2024 8:37 PM
87	Alcohol consumption, game days, young drivers.	7/3/2024 7:23 PM
88	Not having women driving!	7/3/2024 4:59 PM
89	Stubbornness, closed mindedness, selfishness, lack of knowledge, lack of empathy.	7/2/2024 3:26 PM
90	Lack of Infrastructure	7/2/2024 10:12 AM
91	Most people I talk to around here have only lived in suburban environments and cant imagine making any changes to slow or quiet traffic because they've never experienced a city where safety is prioritized.	7/2/2024 8:53 AM
92	The cost of making improvements	6/27/2024 5:36 PM
93	Funding, inconvenience of change	6/26/2024 10:12 AM
94	Getting people to abide with rules	6/25/2024 2:32 PM
95	That our current City Engineers don't support safe street engineering standards like protected bike lanes, mid block pedestrian crossings, right sizing roads, etc.	6/24/2024 10:15 AM
96	High traffic volume on arterial roads is too much. Especially when college students in town.	6/23/2024 9:18 PM
97	College students	6/23/2024 9:12 PM
98	Young drivers (students?) Running red lights	6/22/2024 10:44 AM
99	be better and look before turning right	6/19/2024 4:15 PM
100	changing the culture of aggressive driving and distracted driving, funding for infrastructure and enforcement to facilitate changing culture	6/18/2024 6:40 PM
101	Distracted driving is number one. European countries have penalities for eating, drinking and not using hands free phones while driving. I think more enforcement of distracted driving would create more awareness. Also teaching and passing stricter laws at the training level of driving could improve awareness	6/18/2024 1:27 PM
102	A near-complete lack of ability to imagine a lifestyle not totally dependent on cars.	6/18/2024 7:14 AM
103	Too many drivers and no other viable transportation options	6/17/2024 5:51 PM
104	There are so many cars.	6/17/2024 3:53 PM
105	Current physical infrastructure is not up to the challenge posed by the aspirational goal of zero traffic fatalities. Large amounts of capital required to revamp the infrastructure.	6/17/2024 3:49 PM
106	Understanding the importance of yielding to pedestrians and not being on the phone while driving	6/17/2024 3:48 PM
107	People who own cars or favor car travel do not want to have their path changed or slowed to allow for more safety for bikers and pedestrians	6/17/2024 3:40 PM
108	sidewalk maintenance should be a city problem. the upkeep on roads has not been well-maintained and the initial investment will endanger people by blocking routes for busses and other traffic. the bus system currently caters almost exclusively to KU students and is not nearly as accessible as it would need to be for reducing the amount of cars on the roadway.	6/17/2024 3:00 PM
109	DIstracted and disinterested drivers	6/17/2024 2:43 PM
110	Any of the three communities listed could face pushback from folks that don't agree with the plan's goals, emphasis areas, or action items.	6/14/2024 10:50 AM
111	Dumb high schoolers driving	6/13/2024 9:43 PM
112	Dumb drivers	6/13/2024 9:39 PM
113	none	6/12/2024 12:41 PM

114	people not following the speed limits	6/12/2024 10:33 AM
115	People don't care to pay attention	6/12/2024 7:04 AM
116	People not following traffic laws- doing their own thing	6/11/2024 8:41 PM
117	Lack of police oversight	6/11/2024 8:40 PM
118	No goal will be reached if the amount of construction zones in a season is reduced.	6/11/2024 11:10 AM
119	They will not get to their goal if there isn't better enforcement.	6/11/2024 10:49 AM
120	In almost every conversation I've had about traffic people always have someone else to blame. Cyclists are blamed for not stopping at stop signs when truly no one mode uses stops signs any better than others. Cyclists blame cars for not respecting their space but will also weave through traffic for their own convenience. Pedestrians don't like when cyclists ride by quickly but also wear headphones isolating them from their surroundings. To achieve vision zero all users will need to come together to acknowledge the humanity of each other and work to create solutions and accountability for ourselves as well as the rest of the community.	6/10/2024 11:51 AM
121	K10 is unsafe	6/9/2024 8:27 PM
122	People who lack consideration modes of transportation that is not a private automobile. Also, we are incredibly lacking in infrastructure that is safe for bikes and pedestrians… autocentric sprawl makes it harder to walk and bike.	6/8/2024 1:50 PM
123	First of all, I've seen the cops driving recklessly and speeding. Secondly, I've never seen someone pulled over for traffic violations. I see them sitting in parking lots for hours on end, but never doing anything about the crazy drivers that drive right by them. People aren't going to listen to signs or education campaigns. They aren't following the laws, or signs that are already there.	6/7/2024 6:36 PM
124	People that are careless, distracted, or angry. (This includes me at times :-). Not much you can do about that, though.	6/7/2024 4:46 PM
125	Money	6/6/2024 7:49 PM
126	Get the city police out on patrol instead of parking in bunches in the underground parking garage. They set there at night and visit by the hour. They need to be patrolling instead of hiding	6/6/2024 7:24 PM
127	The biggest barrier will be city staff and consultants not believing that traffic deaths and serious injuries are preventable. The second biggest barrier will be city staff and consultants valuing car-throughput over the lives and livelihoods of residents who do not drive cars.	6/6/2024 11:13 AM
128	Harsher penalties for people using cell phones while traveling	6/6/2024 1:54 AM
129	People need to slow down, and from my experience the primary "speeders" seem to be the daily drivers who commute to work everyday. Unfortunately the preliminary implementation of efforts to curb dangerous driving via enforcement (speeding, running stop signs/red lights), is probably going to hit the locals the hardest - but I believe that's because we as a community have allowed this behavior unchecked for far too long. It's going to be an uphill battle of re-educating people to safe driving habits. It's one of those thought things that will create a lot of growing pains but needs to happen for the betterment of the community as a whole.	6/5/2024 8:34 PM
130	A lot of students, which have different priorities than the families in town	6/5/2024 4:12 PM
131	idiots driving vehicles	6/3/2024 11:33 AM
132	Distracted drivers on phones, and lack of funding for guarded bike lanes and snow removal on bike lanes and pedestrian sidewalks. If you don’t clear the snow for days and Don’t keep pedestrians and cyclists truly safe with guarded infrastructure. They will always choose cars.	5/31/2024 2:47 PM
133	Impossible because of so many new drivers on their phones constantly. People do not stay in their lanes or look when they change lanes. I have dodged so many people who just start drifting over into my lane even when I’m directly beside them.	5/31/2024 1:26 PM
134	Lack of political will. Good analysis will tell us what the problem is. The question is if our electeds will actually listen and follow through.	5/30/2024 10:08 PM
135	Driver education, especially with the new batch of college freshmen every year.	5/30/2024 12:39 PM

136	Lack of enforcement.	5/30/2024 11:11 AM

Q12 Do you have any other comments or suggestions to improve transportation safety in our city?

Answered: 89 Skipped: 122

#	RESPONSES	DATE
1	I've really appreciated all of the street signs such as "share the lane", or "cyclists take the lane" on streets, roundabouts, etc. could always use more education and outreach. The city is doing a great job!	7/31/2024 9:32 AM
2	I also believe that there needs to be education for bicyclists on proper riding laws. I've seen many bicyclists run red lights or cut off cars which is dangerous for them, creates a bad image for bicyclists and is illegal.	7/30/2024 9:42 AM
3	Walk the walk, invest in a strong bicycle infrastructure. Lawrence is supposed to be progressive, but the support for cycling culture is abysmal. I don't mean cycling for exercise (Lawrence Loop), I mean cycling as a mode of transportation. Painting a picture of a bicycle on the edge of a lane doesn't help, you need actual dedicated bicycle lanes, and on high traffic areas, they need to be protected by more than a painted line.	7/30/2024 8:24 AM
4	more bike oriented engineering	7/29/2024 11:54 AM
5	No, but i appreciate this work. Thank you	7/28/2024 9:24 AM
6	Lower speed limits in neighborhoods (like Barker). I am always scared crossing in the crosswalk at the 19th Street roundabout with my dog after work because people don't want to yield they want to hit us. We must slow them down.	7/28/2024 2:43 AM
7	Not super excited about the new bus routes but don't feel like I can complain since I am not a regular rider.	7/27/2024 5:35 PM
8	McDonald Drive into the city is a good example of a primary route to get into the city that has no accommodations for pedestrians or bicyclists. What is a good alternative route in that area?	7/27/2024 11:33 AM
9	Hire a city engineer that is interested in investing in dedicated cycling/walking infrastructure.	7/26/2024 7:08 PM
10	Investment in river-front trail systems and completion of the Lawrence Loop from Queens to downtown	7/26/2024 5:45 PM
11	I really appreciate any efforts made to improve road safety in general. It feels like people are more aggressive drivers, likely due to modern vehicles being so much faster and capable than those of even 10 years ago. Rules of the road should be updated to reflect that.	7/26/2024 3:14 PM
12	No	7/26/2024 2:37 PM
13	More secure bike parking would be great	7/26/2024 2:25 PM
14	Idaho stop cycling laws.	7/26/2024 1:59 PM
15	Bike lanes separate from the road. IMO most people don't take public transportation or walk because it's slower than driving a car. Anything that makes it faster to walk/take the bus could be really helpful.	7/26/2024 1:55 PM
16	I feel like bike/pedestrian infrastructure is not taken seriously during construction. For example, the shared use path on Bob Billings was closed and barricaded for the substation construction entrance despite all vehicle lanes on the road being able to remain open.	7/26/2024 11:59 AM
17	More and better bike parking on Mass St, please. Those bump outs with the parking meters have plenty of space for racks that are out of the way of pedestrians. Routes with protected bike lanes to every school. Treating sidewalks and bike lanes as equal to roads - they are frequently blocked by trash cans and parked cars in driveways that intersect sidewalks and are the last to have snow removal. Better sidewalks with curb cuts for strollers, wheelchairs, little kids on bikes and scooters. Get rid of brick sidewalks.	7/26/2024 10:24 AM

18	Make bike/ped easier. Revise codes to allow for "15 minute city" principles to exist across town.	7/25/2024 2:16 PM
19	The sidewalks on main roads are fine. Would be nice to help folks in the suburbs with their damaged sidewalks instead of replacing ones that didn't need it.	7/25/2024 1:50 PM
20	Remember that we are an aging community- with age comes functional limitations. Getting around the community should be safe for everyone.	7/24/2024 7:52 PM
21	The busses are great for people of all socioeconomic backgrounds, but there are a high proportion of riders with mental health challenges or in tough situations - makes it feel less safe to use those services, particularly with children. When the routes changed to accommodate for the central station, I lost a lot of my comfort / experience with riding and have ridden significantly less. I'm on campus for work and it's definitely less convenient to ride than it was before.	7/24/2024 5:00 PM
22	If the city could find it in the budget to film humorous and informational videos with the Lawrence police department and then post/run them as ads on social media and elsewhere about all the topics I mentioned, I think that could be effective in educating people. Particularly if they were filmed AT recognizable locations around town. Sort of like, "Here is how this traffic law applies to this exact, real life location that you are likely familiar with."	7/24/2024 3:51 PM
23	Please continue to seek input from people who actually chose other modes than motor vehicles to navigate. Thank you for providing the survey!	7/24/2024 3:42 PM
24	Sync the traffic lights so they are green when speed limits are obeyed. STOP creating traffic with red lights. This is not good for our environment, it is infuriating and it makes drivers speed and become aggressive.	7/24/2024 3:29 PM
25	Repair city sidewalks that are broken due to tree growth. Would improve safety for pedestrians. Lawrence Ave a little north of Dillons is an example.	7/24/2024 2:30 PM
26	Police actually targeting people who drive mustangs or souped up pickups or crotch rockets or other motorcycles who constantly speed and there is like NO traffic enforcement did those folks. AND the super old people who can't see over the steering wheel who are just as much of a danger due to their slow reaction time. Overall though, as problems go, traffic isn't Lawrence's biggest concern. Try no rent control and astronomical housing prices. Unless you're making over $100k you really can't afford to live here.	7/24/2024 2:30 PM
27	Enforcement of traffic laws - motorists drive much too fast and the police are non-existent for traffic citations. Bicyclists need to observe the rules as well or be cited.	7/24/2024 2:23 PM
28	I know the buses stop in some neighborhoods. Most bus stops are too far away for me (I am 75). Just because a neighborhood is wealthy doesn't mean there would be not bus riders.	7/24/2024 2:22 PM
29	Protected bus lanes for public transit, increase bus frequency, bus routes through the entire weekend (even if all of this means paying for public transit again), protected bike lanes, pedestrian lights (7th and Tennessee is a PERFECT example. We should see exactly this all over the city).	7/16/2024 7:02 PM
30	Eudora desperately needs a signal or round about at the high school and at the K-10 & Church St. bridge. At these intersections drivers make up their own system of "courtesy" blocking traffic and waiving traffic through that does not have the right of way, which can lead to extremely dangerous accidents. Drivers get also get desperate waiting for an opening and try to "shoot the gap." The highway intersection is especially tough for large semi trucks that need a long gap. They end up just pulling out into traffic illegally and hoping everyone waits for them to clear the intersection.	7/13/2024 5:33 PM
31	One of the biggest problems I see are the mobile food delivery people on their phone trying to find an address to deliver to and usually speeding either to get it the spot on time or to get in as many deliveries as possible.	7/13/2024 9:19 AM
32	Implanting walk flashing red lights in more large road areas/on Mass street/near public library to cross street to 7th st bus stop might be helpful/safer for walkers	7/12/2024 7:15 PM
33	Lack of reliable transportation into Lawrence is a barrier to accessing healthcare for those living in the rest of the county, especially the elderly and those living in poverty.	7/11/2024 8:06 PM
34	Not to beat a dead horse, but could you maintain the roads? This are worse then California and	7/11/2024 5:45 PM

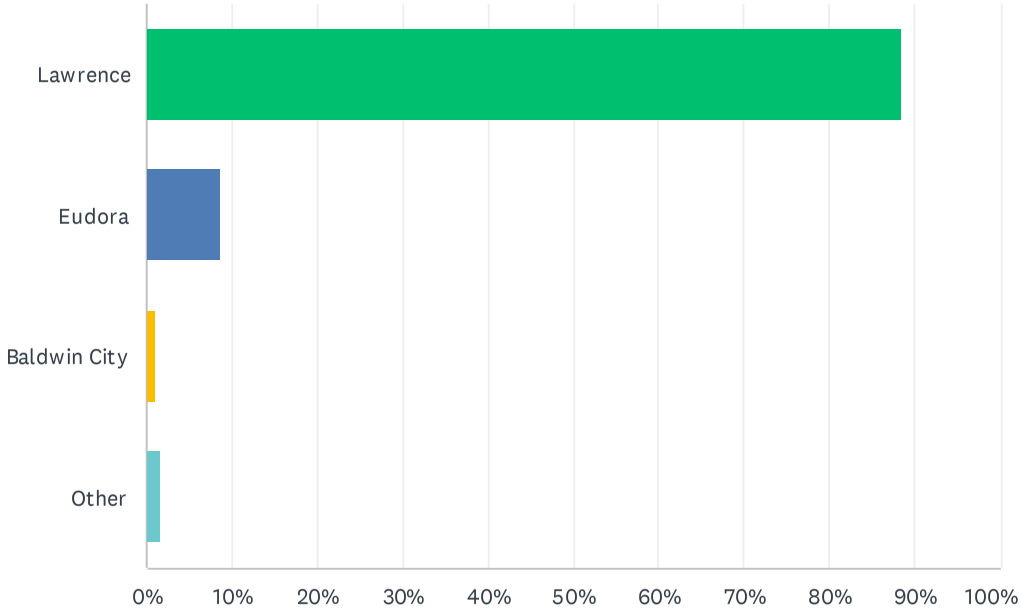
	that's baaaaddd.	
35	Stop phone use during driving.	7/11/2024 8:58 AM
36	Protected bike lanes, road diets and not building super wide streets, sidewalk bumpouts, raised crossings, well designed roundabouts instead of stop signs, pedestrian leading signals, more investment in public transit, education to drivers about bicycle rules of the road	7/11/2024 8:23 AM
37	I would love love love if we had a streetcar in Lawrence and more access to transportation between here and Kansas City.	7/10/2024 6:37 PM
38	More lights near sidewalks, police surveillance around major roads and pedestrian areas (like Mass St), trying out glow in the dark crosswalks and bike lanes	7/10/2024 6:20 PM
39	Protected bike lanes, better view for drivers to avoid hitting pedestrians, enforcing speeding through slow areas of town.	7/10/2024 6:00 PM
40	No	7/10/2024 8:28 AM
41	Enforcement of traffic laws.	7/9/2024 10:02 PM
42	Set the stop lights to coordinate with each other. Fix 31st St to avoid head on traffic. Make K-10 safer on west side of town. Current head on situation feels unsafe.	7/9/2024 7:33 PM
43	Stop spending a million dollars on a traffic circle that has done nothing to reduce frequency of accidents. Get rid of flashing yellow left turn lights	7/9/2024 7:29 PM
44	More roundabouts! Let's deny vehicular access to Mass St on Friday and Saturday nights to experiment with going carless. There should also be programs/vouchers to make ride shares on Friday and Saturday nights less expensive for students and others to prevent impaired driving. Also, why have the police been harassing the black woman who is always rollerblading downtown? I have heard of two instances in which they stopped her for simply rollerblading. Shouldn't we be encouraging people to walk, bike, and roll?	7/9/2024 12:03 PM
45	I want the city commission to borrow wheelchairs and navigate the City	7/8/2024 10:36 AM
46	Make Mass Street a walking plaza	7/8/2024 10:03 AM
47	Drivers are bad!! As long as we have infrastructure that favors huge vehicles going as fast as they want while distracted, the community will not be safe for pedestrians and bikers.	7/6/2024 10:17 AM
48	COPY BIKE SAFE CITIES	7/5/2024 3:02 PM
49	extend hours and distances (of transit). Include motorcycles in considerations as well, do not feel very safe on a motorcycle.	7/5/2024 2:59 PM
50	Enforcement of traffic speeds and laws. Too many J-turns downtown.	7/5/2024 2:48 PM
51	I prefer painted bike lanes - easy to see as a driver and easy to navigate as a bicyclist. Barriers make evasive maneuvers difficult or impossible. Also drainage problems.	7/5/2024 2:39 PM
52	More roundabouts :)	7/5/2024 2:28 PM
53	Inebriation check points at parking lot exits. Why let the drunks on the road at all.	7/4/2024 10:19 AM
54	No.	7/3/2024 8:37 PM
55	I would love to see more greenways.	7/3/2024 7:23 PM
56	N/A	7/3/2024 4:59 PM
57	Keep listening to the people	7/2/2024 3:26 PM
58	The low hanging fruit would be restoring a traffic unit to the LPD and start writing some expensive tickets. Next would be bump outs and bollards, signage explaining to the public how 4 way stops work and who has right of way, speed cameras. One great idea would be to move the traffic signals to the near corner so drivers would have to stop well short of the crosswalk in order to see the signal. Do away with right turns on a red light as well, to protect those in the crosswalk. Thanks for asking!	7/2/2024 8:53 AM
59	Prevent truck traffic through residential areas, fixing roads with potholes, pedestrian crossing lights	6/27/2024 5:36 PM

60	I really want our City engineers to design a road system that does not fail pedestrians and cyclists. Education and/or enforcement are impotent. We must design and build a safe road network. It doesn't seem like the City or the City's consultant is taking this problem seriously. E.g., insinuating that Lawrence is doing well because "only" 3 cyclists and pedestrians have died in the past 10 years, ignoring the lit up map of serious injuries as though this is acceptable or not a problem (sometimes death is more merciful than living in a permanent coma after being hit by a car that doesn't stop at a stop sign at 9th and Mississippi). All of us who have had family members killed or incapacitated on our City's roads have suffered immense losses. Behind each statistic is the story of a person who was/is loved.	6/24/2024 10:15 AM
61	No	6/23/2024 9:18 PM
62	Bikes are cool	6/23/2024 9:12 PM
63	Pilot aggressively and often. Narrow streets and leaves wherever possible. Reduce setbacks of trees and buildings. Get much more comfortable with NACTO and stop blindly following MUTCD and AASHTO standards.	6/18/2024 7:14 AM
64	More bus routes more often. 1x/hr is not enough, and it's driven people like me (who don't want to drive and would rather use the bus) to have to drive bc the wait times are so long and reliability is poor.	6/17/2024 5:51 PM
65	More public transit. Much higher frequency. The more convenient transit is, the more people will use it. You need to make the busses more convenient than people's cars. The less cars on the road, the less collisions.	6/17/2024 3:53 PM
66	Protected and larger, consistent bike lanes.	6/17/2024 3:40 PM
67	don't alter and drastically reduce bus routes in the summer. offer more door-to-door options for bussing. consider investing in public WiFi at bus stops so that we can check bus routes regardless of service. improve the accessibility of bus stops for mobility assistance devices. improve lighting at bus stops and run busses longer in the day. create a system for pothole and sidewalk repair reporting by the general public. bus benches.	6/17/2024 3:00 PM
68	Do something with speeders and almost hitting people walking because we have no sidewalks. But we already know the local cops won't do anything	6/15/2024 1:01 AM
69	In areas where traffic studies show more fatalities or serious injuries have occurred, adjusting the speed-limit down by even five mph can help.	6/14/2024 10:50 AM
70	Put a sidewalk on dat bridge	6/13/2024 9:43 PM
71	Make the bridge better to walk or bike	6/13/2024 9:39 PM
72	Law enforcement presence in the neighborhoods	6/12/2024 7:04 AM
73	Any law enforcement officer sitting in front of our house could pull over 50 speeders a day. 2102 N 1400 Rd.	6/11/2024 8:40 PM
74	Decrease of traffic zones in a season and the publication of traffic zones promoted in advance notice.	6/11/2024 11:10 AM
75	I can't think of anything.	6/11/2024 10:49 AM
76	Enforcement has to be a part of this discussion. It will be a challenge to find a balance that is both effective and safe which the community can support but it needs to be a focus of these discussions.	6/10/2024 11:51 AM
77	The flashing yellow right turn arrow at 19th & Ousdahl going south is confusing. I turn right here daily and don't understand why it flashes yellow and what that means. I don't understand what the light on the opposite side looks like - is it red or green for them?	6/9/2024 8:27 PM
78	Mindful density	6/8/2024 1:50 PM
79	Cops need to pull people over when they're going 50 in a 35! Not join them! People act like I'm the crazy one when I'm the only one going the damn speed limit!	6/7/2024 6:36 PM
80	Fix (or make owners fix) uneven sidewalks that are tripping hazards. These are all over town.	6/7/2024 4:46 PM
81	More sidewalks, safety barriers in high traffic areas, more patrols downtown,	6/6/2024 7:49 PM

82	Ensure that the Columbians have to take driver safety, have a drivers licenses and have vehicle insurance,	6/6/2024 7:24 PM
83	Hire civil engineers that are deeply experienced in multi-modal safety and empowered to implement safety-improvement projects.	6/6/2024 11:13 AM
84	Bike lanes on primary artery bike routes (Massachusetts /9th, etc) need to be completely protected by physical barriers - drivers don't respect the painted lines, there needs to be permanent pylons/curbs/raised bike lanes at the minimum. Old West Lawrence and East Lawrence neighborhoods should be 4 way stops at every intersection except at designated thoroughfares (Connecticut and Maine). Crosswalks with push button lights need to be more responsive (the light flashes quicker after pressing it), and the crosswalks themselves should be raised as a mini speed hump to further deter cars speeding in pedestrian areas - I believe all designated crosswalks should be raised, it gives more visibility to the pedestrians and drivers alike.	6/5/2024 8:34 PM
85	Nope!	6/5/2024 4:12 PM
86	additional police enforcement, use technology for photo /video enforcement,	6/3/2024 11:33 AM
87	Resolve the homeless issue as it makes people feel unsafe on the bus lines as well as the walking and bike trails, especially when you see broken glass, tent encampments, and strung out people lining most of the woods along public spaces on city walking and running trails. If these people are to remain in town, they could be used for labor to help promote clean trails that we all use. and could be utilized as labor for building projects where they could actually earn a meaningful wage instead of destroying our city taking away the tax dollars needed for these projects and improvements. They could allow these projects to be completed in a cost-effective manner while getting paid in tax dollars And becoming homogenous members of the community through work. Just like the Hoover dam! give people in need jobs, pay them for there hard work. If they don’t want jobs and pay then they’re not the kind of homeless that should be in our town.…	5/31/2024 2:47 PM
88	More bike lanes so that bikers are more protected. I had to start biking since the bus became impossible for me due to the changes in routes. The fact that it takes me over an hour and two bus lines to get to campus from 6 miles away on the bus system now that we have central station means I quit using the bus. It’s ridiculous to take that long to get to campus. Before central station it took me 12-15 min on line 10 now it’s an hour at best.	5/31/2024 1:26 PM
89	I want to see the city develop a High Injury Network like what is in place in KCMO. A lot of what was included in that plan is great and even though the city has struggled a bit to implement it, that's the best example of a VZ plan I've seen in our region.	5/30/2024 10:08 PM

Q13 What city do you live in?

Answered: 184 Skipped: 27



ANSWER CHOICES	RESPONSES	
Lawrence	88.59%	163
Eudora	8.70%	16
Baldwin City	1.09%	2
Other	1.63%	3
TOTAL		184

Q14 Please list the nearest intersection to where you live:

Answered: 170 Skipped: 41

ANSWER CHOICES	RESPONSES	
Street 1	100.00%	170
Street 2	92.35%	157

#	STREET 1	DATE
1	Lincoln street	7/31/2024 9:33 AM
2	Peterson	7/30/2024 9:42 PM
3	19th and Barker	7/30/2024 9:42 AM
4	31st	7/30/2024 8:25 AM
5	stowe	7/29/2024 5:26 PM
6	Crestline	7/29/2024 11:55 AM
7	W 29th St	7/29/2024 7:41 AM
8	23rd	7/28/2024 9:25 AM
9	E 18th Street	7/28/2024 2:44 AM
10	Lawrence Ave	7/27/2024 5:36 PM
11	Harvard and Wakarusa	7/27/2024 12:42 PM
12	Wakarusa	7/27/2024 11:34 AM
13	Manchester Rd	7/27/2024 11:34 AM
14	Overland Drive	7/27/2024 11:22 AM
15	Clinton Parkway	7/27/2024 10:56 AM
16	18th St	7/26/2024 7:09 PM
17	9th and Madeline lane	7/26/2024 6:04 PM
18	6th and wakarusa	7/26/2024 5:46 PM
19	15th	7/26/2024 3:56 PM
20	Inverness	7/26/2024 3:35 PM
21	Missouri	7/26/2024 3:15 PM
22	Lawrence ave	7/26/2024 2:38 PM
23	1800	7/26/2024 2:34 PM
24	N 1200 Rd	7/26/2024 2:30 PM
25	Locust	7/26/2024 2:25 PM
26	Kansas St.	7/26/2024 2:16 PM
27	11th	7/26/2024 1:55 PM
28	9th	7/26/2024 12:02 PM
29	Haskell	7/26/2024 10:42 AM

30	18th	7/26/2024 10:25 AM
31	North 7th st	7/26/2024 10:00 AM
32	1710 Road	7/25/2024 7:19 PM
33	Lawrence	7/25/2024 4:21 PM
34	16th	7/25/2024 2:16 PM
35	Lawrence Ave	7/25/2024 1:51 PM
36	Kasold	7/25/2024 8:44 AM
37	13th & New Jersey	7/25/2024 8:15 AM
38	7th	7/25/2024 8:09 AM
39	19th St	7/24/2024 11:49 PM
40	7th street	7/24/2024 9:55 PM
41	8th	7/24/2024 9:49 PM
42	15th	7/24/2024 9:46 PM
43	15th	7/24/2024 9:37 PM
44	Harvard	7/24/2024 9:19 PM
45	Trail	7/24/2024 9:07 PM
46	Tumbleweed	7/24/2024 7:53 PM
47	1750 Road	7/24/2024 6:03 PM
48	W 24th	7/24/2024 5:31 PM
49	Strong Ave	7/24/2024 5:01 PM
50	Harvard	7/24/2024 4:31 PM
51	Overland Dr	7/24/2024 4:03 PM
52	Lawrence Ave.	7/24/2024 3:51 PM
53	Haskell Ave	7/24/2024 3:43 PM
54	Lawrence Ave	7/24/2024 3:39 PM
55	Wakarusa Dr	7/24/2024 3:30 PM
56	1141 Mass St.	7/24/2024 3:14 PM
57	6th	7/24/2024 3:02 PM
58	Ranger	7/24/2024 2:43 PM
59	13th	7/24/2024 2:40 PM
60	11th st	7/24/2024 2:32 PM
61	Lawrence Ave	7/24/2024 2:31 PM
62	6th	7/24/2024 2:31 PM
63	Folks Rd	7/24/2024 2:25 PM
64	Lawrence Avenue	7/24/2024 2:23 PM
65	Rockledge	7/23/2024 11:40 AM
66	56th and 8th	7/22/2024 5:49 PM
67	6th	7/21/2024 4:53 PM

68	24-40 highway at teepee junction	7/16/2024 7:06 PM
69	9th Street	7/16/2024 7:03 PM
70	Arrowwood	7/13/2024 5:33 PM
71	6th	7/13/2024 9:20 AM
72	Lilac lane	7/12/2024 7:16 PM
73	6th	7/12/2024 12:55 AM
74	14th	7/11/2024 8:07 PM
75	Cattleman trail	7/11/2024 8:59 AM
76	13th st	7/11/2024 8:24 AM
77	Clinton Parkway	7/10/2024 6:38 PM
78	Mississippi	7/10/2024 6:21 PM
79	1800	7/10/2024 6:00 PM
80	31st Street	7/10/2024 8:29 AM
81	Wakarusa	7/10/2024 7:17 AM
82	Clinton Parkway	7/9/2024 10:04 PM
83	McDonald Drive	7/9/2024 7:34 PM
84	Iowa	7/9/2024 7:30 PM
85	22nd	7/9/2024 5:41 PM
86	N Michigan	7/9/2024 5:22 PM
87	Iowa	7/9/2024 1:59 PM
88	12th	7/9/2024 12:03 PM
89	Folks	7/8/2024 10:26 PM
90	N 5TH ST AND WALNUT	7/8/2024 3:31 PM
91	3rd	7/8/2024 10:37 AM
92	Clinton Parkway	7/8/2024 10:31 AM
93	River Ridge	7/8/2024 10:28 AM
94	9th	7/8/2024 10:22 AM
95	11th	7/8/2024 10:08 AM
96	Peterson	7/8/2024 10:05 AM
97	3rd	7/8/2024 10:03 AM
98	5th st	7/7/2024 7:48 PM
99	11th and KY	7/6/2024 1:37 PM
100	Haskell	7/6/2024 10:22 AM
101	12th	7/5/2024 4:20 PM
102	N Iowa	7/5/2024 2:59 PM
103	E 13th Street	7/5/2024 2:48 PM
104	23rd	7/5/2024 2:39 PM
105	Clinton Parkway	7/5/2024 2:32 PM

106	E 21st Terrace	7/5/2024 2:29 PM
107	Peterson Road	7/5/2024 12:43 PM
108	Crestline Drive	7/4/2024 9:48 PM
109	9th	7/4/2024 11:00 AM
110	Inverness	7/4/2024 10:20 AM
111	Harvard	7/4/2024 1:47 AM
112	Iowa	7/3/2024 8:38 PM
113	3rd	7/3/2024 7:24 PM
114	11th	7/3/2024 5:01 PM
115	Lawrence ave	7/3/2024 1:45 PM
116	2nd	7/2/2024 3:43 PM
117	20th	7/2/2024 3:23 PM
118	Iowa	7/2/2024 10:18 AM
119	23rd	7/2/2024 10:15 AM
120	9th	7/2/2024 8:54 AM
121	High	6/27/2024 5:37 PM
122	7th	6/25/2024 7:27 PM
123	Clinton PKWY	6/25/2024 2:33 PM
124	23rd	6/24/2024 10:16 AM
125	8th	6/23/2024 9:57 PM
126	Lawrence ave	6/23/2024 9:18 PM
127	19th	6/23/2024 9:14 PM
128	1500 rd	6/23/2024 9:12 PM
129	winchester	6/23/2024 9:10 PM
130	Kasold	6/22/2024 10:45 AM
131	19th	6/21/2024 8:24 PM
132	10th	6/19/2024 4:16 PM
133	14th	6/18/2024 6:41 PM
134	Highway 24-40 and Teepee Junction	6/18/2024 1:28 PM
135	Delaware	6/18/2024 7:14 AM
136	23rd	6/17/2024 5:52 PM
137	6th	6/17/2024 3:53 PM
138	4th	6/17/2024 3:50 PM
139	iowa rd	6/17/2024 3:49 PM
140	Connecticut	6/17/2024 3:41 PM
141	New Jersey	6/17/2024 3:10 PM
142	19th	6/17/2024 3:01 PM
143	S Fir	6/17/2024 2:44 PM

144	13th and Eder Court	6/15/2024 5:52 AM
145	12	6/15/2024 1:02 AM
146	W. 10th St. (Old K-10)	6/14/2024 10:52 AM
147	Stop light by Wendy's	6/13/2024 9:46 PM
148	Near grocery store	6/13/2024 9:42 PM
149	12th and Steven's road	6/12/2024 12:41 PM
150	E 15th ST	6/12/2024 7:05 AM
151	12th	6/11/2024 8:42 PM
152	Old highway 10	6/11/2024 8:41 PM
153	Iowa/South Iowa	6/11/2024 11:12 AM
154	Bob Billings Parkway	6/11/2024 10:54 AM
155	Haskell	6/10/2024 11:52 AM
156	Stoneback Pl	6/9/2024 8:27 PM
157	Lawrence avenue	6/8/2024 1:51 PM
158	Clinton	6/7/2024 6:36 PM
159	6th Street	6/7/2024 4:47 PM
160	9th	6/6/2024 7:51 PM
161	Wakarusa	6/6/2024 7:26 PM
162	6th	6/6/2024 1:55 AM
163	9th	6/5/2024 8:34 PM
164	19th Street	6/5/2024 4:18 PM
165	6th	6/5/2024 4:13 PM
166	9th	6/5/2024 4:11 PM
167	Haskell	5/31/2024 2:49 PM
168	Wakarusa	5/31/2024 1:27 PM
169	2nd	5/30/2024 12:40 PM
170	Lawrence Ave	5/30/2024 11:12 AM
#	**STREET 2**	**DATE**
1	6th street	7/31/2024 9:33 AM
2	Kasold	7/30/2024 9:42 PM
3	Lawrence Ave	7/30/2024 8:25 AM
4	Crestline	7/29/2024 5:26 PM
5	Stratford	7/29/2024 11:55 AM
6	Lawrence Ave	7/29/2024 7:41 AM
7	Louisiana	7/28/2024 9:25 AM
8	Barker	7/28/2024 2:44 AM
9	Free State Ln	7/27/2024 5:36 PM
10	Bob Billings	7/27/2024 11:34 AM

11	Yorkshire	7/27/2024 11:34 AM
12	Eldrick	7/27/2024 11:22 AM
13	Wakarusa	7/27/2024 10:56 AM
14	Barker	7/26/2024 7:09 PM
15	Brook	7/26/2024 3:56 PM
16	27th	7/26/2024 3:35 PM
17	29th	7/26/2024 3:15 PM
18	Ranger drive	7/26/2024 2:38 PM
19	Mississippi	7/26/2024 2:34 PM
20	2142nd Rd	7/26/2024 2:30 PM
21	8th	7/26/2024 2:25 PM
22	Utah St.	7/26/2024 2:16 PM
23	Louisiana	7/26/2024 1:55 PM
24	Emery	7/26/2024 12:02 PM
25	23rd	7/26/2024 10:42 AM
26	Barker Ave	7/26/2024 10:25 AM
27	Ash street	7/26/2024 10:00 AM
28	800 Road	7/25/2024 7:19 PM
29	Rockfence	7/25/2024 4:21 PM
30	Kentucky	7/25/2024 2:16 PM
31	6th	7/25/2024 1:51 PM
32	Peterson	7/25/2024 8:44 AM
33	15th & New Jersey	7/25/2024 8:15 AM
34	Ash	7/25/2024 8:09 AM
35	Harper	7/24/2024 11:49 PM
36	Lyon street	7/24/2024 9:55 PM
37	Lauren	7/24/2024 9:49 PM
38	New Hampshire	7/24/2024 9:46 PM
39	New Hampshire	7/24/2024 9:37 PM
40	Wheat state	7/24/2024 9:19 PM
41	Folks	7/24/2024 9:07 PM
42	Stetson	7/24/2024 7:53 PM
43	980 Road	7/24/2024 6:03 PM
44	Crossgate	7/24/2024 5:31 PM
45	University Ave	7/24/2024 5:01 PM
46	Wakarusa	7/24/2024 4:31 PM
47	Eldridge St	7/24/2024 4:03 PM
48	Trail Rd.	7/24/2024 3:51 PM

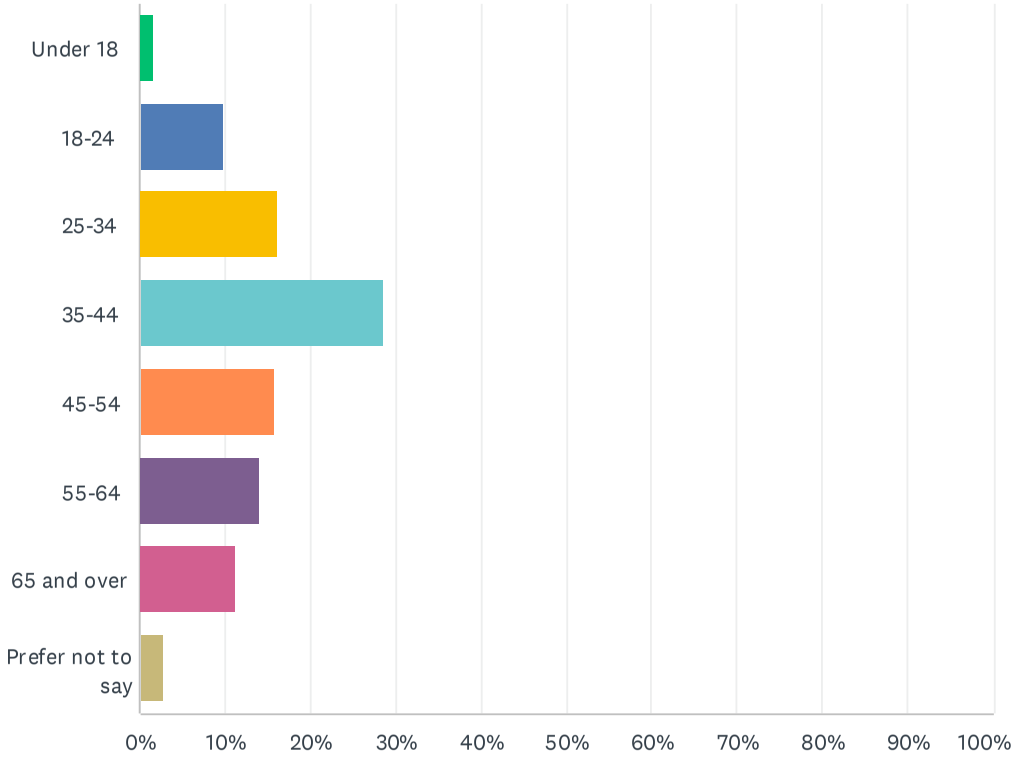
49	21st Street	7/24/2024 3:43 PM
50	Tomahawk Dr	7/24/2024 3:39 PM
51	Harvard	7/24/2024 3:30 PM
52	N park St	7/24/2024 3:14 PM
53	Lawrence	7/24/2024 3:02 PM
54	Rock Fence Pl	7/24/2024 2:43 PM
55	Haskell	7/24/2024 2:40 PM
56	Pine St	7/24/2024 2:32 PM
57	Schwarz rd	7/24/2024 2:31 PM
58	Wakarusa	7/24/2024 2:31 PM
59	Overland Dr	7/24/2024 2:25 PM
60	Princeton	7/24/2024 2:23 PM
61	Century Dr	7/23/2024 11:40 AM
62	Iowa	7/21/2024 4:53 PM
63	Emery Rd	7/16/2024 7:03 PM
64	14th PL	7/13/2024 5:33 PM
65	Stoneridge	7/13/2024 9:20 AM
66	Jayhawk Blvd	7/12/2024 7:16 PM
67	Maine	7/12/2024 12:55 AM
68	Mulberry	7/11/2024 8:07 PM
69	Kasold	7/11/2024 8:59 AM
70	Haskell ave	7/11/2024 8:24 AM
71	Hartford Ave	7/10/2024 6:38 PM
72	9th	7/10/2024 6:21 PM
73	Mississippi	7/10/2024 6:00 PM
74	Iowa Street	7/10/2024 8:29 AM
75	6th	7/10/2024 7:17 AM
76	Kasold	7/9/2024 10:04 PM
77	2nd St	7/9/2024 7:34 PM
78	Peterson	7/9/2024 7:30 PM
79	New Hampshire	7/9/2024 5:41 PM
80	Riverridge Rd	7/9/2024 5:22 PM
81	25th	7/9/2024 1:59 PM
82	Delaware	7/9/2024 12:03 PM
83	Trail	7/8/2024 10:26 PM
84	Locust	7/8/2024 10:37 AM
85	Lawrence Avenue	7/8/2024 10:31 AM
86	1323 Road	7/8/2024 10:28 AM

87	Arkansas	7/8/2024 10:22 AM
88	Haskell	7/8/2024 10:08 AM
89	Iowa	7/8/2024 10:05 AM
90	Elm	7/8/2024 10:03 AM
91	Missouri	7/7/2024 7:48 PM
92	15th	7/6/2024 10:22 AM
93	Prairie Ave	7/5/2024 4:20 PM
94	River Ridge	7/5/2024 2:59 PM
95	Oregon St.	7/5/2024 2:48 PM
96	Crossgate	7/5/2024 2:39 PM
97	Crossgate	7/5/2024 2:32 PM
98	Haskell	7/5/2024 2:29 PM
99	Arrowhead	7/5/2024 12:43 PM
100	Orchard Lane	7/4/2024 9:48 PM
101	Delaware	7/4/2024 11:00 AM
102	Bob Billings	7/4/2024 10:20 AM
103	Kasold	7/4/2024 1:47 AM
104	25th	7/3/2024 8:38 PM
105	Mississippi	7/3/2024 7:24 PM
106	Haskell	7/3/2024 5:01 PM
107	Yellowstone dr	7/3/2024 1:45 PM
108	Michigan	7/2/2024 3:43 PM
109	New Hampshire	7/2/2024 3:23 PM
110	Ousdahl	7/2/2024 10:18 AM
111	Massachusetts	7/2/2024 10:15 AM
112	pennsylvania	7/2/2024 8:54 AM
113	Main	6/27/2024 5:37 PM
114	Missouri	6/25/2024 7:27 PM
115	K10	6/25/2024 2:33 PM
116	Louisiana	6/24/2024 10:16 AM
117	Locust	6/23/2024 9:57 PM
118	6th st	6/23/2024 9:18 PM
119	Haskell	6/23/2024 9:14 PM
120	13th Terrace	6/23/2024 9:10 PM
121	Bob Billings	6/22/2024 10:45 AM
122	Mass	6/21/2024 8:24 PM
123	Ohio	6/19/2024 4:16 PM
124	Rhode Island	6/18/2024 6:41 PM

125	13th	6/18/2024 7:14 AM
126	Louisiana	6/17/2024 5:52 PM
127	Iowa	6/17/2024 3:53 PM
128	Indiana	6/17/2024 3:50 PM
129	23rd st	6/17/2024 3:49 PM
130	11th	6/17/2024 3:41 PM
131	12th	6/17/2024 3:10 PM
132	Ousdahl	6/17/2024 3:01 PM
133	28th	6/17/2024 2:44 PM
134	Elm	6/15/2024 1:02 AM
135	Cherry St.	6/14/2024 10:52 AM
136	The stop light	6/13/2024 9:42 PM
137	Arrowwood	6/12/2024 7:05 AM
138	Greenbrier Dr.	6/11/2024 8:42 PM
139	Winchester	6/11/2024 8:41 PM
140	6th St/ Maine	6/11/2024 11:12 AM
141	Inverness (East of Bella Sera)	6/11/2024 10:54 AM
142	23rd	6/10/2024 11:52 AM
143	Stoneback Dr	6/9/2024 8:27 PM
144	Clinton parkway	6/8/2024 1:51 PM
145	Kasold	6/7/2024 6:36 PM
146	Champions Lane	6/7/2024 4:47 PM
147	Mississippi	6/6/2024 7:51 PM
148	Sawgrass	6/6/2024 7:26 PM
149	Lawrence Avenue	6/6/2024 1:55 AM
150	Louisiana	6/5/2024 8:34 PM
151	Stewart Ave	6/5/2024 4:18 PM
152	Lawrence	6/5/2024 4:13 PM
153	Tennessee	6/5/2024 4:11 PM
154	East 27th	5/31/2024 2:49 PM
155	Sixth street	5/31/2024 1:27 PM
156	Michigan	5/30/2024 12:40 PM
157	Princeton	5/30/2024 11:12 AM

Q15 What is your age group?

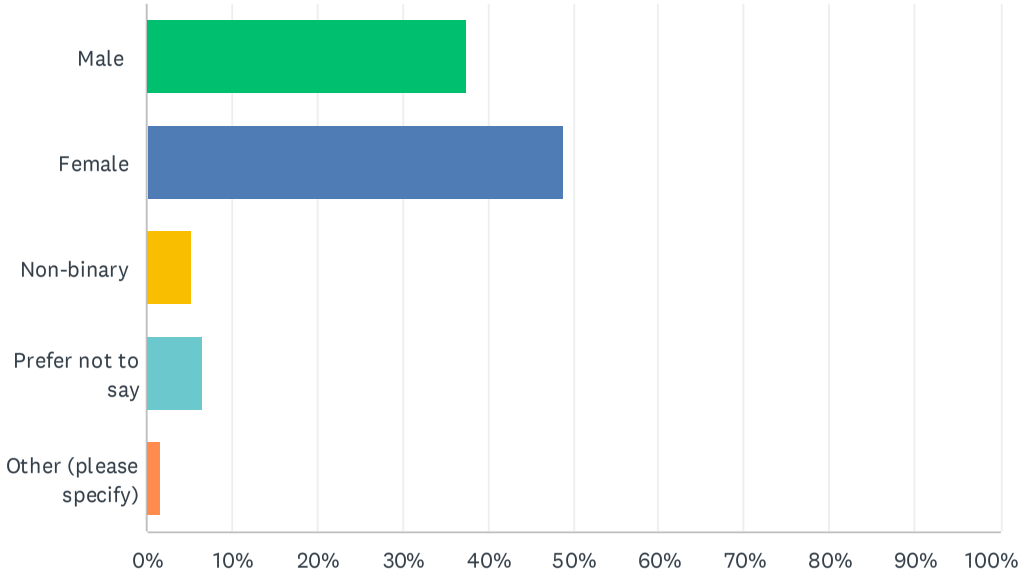
Answered: 185 Skipped: 26



ANSWER CHOICES	RESPONSES	
Under 18	1.62%	3
18-24	9.73%	18
25-34	16.22%	30
35-44	28.65%	53
45-54	15.68%	29
55-64	14.05%	26
65 and over	11.35%	21
Prefer not to say	2.70%	5
TOTAL		185

Q16 What is your gender?

Answered: 184 Skipped: 27

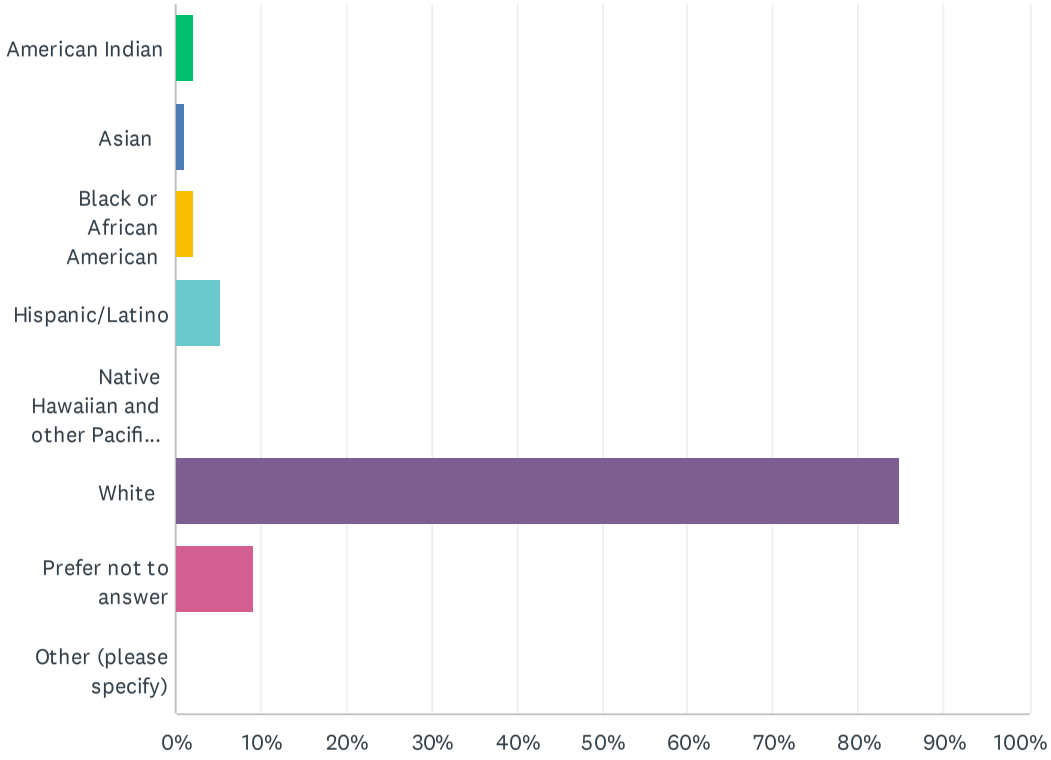


ANSWER CHOICES	RESPONSES	
Male	37.50%	69
Female	48.91%	90
Non-binary	5.43%	10
Prefer not to say	6.52%	12
Other (please specify)	1.63%	3
TOTAL		184

#	OTHER (PLEASE SPECIFY)	DATE
1	Agender	7/24/2024 9:49 PM
2	Demiboy	7/10/2024 6:21 PM
3	Bomb bird from Angry Birds	6/13/2024 9:46 PM

Q17 What is your ethnicity?

Answered: 184 Skipped: 27

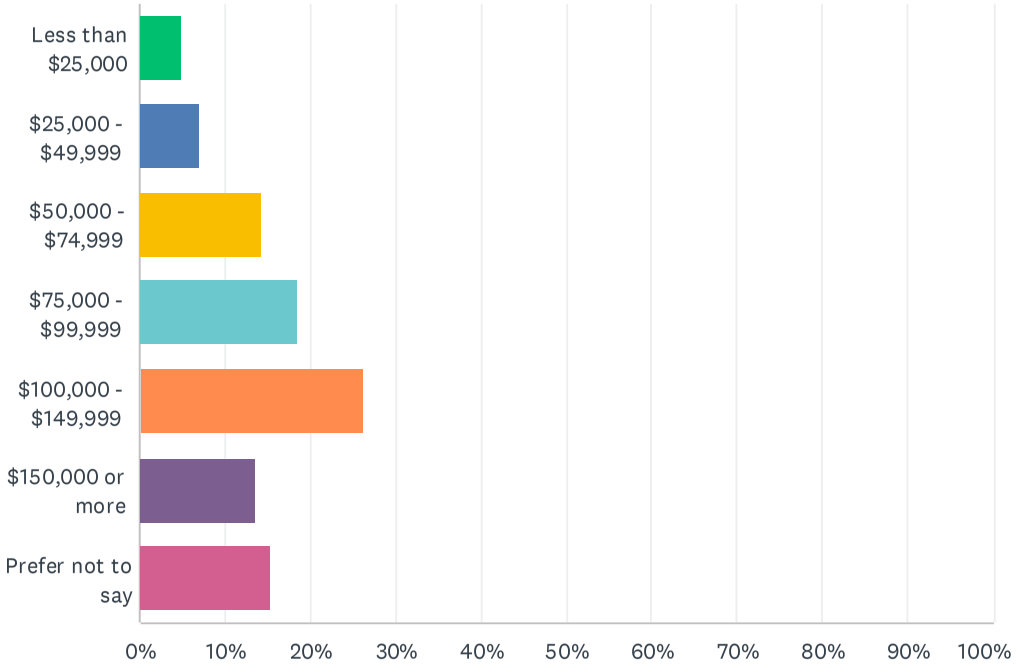


ANSWER CHOICES	RESPONSES	
American Indian	2.17%	4
Asian	1.09%	2
Black or African American	2.17%	4
Hispanic/Latino	5.43%	10
Native Hawaiian and other Pacific Islander	0.00%	0
White	84.78%	156
Prefer not to answer	9.24%	17
Other (please specify)	0.00%	0
Total Respondents: 184		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q18 What is your household income range?

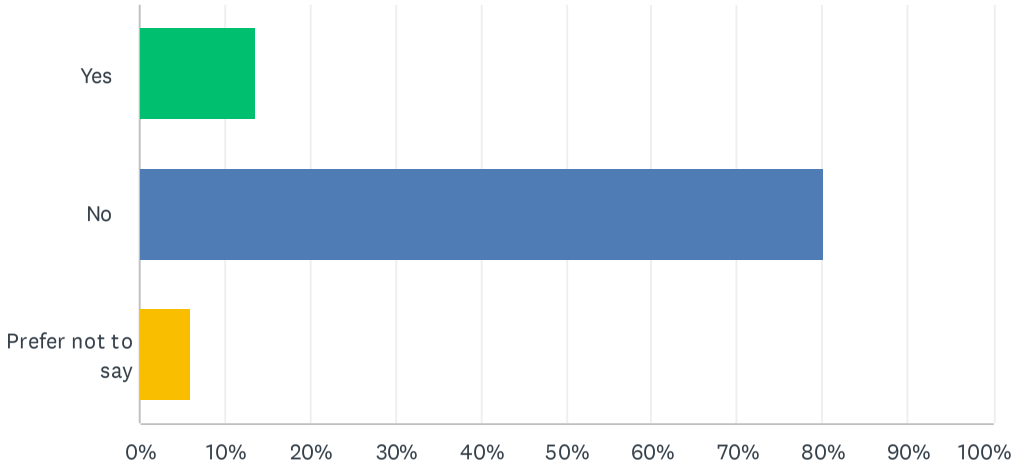
Answered: 183 Skipped: 28



ANSWER CHOICES	RESPONSES	
Less than $25,000	4.92%	9
$25,000 - $49,999	7.10%	13
$50,000 - $74,999	14.21%	26
$75,000 - $99,999	18.58%	34
$100,000 - $149,999	26.23%	48
$150,000 or more	13.66%	25
Prefer not to say	15.30%	28
TOTAL		183

Q19 Do you experience any health conditions or limitations that affect your ability to travel the community?

Answered: 182 Skipped: 29



ANSWER CHOICES	RESPONSES	
Yes	13.74%	25
No	80.22%	146
Prefer not to say	6.04%	11
TOTAL		182

PUBLIC OPEN HOUSE COMMENT CARD

Monday, October 14, 2024, 5:30 - 7:30 p.m.
707 Vermont Street, Lawrence, Kansas 66044

1. What do you like about the strategies presented (enforcement, education, and engineering)?

2. What concerns do you have about the strategies presented (enforcement, education, and engineering)?

3. What is missing? Please tell us anything else you'd like us to know about transportation/mobility safety in your community?

For KU students, would we be able to work w/ the University to educate new students on "traffic in Lawrence."

Meghan Allen, AAAS Admin

PUBLIC OPEN HOUSE COMMENT CARD

Monday, October 14, 2024, 5:30 - 7:30 p.m.
707 Vermont Street, Lawrence, Kansas 66044

1. What do you like about the strategies presented (enforcement, education, and engineering)?

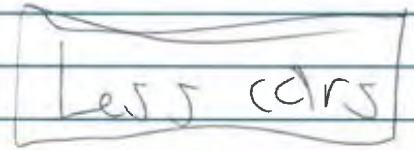
I really like the possibility of curb extensions and more islands to break up traffic and splitting up the opposite directional pathways.

2. What concerns do you have about the strategies presented (enforcement, education, and engineering)?

I do wish young people were more concerned with car-free infrastructure, but also I wish there was suggestions of shutting downtown Mass to cars, and discussion of changing the alleyways to be more appealing so businesses would feel more comfortable with closing down Mass, as well as a tram that travels from close to 6th st to 11th st, about.

3. What is missing? Please tell us anything else you'd like us to know about transportation/mobility safety in your community?

As stated last question, I wish Mass ~~was~~ was closed to car traffic and alleyways used instead as well as a tram to travel from 6th to 11th St for those who have trouble walking up Mass.



PUBLIC OPEN HOUSE COMMENT CARD

Monday, October 14, 2024, 5:30 - 7:30 p.m.
707 Vermont Street, Lawrence, Kansas 66044

1. What do you like about the strategies presented (enforcement, education, and engineering)?

Safety centered, good strategies, community engagement, good start on key tools/approaches

2. What concerns do you have about the strategies presented (enforcement, education, and engineering)?

Engineering - new bicycle boulevard has protected bike lanes - not a good design/hard to bike through

Data driven decisions need on the ground additions

Need more car slowing solutions

3. What is missing? Please tell us anything else you'd like us to know about transportation/mobility safety in your community?

in-person Pre & Post review of engineered project → walk/bike area

Complete Streets (sidewalks) TRAMS in downtown

Paint speed bumps (new/old) Take out highways through town

Outreach to student populations (Haskell/KU)

PUBLIC OPEN HOUSE COMMENT CARD

Monday, October 14, 2024, 5:30 - 7:30 p.m.
707 Vermont Street, Lawrence, Kansas 66044

1. What do you like about the strategies presented (enforcement, education, and engineering)?

- exciting, prefer engineering (wow can't believe I said that)

bn

2. What concerns do you have about the strategies presented (enforcement, education, and engineering)?

- Quick-build projects - would like to see ~~more~~ sturdy structures instead of plastic cones or just paint
  - or moving parking (if any exist) for parking protected bike lanes

- Lane Reconfiguration - narrower lanes

3. What is missing? Please tell us anything else you'd like us to know about transportation/mobility safety in your community?

- Crash Analysis studios (see Strong Towns)
- Less parking - discouraging driving
- Education (programs/curriculum) - more that just for school aged persons
  - require training in all modes
  - certifications for lower car insurance

PUBLIC OPEN HOUSE COMMENT CARD

Monday, October 14, 2024, 5:30 - 7:30 p.m.
707 Vermont Street, Lawrence, Kansas 66044

1. What do you like about the strategies presented (enforcement, education, and engineering)?

I think education is very important. I remember hearing a speaker at my elementary school talk about biking as a way to get around town and not only for fun. It had an impact on me in my adult life. Enforcement is needed, if the commission has the will to find it. I would like to see more engineered solutions to improve safety bike, ped and automobile traffic.

2. What concerns do you have about the strategies presented (enforcement, education, and engineering)?

none

3. What is missing? Please tell us anything else you'd like us to know about transportation/mobility safety in your community?

nothing I can think of

PUBLIC OPEN HOUSE COMMENT CARD

Monday, October 14, 2024, 5:30 - 7:30 p.m.
707 Vermont Street, Lawrence, Kansas 66044

1. What do you like about the strategies presented (enforcement, education, and engineering)?

love the engineering I want bike lanes Iowa and Sixth need bike lanes.

2. What concerns do you have about the strategies presented (enforcement, education, and engineering)?

roundabouts are hard to cross and, aren't very safe.

3. What is missing? Please tell us anything else you'd like us to know about transportation/mobility safety in your community?

Can every one aford to switch to a bike from a car?

PUBLIC OPEN HOUSE COMMENT CARD

Monday, October 14, 2024, 5:30 - 7:30 p.m.
707 Vermont Street, Lawrence, Kansas 66044

1. What do you like about the strategies presented (enforcement, education, and engineering)?

At least your trying.

2. What concerns do you have about the strategies presented (enforcement, education, and engineering)?

a big issue is with alternative transportation modes being a minority their needs to be an equation that weight them heavier when considering how improvements are made. My concern is the city engineer will continue to make excusses for why the city continues to ignore the recomendations of multimodal transport + similar comitees.

3. What is missing? Please tell us anything else you'd like us to know about transportation/mobility safety in your community?

Having City Engineers involved earlier in the process. Budget for projects beyond the minimum standards. Plan and build for the next generation.

PUBLIC OPEN HOUSE COMMENT CARD

Monday, October 14, 2024, 5:30 - 7:30 p.m.
707 Vermont Street, Lawrence, Kansas 66044

1. What do you like about the strategies presented (enforcement, education, and engineering)?

Love the engineering ideas. I'm curious if education is likely to be effective.

2. What concerns do you have about the strategies presented (enforcement, education, and engineering)?

Roundabouts - the place I've had more near misses ~~than is~~ a pedestrian & cyclist is the roundabout on 19th & Barker. Drivers are not looking for pedestrians or cyclists coming from the right. I'm concerned the city engineer will find excuses for why other users, like trash trucks, are more important than vulnerable road users.

3. What is missing? Please tell us anything else you'd like us to know about transportation/mobility safety in your community?

Safe routes - networks to connect key hubs in town. It's very hard to get from west to east Lawrence. 6th & 23rd ~~are~~ & Iowa are also hugely unfriendly to walkers, cyclists, & anyone not in a car.

We lead a bike bus to school (from 1900 Barker to Limestone Community School). We'd love a protected lane on 19th. And also having the lane & →

#3. cont'd.

Sidewalks cleared. Our route is frequently blocked by trash cans + gets shoveled / plowed long after roads have been cleared for cars.

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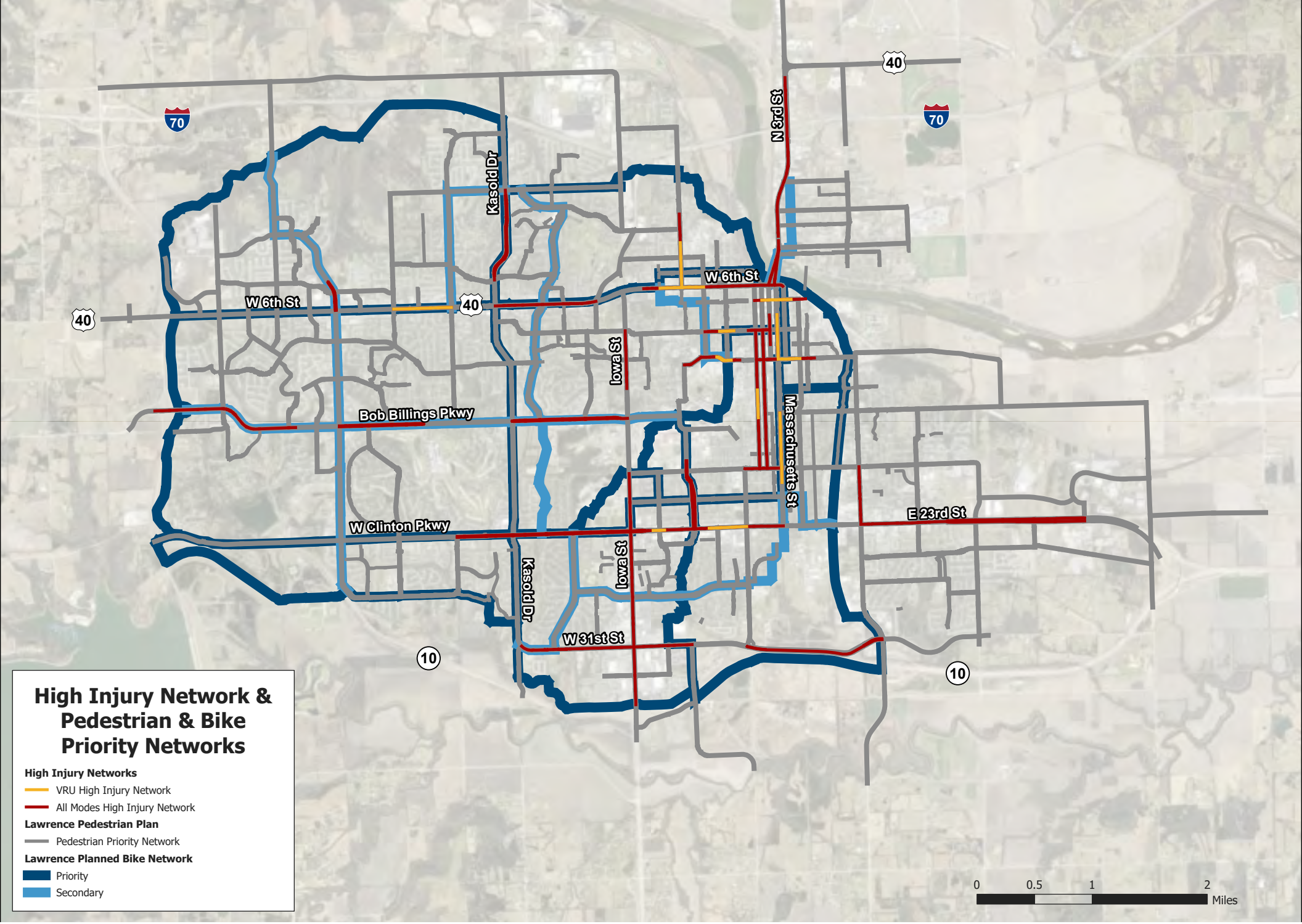
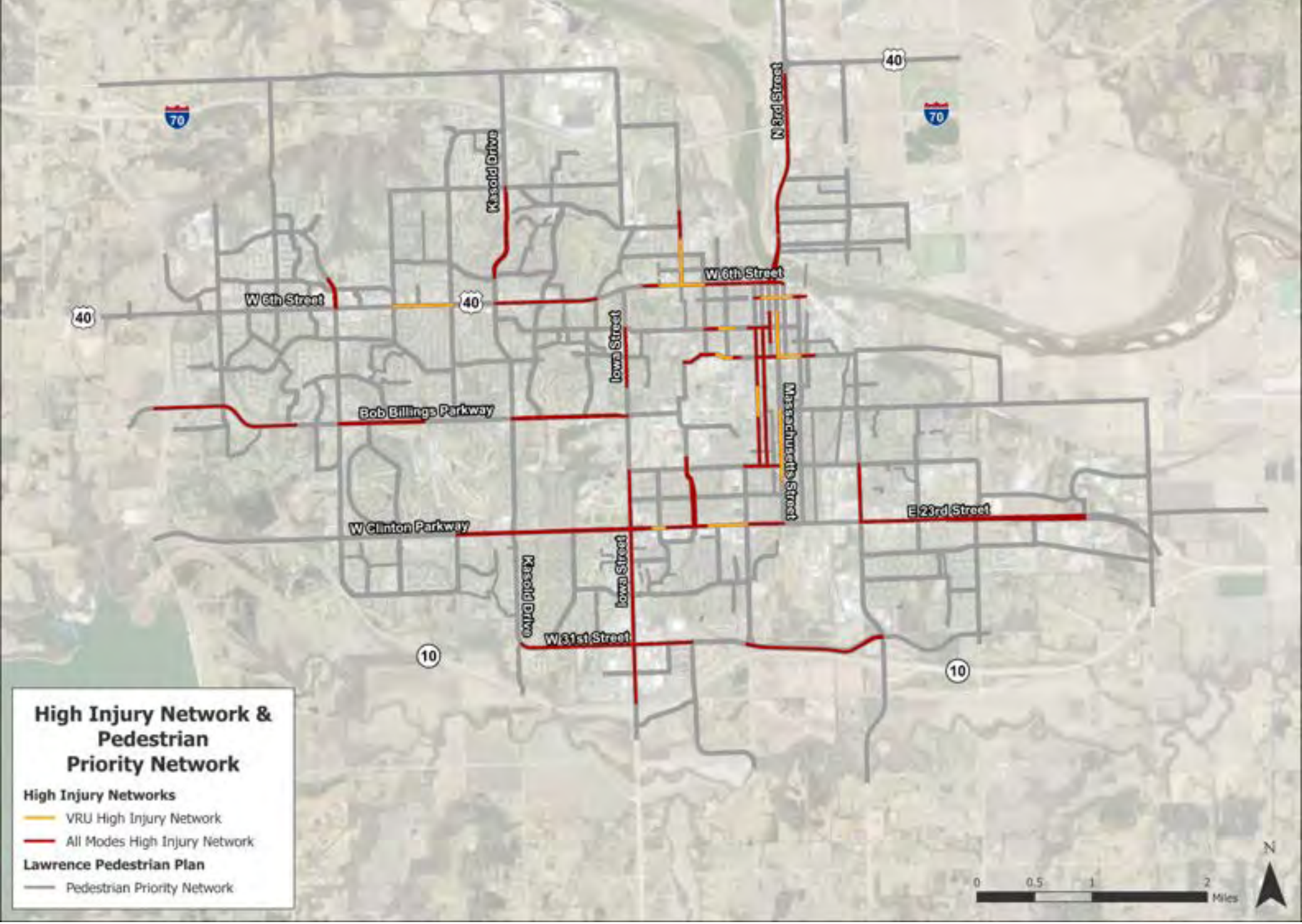
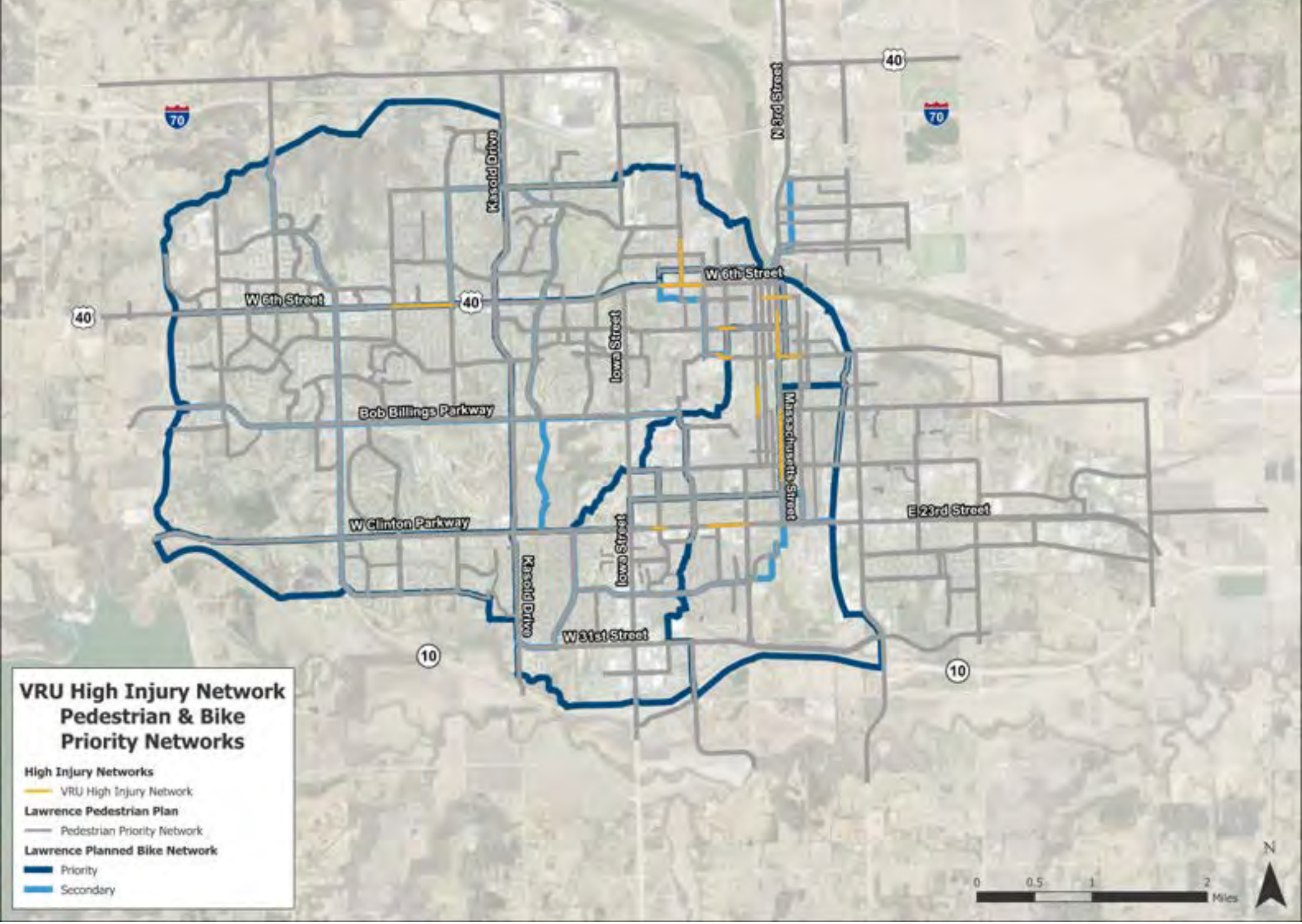
Appendix D
LAWRENCE BIKE AND PEDESTRIAN PLANS WITH HIN OVERLAYS


High Injury Network & Pedestrian & Bike Priority Networks
High Injury Networks
VRU High Injury Network
All Modes High Injury Network
Lawrence Pedestrian Plan
Pedestrian Priority Network
Lawrence Planned Bike Network
Priority
Secondary
70
40
10
W 6th St
Kasold Dr
N 3rd St
Iowa St
Bob Billings Pkwy
Massachusetts St
E 23rd St
W Clinton Pkwy
W 31st St
0
0.5
1
2
Miles


High Injury Network & Pedestrian Priority Network
High Injury Networks
VRU High Injury Network
All Modes High Injury Network
Lawrence Pedestrian Plan
Pedestrian Priority Network
W 6th Street
W 6th Street
Bob Billings Parkway
W Clinton Parkway
W 31st Street
Kasold Drive
Kasold Drive
Iowa Street
Iowa Street
N 3rd Street
Massachusetts Street
E 23rd Street
70
70
40
40
40
10
10
0
0.5
1
2
Miles
N


VRU High Injury Network
Pedestrian & Bike
Priority Networks
High Injury Networks
VRU High Injury Network
Lawrence Pedestrian Plan
Pedestrian Priority Network
Lawrence Planned Bike Network
Priority
Secondary
W 6th Street
W Clinton Parkway
Bob Billings Parkway
W 31st Street
E 23rd Street
N 3rd Street
Kasold Drive
Iowa Street
Massachusetts Street
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