

Countywide Bikeway Plan Update: Baldwin City, Eudora, Lecompton Public Input As of September 20, 2018

Overview	1
Open Houses	1
Guided Bicycle Rides	1
Survey Responses.....	2

Overview

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

The first phase of public engagement began in late May and ended on August 31st and consisted of open houses, guided bicycle rides, and a survey to better understand comfort levels for bicyclists. 49 survey responses were collected for people who self-reported they either live or work in Baldwin City, Eudora, Lecompton. All together there were 638 responses when the Lawrence survey is included in the survey responses.

Open Houses

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

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

Guided Bicycle Rides

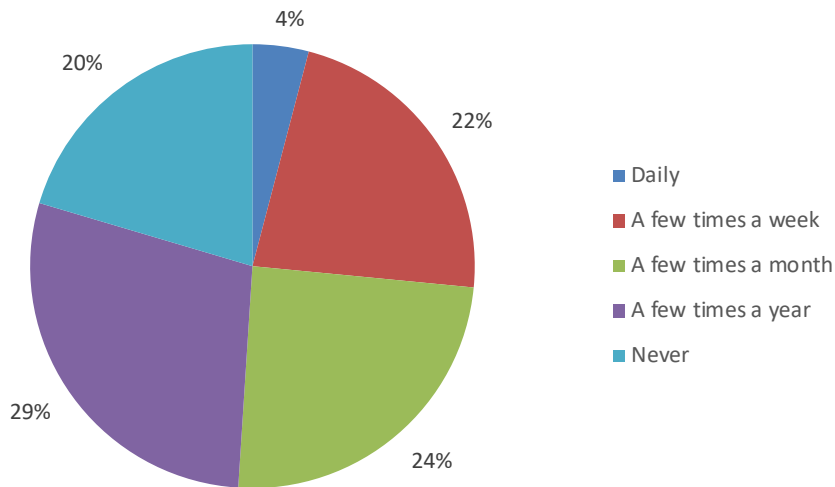
Three guided bicycle rides were held during the first public engagement phase.

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

Survey Responses

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

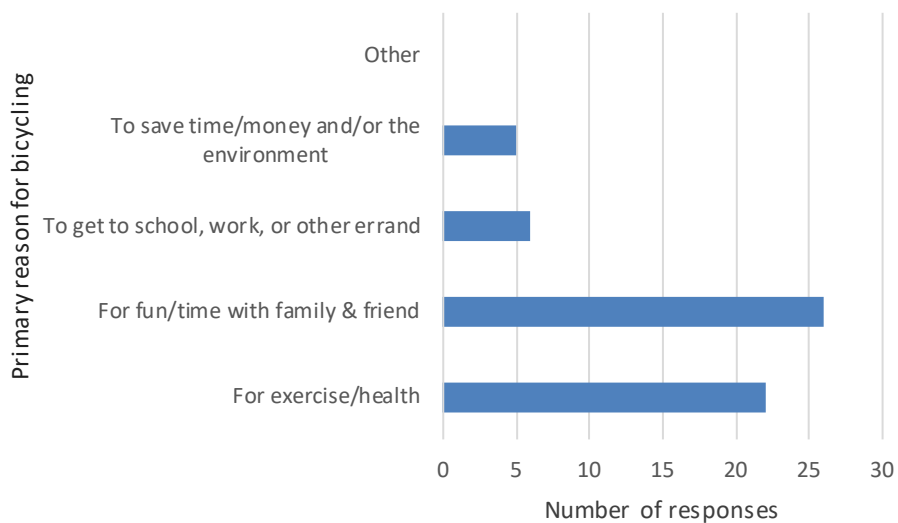
Figure 1: Frequency of Bicycle Riding



Number of Responses - 49

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

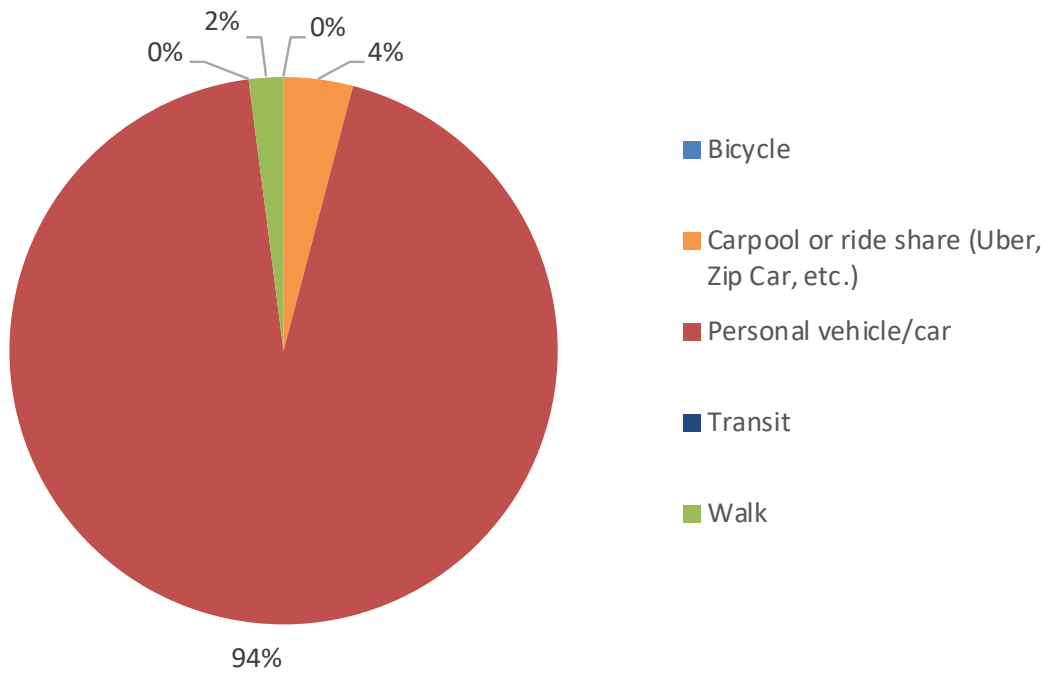
Figure 2: Primary Reason for Bicycling



Number of Responses - 37

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

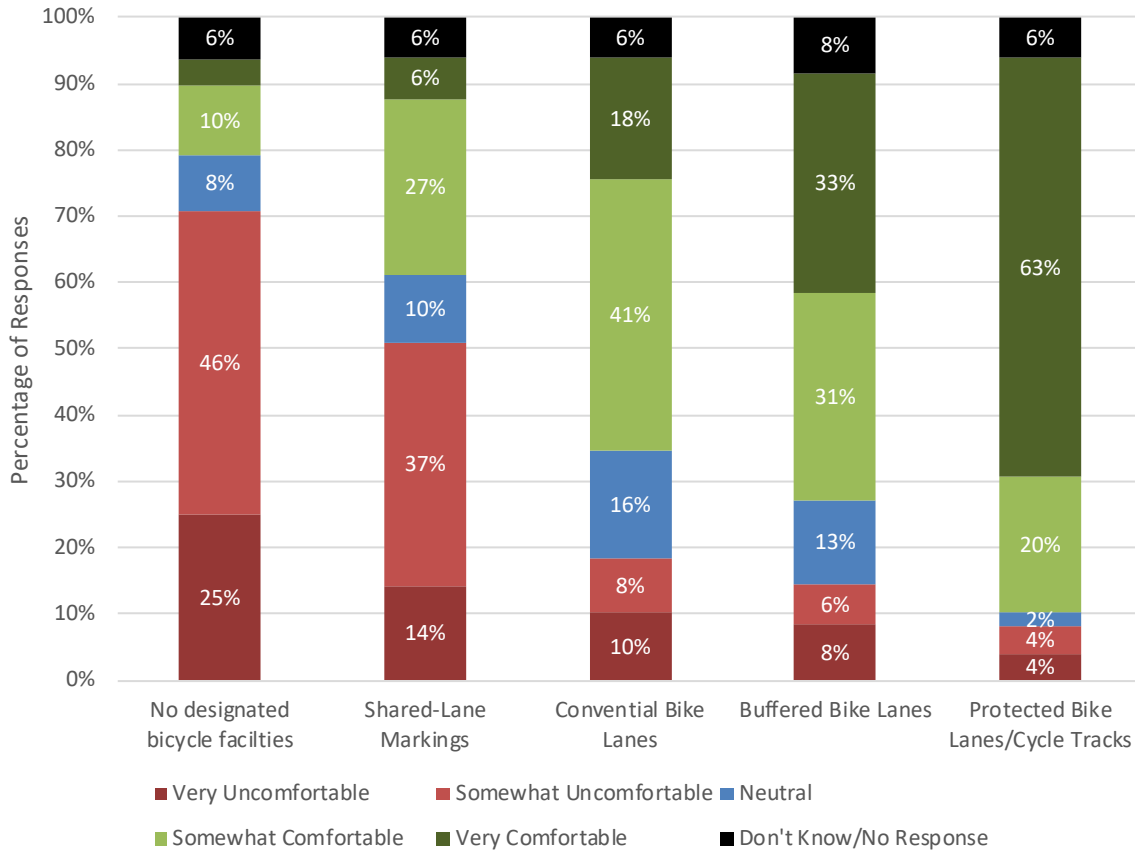
Figure 3: Primary Mode of Transportation



Number of Responses – 49

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

Figure 4: Comfort Levels on Commercial Streets



Number of Responses – 49

Additional Comments about Bicycling on Commercial Streets

Roads are not for bikes –

- Should not be allowed. Safety hazard for bikes and cars.

Facilities –

- Bicycled in Lawrence for over 40 years - great experience & I am in favor of protected lanes for bicycles & driver's education. (2)
- I am not a huge fan of biking shared with vehicles. I do, however, like the protected lanes of biking.
- I would bike for more than just recreation ((as a mode of transportation) if we had buffered bike lanes
- There should be designated bicycle paths or. Lanes not on the. Streets with cars. I. Am uncomfortable with bikes on the roads.
- We could use more designated bike lanes in Eudora!

Other –

- I get nervous with cars because kids get picked up.
- Led not do it at all.

Safety –

- Whenever cyclists are combined with traffic, higher risk is assumed because motorized traffic often does not notice cyclists due to situational blindness. It’s a risk that most cyclists accept because there are not many choices in this area.

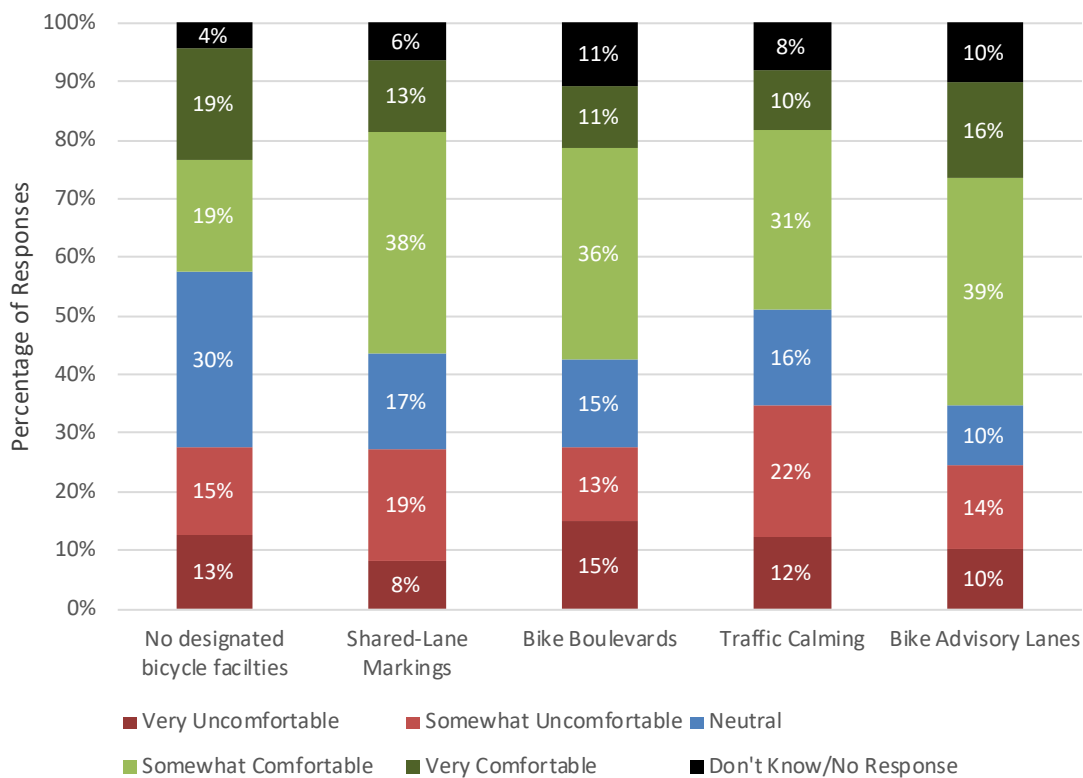
Traffic –

- 10th street in Baldwin is extremely busy with large city vehicles, semis, grain and delivery trucks. Although it appears to be a somewhat quiet, residential street, there is a lot of commercial traffic on a daily basis.

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

Respondents indicated:

Figure 5: Comfort Levels on Neighborhood/Residential Streets



Number of Responses – 47

Additional Comments about Bicycling on Residential/Neighborhood Streets

- 1055 needs fixed not for just bikes but cars too
- Due to their lower traffic, residential streets are easier but cyclists still have to pay acute attention.
- I think biking in residential areas it less. Dangerous than the more congested streets.

- Make it legal to ride on the sidewalk.
- Safety hazard for all
- The most uncomfortable thing about biking on residential streets in downtown Baldwin is the cars backing up from parking spaces on the streets.

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

Respondents indicated:

Figure 6: Respondents with Children

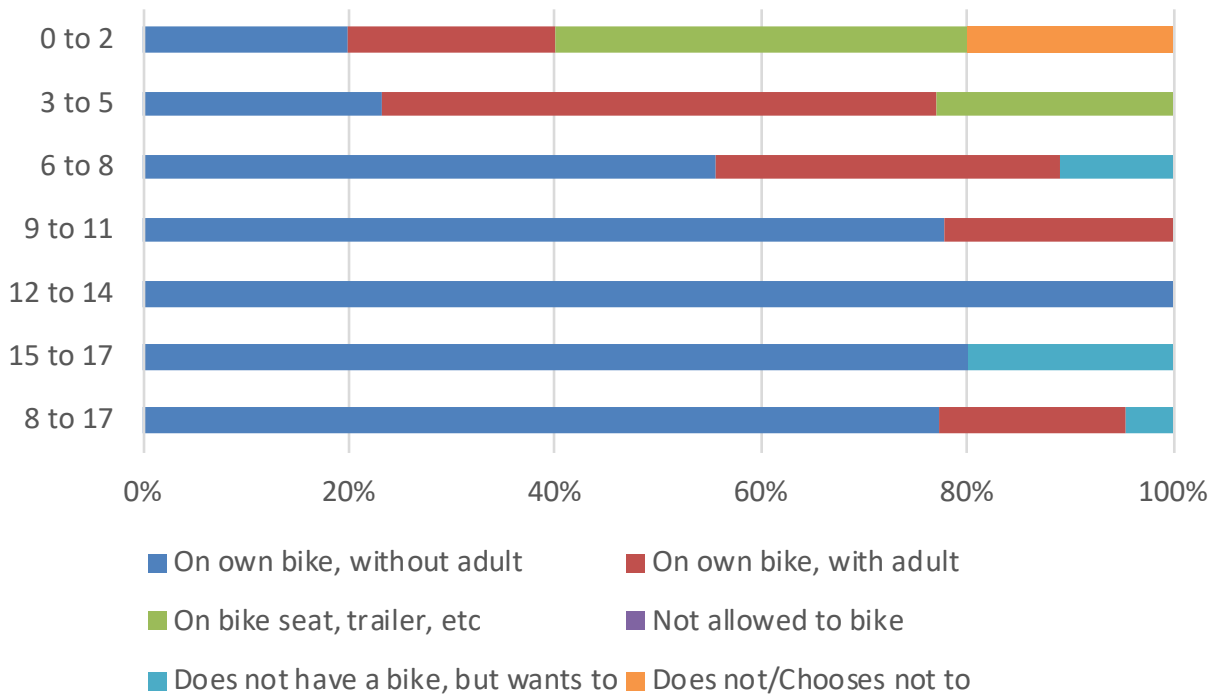


Number of Responses – 49

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

Respondents indicated:

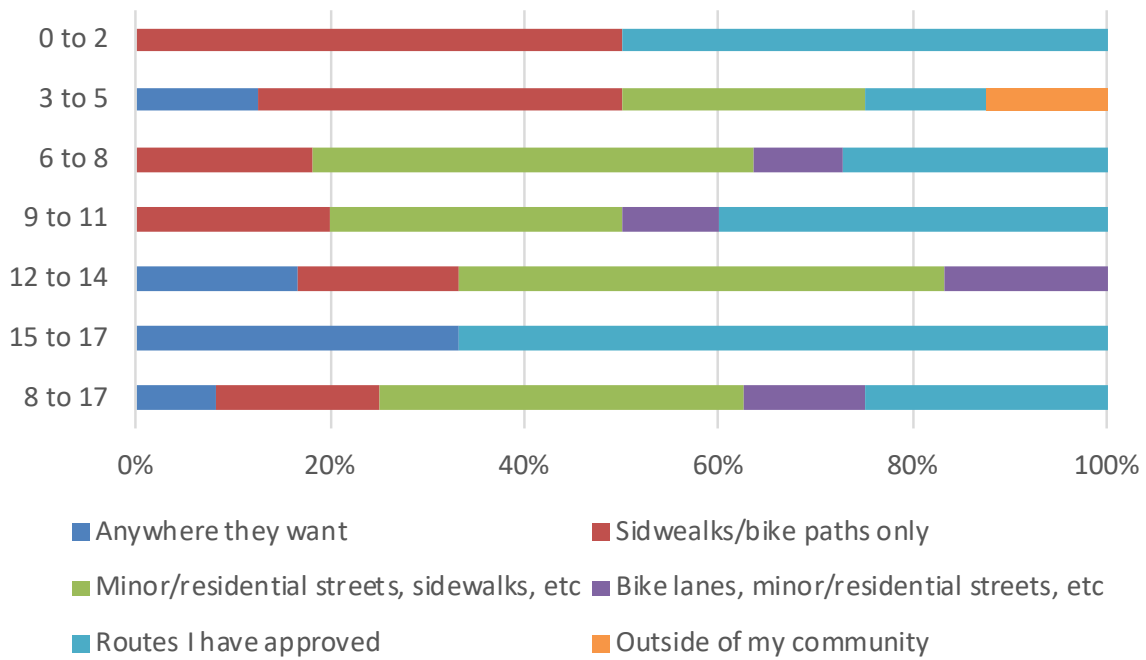
Figure 7: Do Children Bicycling



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

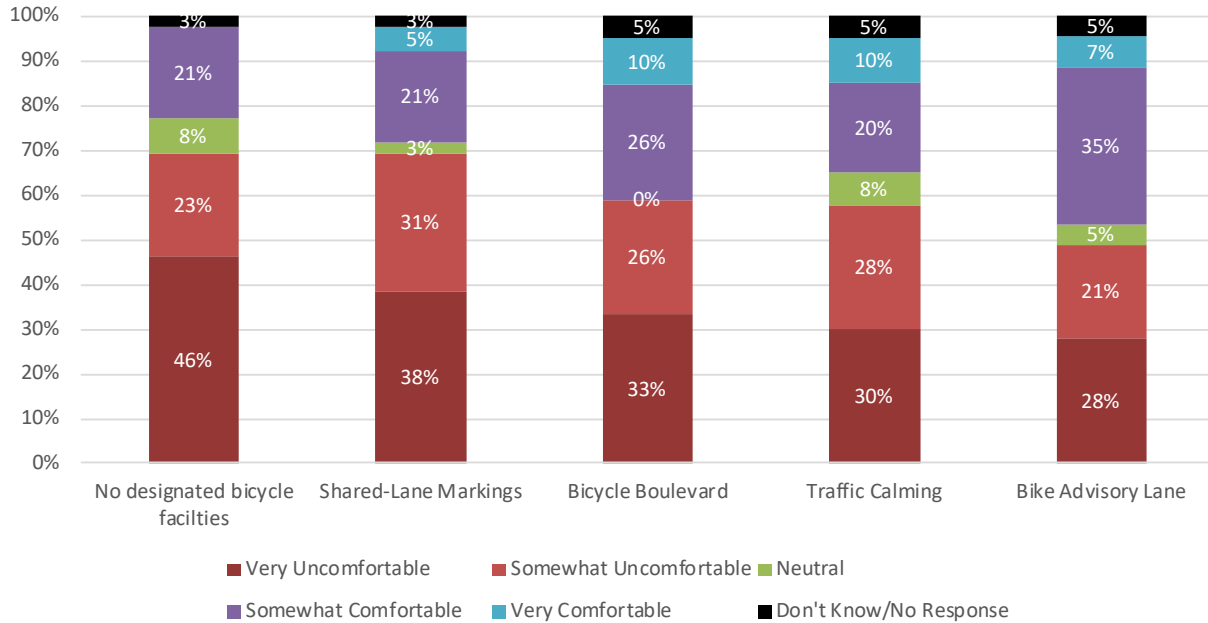
Respondents indicated:

Figure 8: Where Children Bicycle



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

Figure 9: Comfort Levels about Children

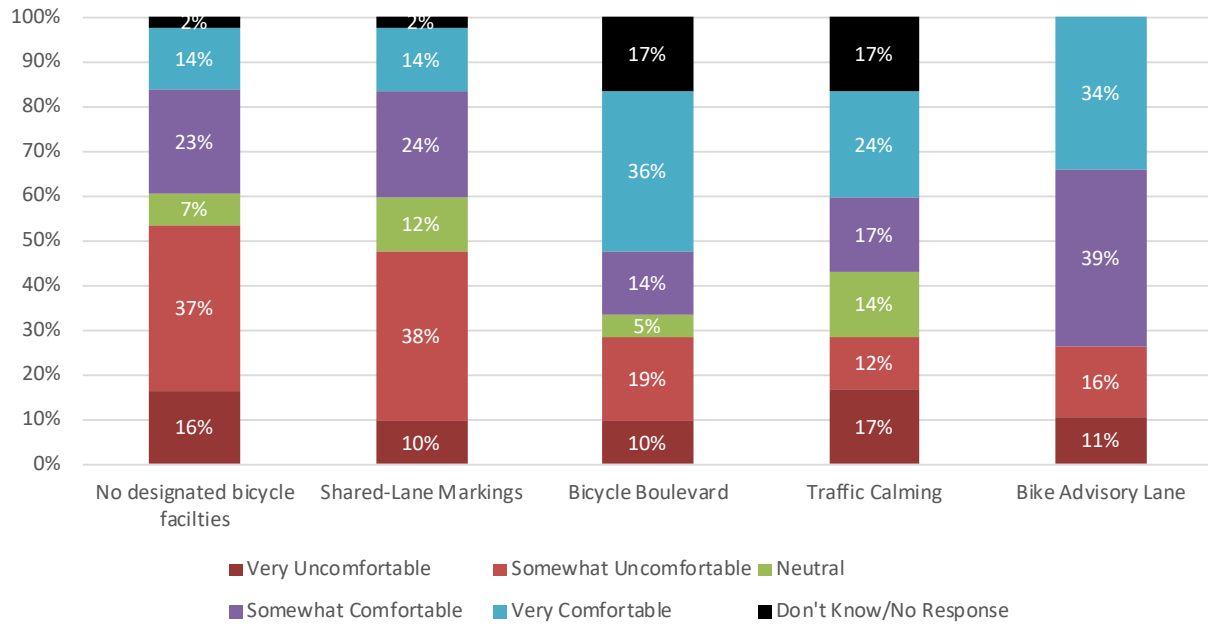


Additional Comments about Children Bicycling without an Adult

- My daughter can only ride on our property. We live in the country.
- My kids are a special case, but not having defined facilities makes it more difficult for us to let them roam.
- Some of my lack of comfortablility with these type of bike lanes is due to the lack of experience we have using these types of lanes.

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

Figure 10: Comfort Levels about Children

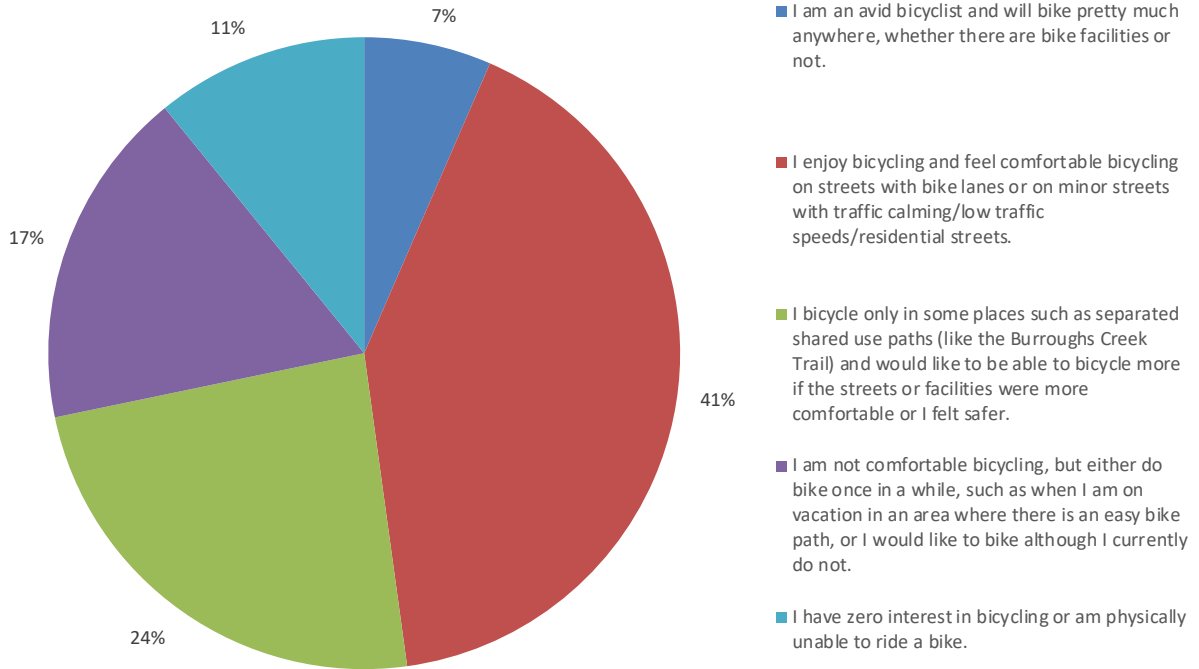


Additional Comments about Children Bicycling with an Adult

- I am more open to biking with my kids versus them biking on their own.
- No child should ever ride without an adult

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

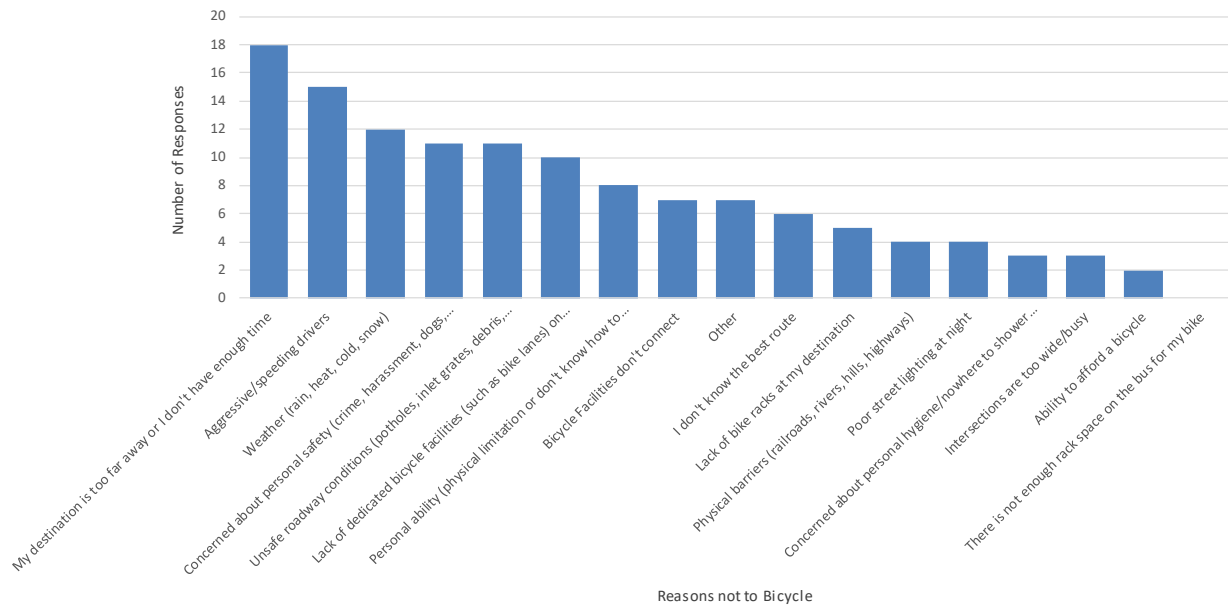
Figure 11: Type of Bicycle Rider



Number of Responses – 46

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

Figure 12: Reasons Not to Bicycle

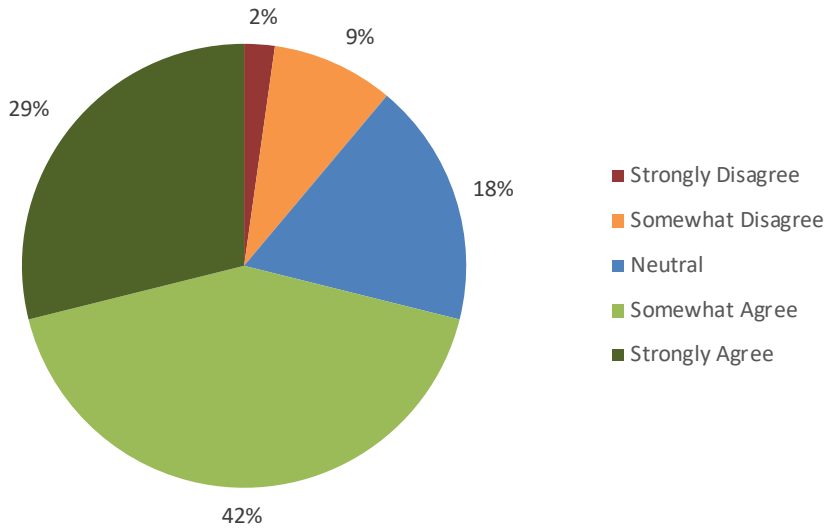


Other Reasons Not to Bicycle

- Distance to dedicated bike trail.
- I need a decent bike
- I'm lazy
- Personal safety for me (people)
- Retired - balance problems (2)
- Uncomfortable

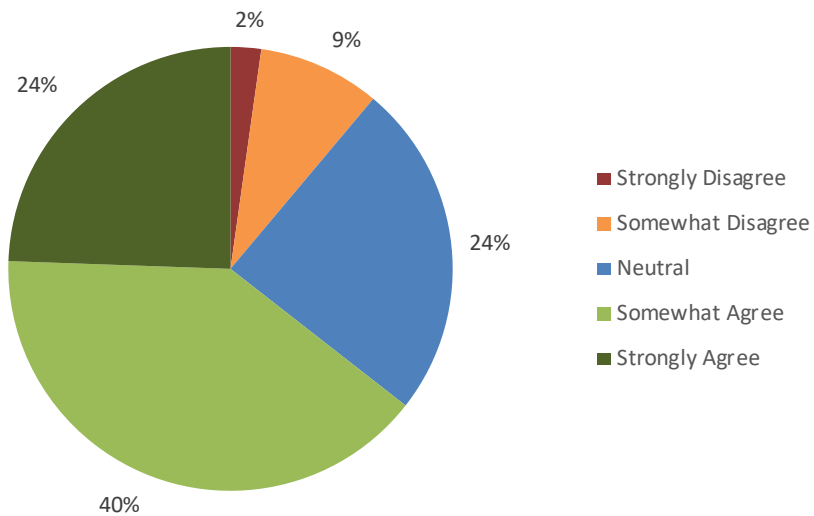
**When asked “What is your level of agreement with the following statements?”
Respondents indicated:**

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



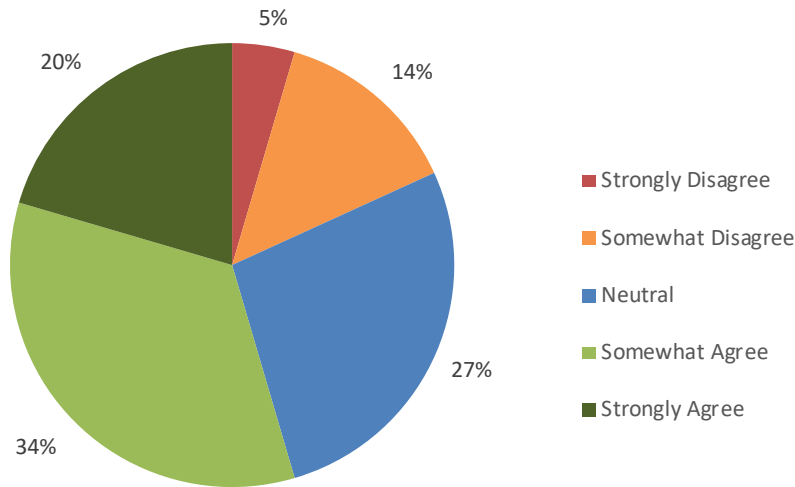
Number of Responses - 45

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



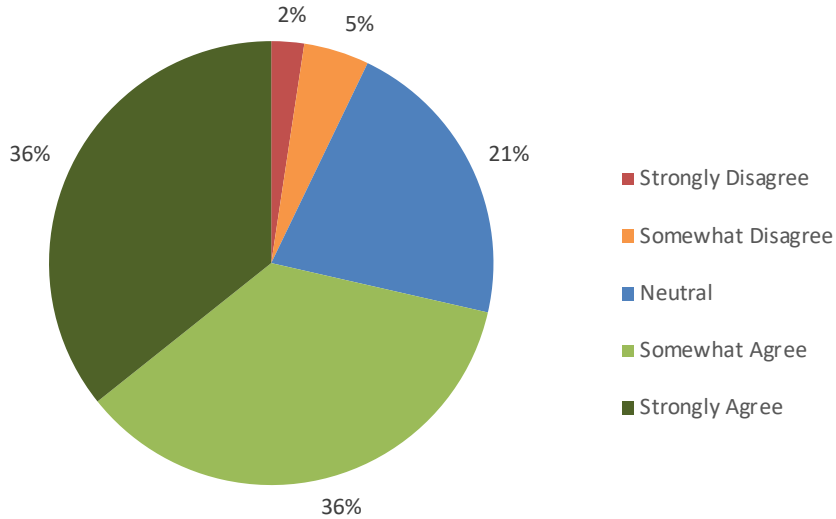
Number of Responses - 45

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



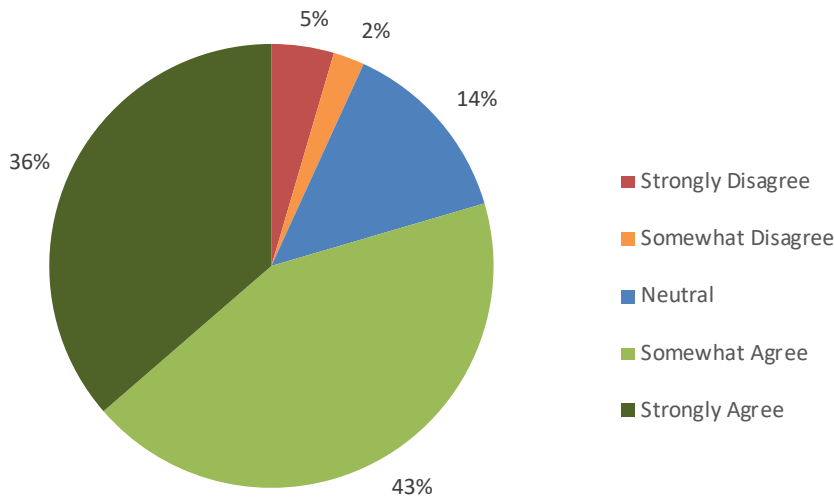
Number of Responses - 44

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



Number of Responses - 42

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



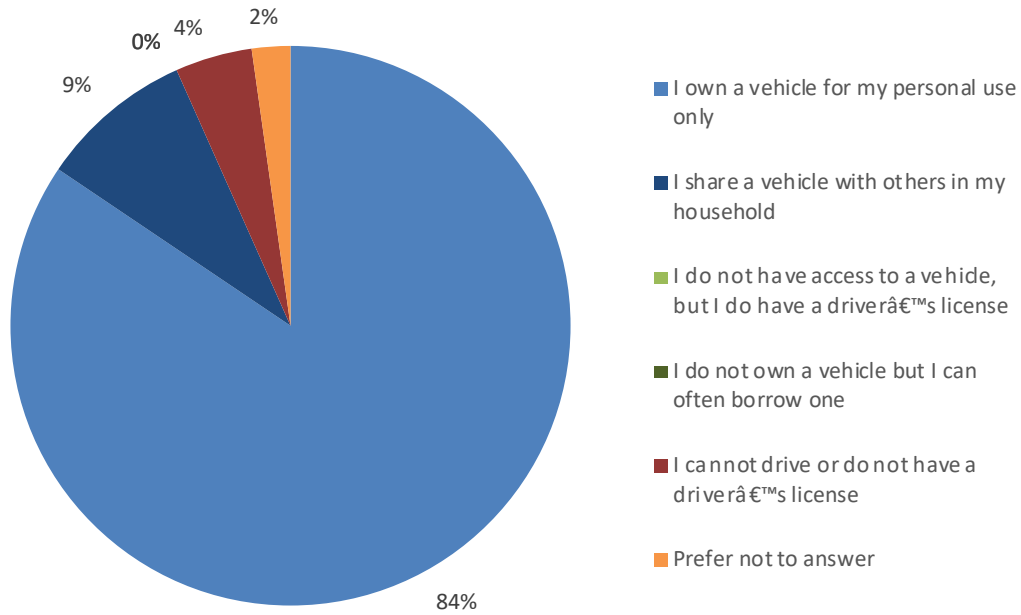
Number of Responses - 44

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

- 1055 is a dangerous road and I'd hate to see the day someone wrecks and kills someone because they race down baldwin hill and up it.
- I'd like to see a path between eudora and lawrence
- If we can go on the sidewalks without breaking the law I would more instead.
- Retired from bicycling but in favor of safety.
- Retired from bicycling but in favor of safety.
- We have many bike trails around this city and county, keep the bikes off the streets and county roads. Safety hazard for all.

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

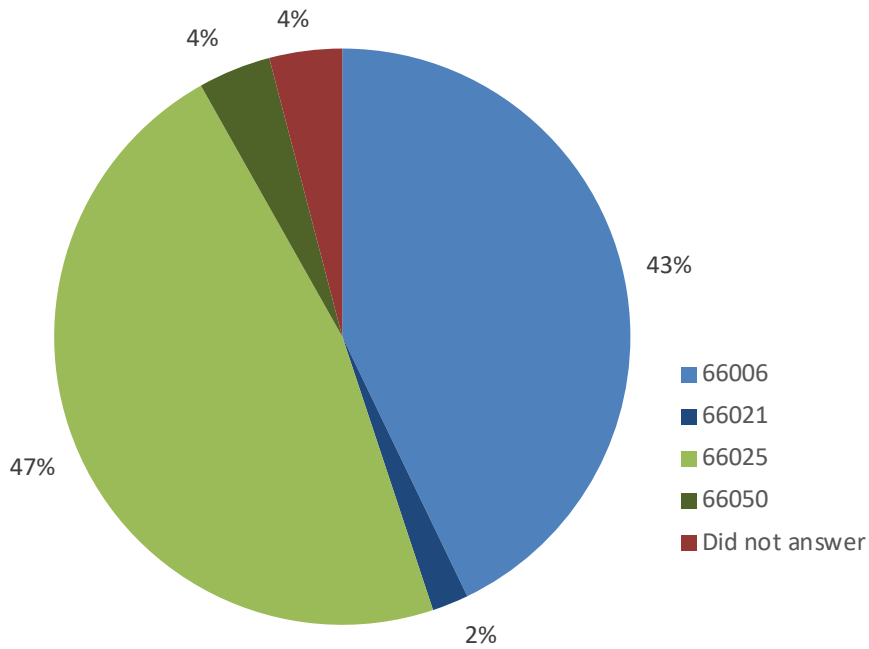
Figure 18: Car/vehicle Access



Number of Responses – 45

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

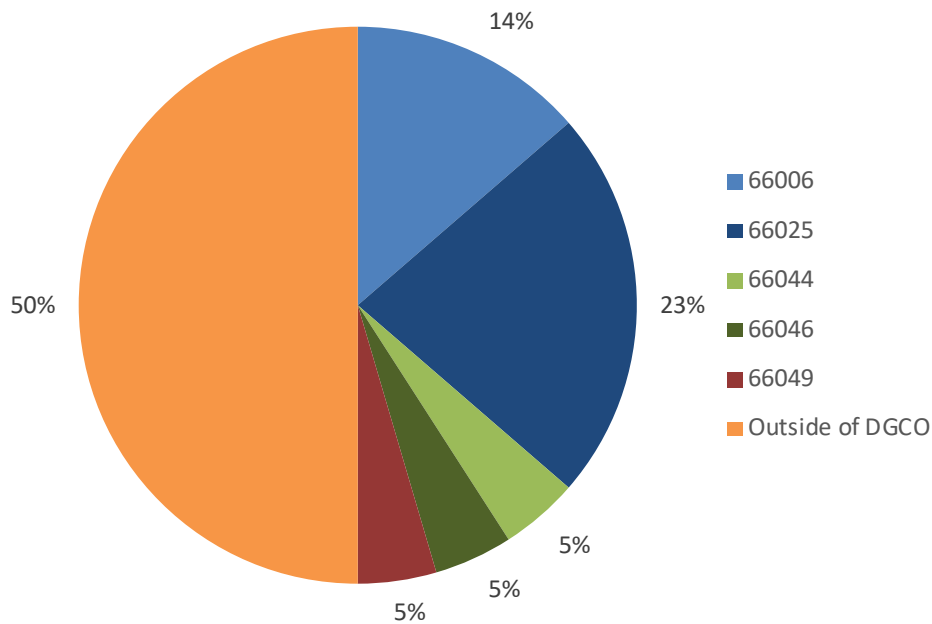
Figure 19: Home Zip Code



Number of Responses – 49

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

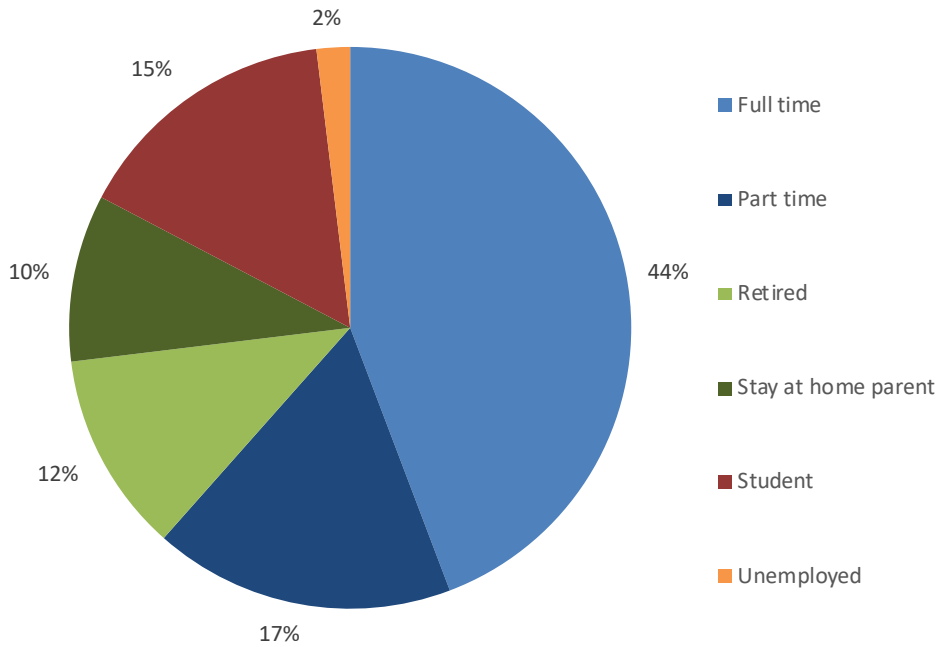
Figure 20: Work Zip Code



Number of Responses – 22

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

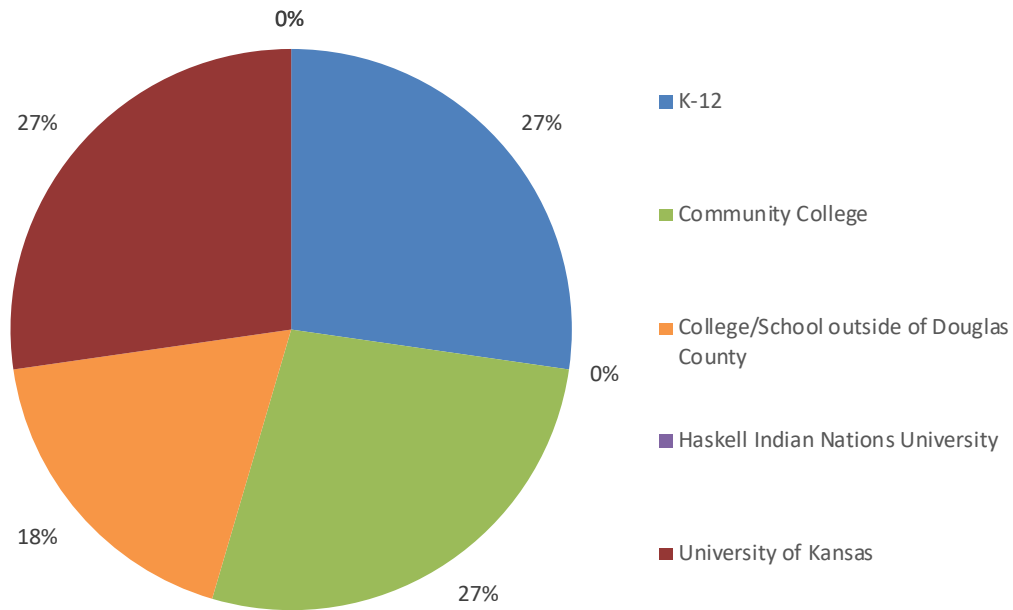
Figure 21: Employment Status



Number of Responses – 52

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

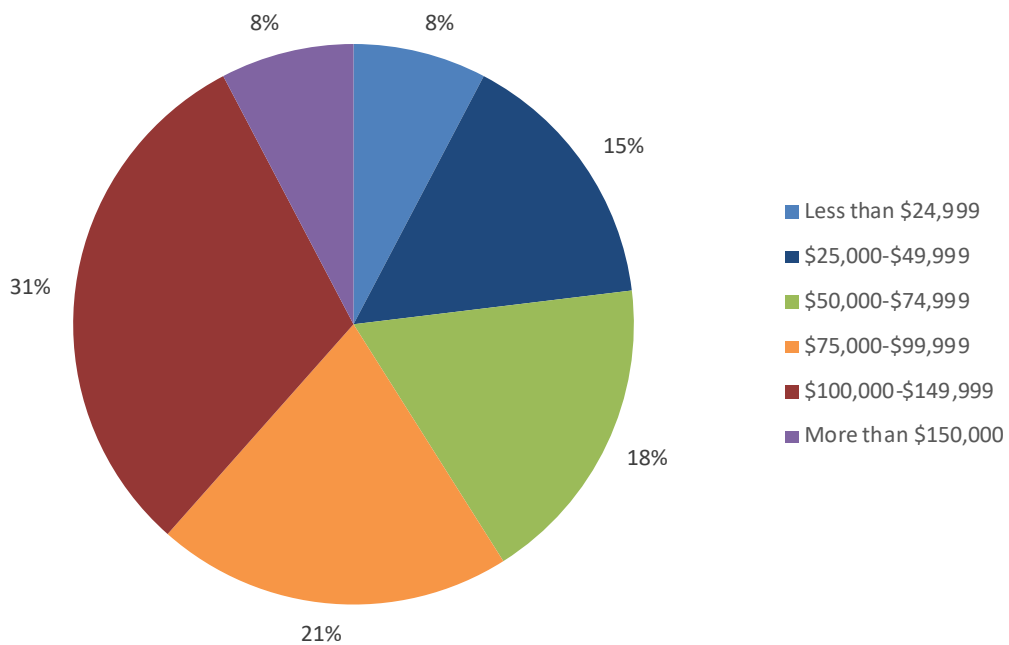
Figure 22: Schools



Number of Responses – 11

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

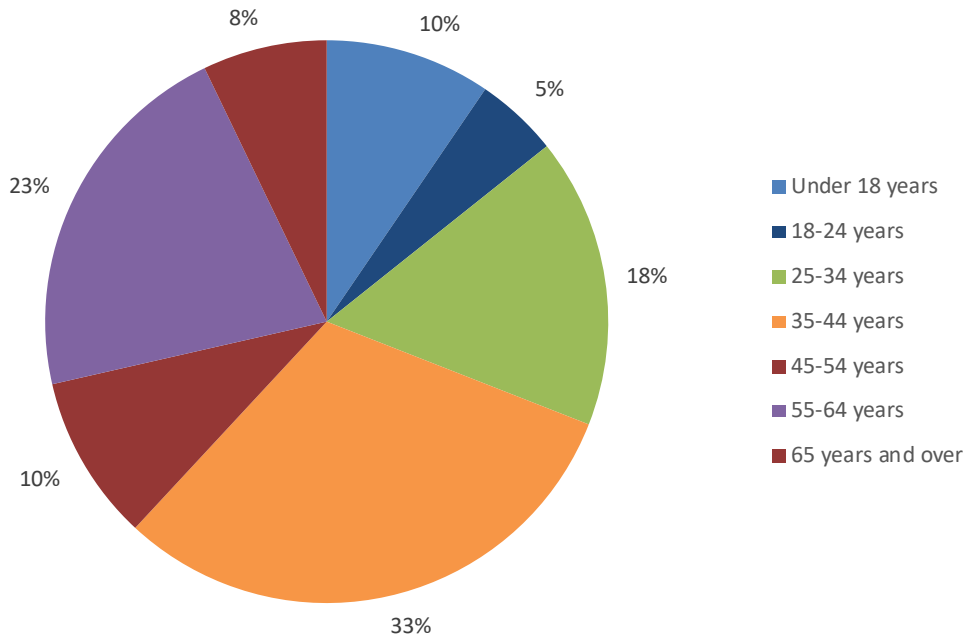
Figure 23: Income



Number of Responses – 39

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

Figure 24: Age



Number of Responses – 39

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

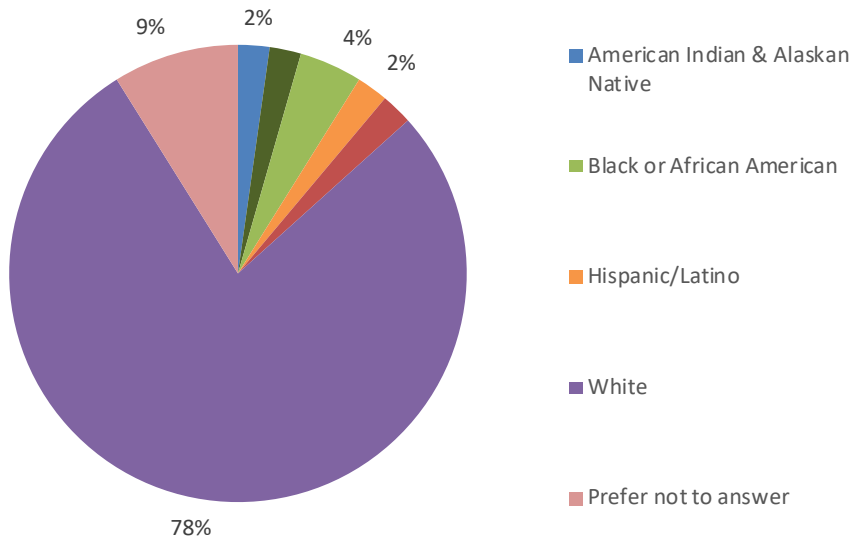
Figure 25: Sex



Number of responses – 43

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

Figure 26: Race/Ethnicity

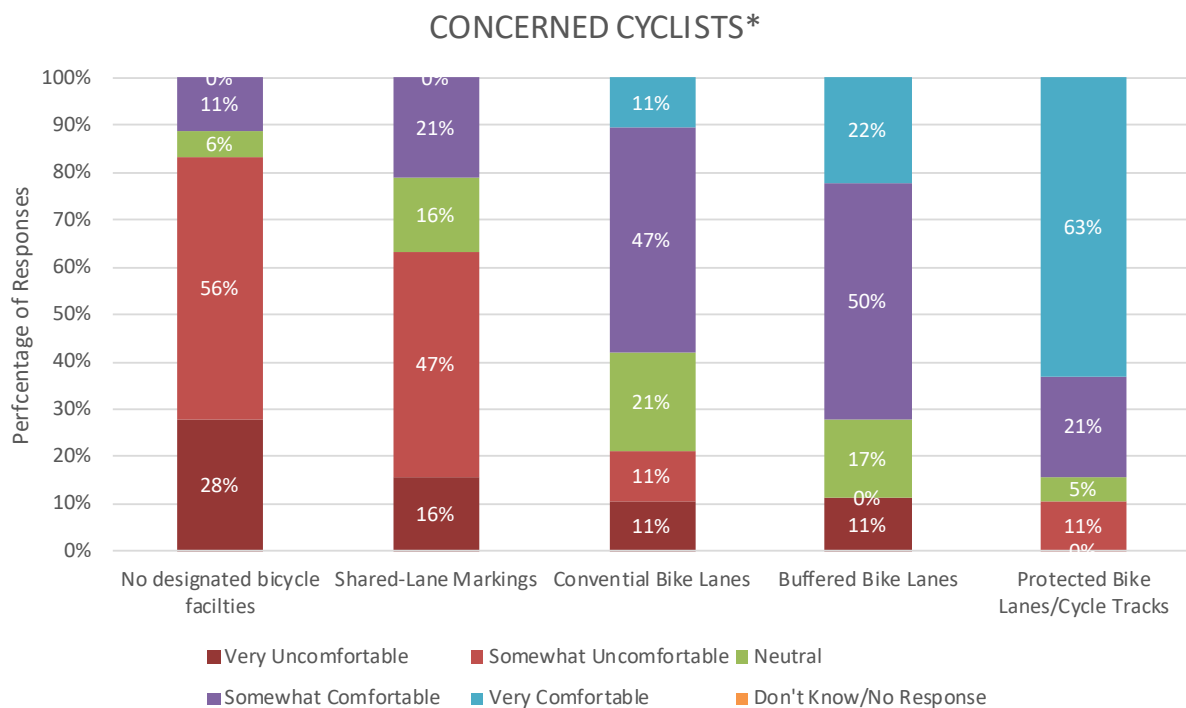
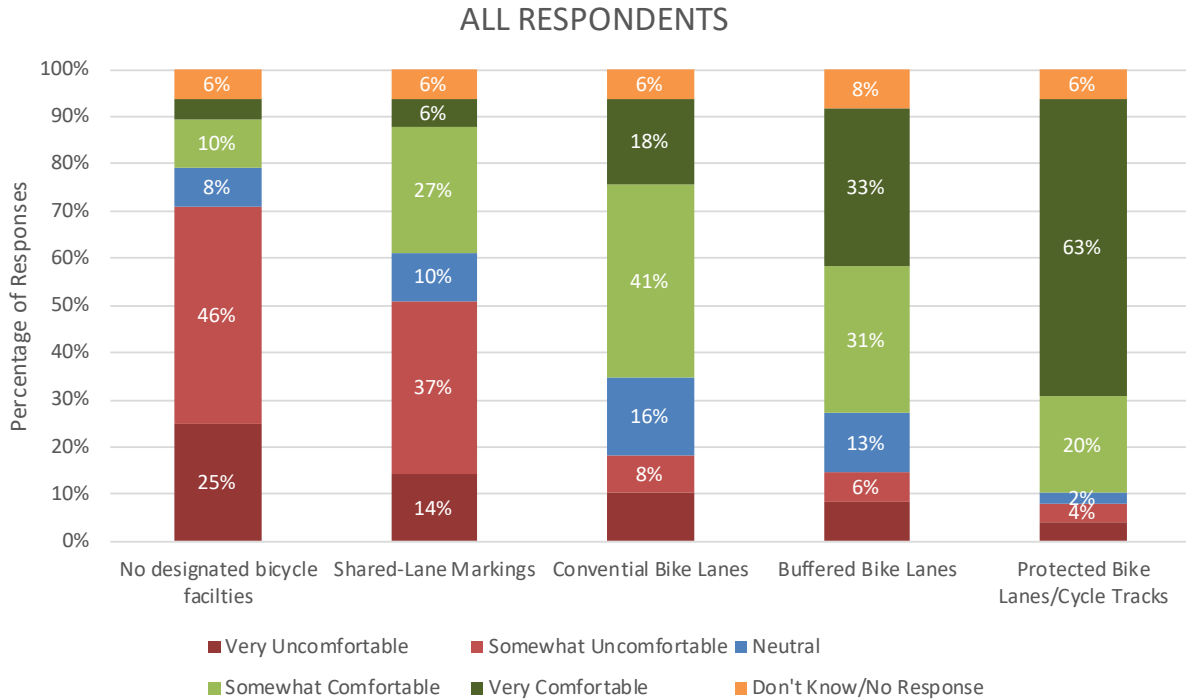


Number of Responses – 45

COMPARISONS

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

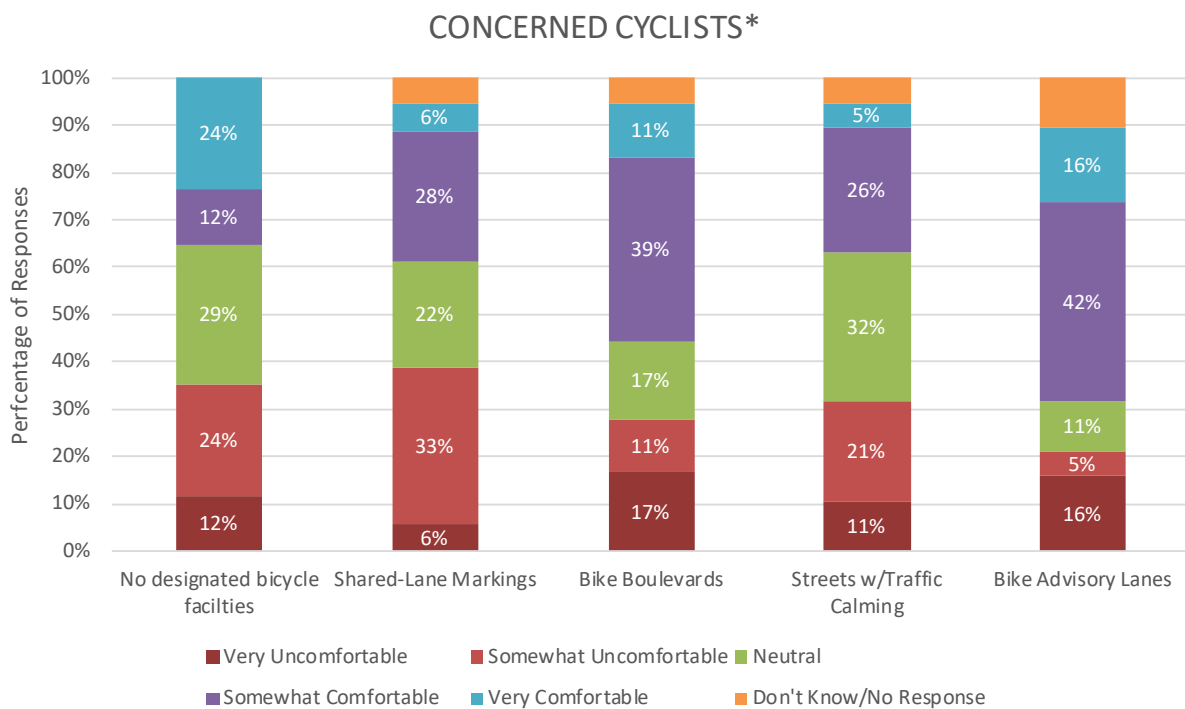
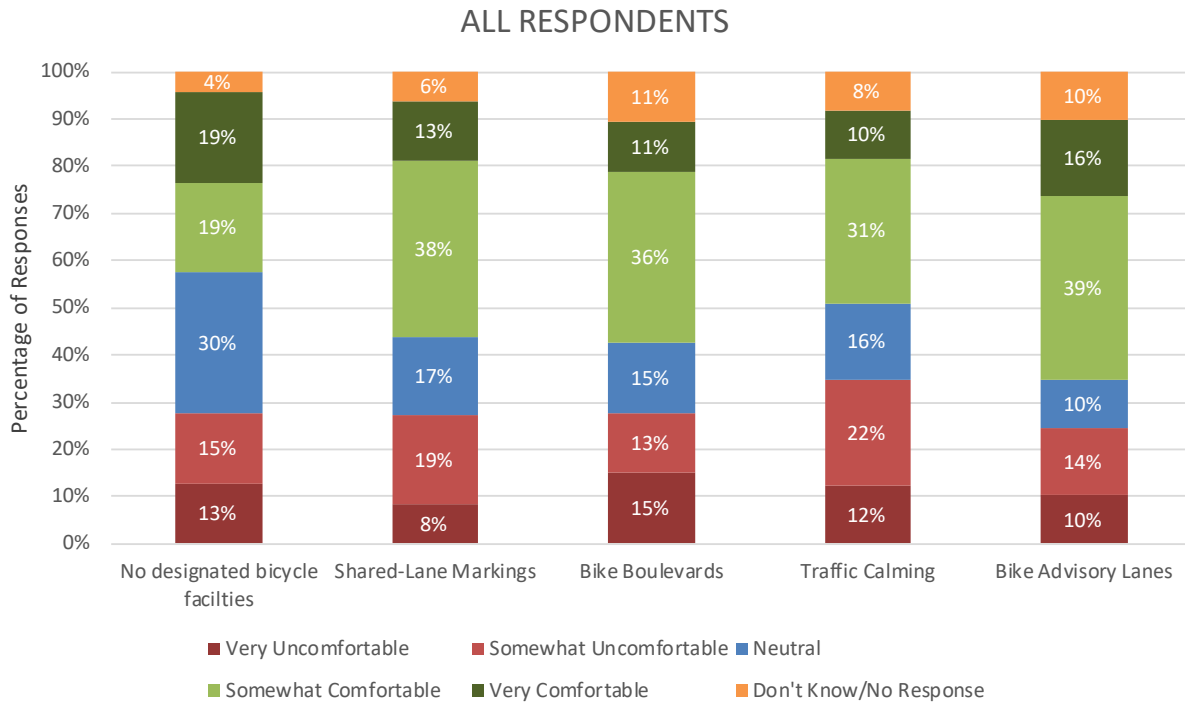
Respondents indicated:



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

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

Respondents indicated:

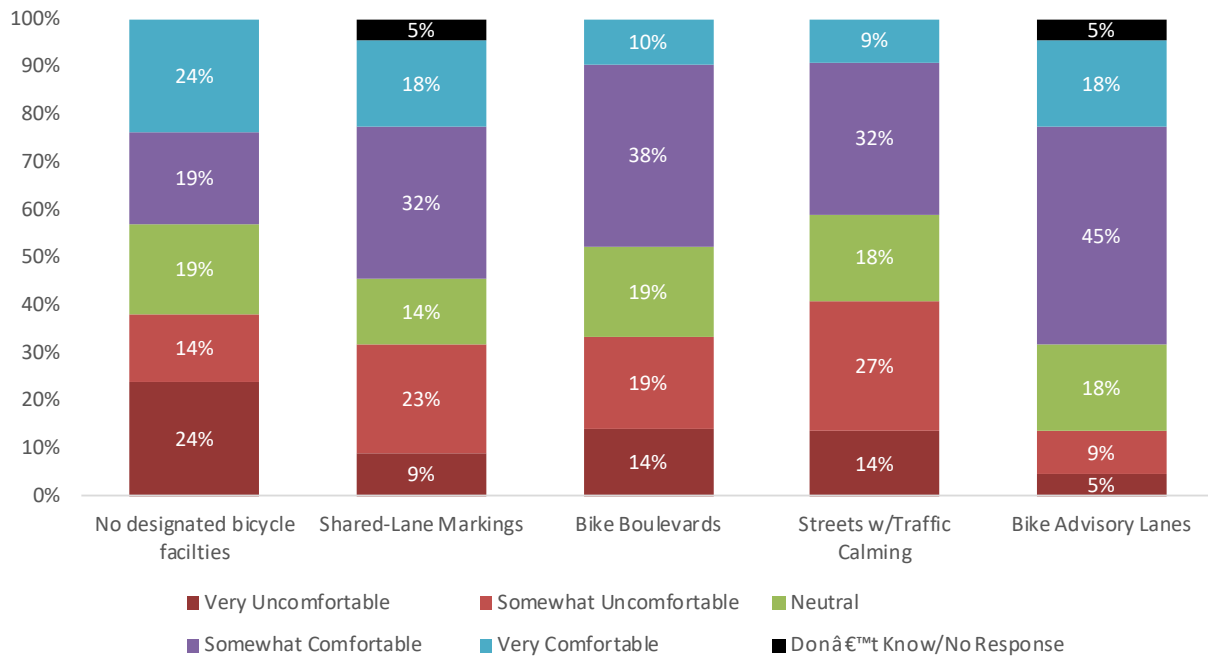


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When asked “How comfortable do you feel bicycling on different types of bicycle facilities on Residential/Neighborhood Streets?”

Respondents indicated:

FEMALE RESPONDENTS



MALE RESPONDENTS

