

Jester HOA Safety Committee Survey Results

The safety committee collected surveys from 8/29 - 9/5 through 3 channels

- 1) along Jester Blvd and Beauford Dr on 2 days
- 2) at Alison Alter's community meeting at the Coffee Shark
- 3) online through SurveyMonkey and advertised on Nextdoor

We had 336 survey respondents. The results show that

- 53% feel that our roads are safe to moderately safe, as indicated by a vote of 1 (not concerned) or 2, while 37% indicated a moderate to high level of concern with a vote of 4 or 5 (very concerned). * Responses were mostly similar for Jester Blvd and Beauford Dr, with very few respondents voting significantly differently on the two roads.
- The percentage of residents who are concerned about the safety of common activities ranges from 15% - 32%. The activity of greatest concern is crossing the street for the park and correspondingly the most requested safety feature for our neighborhood is a crosswalk at the park.
- 88% - 93% of people did not feel that the existing speed cushions improved the safety of common activities
- A majority (52% - 83%) of our residents are concerned about adverse side effects of the speed cushions
- 85% of residents do not support the use of speed cushions for speed mitigation
- Looking only at the subset of respondents who are moderately to highly concerned about safety, as determined by a vote of 4 or 5 for concern, 36% support speed cushions and 31% feel that the activities that they were most concerned about have been made safer by the existing cushions.
- Many survey comments mentioned an appreciation for the aesthetics of our neighborhood and this result is consistent with the survey data, which indicates that non-invasive means of speed mitigation are strongly favored (72%) over means, such as a road diet or center medians, that physically modify the road (35%).

- Many responded in the comment field a desire to add stop signs but LATM policy does not permit the use of stop signs for speed mitigation because studies have shown them to be ineffective at reducing speeds.
- Consistent with the desire for non-invasive solutions, respondents expressed an overwhelming willingness to improve their driving behaviors. Although these questions were primarily symbolic in nature they may indicate that our residents are willing to take a level of ownership to achieve the speed mitigation solutions of their choice.

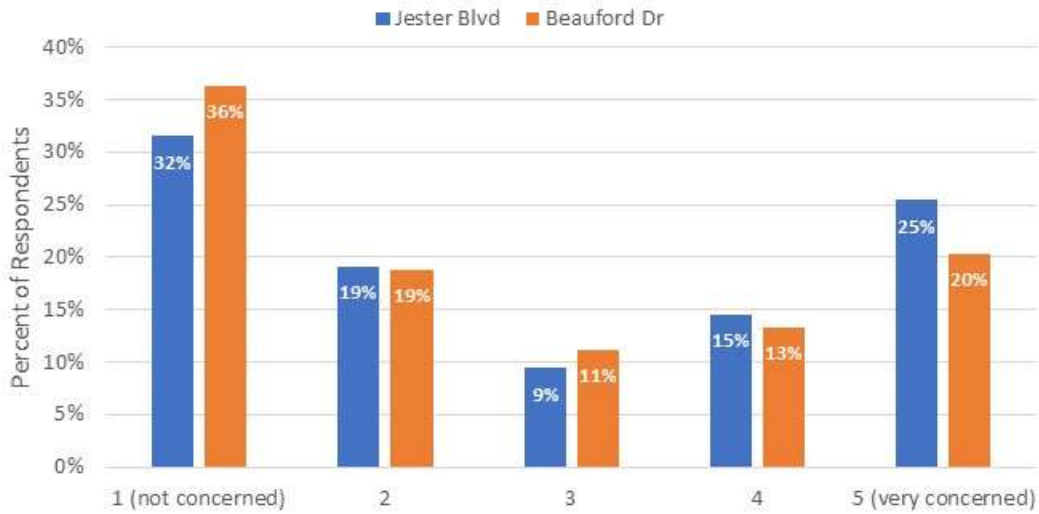
This survey indicates an opinion among the majority of Jester residents that speed cushions are not the preferred choice for speed mitigation and that alternative options should be pursued. Notably, even a majority of those respondents who perceive a higher level of concern with safety do not support the use of speed cushions and do not consider them to be effective. The Jester Safety Committee recommends that the City of Austin consider implementing a combination of the following speed mitigation options together with making our neighborhood speed cushion-free.

- neighborhood speed awareness program
- lighted speed indicator signs
- police enforcement

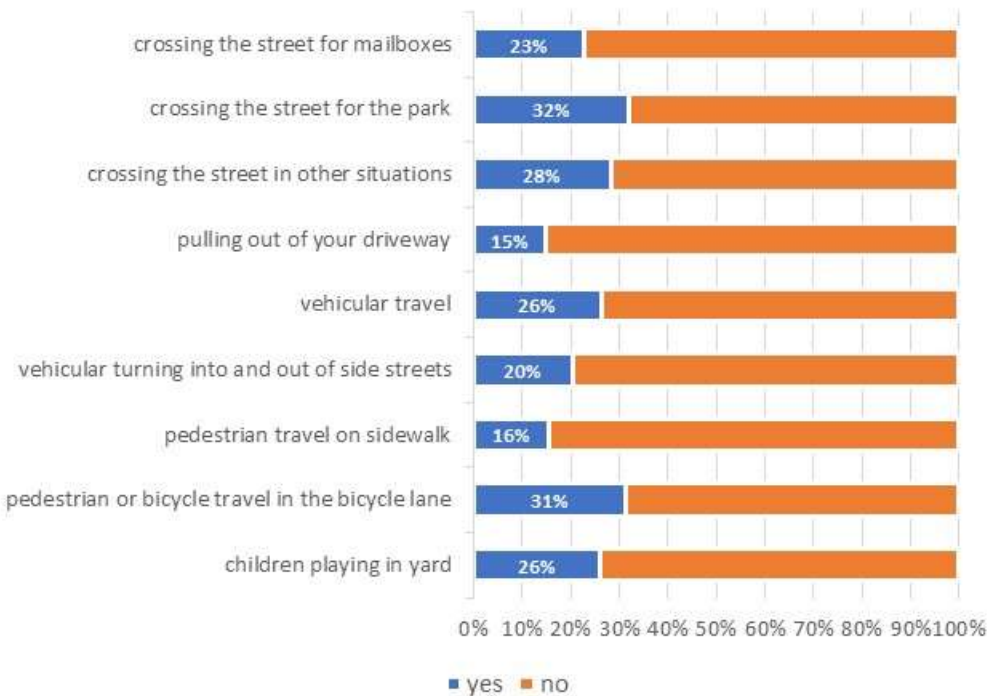
The challenge with this approach, as opposed to physical road modifications, is that the physical characteristics of Jester Blvd encourage speeding and it will take ongoing efforts via the speed awareness program to combat that. The Safety Committee will also explore the option of adding a crosswalk at the park.

Plots of the survey data are below.

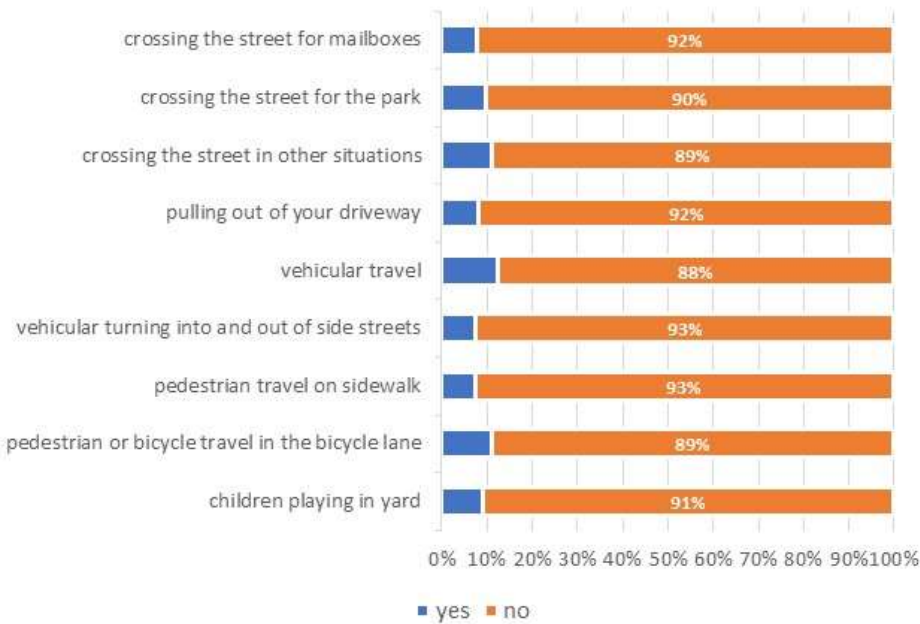
What is your level of concern for safety along*



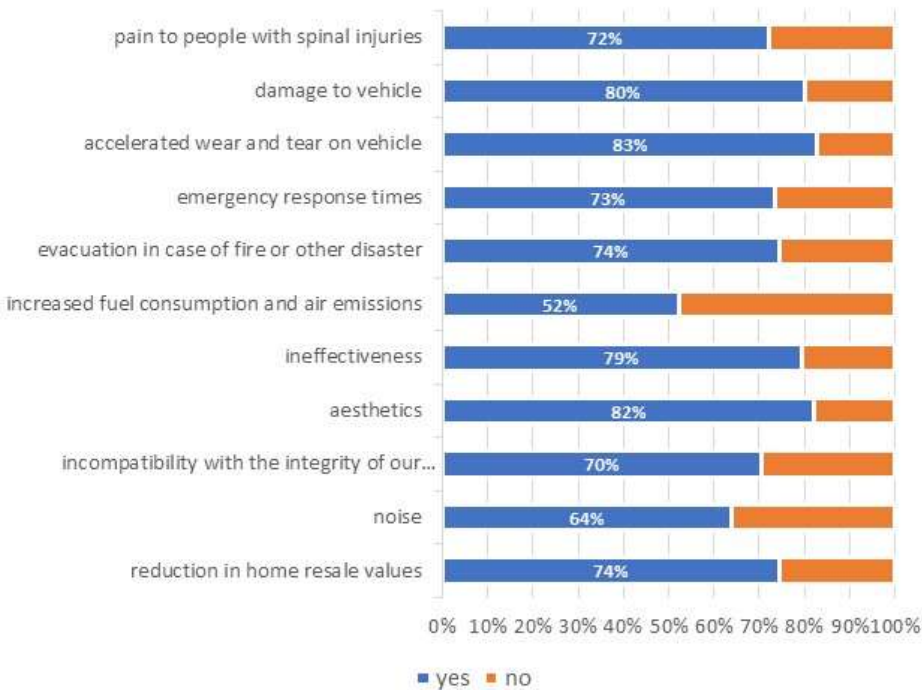
Which of these activities cause you concern due to speeders in the neighborhood?



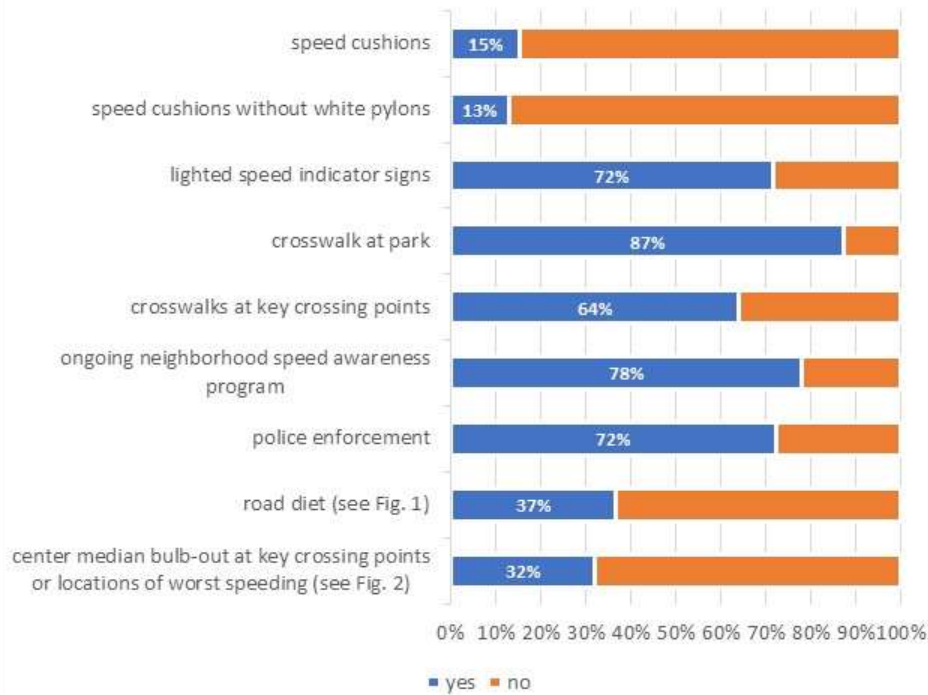
Have the speed cushions significantly reduced your concern?



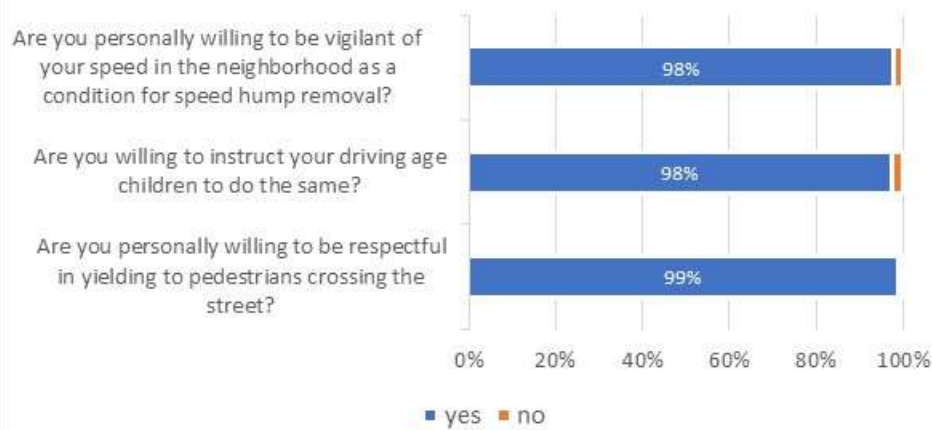
Are you concerned about any of these possible side effects of speed cushions?

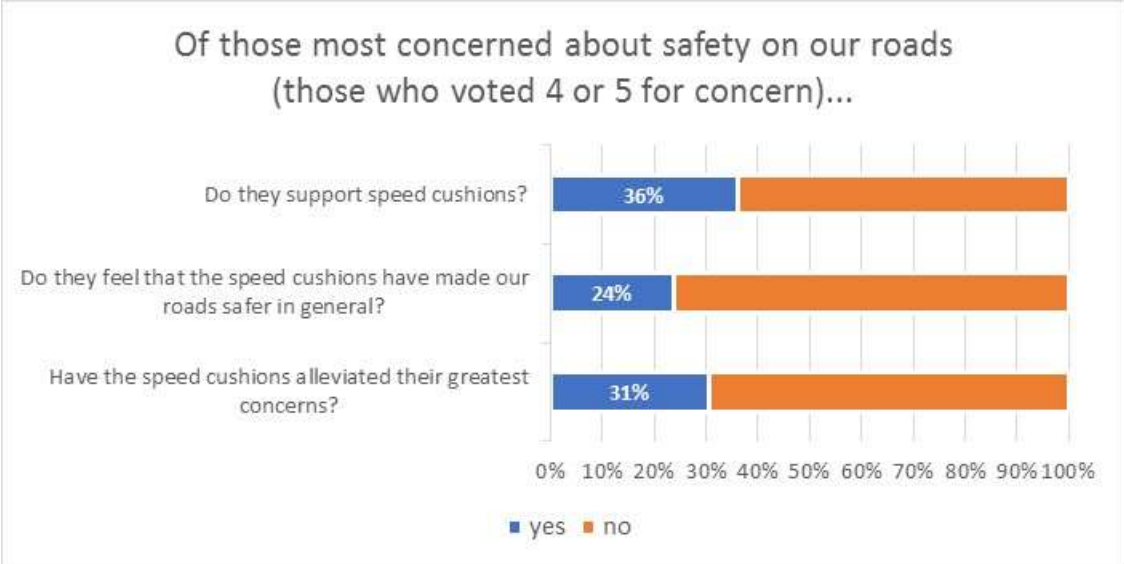


Which of the following speed mitigation and safety features do you support?



Indication of Personal Willingness for Behavior Change





* Note: Paper surveys had a scale of 1-5 while online surveys had a scale of 1-4. Online scores were remapped using the following mapping: 1->1, 2->2, 3->4, 4->5. This contributed to the lack of 3 scores and the appearance of a bimodal distribution.

Acknowledgements:

This survey was conducted by the Jester HOA Safety Committee, whose members are Susanne Paul (chair), Carol Phillipson, and Phil Ponebshek.