

EXHIBIT C

Bicycle Lanes in the Windsor Road Planning Area

DiGiuseppe, Paul

From: DiGiuseppe, Paul
Sent: Thursday, April 01, 2010 5:19 PM
To:

[REDACTED]

Subject: Bike Lanes in Pemberton Heights and Bryker Woods

Attachments: Parking Modification Guidelines (final).pdf



Parking Modification
Guideline...

Dear All:

I have received follow-up questions and comments pertaining to the e-mail I sent on March 23, 2010. I have coordinated with Annick Beaudet in the City's Neighborhood Connectivity Division. Below is a response to those questions/comments.

1. You forgot to mention that property owners are not entitled to on street parking nor do they own the street in front of their home. Please correct me if I am wrong and cite code.

Response: Right-of-way is defined as land dedicated or reserved for streets, utilities, and other public places. The area containing road, bike lane and sidewalk is part of the City's right-of-way. In some cases, such as a property that does not have a sidewalk, the right-of-way can extend a few feet onto the front part of the property. A right-of-way is used so that the City can maintain, expand, or add infrastructure. Regarding parking, the City allows on-street parking unless otherwise restricted for safety and mobility purposes.

2. Like traffic calming, we have quite a mix opposition from the bike lanes through Pemberton. Should we just give you a petition with a number of signatures to cease all activities?

meeting which was then followed by a series of special-topic meetings. On October 17, 2007, the City Bicycle Program conducted a presentation as part of the special-topic meetings to explain the pros and cons of bicycle lanes; mostly related to on-street parking. The intent was to assure that those asking for bicycle lanes understood the on-street parking trade off. If you would like to view the presentation, please go to ftp://ftp.ci.austin.tx.us/npzd/cwa/Previous%20Meeting%20Materials/BikePed%2007-10-17_web/PowerPoint_Oct_17.pdf

After the presentation by the City Bicycle Program, neighborhood stakeholders were asked to indicate on a map where they would like to see the filling in of gaps in the bicycle network. The map showed existing bicycle lanes as well as bicycle lanes that were recommended (but not built) in the 1998 Bicycle Master Plan. The attendees proceeded to draw on the map where they would like to see new bicycle lanes that were not included as part of the 1998 Bicycle Master Plan. There was no recorded objection to the recommendations made at these meetings as well as a mid-process open house held in April 2008. The end result is the map in which you responded. For more information on the neighborhood plan, please go to http://www.ci.austin.tx.us/planning/neighborhood/cw_austin.htm.

The Austin 2009 Bicycle Master Plan

In an effort to update the list of needs for bicycle facilities throughout the City, the City updated the 1998 Bicycle Master Plan by adopting the Austin 2009 Bicycle Master Plan. The update included new segments of bicycle routes and recommendations for how to accommodate bicycles on those bicycle route street segments (such as bicycle lanes, wide curb lanes, and shared lanes). In fact, the update was partially based on the feedback provided during the neighborhood planning process. Those changes included adding bicycle lanes at Harris Boulevard between Windsor Road and W. 32nd Street; Northwood Road between Jefferson Street and Harris Boulevard; W. 29th Street between Jefferson Street and N. Lamar Boulevard; and Windsor Road between N. Lamar Boulevard and MoPac. The bicycle route updates, additions and updates to the specific recommendations to the route street segments in the 2009 Bicycle Master Plan were added based on public input during multiple City-wide stakeholder meetings, planning judgment regarding needed connectivity to the existing bicycle route system in area of the City where connectivity was lacking, Federal Highway Administration (FHWA) guidelines on the accommodation of bicycles on roadways, and local knowledge of the City. The public stakeholder meetings included the Austin Neighborhoods Council, where members of the ANC were specifically directed to the Route Street Table (which had all bicycle route streets listed in alphabetical order) and asked to review the bicycle lane recommendation for streets in their neighborhood. The City stressed, at that meeting, the same as we did at the special-topic Central West NP meeting, that on-street parking modification would likely be necessary on all streets with bicycle lane recommendations and encouraged those at the meeting and the ANC meeting to review the recommendations for that reason. Additionally, all registered neighborhood association received notification for the public hearing by the Planning Commission and the City Council with regard to the 2009 Bicycle Master Plan (notification attached).

For more information on the update, please go to <http://www.ci.austin.tx.us/publicworks/bicycle-plan.htm>. You can see the specific roads considered for bicycle facilities by going to http://www.ci.austin.tx.us/publicworks/downloads/dl_facilityrecs_by_street.pdf

Bicycle Lanes, Wide Curb Lanes, and Shared Roads - Definitions

A bicycle lane is a portion of a roadway that has been designated by striping or pavement markings for the exclusive use by bicyclists. The City of Austin prohibits vehicle parking in all new bicycle lanes. Also, the City requires that bicycle lanes be constructed on both sides of the street, unless the road has a significant hill, in which case an uphill only bicycle lane might be appropriate. The City typically places bicycle lanes on streets with heavier volumes of traffic such as Exposition Boulevard and Lake Austin Boulevard. Current bike lanes in the two neighborhoods include Northwood Road from MoPac to Jefferson Street as well as 29th Street from Jefferson Street to N. Lamar Boulevard.

A Wide Curb Lane is the lane nearest the curb that is wider than a standard lane and provides extra space so that the lane may be shared by vehicles and cyclists. Existing wide curb lanes in the two neighborhoods include Harris Boulevard from Windsor Road to

was held on March 4, 2010), the plan will begin the public hearing process that will result in the adoption of the plan. The plan must be presented to the Planning Commission for their recommendation then to City Council for the adoption of the plan. As these are public meetings, you are welcomed to attend and express your opinions. I am currently in the process of establishing the dates which I hope happen in late spring and early summer. You will receive notice of the plan if you are a property owner or have a utility account in Pemberton Heights, Bryker Woods, Tarrytown, and Deep Eddy. If you would like to receive an e-mail notification, you must go to http://www.ci.austin.tx.us/planning/neighborhood/cw_austin.htm and add your contact information.

Please note that all of your responses have been recorded and will be included as part of the neighborhood plan.

Thank you all for your responses.

Paul
Paul DiGiuseppe, Principal Planner
City of Austin Planning and Development Review Department
505 Barton Springs Rd., 5th floor
Austin, TX 78704
paul.digiuseppe@ci.austin.tx.us
Phone: (512) 974-2865
Fax: (512) 974-6054
Mailing address: P.O. Box 1088, Austin, TX 78767

DiGiuseppe, Paul

From: - [Redacted]@austinwhitelime.com
Sent: Friday, April 23, 2010 5:22 PM
To: DiGiuseppe, Paul
Subject: bike lanes in Pemberton

Paul,

I am opposed to designated bike lanes on Pemberton streets as they are narrow and already difficult with existing parked autos. I would suggest a better path along Shoal Creek would be of great interest. Some of the paved pathway is fine but the gravel part of the trail through Zilker north to Gaston is sometimes a challenge. I am not sure if bikes are supposed to be on sidewalks but I have used them for the convenience.

Sincerely,

Oscar Robinson

5/20/2010

DiGiuseppe, Paul

From: Jody Farmer ~~jody.farmer@creditcards.com~~
Sent: Thursday, April 01, 2010 8:27 AM
To: DiGiuseppe, Paul
Subject: I'm a Pemberton Resident and I Support New Bike Lanes in Pemberton

Mr. DiGiuseppe,

No doubt you're aware of a letter sent to me and my neighbors by members of PHNA, Ms. Beynon and Mr. Rose. The letter suggested we voice our opinions of the plan to you. Well I've reviewed the plan and I support it fully.

Promoting cycling should continue to be a top priority for Austin. There is no more fun, healthy and environmentally friendly means of transportation. And adding bike paths is one of the best thing we can do to keep it safe.

Additionally, in my opinion, two of the letter's suggested negatives are actually positives for homeowners:

Cut thru traffic – I welcome cut thru-cycling traffic. It will keep the cut-thru car traffic out. And when my 5yr old boys are playing in the street, I'd rather them take their chances with a 180lb commuter on a 30lb bike going 15MPH, vs. a 4,000 Suburban going 40mph.

Restrictions on street parking – I've long wished my neighbors would park in their driveways and garages. On street parking is a safety hazard, a problem for garbage/mail/package service and an invitation to petty theft. If a bicycle lane means you have to move your car, then great.

Thank you for your thoughtful planning. I look forward to enjoying the bike lanes with my family.

Jody Farmer

Vice President, Strategic Marketing

~~jody.farmer@creditcards.com~~

fax: 512.249.5209 | cell: 512.745.2428

tel: 512.996.8663 x128

2421 Jarratt Ave.,
 Austin, TX 78703

5/20/2010

DiGiuseppe, Paul

From: John Sheffield [mailto:~~John.Sheffield@ci.austin.tx.us~~]
Sent: Tuesday, March 30, 2010 5:03 PM
To: Beaudet, Annick
Cc: DiGiuseppe, Paul
Subject: Re: Bicycle Master Plan

Annette, thanks for the note. I received a nice descriptive set of answers from Paul as well on another email question I had for him.

Thank you both for your time in answering my questions, and more importantly doing such good work for the City and its residents.

Again, I appreciate your responses and efforts.

Sincerely,

John

On Tue, Mar 30, 2010 at 5:14 PM, Beaudet, Annick <Annick.Beaudet@ci.austin.tx.us> wrote:
Mr. Sheffield:

It was a pleasure speaking with you yesterday, and I hope I was able to answer all your questions and concerns. As discussed, I will follow up with an email to you and Mr. DiGiuseppe (tomorrow) regarding the intent to revisit the bicycle route currently on Northwood (Jefferson to Harris) to determine if it is needed and amend the City's Bicycle Plan accordingly at that time (probably Fall 2010 at the earliest, as that is when we may do the 1st amendment to that Plan). I just wanted to let you know I haven't forgotten, I just have other items I needed to get to today.

Sincerely,

Annick C. Beaudet, AICP
Program Consultant - Planning
Neighborhood Connectivity Division
Department of Public Works
City of Austin
505 Barton Springs Road, Suite 900
Austin, Texas 78704
office 512-974-6505
cell 512-784-3085

From: Beaudet, Annick
Sent: Monday, March 29, 2010 10:04 AM
To: [REDACTED]
Cc: DiGiuseppe, Paul
Subject: Bicycle Master Plan

Mr. Sheffield:

Mr. DiGiuseppe forwarded me your e-mail regarding bicycle counts related to the Bicycle Master Plan and the Central West Austin Plan. Is there a time we can schedule a phone conversation to discuss?

5/20/2010

DiGiuseppe, Paul

From: James Damon [jdamon@brykerwoods.com]

Sent: Friday, March 26, 2010 11:11 AM

To: Robert Albach

Cc:

[REDACTED]

Subject: RE: Bike Lanes and "EC"

Follow Up Flag: Follow up

Flag Status: Red

Thanks for this message, Robert.

There seems to be a misconception in the neighborhood that all cyclists are in favor of special treatment, bike lanes, limiting homeowners' rights to par, etc.

As someone who has been living, driving and cycling in the neighborhood for over 40 years, I beg to point out that this is not so.

It is an injustice to "tar all cyclists with the same brush" and we "mature" cyclists also get bullied by helmeted daredevils, especially those racing on the Hike and Bike Trail.

Many of us old-timers have a "deja vu" feeling about this latest offensive by certain cyclists who sacrifice the interest of the many to the convenience of the few.

We have gone through this before.

15 - 20 years ago Austin was targeted by a highly organized and politically savvy bunch of bike techies crusading for an elitist fad called "Effective Cycling" (EC.)

"Effective Lobbying" would have been a more appropriate term for it.

5/20/2010

too, fatalities were increasing while usage was decreasing.
Finally the City of Austin repealed its mandatory helmet law.
Common-sense cycling returned, bicycle usage again increased, fatalities decreased and relations between cyclists and motorists improved.
Now the EC gang is back.
It has been dormant for ten years or so, but it obviously is not dead.
(It just smells that way!)

As for the issue of coming to a dead stop at every sign: very few cyclists or motorists do so, and for good reason.
It requires a lot more human or mechanical energy to overcome the inertia of a complete stop than to just slow down to 3 or 5 mph.
People who enjoy breathing should consider that coming to a complete stop causes a car to produce more noxious fumes.
Wide intersections with open views should have "Yield" instead of "Stop" signs.

Best regards,

J M Damon
1600 Northwood

--- On Wed, 3/24/10, Robert Albach <ralbach@tippingpoint.com> wrote:

From: Robert Albach <ralbach@tippingpoint.com>
Subject: RE: Bike Lanes in Pemberton Heights and Bryker Woods
To: [REDACTED]

[REDACTED]

While I happen to agree that many bicyclists do not stop at the stop signs I believe that drivers (myself included at times) rarely actually stop their car at a stop sign as well.

Thanks,

-Robert

To:

DiGiuseppe, Paul

From: John Sheffield [john.sheffield@pebo.com]
Sent: Friday, March 26, 2010 11:57 AM
To: DiGiuseppe, Paul
Subject: Re: Bike Lanes in Pemberton Heights and Bryker Woods

Thank you, Paul. While you are speaking with NCD, please ask them to provide detailed bicycle counts for each of the streets in which your plan requests bike modifications.

The city would not consider any traffic calming modifications until many such counts were made.

Similarly, I just looked at the NCD website and supporting materials and see that they made bike counts along the potential Nueces bike boulevard, so they have the capability to do this.

I think the neighborhood and homeowners should be aware of the small number of bikers who benefit while the substantially higher number of homeowners are opposed to this.

My bike count guess is less than 10 average daily along Northwood.

You already have my strong opposition to this bike portion of the plan (if it includes "bike lanes" as defined) and it is such that it would cause me personally to be of strong opposition to the entire broader Neighborhood Planning plan (despite the potential positives in the other sections of the plan).

Like others, I do appreciate your and your teams' effort and dedication in the planning process.

John Sheffield
1305 Northwood

On Fri, Mar 26, 2010 at 11:11 AM, DiGiuseppe, Paul <Paul.DiGiuseppe@ci.austin.tx.us> wrote:

Dear All:

I've receive some follow-up technical questions based on my previous e-mail. I am working with someone in the Neighborhood Connectivity Division and hope to get a response to your questions on Monday.

Thank you for your comments.

Paul

Paul DiGiuseppe, Principal Planner
City of Austin Planning and Development Review Department
505 Barton Springs Rd., 5th floor
Austin, TX 78704
paul.digiuseppe@ci.austin.tx.us
Phone: (512) 974-2865
Fax: (512) 974-6054
Mailing address: P.O. Box 1088, Austin, TX 78767

--
John Sheffield
(M) 512-363-2692
john.sheffield@pebo.com
www.linkedin.com/in/johnsheffield

5/20/2010

DiGiuseppe, Paul

From: Susan Erickson [new@ci.austin.tx.us]
Sent: Friday, March 26, 2010 12:13 PM
To: DiGiuseppe, Paul
Subject: Re: Bike Lanes in Pemberton Heights and Bryker Woods
Follow Up Flag: Follow up
Flag Status: Red

Paul-- I have lived in my house on Preston for 35 years. I'm 64 so I have gone from being the youngest one on the block to being the oldest. I now see things from a senior citizen's point of view and think the person living in their house 24/7 needs some respect. I mean this in regard to people on Northwood needing parking space for elderly visitors, workmen, or caregivers. My husband and I keep our own cars in the garage but with McMansion requirements (which I support) they are often used for sports gear, luggage, etc. Common sense says that homeowners in a neighborhood value parking space in front of their homes even though they don't own the space. Thank you for your time.

Susan Erickson

On Mar 26, 2010, at 11:11 AM, "DiGiuseppe, Paul" <Paul.DiGiuseppe@ci.austin.tx.us> wrote:

Dear All:

I've receive some follow-up technical questions based on my previous e-mail. I am working with someone in the Neighborhood Connectivity Division and hope to get a response to your questions on Monday.

Thank you for your comments.

Paul

Paul DiGiuseppe, Principal Planner
 City of Austin Planning and Development Review Department
 505 Barton Springs Rd., 5th floor
 Austin, TX 78704
 paul.digiuseppe@ci.austin.tx.us
 Phone: (512) 974-2865
 Fax: (512) 974-6054
 Mailing address: P.O. Box 1088, Austin, TX 78767

DiGiuseppe, Paul

From: Edward Tasch [mailto:edtasch@brykerwoods.org]
Sent: Thursday, March 25, 2010 10:09 PM
To:

[REDACTED]

Subject: Re: Bike Lanes in Pemberton Heights and Bryker Woods
Follow Up Flag: Follow up
Flag Status: Red

Yes, thank you Paul. While I respectfully disagree with many of the others comments (I happen to live on Northwood across the street from Ms. Deirdre Earls) and my opinion is evidently that of the minority, I do appreciate the compromise allowing some concession to be made for neighborhood pedestrians and cyclists.

Best Regards,
Edward A. Tasch
voice/fax 512.478.1337
<http://www.BrykerWoods.org>

Please note that this electronic communication (including any attached document) may contain privileged and/or confidential information. This communication is intended only for the use of indicated e-mail addressees. If you are not an intended recipient of this communication, please be advised that any disclosure, dissemination, distribution, copying, or other use of this communication or any attached document is strictly prohibited. If you have received this communication in error, please notify the sender immediately by reply e-mail and promptly destroy all electronic and printed copies of this communication and any attached document.

From: Alison Davis Frey <afrey@brykerwoods.org>
Date: Thu, 25 Mar 2010 10:33:03 -0700
To: "DiGiuseppe, Paul" <Paul.DiGiuseppe@ci.austin.tx.us>

[REDACTED]

5/20/2010

DiGiuseppe, Paul

From: Fran Ramsey [fram@comcast.net]
Sent: Thursday, March 25, 2010 4:19 PM
To: BRYAN_CHESTER@Dell.com
Cc: [REDACTED]

[REDACTED]

Subject: Re: Bike Lanes in Pemberton Heights and Bryker Woods

Follow Up Flag: Follow up

Flag Status: Red

Thank you, Bryan for cutting to the chase.

To address Mr. Tasch's point about property values, it is my opinion that decisions of most "contemporary buyers" attracted to Pemberton and Bryker Woods are not based on expectations of bike lanes or sidewalks maybe being installed. It is obvious to all prospective buyers that we do not have sidewalks, bike lanes, or wide streets. What you see is what you get. But we do have some unique stuff here. If bike lanes and sidewalks are of primary concern, there are other neighborhoods people can choose. There will always be folks wanting to live here. I, for one, do not want our narrow streets made even smaller by bike lanes.

I suggest that one cheap and easy way to a more pedestrian friendly neighborhood would be social pressure on buyers to require their remodeling workmen to park on one side of the street. The huge trucks constantly parked on both sides of our streets are making us cross and irritated. Several years

5/20/2010

DiGiuseppe, Paul

From: Deirdre Earls [mailto:~~deirdre.earls@usdoj.gov~~]

Sent: Thursday, March 25, 2010 1:08 PM

To: 'Alison Davis Frey'; DiGiuseppe, Paul

Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Bike Lanes in Pemberton Heights and Bryker Woods

A bike lane already exists in front of my house. Whereas I'm situated on one of the busiest streets in our neighborhood, problems associated with car traffic are literally null compared to the problems associated with a lack of street parking on our block for visitors and servicepeople. If a truck isn't too large, service people are forced to pull into my driveway. Those with large trucks or trailers have told me they won't service my property because they can't fit in my driveway and parking on the street will render towing or a ticket. Neighbors and their visitors/servicepeople who also have no access to street parking have created repeated obstructions of my driveway thereby making it impossible to simply exit my own property on multiple occasions. Other servicepeople with large trucks have either pulled their truck directly across my front yard because they had no parking, or they roll over the edges of my yard at both my driveway and at my neighbor's driveway. I'm not one who has a gorgeous yard like many in our neighborhood, but I can report that rolling over driveway curbs on both sides of my property and driving into my yard destroyed all plant-life asunder those truck wheels for about 1.5 years. Forget entertaining and dinner parties; asking visitors to park on another street is certainly not convenient for them and it's probably not even considerate of their safety. There was no bike lane in front of my house when I purchased on Northwood. A few months ago the "no parking" sign just appeared in my front yard without any input from me. You can bet that if a no parking sign had been in front of this house while I was considering its purchase, I would not have purchased this property. And you can bet other prospective buyers will be thinking the same thing if they and their visitors can't park in front of your house either. I wouldn't wish this on an enemy, much less a neighbor, and especially not on a neighbor with extraordinarily high property taxes that fund abundant bike lanes in austin, most of which that neighbor will probably never use.

I walk our neighborhood streets, sidewalks and trails about two hours every day. Whereas car traffic has been easy to avoid with awareness, a random survey of bicyclists virtually anywhere in Austin will show that the majority of them don't follow the most obvious rules for safe transportation for anyone on the road. They ride in the evenings with no illuminated light on the front or back or neither end of their bike. They double up with cars in a single lane when approaching a stop sign. They often don't bother to even slow down at stop signs, much less come to a stop. They don't announce their silent approach to pedestrians on the same route and/or they don't pass with any regard for anyone else even when they do announce their approach. Sidewalks are not necessarily any protection for pedestrians. My 75 pound dog has been run over by a hit-and-run bicyclist and just two days ago i was almost hit by a bicyclist who not only didn't announce his passing but whizzed by me on my right hand side. Whereas I used to frequent the sidewalk along the west side of Lamar, I no longer do so because of the number of bikers there who exemplify the above reckless behavior. Perhaps because there's no way to identify nor hold accountable bicyclists, they're too often not just rude but hazardous and this at the expense of everyone else.

5/20/2010

DiGiuseppe, Paul

From: Alison Davis Frey [afrey@pinkkeybar.com]

Sent: Thursday, March 25, 2010 12:33 PM

To: DiGiuseppe, Paul;

[REDACTED]

Subject: RE: Bike Lanes in Pemberton Heights and Bryker Woods

Paul,

Thank you for your comments below and for consideration of everyone's opinions. As an opponent to bicycle lanes in our neighborhood and a resident of Gaston Ave., I greatly appreciate your willingness to amend the plan to reflect only wide lanes on Gaston and Harris. I have spoken to many of my neighbors about this issue and they all agree that we would rather maintain the ability to have on-street parking than have additional bicycle lanes. Unfortunately, there are many bicyclists around town who display a disproportionate attitude of entitlement and disregard for those with whom they share the road. Personally, I feel safer playing with and strolling my children on a road that discourages, not encourages more bicycle traffic. I am also certain that eliminating on street parking on Gaston would have caused a very dangerous situation on the few side streets that would receive all of the additional parked vehicles. Finally, the convenience of being able to park or have visitors and servicemen park in front of your house is an extremely valuable aspect of any property and one that we all counted on when we purchased our homes. While we may not be entitled to this on-street parking strictly speaking, we all want to protect the value of our property and these values do have a direct impact on the city's tax base.

Regards,

Alison Frey

From: DiGiuseppe, Paul [mailto:Paul.DiGiuseppe@ci.austin.tx.us]

5/20/2010

DiGiuseppe, Paul

From: Adrienne Inglis [adits90@earthlink.net]
Sent: Thursday, March 25, 2010 7:29 AM
To: Edward Tasch
Cc:

[REDACTED]

Subject: Re: Bike Lanes in Pemberton Heights and Bryker Woods

Follow Up Flag: Follow up

Flag Status: Red

I also walk in the neighborhood, and bike, and drive. I've never felt in danger from any pedestrians or cyclists or dogs or strollers. Much more dangerous are the cars, any cars, but especially ones in a hurry. Yes, there's a nearby trail, but our neighborhood is uniquely situated for cyclists to connect to the trail safely from other parts of west Austin. The Westover/Northwood exit at MoPac is the safest in the area to cross MoPac. I agree that bike lanes would enhance our neighborhood's value and livability. Thanks, Adrienne

On Mar 24, 2010, at 9:33 PM, Edward Tasch wrote:

I regularly walk in the neighborhood frequently pushing a stroller, and in my opinion bike lanes will make neighborhood pedestrian activity much safer. Dodging in and out of parked cars on narrow streets with speeding traffic is real safety concern for those residents who walk and bike in the neighborhood.

Regarding a potential drop of property values associated with the installation of bike lanes. Contemporary buyers are looking for neighborhoods that are pedestrian friendly. Bicycle lanes will make pedestrian activity safer for our neighborhood. Therefore improving not only the

5/20/2010

DiGiuseppe, Paul

From: Edward Tasch [mailto:ed@brykerwoods.org]
Sent: Wednesday, March 24, 2010 9:33 PM
To: [REDACTED]

Subject: Re: Bike Lanes in Pemberton Heights and Bryker Woods
Follow Up Flag: Follow up
Flag Status: Red

I regularly walk in the neighborhood frequently pushing a stroller, and in my opinion bike lanes will make neighborhood pedestrian activity much safer. Dodging in and out of parked cars on narrow streets with speeding traffic is real safety concern for those residents who walk and bike in the neighborhood.

Regarding a potential drop of property values associated with the installation of bike lanes. Contemporary buyers are looking for neighborhoods that are pedestrian friendly. Bicycle lanes will make pedestrian activity safer for our neighborhood. Therefore improving not only the neighborhood quality of life but also the coveted values of neighborhood property.

Until our neighborhood receives sidewalks, I will be in total support for bike lanes.

Best Regards,
Edward A. Tasch
voice/fax 512.478.1337
<http://www.BrykerWoods.org>

Please note that this electronic communication (including any attached document) may contain privileged and/or confidential information. This communication is intended only for the use of indicated e-mail addressees. If you are not an intended recipient of this communication, please be advised that any disclosure, dissemination, distribution, copying, or other use of this communication or any attached document is strictly prohibited. If you have received this communication in error, please notify the sender immediately by reply e-mail and promptly destroy all electronic and printed copies of this communication and any attached document.

From: Teddy Kinney <teddykinney@brykerwoods.org>
Date: Wed, 24 Mar 2010 10:35:36 -0500
To: [REDACTED]

Subject: RE: Bike Lanes in Pemberton Heights and Bryker Woods

5/20/2010

DiGiuseppe, Paul

From: Robert Albach [ralbach@discovery.com]
Sent: Wednesday, March 24, 2010 10:53 AM
To:

[REDACTED]

Subject: RE: Bike Lanes in Pemberton Heights and Bryker Woods
Follow Up Flag: Follow up
Flag Status: Red

I find the concept of "safe and speedy" as confusing. Wasn't the goal of traffic calming and the lower speed limits incongruent with the concept that "speedy" equals "safe". Is there perhaps research showing that increased speeds in neighborhoods results in greater safety?

I would appreciate the opportunity to see the data showing the doubling of travel times due to the two or three new stop signs. If a trip is 5 minutes long then each stop sign stop along Harris would last for say 1 and half minutes?

I would also like to learn of the hiking trail that follows Lamar from Research Blvd. to the Lady Bird Lake.

While I happen to agree that many bicyclists do not stop at the stop signs I believe that drivers (myself included at times) rarely actually stop their car at a stop sign as well.

I'm not in favor of all the bike lane options but the discussion would benefit from some thought out commentary.

Thanks,

-Robert

From: Elise Schram [mailto:eliseschram@gmail.com]
Sent: Wednesday, March 24, 2010 8:32 AM
To:

[REDACTED]

Subject: Re: Bike Lanes in Pemberton Heights and Bryker Woods

It sounds as if a lot of you want on-street parking, but I strongly oppose the Transportation Chapter Draft Plan for the Pemberton Heights Neighborhood as shown on page 14 of the Final Draft for these reasons.

- 1) It will further hinder the safe and speedy movement of people living here to school, work, grocery store, post office, etc. The bike lane along Exposition Blvd. and the multitude of poorly placed stop signs in Pemberton Heights have greatly increased commute times to *double* that prior to their addition.
- 2) A hike/bike trail already exists along Lamar Blvd. that stretches from Research Blvd. to the lake.
- 3) It appears that the vast majority of bike riders already in Pemberton Heights are recreational riders. They consistently ignore traffic laws and display an attitude of road ownership that puts themselves, pedestrians (especially neighborhood children and pets), and motorists at risk of serious injury.
- 4) Addition of bike lanes will not enhance the lives and environment of this neighborhood's residents.

Bicycle users should use existing bike lanes and not burden Pemberton Heights with even more cut-through traffic than we are experiencing now.
Elise

— Original Message —

From: Edward Tasch
Sent: Tuesday, March 23, 2010 7:28 PM
Subject: Re: Bike Lanes in Pemberton Heights and Bryker Woods

Many thanks for the update Paul. You forgot to mention that property owners are not entitled to on street parking nor do they own the street in front of their home. Please correct me if I am wrong and cite code. Thanks.

Best Regards,
Edward A. Tasch

5/20/2010

DiGiuseppe, Paul

From: Teddy Kinney [mailto:~~todd.kinney@gmail.com~~]
Sent: Wednesday, March 24, 2010 10:36 AM
To:

Subject: RE: Bike Lanes in Pemberton Heights and Bryker Woods
Follow Up Flag: Follow up
Flag Status: Red

Well, I'm continuing to follow this discussion; and I agree too many bike lanes in Pemberton will not enhance our neighborhood. However, my home is on lower Gaston, and my office is in the front of the house; and I watch the traffic as it moves past here. I particularly fear for the bicyclists going downhill. Mostly they are families with small children. There are also numerous strollers, many pushed by nannies, often two abreast, going up or down up. For the most part, during the day, there is only a single lane available in the middle of the street for all this traffic because of the constant construction vehicles parked on both sides of the street along with the other maintenance people we all hire to help take care of our homes. The speed limit signs are rarely even visible and certainly not complied with not even by the city officials driving their front end loaders uphill and down. This route is used to enter the hike and bike trail by us who live in the neighborhood and possibly some folks coming from Tarrytown. We need to think about our own safety here and not worry so much about some people riding through our very nice neighborhood. I hope the city will continue to investigate some way to make this hill safe for our own families using the trail; and we too can consider what regulations we might self impose when doing construction work so as not to turn our neighborhood streets into single lane passways.

Teddy

From: Elise Schram [mailto:~~eschram@gmail.com~~]
Sent: Wednesday, March 24, 2010 8:32 AM
To:

5/20/2010

DiGiuseppe, Paul

From: Elise Schram [mailto:elise.schram@cityofaustin.org]
 Sent: Wednesday, March 24, 2010 8:32 AM
 To:

[REDACTED]

Subject: Re: Bike Lanes In Pemberton Heights and Bryker Woods

Follow Up Flag: Follow up

Flag Status: Red

It sounds as if a lot of you want on-street parking, but I strongly oppose the Transportation Chapter Draft Plan for the Pemberton Heights Neighborhood as shown on page 14 of the Final Draft for these reasons.

- 1) It will further hinder the safe and speedy movement of people living here to school, work, grocery store, post office, etc. The bike lane along Exposition Blvd. and the multitude of poorly placed stop signs in Pemberton Heights have greatly increased commute times to *double* that prior to their addition.
- 2) A hike/bike trail already exists along Lamar Blvd. that stretches from Research Blvd. to the lake.
- 3) It appears that the vast majority of bike riders already in Pemberton Heights are recreational riders. They consistently ignore traffic laws and display an attitude of road ownership that puts themselves, pedestrians (especially neighborhood children and pets), and motorists at risk of serious injury.
- 4) Addition of bike lanes will not enhance the lives and environment of this neighborhood's residents.

Bicycle users should use existing bike lanes and not burden Pemberton Heights with even more cut-through traffic than we are experiencing now.
 Elise

----- Original Message -----

From: Edward.Tasch
 Sent: Tuesday, March 23, 2010 7:28 PM
 Subject: Re: Bike Lanes In Pemberton Heights and Bryker Woods

Many thanks for the update Paul. You forgot to mention that property owners are not entitled to on street parking nor do they own the street in front of their home. Please correct me if I am wrong and cite code. Thanks.

Best Regards,
 Edward A. Tasch

Please note that this electronic communication (including any attached document) may contain privileged and/or confidential information. This communication is intended only for the use of indicated e-mail addressees. If you are not an intended recipient of this communication, please be advised that any disclosure, dissemination, distribution, copying, or other use of this communication or any attached document is strictly prohibited. If you have received this communication in error, please notify the sender immediately by reply e-mail and promptly destroy all electronic and printed copies of this communication and any attached document.

From: "DiGiuseppe, Paul" <Paul.DiGiuseppe@d.austin.tx.us>
 Date: Tue, 23 Mar 2010 16:50:56 -0500
 To:

[REDACTED]

Conversation: Bike Lanes in Pemberton Heights and Bryker Woods
 Subject: Bike Lanes in Pemberton Heights and Bryker Woods

notification for the public hearing by the Planning Commission and the City Council with regard to the 2009 Bicycle Master Plan (notification attached).

5/20/2010

DiGiuseppe, Paul

From: John Sheffield [john.sheffield@cityofjefferson.com]
Sent: Tuesday, March 23, 2010 9:58 PM
To: DiGiuseppe, Paul
Subject: Re: Bike Lanes in Pemberton Heights and Bryker Woods
Follow Up Flag: Follow up
Flag Status: Red

Paul,

Thank you for the detailed response. This is great info, if perhaps too much. I recognize you had many emails and complaints and it would be impossible to respond to each situation individually. I suspect you know what you can expect now from this neighborhood as this plan moves forward.

It was unclear in your response your plan of action regarding Northwood Rd. I will continue to read your updates and changes that you indicated below that you will make, to see if those clarify what your proposal will be regarding Northwood Rd. A couple of points of clarification based on the materials referenced in your email:

1. Your email and the document "Facilities by Street" indicate Bike Lanes proposed on Northwood "from Jefferson to Harris". This is confirmed by 2009 Plan Update p. 138 (or pg 46 of the Bicycle System 2" subfile). In contrast, the "CWA Transportation Final Draft" document shows on the map pg 14 that you have requested bike lanes on Northwood from Harris to Wooldridge. Please delete the blue dashes representing bike lanes from Harris to Wooldridge on this Transportation Final Draft to match your email and the other documents. I live along this particular stretch and this is of the greatest concern to me personally.

2. The Oct 17, 2007 ppt presentation from City Bicycle Program indicated on p. 21 the guideline "No bike lanes on roads less than 2000 ADT and speed less than 30 mph."

--- Northwood from Jefferson to Wooldridge is posted at 25 mph

--- Several studies by APD (2009) and the City (2007 and earlier) in most cases indicate less than 2000 ADT each way and only one of those had a ADT of 2300 going in one particular direction (for that particular week of testing).

--- So it would appear that a formal bike lane is not needed here. Let's just keep with Wide Curb.

--- No one has been able to document to me a single bicycle accident along this stretch in recent records, so safety is just not a plausible argument. In fact, another area of the City (Traffic Calming) used that argument against me as I complained about high speeds---no accidents/child being run over, then we're not doing anything about it. So until there are some bicycle accidents, you shouldn't do anything about it.

3. It seems that you made some minor modifications to Harris and/or Gaston based on this rush of email feedback. However, it appears to me (if I read the long email correctly) that basically you are saying that we had a chance to participate in the various meetings and that now it is too late to make changes to the plan. In short, if people don't like one aspect of the broad plan (such as these bike lanes) they can decide for themselves if that objection rises to the level of opposing the plan in its entirety. If that is the case, it will be interesting when the whole plan is presented to the Council and various committees. I know how I think that will turn out.

4. For what it is worth, the speeding of cut-thru traffic in this neighborhood trumps ALL else and I and many others will actively oppose anything regardless of its other value or intent if one believes that it will increase speed or traffic. I attended a few of the meetings and I don't care if it was the Tarrytown

5/20/2010

Sent: Tuesday, March 23, 2010 7:28 PM

Subject: Re: Bike Lanes in Pemberton Heights and Bryker Woods

Many thanks for the update Paul. You forgot to mention that property owners are not entitled to on street parking nor do they own the street in front of their home. Please correct me if I am wrong and cite code. Thanks.

Best Regards,
Edward A. Tasch

Please note that this electronic communication (including any attached document) may contain privileged and/or confidential information. This communication is intended only for the use of indicated e-mail addressees. If you are not an intended recipient of this communication, please be advised that any disclosure, dissemination, distribution, copying, or other use of this communication or any attached document is strictly prohibited. If you have received this communication in error, please notify the sender immediately by reply e-mail and promptly destroy all electronic and printed copies of this communication and any attached document.

From: "DiGiuseppe, Paul" <Paul.DiGiuseppe@ci.austin.tx.us>
Date: Tue, 23 Mar 2010 16:50:56 -0500

To:

[REDACTED]

Conversation: Bike Lanes in Pemberton Heights and Bryker Woods

Subject: Bike Lanes in Pemberton Heights and Bryker Woods

notification for the public hearing by the Planning Commission and the City Council with regard to the 2009 Bicycle Master Plan (notification attached).

DiGiuseppe, Paul

From: Susan Morehead [mailto:~~smorehead@att.net~~]
Sent: Tuesday, March 23, 2010 5:29 PM
To: DiGiuseppe, Paul
Subject: Re: Bike Lanes in Pemberton Heights and Bryker Woods
Follow Up Flag: Follow up
Flag Status: Red

Dear Mr. DiGiuseppe,

Thank you for your well organized, thorough response regarding bike lanes. I appreciate the links, the explanations, and the invitation to participate in future meetings. I especially am pleased that you have designated wide curb lanes rather than bicycle lanes for Harris Boulevard. Now that I understand the choices, I agree with the one you picked and thank you for it.

Susan Morehead
2508 Harris Blvd
Austin TX 78703

----- Original Message -----

From: DiGiuseppe, Paul

To: [REDACTED]

Sent: Tuesday, March 23, 2010 4:50 PM

Subject: Bike Lanes in Pemberton Heights and Bryker Woods

Dear All:

Thank you for your recent e-mails and phone calls concerning your opinions about bicycle lanes in the Pemberton Heights and Bryker Woods neighborhoods. I have received many e-mails and phone calls from residents in these neighborhoods.

5/20/2010

DiGiuseppe, Paul

From: Laura Sharp [mailto:~~lsharp@pembertonheights.com~~]
Sent: Tuesday, March 23, 2010 5:04 PM
To: DiGiuseppe, Paul
Subject: RE: Bike Lanes in Pemberton Heights and Bryker Woods
Follow Up Flag: Follow up
Flag Status: Red

Paul, if bike lanes go in on Northwood between Jefferson and Harris just where do you think we are going to have guests park? I think I now spend more in property taxes than my mortgage and for this I will no longer be able to park in front of my house one day so that people that do not live on my street or pay the outrageous taxes can whiz by and blow through the stop sign? What are you thinking of when you sit down to plan this nightmare?

LAURA BELLEGIE SHARP
THE SHARP FIRM
 3307 Northland Drive, Ste. 470
 Austin, TX 78731

<http://www.sharpfirm.com>
(W) 512-407-8800
(F) 512-407-8806

IRS CIRCULAR 230 DISCLOSURE: To ensure compliance with requirements imposed by the IRS, we inform you that any U.S. tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

This message is intended only for the designated recipient(s). It may contain confidential or proprietary information and may be subject to the attorney-client privilege or other confidentiality protections. If you are not a designated recipient, you may not review, copy or distribute this message. If you receive this in error, please notify the sender by reply e-mail and delete this message. Thank you. *****

From: DiGiuseppe, Paul [mailto:Paul.DiGiuseppe@ci.austin.tx.us]
Sent: Tuesday, March 23, 2010 4:51 PM
To: [REDACTED]

5/20/2010

DiGiuseppe, Paul

From: william mccaleb [werner@state.tx.us]
Sent: Tuesday, March 23, 2010 2:11 PM
To: DiGiuseppe, Paul
Subject: Bicycle Lanes

As a resident of Pemberton neighborhood(2607 mccallum dr.) I would like to protest the new bicycles lanes proposed. William McCaleb

5/20/2010

DiGiuseppe, Paul

From: Jon Gormin [mailto:jon.gormin@resourcegroup.com]
Sent: Monday, March 22, 2010 4:35 PM
To: DiGiuseppe, Paul
Cc: 'Carol Gormin'
Subject: Ausstin Bicycle Plan

Dear Mr. GiDiuseppe,

I was recently informed by the Pemberton Heights Neighborhood Association of the bike lane proposals for our neighborhood. Although this plan may look good on paper, this is not a practical plan for our neighborhood and, in particular, my street. I live on Gaston Avenue between Jefferson and Harris. On this short block, there are currently 17 children age 12 or younger. These children constantly run across the street, run from house to house, play in the street and play in the front yards of these homes. Adding bike lanes and additional traffic to this street is unsafe. In fact, I believe strongly the street should have speed bumps installed and additional traffic should be diverted from Gaston Avenue. Any attempt to add more traffic to Gaston Avenue will substantially increase the risk of an individual being injured – either a child, a cyclist (which I am one) or both.

I also don't understand the logic of this plan. Jefferson, 34th and 38th are all more substantial roadways with less family activity on them. Why would anyone want to promote increasing transportation activity in an environment with a substantial number of children? This is a dangerous and misguided plan which is theoretically pretty on paper but practically a recipe for disaster.

As the Principal Planner, you have the principal responsibility for this plan and the risks inherent in it. This plan is flawed and dangerous. I believe if it is approved someone will get hurt – please don't let it be either of my children.

Sincerely,

Jonathan Gormin
Owner Resource Group, LLC
600 Congress Ave, Suite 200
Austin, TX 78703
512-505-4133 office
917-679-3395 cell

5/20/2010

DiGiuseppe, Paul

From: Deirdre Earls [dearls@earthlink.net]

Sent: Monday, March 22, 2010 2:13 PM

To: DiGiuseppe, Paul

Subject: opposed : bicycle lanes in our neighborhood

hi paul,

i'm writing you in response to a letter from carolyn beynon and bill rose of my neighborhood association (pemberton heights).

a bike lane in front of my house has already made it impossible for me to have guests park in front of my house. this limitation causes endless problems with any kind of service people (plumbers, lawn services, roof or contractor services , and on and on) who wish to visit or serve my property. this limitation no doubt also imposes significant financial disadvantages if i ever opt to sell my property.

austin taxpayers already pay far too much in property taxes to support a gazillion oportunitites for bikers to ride safely without posing risk to pedestrians and car traffic.

i am fully against bike lanes in any residential neighborhood.

deirdre earls, mba, rd, ld

www.yourhealingdiet.com

o 512.453.8784.

c 512.351.1679.

DiGiuseppe, Paul

From: Kirk Forrester [kirkforrester@gmail.com]
Sent: Monday, March 22, 2010 2:07 PM
To: DiGiuseppe, Paul
Subject: comment on bike lane through pemberton heights

Dear Mr. DiGiuseppe,

I am writing to share my opinion of the proposed bike lane through Pemberton Heights. As a resident of that neighborhood, I welcome bikers; however, I am concerned that a dedicated lane for bikers would only cause more traffic congestion in a neighborhood that is already used as a cut-through between Lamar Street and Mo-Pac. For this reason, I oppose the proposed measures. Thank you for your consideration.

Sincerely,

Kirk Forrester

5/20/2010

DiGiuseppe, Paul

From: Howell, John R. [jhowell@mail.utexas.edu]

Sent: Monday, March 22, 2010 7:31 AM

To: DiGiuseppe, Paul

Dear Mr. DiGiuseppe,

I have reviewed the Transportation draft chapter of the West Central Austin Combined Neighborhood Plan. I am a homeowner, living at 2803 Wooldridge Drive.

Generally, planning for the neighborhood is a good thing, and I realize that many constituents and their needs and wants must be balanced. I do want to comment on two aspects of the proposals in the plan.

First, I believe that adding bike trails to many of the narrow residential streets in the area will be counterproductive. In particular, I watch fast transient automobile traffic in front of my home that uses the Mopac-Northwood-Wooldridge-29th Street route to/from UT. There are many near-misses at the Northwood/Wooldridge intersection by motorists who ignore the stop sign there as it is; adding much bicycle traffic and narrowing the streets by adding bike lanes would, I think, add additional congestion to an already bad problem. There is an existing bike lane on 29th street from Lamar to Wooldridge which is used by some bike traffic, but little of that traffic joins or leaves 29th by way of Wooldridge, I think because of the existing traffic on that route; the bike riders see the problem of traffic there. In short, I oppose adding dedicated bike lanes to the neighborhood streets, particularly in the wholesale manner proposed.

Second, it doesn't appear to me that addition of sidewalks in the area is a justified expense. There is some foot traffic (I'm one who walks the neighborhood quite often), but this is mostly on weekends or evenings, with a few early morning joggers. I don't believe that the expense of adding sidewalks (with the loss of old trees and area landscaping that would be necessary) is justified for the small usage that would result. I think sidewalks have already been added for children who need safe access to local schools, and going past this seems a needless expense.

John R. (Jack) Howell
Department of Mechanical Engineering
Cockrell School of Engineering
The University of Texas at Austin
1 University Station, C2200
Austin, TX 78712-0292
(512) 471-3095
FAX: (512) 471-1045
<http://www.me.utexas.edu/directory/faculty/howell/john/37/>
~~jhowell@mail.utexas.edu~~

5/20/2010

DiGiuseppe, Paul

From: Ashley & Andrew Ellison [aellison@austin.rr.com]
Sent: Sunday, March 21, 2010 10:13 PM
To: DiGiuseppe, Paul
Subject: FW: Sidewalks on Harris Blvd.paul.digiuseppe@ci.austin.tx.us

From: Carol Nelson [mailto:c2nelson@me.com]
Sent: Sunday, March 21, 2010 9:19 PM
To: Ashley & Andrew Ellison
Subject: Re: Sidewalks on Harris Blvd.paul.digiuseppe@ci.austin.tx.us

Thanks for your note, Ashley. if you can, just write a quick email to Paul DiGiuseppe telling him how you feel. It may make a difference.....carol

On Mar 21, 2010, at 7:54 PM, Ashley & Andrew Ellison wrote:

Carol, Good for you! I walk every day with my double jogger and do just fine without a "lane." I actually do not even use the sidewalks because they are so broken and uneven and thus hard to maneuver. maybe they should repair those instead? Thanks for taking care of the neighborhood. I just don't have the time to get into all of it with these two kids keeping me so busy. Ashley Ellison (1509 Preston Ave)

From: Carol Nelson [mailto:c2nelson@me.com]
Sent: Sunday, March 21, 2010 4:37 PM
To: Griffin Jill; Belcher John and Lisa; aellison@austin.rr.com; cwgreenwood@yahoo.com; catheymayes@yahoo.com
Subject: Fwd: Sidewalks on Harris Blvd.paul.digiuseppe@ci.austin.tx.us

Hi Neighbors,

I wanted to be sure that everyone knows what is going on. Many of us feel like bike lanes will greatly impact our neighborhood with respect to street parking and more bike traffic.

Carol Nelson

Begin forwarded message:

From: "DiGiuseppe, Paul" <Paul.DiGiuseppe@ci.austin.tx.us>
Date: March 17, 2010 6:02:27 PM CDT
To: Carol Nelson <c2nelson@me.com>
Subject: RE: Sidewalks on Harris Blvd.paul.digiuseppe@ci.austin.tx.us

Dear Ms. Nelson:

Thank you for your e-mail. I will be meeting on Monday with someone from the City's sidewalk program to go over your concern about the proposed sidewalk. From

revealed before the actual meeting, and it is impossible to attend all that are held. Everyone involved in these dramatic changes should have a voice and be notified concerning the impending changes to their particular property.

A few very vocal folks seem to be leading the steam roller. Many of my neighbors and I feel these changes are not handled in a democratic manner, and we are concerned about not being directly contacted.

There are many more important things to be done before sidewalks are installed on Harris Blvd. It is my hope that these radical changes will not be implemented. Thank you for your attention.

Sincerely,

Carol Nelson

Carol Corley Nelson

2620 Harris Blvd.

Austin, TX 78703

512 472-6157

Carol Nelson
c2nelson@me.com

5/20/2010

DiGiuseppe, Paul

From: Edward Tasch [~~edward@brykerwoods.org~~]
Sent: Sunday, March 21, 2010 10:13 PM
To: DiGiuseppe, Paul
Subject: CWANP transportation chapter comments

Paul, I am writing to express my support for bicycle lanes as proposed for the CWANP area EAST of MOPAC (the BrykerWoods and Pemberton Heights Neighborhoods.) Note that I also happen to live on a street designated for bike lanes.

I frequently commute to work so I realize the importance of bicycle lanes. I also run and take walks in the neighborhoods and because of the cut through traffic and absence of sidewalks, bicycle lanes would make pedestrian activity much safer for both BrykerWoods and the Pemberton Heights Neighborhoods.

There are a couple of neighbors (2 that live on Harris) who are actively soliciting an "anti bicycle lane" position. Their flyer a two page manifesto was placed on my door; I am willing to guess that you have received other emails regarding this topic. Perhaps this group should be reminded that they do not own nor are they entitled to the parking in front of their homes. Furthermore, many in the neighborhood dislike on street parking.

This is the same group that opposed traffic calming and sidewalks. The fear mongering is primarily based on a potential drop of property values associated with the installation of bike lanes. I disagree. Contemporary buyers are looking for neighborhoods that are pedestrian friendly. Bicycle lanes will make pedestrian activity much safer for both BrykerWoods and the Pemberton Heights Neighborhoods. Therefore improving not only the neighborhood quality of life but also the coveted values of neighborhood property.

Best Regards,
Edward A. Tasch
voice/fax 512.478.1337
<http://www.BrykerWoods.org>

Please note that this electronic communication (including any attached document) may contain privileged and/or confidential information. This communication is intended only for the use of indicated e-mail addressees. If you are not an intended recipient of this communication, please be advised that any disclosure, dissemination, distribution, copying, or other use of this communication or any attached document is strictly prohibited. If you have received this communication in error, please notify the sender immediately by reply e-mail and promptly destroy all electronic and printed copies of this communication and any attached document.

DiGiuseppe, Paul

From: ~~bloughlin@highfive.com~~
Sent: Sunday, March 21, 2010 8:48 PM
To: DiGiuseppe, Paul
Subject: Bike Lanes in Pemberton

Paul -

Please, no additional bike lanes in Pemberton Heights. The area has plenty of traffic calming features now, and no bike accidents have occurred that I know of since I moved here 15 years ago. I am afraid additional bike lanes will result in additional cut through traffic, and severely overcrowd the neighborhood. We're having enough bike traffic as it is, and I can promise they nearly all run on a regular basis, the stop sign on my corner at Gaston.

Thank you.

Brad Laughlin
2615 Harris Blvd.
Austin, TX 78703
Phone: (512) 454-4399
Fax: (512) 454-4424
Cell: (512) 789-0935
Email: ~~bloughlin@highfive.com~~

5/20/2010

DiGiuseppe, Paul

From: Mark Rodman [~~Mark.Rodman@CATT.COM~~]
Sent: Sunday, March 21, 2010 3:31 PM
To: DiGiuseppe, Paul
Cc: Martine Rodman
Subject: Bike lane proposal for Pemberton Heights neighborhood
Importance: High

Dear Mr. DiGiuseppe,

I wish to go on record as opposing the Transportation Chapter of the Final Draft of the West Central Austin Combined Neighborhood Plan as it pertains to bike lanes planned for my neighborhood and street.

The additional traffic and loss of on-street parking is inconvenient, a drag on home values, and unnecessary with the existence of the bike paths and sidewalks along and in Shoal Creek Park.

This is an unhelpful and unacceptable solution to a problem that, in my opinion, does not exist.

Thank you.

Mark Rodman
1110 Claire Ave

5/20/2010

DiGiuseppe, Paul

From: kendall Pace [~~kendall@pemberton.com~~]
Sent: Sunday, March 21, 2010 2:14 PM
To: DiGiuseppe, Paul
Subject: Pemberton Bike Lanes

To whom it may concern,

We have been long time residents of Pemberton, are avid bike riders and also have thee school-age children. We strongly oppose adding any bike lanes in our neighborhood as we have seen it increase traffic and danger in other neighborhoods (notably Tarrytown). We would NOT welcome bike lanes anywhere in our neighborhood.

Kendall & Charlie Pace
1411 Hardouin Ave 78703

5/20/2010

DiGiuseppe, Paul

From: Larry Schroeder [lschroeder@grandcentral.net]
Sent: Sunday, March 21, 2010 12:30 PM
To: DiGiuseppe, Paul
Subject: Pemberton neighborhood bike lanes

Having seen the Pemberton Heights neighborhood e-mails, I am in agreement with all of them that bike lanes in our neighborhood would be a detriment to on street parking and would increase cut-through traffic. There is only a few bikes that travel North up Hartford Road/Jefferson. And since there is no South bound crossing of Winsor Road at Hartford Road, bikes do not travel south on Hartford Road.

Most cyclist do not following the rules of the road. They do not stop at stop signs; pass other cars stopped at intersections to the front of the line and then go through intersections after we've waited our turn; do not signal when turning; and do not use the bike lanes that are already designated. The cyclist that go through our neighborhood are either cut-through or burglars. Therefore, I object to any changes in the Pemberton neighborhood regarding bike lanes.

By increasing bicycle traffic and decreasing the future possibility of parking, you have done exactly the opposite of what we need to happen in our neighborhood. I also feel reluctant to allow a plan to pass now with a "promise" that any bike lanes would not impair parking because a later, small lobbying group of cut through bicyclists, could have that changed with no input from the neighborhood.

Even though the neighborhood did not want most of the STOP signs put in our neighborhood, we got them. Even when we were told that by State and City law that the flow did not justify STOP signs we got them. Also the four speed bumps were going to be removed because it reduced the travel time of fire and EMS, we still have them. So why should we believe anything the city says. It always comes down to what lobbyist who represent a few want.

5/20/2010

DiGiuseppe, Paul

From: Candace Volz [cvolz@pemberton.com]
Sent: Saturday, March 20, 2010 3:00 PM
To: DiGiuseppe, Paul
Subject: Bike Lanes for Pemberton

I'm opposed to the addition of dedicated bike lanes in Pemberton Heights. We have small lots and often need on-street parking for family members, guests, and workmen. With our narrow streets, on-street parking also helps to slow speeders in our neighborhood. As an inner-city neighborhood next to MoPac, we already have huge quantities of cut-through auto traffic. Please no more- Candace Volz, 1406 Preston Ave.

5/20/2010

DiGiuseppe, Paul

From: Volpe [austintexas@comcast.net]
Sent: Saturday, March 20, 2010 1:10 PM
To: DiGiuseppe, Paul; Pemberton Heights
Subject: Pemberton Bike Lanes

If bikers were held to the same standard as motorists, I wouldn't object to bike lanes in Pemberton. But they run stop signs with abandon, and there's no way to identify them and report them as they aren't required to buy and display licenses on the bikes. Police have too much to do to monitor this, and I'm not even sure there's a law against not following the rules of the road when you're on two wheels. We don't want to invite more bicyclists than we have already who scare the pants off us by whizzing through intersections after we've waited our turn. And the multiple lines, pictures, etc. on the streets such as Exposition have the northbound cars driving on the left side of center!

Therefore, I object to any changes in the Pemberton neighborhood regarding bike lanes.

Thanks.

Joe & Rita Volpe

austintexas@comcast.net

DiGiuseppe, Paul

From: Molly Dougherty [~~molly.dougherty@gmail.com~~]
Sent: Saturday, March 20, 2010 9:15 AM
To: DiGiuseppe, Paul
Subject: bicycle lanes in Pemberton Heights

Hi. Paul,

I live on Claire Avenue. In general I am in favor of bike lanes, but they don't make sense in our neighborhood. Bikes use our neighborhood quite safely all the time without the need for special lanes. Why do they need special lanes when the way it is now works fine?

And I agree with the people who have concerns about Northwood, that bike lanes there would make an already bad traffic situation worse for everyone.

Thank you,
Molly Dougherty
1100 Claire Avenue
476-1608

5/20/2010

DiGiuseppe, Paul

From: Golden, Martha [mailto:~~Martha_Golden@bmc.com~~]
Sent: Saturday, March 20, 2010 8:45 AM
To: DiGiuseppe, Paul
Subject: Bicycle Lanes in Pemberton/Brykerwood

We have been informed that the city is considering putting bicycle lanes in the Pemberton/Brykerwoods area. We would like to inform you that we are very opposed to this idea and hope that you will not add bicycle lanes to this area.

We believe that this area should be kept a 'neighborhood' and not a thoroughfare for those wanting to get to the University. We do not want to encourage any more 'cut through' traffic for cars or bicycles.

Further, the streets in this area are very narrow and adding a bicycle lane would keep two cars from passing each other. Also, the streets are graded at such a slant, that the bicycle lanes would not be usable. I have walked this neighborhood many times and the area next to the curb is very slanted.

Thanks for your consideration,
Martha and Allen Golden
1313 Westover Rd.
Austin, TX 78703
477-8696

5/20/2010

DiGiuseppe, Paul

From: Jenny Johnson [jjohnson@grafford.com]
Sent: Saturday, March 20, 2010 1:56 PM
To: Volpe
Cc: DiGiuseppe, Paul; Pemberton Heights
Subject: Re: [Phna] Pemberton Bike Lanes

It's noteworthy when I stop at a stop sign, right turn indicator flashing, and as I proceed to turn, a cyclist that I did not see passes me on the right, and runs the stop sign. It's hard to anticipate cyclists who are breaking the law so many different ways. Yes, it is illegal to blow stop signs on a bike.

Jenny Johnson

On Mar 20, 2010, at 12:09 PM, "Volpe" <austintexas@swbell.net> wrote:

If bikers were held to the same standard as motorists, I wouldn't object to bike lanes in Pemberton. But they run stop signs with abandon, and there's no way to identify them and report them as they aren't required to buy and display licenses on the bikes. Police have too much to do to monitor this, and I'm not even sure there's a law against not following the rules of the road when you're on two wheels. We don't want to invite more bicyclists than we have already who scare the pants off us by whizzing through intersections after we've waited our turn. And the multiple lines, pictures, etc. on the streets such as Exposition have the northbound cars driving on the left side of center!

Therefore, I object to any changes in the Pemberton neighborhood regarding bike lanes.

Thanks.

Joe & Rita Volpe

~~austintexas@swbell.net~~

Phna mailing list

Phna@pembertonheights.org

<http://lists.pembertonheights.org/mailman/listinfo/phna>

DiGiuseppe, Paul

From: Ralph Vertrees [vertrees@austintx.com]
Sent: Friday, March 19, 2010 11:01 AM
To: DiGiuseppe, Paul
Subject: HARRIS BLVD. BIKE LANES

March 19, 2010

From: Ralph W. Vertrees
Martha McAdams Vertrees
2525 Harris Blvd.
Austin, Texas 78703
512-472-2359

Mr. Paul DiGiuseppe,
Principal Planner
City of Austin Planning and Development Review Dept.
505 Barton Springs Road, Suite 575
Austin, Texas 78704

Re: Pemberton Heights
The Draft Plan--Transportation Chapter

Dear Mr. DiGiuseppe,

We are, Ralph and Martha Vertrees. We have owned and lived at 2525 Harris Blvd. since 1963 and we have owned and have had tenants at 2521 Harris Blvd. since 1968.

We are opposed to Bike Lanes on Harris Blvd.

Harris Blvd. is a very busy street. Traffic cuts through our neighborhood to avoid the congestion of MOPAC. The cars parked at curbside actually act to slow that traffic down. The new stop signs and speed limit signs installed last year have done "wonders" to help the situation on Harris Blvd. But it is common knowledge that quite often, bike riders do not observe these stop signs!

Again, my husband and I want you to know how important it is to us, as property owners, to have our curb side parking in front of our home. My husband has Parkinsons and requires care in our home 24 hours, 7 days every week. Our caregivers need to park in front of our home 24 hours each day.

We also invite guests quite often to visit us. Since my husband has extreme difficulty in leaving our home, our friends are kind enough to come to see us. Where would they park if we are denied our curbside parking in front of our home?

Please take our comments into consideration when you are reviewing our neighborhood planning.

Yours truly,

Martha McAdams Vertrees

Ralph W. Vertrees

cc: Mr. William S. Rose
Mrs. Carolyn Beynon

5/20/2010

DiGiuseppe, Paul

From: Robert Chesney [mailto:~~rchesney@law.storrs.edu~~]
Sent: Friday, March 19, 2010 9:30 AM
To: DiGiuseppe, Paul
Subject: one more email opposing bicycle lanes for Pemberton

Hi Paul,

Just a quick note to add to the ranks of Pemberton residents opposed to the addition of new bike lanes in Pemberton, or any other measure that would increase traffic through our much-cut-through neighborhood.

Robert Chesney and Family
1610 Gaston Avenue

5/20/2010

DiGiuseppe, Paul

From: Jamin Marks [~~jmarks@us.ibm.com~~]
Sent: Friday, March 19, 2010 9:18 AM
To: DiGiuseppe, Paul
Subject: Bicycle plan
Importance: High

We live at 1516 W. 29th Street and are strongly opposed to the current bicycle plan. We've lived in the area for 6 years and have heard no need for extensive bike lanes nor do I see frequent bike use in the neighborhood. I'm also very opposed to any notion of eliminating on street parking because of the bike lanes, and view the benefit of that approach to be relatively minor as compared to the impact felt by the neighborhood.

Jamin and Maria Marks
 1516 W. 29th
 469-9188

Thanks,

Jamin Marks
 Director, Business Development
 IBM Software Group
 Phone - 512.286.7402 Cell - 512.663.1076 Fax - 512.973.4293
~~jmarks@us.ibm.com~~

5/20/2010

DiGiuseppe, Paul

From: Tom Granger [tom@midwest.com]
Sent: Friday, March 19, 2010 9:17 AM
To: DiGiuseppe, Paul
Subject: West Central Austin Combined Neighborhood Plan

Mr. DiGiuseppe,

I would like to voice my **opposition** to the inclusion of **Requested Bike Lanes** in the Final Draft of the West Central Austin Combined Neighborhood Plan. As a bike rider in our neighborhood I enjoy riding all of the streets that are listed for Requested Bike Lanes. However, I feel that the character of these streets and the neighborhood would be negatively impacted by the proposed changes and would request that you limit the changes to the **Recommended Bike Lanes**. I would be happy to go into more detail on this issue. Please contact me if you wish for me to do so.

Thank you for your consideration on this matter.

Tom Granger
2612 Wooldridge
478-8165

5/20/2010

DiGiuseppe, Paul

From: Biruta Kearn [bkearn@austin.rr.com]
Sent: Friday, March 19, 2010 11:36 AM
To: DiGiuseppe, Paul
Subject: Pemberton bicycle lanes

Please know that I support the creation of bike lanes in the Pemberton neighborhood as articulated in the latest neighborhood plan.

Although some neighbors have delivered a handout opposing such lanes, I firmly believe that the lanes would be a good idea. And I do not believe that having such lanes would encourage cut-through traffic in our neighborhood. I walk frequently on our streets and see the problems created by significant on-street parking. Our streets are too narrow to safely park on both sides of the street at the same time. This creates hazardous driving, walking, and bicycling on the streets. Thanks for your consideration.

Biruta Kearn
1106 Claire Ave.

5/20/2010

DiGiuseppe, Paul

From: Elise Schram [elise.schram@gmail.com]
Sent: Friday, March 19, 2010 12:23 PM
To: DiGiuseppe, Paul
Subject: Transportation Chapter Draft Plan for Pemberton Heights
Attachments: Elise Schram.vcf

Dear Mr. DiGiuseppe,

I strongly oppose the Transportation Chapter Draft Plan for the Pemberton Heights Neighborhood as shown on page 14 of the Final Draft. I have lived in my home on Hardouin Avenue for nearly twenty years (and in Austin for forty years) and am extremely unhappy at the state to which our city has brought our once beautiful, peaceful neighborhood. The addition of more bike lanes in and around our neighborhood will not enhance life here in the inner city for these reasons:

- 1) It will further hinder the safe and speedy movement of people living here to school, work, grocery store, post office, etc. The bike lane along Exposition Blvd. and the multitude of poorly placed stop signs in Pemberton Heights have greatly increased commute times to *double* that prior to their addition.
- 2) A hike/bike trail already exists along Lamar Blvd. that stretches from Research Blvd. to the lake.
- 3) It appears that the vast majority of bike riders already in Pemberton Heights are recreational riders. They consistently ignore traffic laws and display an attitude of road ownership that puts themselves, pedestrians (especially neighborhood children and pets), and motorists at risk of serious injury.

I urge you to direct bicycle users to existing bike lanes and not burden Pemberton Heights with even more cut-through traffic than we are experiencing now.

Thanks,
Elise Schram
1408 Hardouin Avenue
Austin, Texas 78703

5/20/2010

DiGiuseppe, Paul

From: Judy Bray [mailto:jbray@grandgreen.net]

Sent: Friday, March 19, 2010 1:03 PM

To: DiGiuseppe, Paul

Subject: bicycles in neighborhood

Hi Mr. Diguseppe,

Right to the point.

Please no more traffic calming in Pemberton Heights. Please no bicycle lanes.

Thank you

Judy and Terry Bray

2 Green Lanes

5/20/2010

DiGiuseppe, Paul

From: ~~bent1234@outlook.com~~
Sent: Friday, March 19, 2010 6:09 PM
To: DiGiuseppe, Paul
Subject: Bike L anes in Pemberton Heights

I am assuming that you are the responsible party or spokesperson regarding the proposed Bike lanes. After reviewing the road planning map, I see that no thought what so ever was given to the already overused streets (Hartford Rd and Jefferson St.) in the area.

Automobile traffic is very high from Windsor going North on Hartford road to Westover and on to 38th St via Jefferson St.. In addition to the High automobile traffic, the roadway from Northwood/ Westover along Jefferson is already very narrow .

As you probably already know, bike traffic thru this area in most instances do not follow the rules of the road. At the end of Hartford Rd. there is a turn- around (not a thru street) or exit on to Mo-Pac. Bikes continue to travel south and create a hazzard at this intersection already.

My recommendation for the recommended bike lane would be from W 38th St. south along Jefferson to 32nd St East to Harris Blvd and continue to Windsor. Please drive down Hartford Road during the high traffic hours during the evening and observe the the conjection and high speed that already takes place.

I'm not in favor of this current plan at all. And I will resist this effort.

Bob Collier

5/20/2010

DiGiuseppe, Paul

From: Wei-hsin Yu [wei29@hotmail.com]
Sent: Friday, March 19, 2010 4:38 PM
To: DiGiuseppe, Paul
Subject: concern about creating bike lanes on Harris Blvd

Dear Mr. DiGiuseppe,

We are homeowners who live on Harris Blvd. We write to express our concern about the city's plan to create bike lanes on Harris Blvd. Our street already has quite a bit of vehicle traffic for a relatively narrow street. We believe that setting bike lanes will make the traffic even worse, which severely affects the quality of life for all residents in the neighborhood. In addition, because having bike lanes on Harris Blvd will reduce on-street parking at least for one side, the side where street parking is allowed will become quite crowded as a result. With the vehicles coming through the neighborhood, one-side street parking, and the bike lane, we believe that Harris Blvd will become rather congested during rush hours. Being so crowded, Harris Blvd may end up being rather unsafe for bicyclists. As a result, the city's intention to protect bicyclists' right may end up leading to more accidents involving bicyclists.

We therefore would like to ask the city to reconsider the plan. We believe that bicyclists would be better served with bike lanes in streets that do not already have heavy vehicle traffic.

Thank you for your consideration.

Sincerely,

Wei-hsin Yu
Andres Villarreal
Residents at 3004 Harris Blvd.

Hotmail has tools for the New Busy. Search, chat and e-mail from your inbox. [Learn More.](#)

5/20/2010

DiGiuseppe, Paul

From: Amy Malish [mailto:~~amalisht@Hotmail.com~~]
Sent: Friday, March 19, 2010 4:26 PM
To: DiGiuseppe, Paul
Subject: bike lanes

Please no bike lanes on Harris Blvd. This is a friendly street for all as it is. Why mess it up?

Amy Malish
2600 Harris Blvd.

Hotmail: Trusted email with powerful SPAM protection. [Sign up now.](#)

5/20/2010

DiGiuseppe, Paul

From: Sinclair Black [sinclair@faiia.com]
Sent: Friday, March 19, 2010 4:04 PM
To: DiGiuseppe, Paul
Subject: Bike Lanes

Dear Mr. DiGiuseppe:

I'm writing to you as the city representative regarding bike lanes in the Pemberton Neighborhood specifically on Harris Blvd. where I have lived for 30 + years. While I support the idea of bike lanes I see no need here. There are at least 10 times as many pedestrians walking in the street as there are bikes. My question is simple, why spend money on bike lanes that are not needed instead of spending it on sidewalks that are needed.

I was the prime consultant for "The Great Streets Master Plan" for downtown which recommended bikes lanes and safe zones for bicycles. I was also the consultant for the original plan for the regional hike and bike system so I know not only the issues but the politics.

In summary Harris Blvd. is already a safe street for bikes but it is definitely not a safe place for pedestrians.

The recently installed stop signs have calmed the traffic significantly. Sidewalks and even more pedestrians present on those sidewalks will further calm the traffic.

Build sidewalks not bike lanes.

Sincerely,
Sinclair Black, F.A.I.A.

5/20/2010

DiGiuseppe, Paul

From: Adrienne Inglis [ad@wooldridge.com]
Sent: Friday, March 19, 2010 3:44 PM
To: DiGiuseppe, Paul
Subject: STRONGLY IN FAVOR of bikes lanes in Pemberton Heights

Mr. DiGiuseppe,

I just looked at a flyer put under my front doormat that shares some of my neighbors' concerns about the bike lanes recommended and requested in the Brykerwood/Pemberton Heights neighborhoods in the West Central Austin Combined Neighborhood Draft Plan.

There was a problem with dangerous cut-through vehicular traffic until several stop signs were installed, although we failed to pass the traffic-calming plan. I do NOT believe that bicycle "cut-through" traffic would be at all dangerous. On the contrary, bicyclists do not pose anywhere near the threat that cars do. Furthermore, many neighbors would benefit from bike lanes as a safer place to walk, run, ride their bicycles, walk their dogs, or stroll their babies, which we do a lot.

I AM STRONGLY IN FAVOR OF THE PROPOSED BIKE LANES IN OUR NEIGHBORHOOD. Our location makes it an ideal location to connect the Shoal Creek trail and Lamar Blvd. sidewalk to other parts of town. Every effort to get people out of single-occupancy vehicles and into mass transit, bike/ped, and telecommuting, is well worth it to improve our health and air quality, and reduce our carbon footprint. Bike lanes will encourage more people to use bikes for transportation and recreation.

Thank you for your hard work,

Adrienne Inglis
2502 Wooldridge Drive

5/20/2010

DiGiuseppe, Paul

From: ~~whispering@globalnet~~
Sent: Friday, March 19, 2010 2:47 PM
To: DiGiuseppe, Paul
Cc: Bryan Chester
Subject: Opposition to Bike Lanes in Windsor Road Planning Area

Dear Mr. DiGiuseppe,

We are opposed to any bike lanes in the Windsor Road Planning Area.

Our neighborhood is already a "cut-through" neighborhood for thousands of drivers every day trying to get to UT or work. The bike lanes planned in the Transportation Chapter encourages "cut-through" bicycle traffic to enter our neighborhood and lead the bicyclists entirely through our neighborhood, exacerbating our neighborhood's traffic problems and in direct contradiction to one of the 5 expressly stated themes of the Transportation Chapter, to wit: "Protect Against Cut-through Traffic."

The implementation of bike lanes cannot be justified as a needed bicycle safety measure. Bicycle safety in our neighborhood has not been a problem according to a summary of police reports on traffic accidents in our neighborhood for the 70 month period, January 2002-October 2007. This summary was given to the Traffic Calming Working Group. *No accidents* involving bicycles were reported for the 70 month period. Beginning in 2006 or 2007 and ending in early 2008, the speed limits in our neighborhood were reduced to 25 mph and at least 20 new stop signs have been installed in our neighborhood since the end of the period covered by the reports. The summary of police reports shows our neighborhood has been safe for bicyclists and the reduced speed limits and new stop signs should make it even safer now.

Many bicyclists in their haste do not obey traffic laws, making it difficult for the rest of us who use our streets, including drivers, joggers and pedestrians. An increase in bicyclists in our neighborhood will add to the number who do not follow the law and make it even more difficult for the rest of us to use our streets.

The bike lanes by bringing in a substantial number of non-neighborhood residents who use our streets as thoroughfares will degrade our neighborhood. They will increase the difficulty in getting in and out of our driveways.

We believe bike lanes would probably have a negative impact on market values of homes on the streets where the lanes are implemented, as home buyers will prefer less traveled streets and unrestricted on-street parking.

Bill Rose
1604 Westover Road
also owner of
2517 Harris Blvd.

5/20/2010

DiGiuseppe, Paul

From: Mike Weynand [~~mike@weynandproperty.com~~]
Sent: Friday, March 19, 2010 2:14 PM
To: DiGiuseppe, Paul
Subject: West Austin Combined Neighborhood Plan

03/19/10

I am contacting you at the request of the Pemberton Heights Heights Association. My wife and I live at 1507 Wooldridge Drive.

I have reviewed the proposed bike lane plan provided in the Neighborhood Association news letter. I am supportive of the recommended bike lane on Hartford Road, Jefferson Street, 34th Street, 35th Street and W. 38th Street. I am opposed to the other recommended or requested bike lanes.

I am particularly concerned about the recommended route on Windsor Road between Mo-Pac and North Lamar. That roadway is already seriously over crowded. Besides being very curvy and hilly. Elimination of any of the driving lanes to create a dedicated bike lane as the current situation on Exposition Boulevard would be disastrous.

Personally I am not as concerned about the issue of bike lanes eliminating on-street parking in the internal neighborhood streets. As far as we are concerned we would like as much of the on-street parking eliminated as possible.

Mike Weynand

5/20/2010

DiGiuseppe, Paul

From: Robert Snider [snider@globalnet]
Sent: Friday, March 19, 2010 1:50 PM
To: DiGiuseppe, Paul
Subject: Fw: Bicycle Lanes

--- On Fri, 3/19/10, Robert Snider <snider@globalnet> wrote:

From: Robert Snider <snider@globalnet>
Subject: Bicycle Lanes
To: paul.diguseppe@ci.austin.tx.us
Date: Friday, March 19, 2010, 1:46 PM

Mr. DiGiuseppe,

Re-Bicycle lane on Northwood Rd

Please do not block my final means of caring for myself and wife.

I am 88 and my wife 89 years old and we are still trying to take care of ourselves. Presently we are able to live in the home we bought 52 years ago without help.

However, Northwood Road has become so congested it is no longer safe for me to back out of our drive for the following reasons:

Cars, trucks and lawn mowing trailers with equipment block my sight so that I cannot see what is coming while attempting to backout.

In addition to cars, trucks and city busses there are bicycles, strollers, baby carriages, people walking dogs and persons backing out of drives on the opposite side of the street-at times (particularly during the rush hours) it simply cannot be safely accessed.

The addition of bicycle lanes would be the final straw. I will not be able to get to or leave the property I bought so long ago--hoping for a place for a safe retirement. (Not to speak of all the taxes I have paid presumably to help keep it safe and accessible.) Even now, when we invite our friends over, there is no place for them to park.

Most frightening of all is the fact that ambulances and fire trucks cannot get to our property when we need them. It appears to me that this is a more basic right than that of free access to the highways for bicyclers.

If the money spent remaking our streets were to be directed to updating and repairing our hike & bike trails so people could ride them directly into downtown Austin, this would be a partial remedy.

We "old folks" are not able to compete with the young bicyclers going to city council meetings to lobby - but that does not mean we are interested or do not care.

5/20/2010

DiGiuseppe, Paul

From: Jack Stick [mailto:~~jsstick@erols.com~~]
Sent: Thursday, March 18, 2010 9:51 PM
To: DiGiuseppe, Paul
Subject: Opposition to Northwood Road bike lane

Mr. DiGiuseppe:

My wife and I are opposed strongly to the bike lines proposed for the Pemberton neighborhood area and wish to register that opposition.

Please acknowledge receipt of this e-mail and advise how we can appear in person to voice our opposition.

Jack and Erica Stick
1503 Northwood Road

5/20/2010

DiGiuseppe, Paul

From: Grover Campbell [grovercampbell@austin-tx.com]
Sent: Thursday, March 18, 2010 9:19 PM
To: DiGiuseppe, Paul
Subject: West Austin bike lanes

Mr. Diguseppe:

I have learned that the city is contemplating expanding designated bike lanes to the central Austin neighborhood. This would be an ill-advised initiative.

I support bikers and attempt to show them on-road courtesies even though I regularly find they do not reciprocate. Neither of these, however, is these issue.

My neighborhood is already subjected to significant drive-through traffic thanks to the city's complete failure to provide a comprehensive traffic plan. Lamar and MoPac congestion force autos to seek alternative routes through our neighborhood. Adding designated bike lanes will only increase congestion and safety issues that the city has decided for the past three decades to ignore.

I urge city officials to reconsider this issue. I am happy to provide any additional comments that you might find of assistance.

Grover Campbell

5/20/2010

DiGiuseppe, Paul

From: Nancy Campbell [~~nancy.campbell@austintx.com~~]
Sent: Thursday, March 18, 2010 9:04 PM
To: DiGiuseppe, Paul
Subject: Bike lanes through West Austin

Mr. Diguseppe:

It has come to my attention that the City of Austin is considering designating bike lanes through central Austin neighborhoods. I am most concerned.

As a resident on Westover Rd. I am already concerned with cut-through auto traffic. Mo-Pac and Lamar create significant transportation and neighborhood safety issues that would only be exacerbated by designating bike lanes.

Safety and mobility are my primary concern and adding designate bike lanes to an already congested environment will benefit no one.

Please let me know if you would like additional comments.

Nancy Campbell

5/20/2010

DiGiuseppe, Paul

From: Coby Chase [ccchase@hotmail.com]
Sent: Thursday, March 18, 2010 8:35 PM
To: DiGiuseppe, Paul
Subject: Proposed Bike Lanes on Harris Blvd

Mr. DiGiuseppe:

I would like register my opposition to adding a bike lane to Harris Blvd.

As ever,
Coby C. Chase
2911 Harris Blvd
Austin, TX 78703-1929

5/20/2010

DiGiuseppe, Paul

From: Jo Betsy Szebehely [mailto:jszebe@att.net]
Sent: Thursday, March 18, 2010 7:59 PM
To: DiGiuseppe, Paul
Subject: Final Draft of the West Central Austin Combined Neighborhood Plan

Dear Sir,

For over six (6) generations, I have lived in this area, the last 35 years on a small two(2) block street. (Jarratt Avenue). This area has deteriorated over those years in multiple ways. To consider spill-over traffic, adding bike lanes to what already exist and/or establishing unrestricted on-street parking in this neighborhood feels like unintended constructive eviction of those of us who are land-locked on either side of this small, short street. Even now (with no changes) it is almost impossible to traverse our street either to the north or south. From what I see and observe here, virtually every day, there already exists a serious human safety issue, as well as a vehicular one. I would be glad to provide details upon request. Sincerely,
 J.B. Szebehely

5/20/2010

24

DiGiuseppe, Paul

From: Susan Erickson [newman@erickson.com]
Sent: Thursday, March 18, 2010 5:42 AM
To: DiGiuseppe, Paul
Subject: Bike lanes in Pemberton

We are a neighborhood- not a thoroughfare. We vote NO on bike lanes in our neighborhood.
Biking safely is already possible here.

Susan and David Erickson

DiGiuseppe, Paul

From: Jenny Johnson <jrjinaustin@grandecom.net>
Sent: Thursday, March 18, 2010 10:52 AM
To: Jenny Johnson
Cc: DiGiuseppe, Paul
Subject: Re: Bike lane in pemberton heights

Dear Mr. Diguseppe

Please let me add that I hear talk of bikes as vehicles, but see bikes running stop signs, passing on the right to run stop signs while I have my right turn indicator on at the stop sign, not yeilding the road to faster cars, and so on. I have seen bikes run the red light at 29th and Lamar, and that's routine. These are the people we are coddling. It's more important to slow things down so my kids can actually ride bikes. My comments go for gaston, my street, as well.

Jenny Johnson
1012 Gaston Ave
Austin

On Mar 17, 2010, at 6:48 PM, Jenny Johnson <jrjinaustin@grandecom.net> wrote:

> I have not seen the flyer about the bike lane on northwood, and I am
> out of town. I live in pemberton. I oppose restricting parking along
> northwood by northwood residents, as it does really slow down the
> traffic. I agree with some that think you could add the bike lane and
> create a street where no one wants to bike, due to increased car
> traffic. I walk the area for 4 hours per week on average, and drive
> 29th, northwood, and the shoalcreek gaston intersection.
> Thank you for your consideration, and tolerating my email from my
> phone.
>
> Jenny Johnson
> ~~Jrjinaustin@grandecom.net~~
> 512-771-8385
>

21
DiGiuseppe, Paul

From: Jennifer Nield [mailto:~~jennifer.158@ushs.com~~]
Sent: Thursday, March 18, 2010 9:06 AM
To: DiGiuseppe, Paul
Subject: Bike lanes in Pemberton

Dear Mr. Diguseppe,

My name is Jennifer Nield and I live at 1109 Claire Avenue. We are absolutely opposed to any bike lanes being put in our neighborhood and specifically our street. Claire Avenue gets so much cut through traffic, much of it substantially OVER the speed limit. We just spent \$15,000 fencing in our entire front yard to keep our small children and dogs safe while playing in the front yard. Some days we park our cars on the street to allow our children more area to ride their bikes and play soccer without the fear of a speeding driver hitting a child running after a stray ball. If a bike lane is put in and hinders our ability to park on street, our entire project was for naught. Street parking is occasionally the ONLY thing that slows down the speeders.

We understand we live in central Austin and there is much we are willing to deal with in order to stay here. However, bike lanes will completely render our front play area USELESS and that is not acceptable. According to the statistics, this area is not overly dangerous to bikers seeing as the accident rate is almost non-existent. Bike lanes are NOT needed and they will not be welcomed. We love bikers, but choosing their lanes over the safety of our children is completely ridiculous. We need street parking to slow down those who show no care for our youngsters and pets.

Thank you for your time,

Jennifer Nield
512-417-9333

DiGiuseppe, Paul

From: Amber Meinzer [mailto:ameinzer@pemberton.com]
Sent: Thursday, March 18, 2010 8:46 AM
To: DiGiuseppe, Paul
Subject: Bike lanes on Harris blvd

Dear Mr. DiGiuseppe,

I would like to take a brief moment to register my opinion of the proposed installation of bike lines on Harris Blvd and other streets in Pemberton. I am opposed to this proposal for several reasons. For one I believe that bike lanes would not actually help the primary users of our neighborhood streets. Residents of the neighborhood, especially those of us with children, would still not be able to use Harris safely for biking or walking. In fact, bike lanes would probably worsen the situation due to the fact that the removal of on street parking would encourage more through traffic speeding down Harris. In addition, the bike lanes are unsightly and would significantly and negatively impact property values of houses along streets where they are to be installed. They would also cater to increased entry into the neighborhood of non-residents when we are already experiencing a significant problem with solicitors and petty criminals harrasing our homes.

Thank you for taking time to consider my opinion when making the final decision on bike lanes.

Amber Meinzer
Property Owner, 2511 Harris Blvd

Sent from my iPhone

CY

DiGiuseppe, Paul

From: Fran Ramsey [~~fram@usa.net~~]
Sent: Thursday, March 18, 2010 8:32 AM
To: DiGiuseppe, Paul
Subject: Bike Lanes

Please no bike lanes on Northwood or Harris Blvd. We like the character of the neighborhood as it is and we are trying hard to preserve it. Our narrow streets do not need any more crowding.

Thank you.

Frances Ramsey
2401 Pemberton Place

DiGiuseppe, Paul

From: Lindsay Hunter [mailto:~~lindsayross@pauldi.com~~]
Sent: Thursday, March 18, 2010 5:10 PM
To: DiGiuseppe, Paul
Cc: Lindsay Hunter
Subject: Bike Lanes in Pemberton

Paul,

I am concerned about the proposed bike lanes in Pemberton for several reasons:

1. Loss of on-street parking
2. Spill over parking on to smaller streets such as mine
3. Encouraging additional "traffic" through our neighborhood
4. Devaluing of property due to the above.

I hope that the residents will be taken into consideration before anything is implemented.

Thanks,

Lindsay Hunter, Architect
1408 Ethridge Ave

DiGiuseppe, Paul

From: Robert Albach [~~ralbach@tippingpoint.com~~]
Sent: Thursday, March 18, 2010 7:08 PM
To: DiGiuseppe, Paul
Subject: Pemberton Heights Bike Lane Plans

Hi Paul,

I came home this afternoon to a flyer from Ms. Carolyn Beynon and Mr. Bill Rose regarding the proposed bike lanes for our neighborhood.

After reading the document I found both disturbing and valid discussion points within their piece. I wish to write to you directly to express one neighborhood members point of view as it diverges from this particular group's stand. I found the tone of the "locals only" themes rather disturbing.

I believe that the Bike Lanes in the Bike Master Plan are very helpful and I support them.

I am very curious as to how the city plans to make the Windsor bike lane viable given the tight lane space and the very heavy traffic travelling at relatively high rates of speed.

Further I also support the Northwood bike lane to MOPAC and the section of Wooldridge from Northwood to 29th. My rationale is that it is perfectly sensible to have a safe path for Tarrytown people or Campus folks to travel through our neighborhood . To expand further a secure bike path for kids to make their way to Casis is a good idea. For Brykerwoods school kids (north of 29th) a designated path to ride to school would be sensible as well. As a father of 3 Casis students (past and present) these considerations are important to me.

I am uncertain as to the significant value add that the lanes on Claire and Gaston would add.

Outside of the bike path discussion I would like to strongly plead that any moneys saved on not adding the bike lanes be invested in traffic slowing / calming changes as proposed for our neighborhood particularly on the 29th / Northwood cut through corridor.

My thanks for your time.

-Robert

Robert Albach
 Product Management
 TippingPoint
 +1 512 431 5789 (mobile)
 +1 512 681 8174 (office)

5/20/2010

DiGiuseppe, Paul

From: hpsj@att.net
Sent: Thursday, March 18, 2010 6:53 PM
To: DiGiuseppe, Paul
Subject: Proposed Bike Lanes on Northwood Road

We are homeowners at 1400 Northwood Road and want you to know that we are completely opposed to the creation of a bike lane on Northwood Road from Jefferson Street to Wooldridge Drive for the following reasons:

first, a bike lane on that stretch of Northwood would only increase the flow of cut-through traffic (not just bicycles but also vehicles) on Northwood from MoPac to Lamar, thereby worsening already unsafe (indeed, dangerous!) situation on Northwood;

second, the creation of a bike lane would certainly prevent on-street parking by the residents, a necessity in an older neighborhood (as ours is) where driveways are limited and on-street parking is required to accommodate homes with more than one car.

Bicyclists (at least residential bicyclists) already have a safe route along our road - without the creation of a designated bike lane. Moreover, on-street parking has the beneficial effect of slowing down otherwise speeding cars and discouraging the use of Northwood as a cut-through route.

We hope that the city will not enact this very unwise proposal.

Thank you.

H. P. Sullivan and J. T. Cowden

5/20/2010

DiGiuseppe, Paul

From: Michael Wardlaw [mailto:~~michael.wardlaw@yahoo.com~~]
Sent: Thursday, March 18, 2010 6:49 PM
To: DiGiuseppe, Paul
Subject: West Central Austin Combined Neighborhood Plan

Hi Paul,

I've reviewed the draft plan for the Pemberton Heights area, including 29th street, Northwood, Harris, Woolridge, Gaston, etc. I'm a resident of the area at 1411 Preston Avenue and would be directly affected by these changes. After careful review, please know that I'm 100% opposed to creating new bike lanes or changes to the streets in the neighborhood. I believe this will create new problems with traffic and parking. Please make note of my vote for a strong no for these draft plans as a concerned resident.

Thank You,
Michael Wardlaw
1411 Preston

5/20/2010

DiGiuseppe, Paul

From: Wayne Baker [wayne.baker@globalnet.net]
Sent: Thursday, March 18, 2010 6:01 PM
To: DiGiuseppe, Paul
Subject: Bike lane proposals in the Transportation Chapter of The Draft Plan

We purchased the residence at 1505 Northwood Road in 1972, largely because of the quiet and established neighborhood close to downtown. The quality of life here has diminished dramatically since the construction of MoPac and the growth of suburbs in northwest Travis and Williamson counties. Many of those commuters utilize Northwood, narrow as it is, as a passage to the UT campus and area businesses. Many of these drivers pay only casual attention to the all-way stop signs and exceed the posted speed limit. On-street parking is the only measure we have to encourage a slower pace, and this will be lost with the implementation of a bike lane.

The number of requested bike lanes appears unnecessary and superfluous. I hope that the city will see fit to limit bike lanes to transitional streets, such as 29th, that will better accomodate East-West traffic.

Wayne V. Baker
1505 Northwood Road
Austin, Tx 78703
512-474-4618

5/20/2010

DiGiuseppe, Paul

From: Fancher, Lisa [~~L.Fancher@cityofaustin.com~~]
Sent: Thursday, March 18, 2010 5:19 PM
To: DiGiuseppe, Paul
Subject: Proposed bike lanes for Harris Blvd.

Dear Mr. DiGiuseppe,

I am a bicyclist and have lived on Harris Blvd. for 24 years. From both perspectives, I don't believe that we need designated bike lanes on this street, although I think that it is a fine idea to list it as a preferred bike route.

Harris is already heavily used by bicyclists and I am not aware of any problems that have arisen from the lack of bike lanes. As far as I can tell, bikes, cars and pedestrians co-exist without any difficulties.

On the other hand, if bike lanes are instituted, it could interfere with on-street parking. Some residences don't have any other alternatives, and some of us like to entertain guests who must park on the street.

Please let me know if you have any questions.

Lisa Fancher
3007 Harris Blvd.
Austin, TX 78703
512-322-4708 (daytime)

5/20/2010

DiGiuseppe, Paul

From: Katy Hackerman [~~kathyhackerman@gmail.com~~]
Sent: Thursday, March 18, 2010 3:00 PM
To: DiGiuseppe, Paul
Subject: Pemberton Heights Resident Against the Proposed Bike Lanes

Dear Paul,

I received a letter from the Pemberton Heights Neighborhood Association regarding the bike lane proposals in the Transportation Chapter. I would like to voice my vote **against** adding any bike lanes in this area.

Please contact me if you have any questions.

Thank you.

Katy Hackerman
Cell: 512-788-2400
E-mail: ~~kathyhackerman@gmail.com~~

5/20/2010

DiGiuseppe, Paul

From: John C. Nelson [mailto:JohnC.Nelson@aol.com]
Sent: Thursday, March 18, 2010 2:19 PM
To: DiGiuseppe, Paul
Subject: Transportation Chapter - West Central Austin Neighborhood Plan

Dear Mr. DiGiuseppe,

I am a lifelong resident of Pemberton Heights and am writing to voice some of my concerns and strong opposition to the bike lane proposals for the following streets: 29th St., Northwood Road, Harris Blvd., Wooldridge Drive, Claire Avenue, Gaston Avenue and Jefferson St. - Hartford Road.

While I recognize and respect the rights of bicycle riders, I do not think these proposed bike lanes are a good thing for the neighborhood or safety of its residents or bicycle riders. Likewise, I think those who drive motor vehicles and live in the neighborhood also have rights that should be recognized and respected.

I am particularly concerned about the increased bicycle traffic which would effectively be routed through the neighborhood. It is my understanding that bicycle lanes are also being requested per the "Bike Master Plan" on roadways designed for increased travel such as Lamar Blvd. and 35th/38th streets, and believe bicyclists should be encouraged to use these perimeter routes rather than increasing cut-through traffic in Pemberton Heights on the streets listed above.

It is my understanding that proposed bike lanes on neighborhood streets would prohibit significant on-street parking that is allowed today. I believe on-street parking helps to slow traffic on streets such as Harris Blvd., and its prohibition could have a significant negative impact on safety for both motor vehicle and bicycle travelers on these streets. I have ridden bikes on the streets of Pemberton Heights (in particular Harris Blvd. and Wooldridge Dr.) since I was a child, and have not been aware of bike accidents or felt that bike lanes were needed on these or other neighborhood streets for safety. It is my understanding that recent measures such as multiple new stop signs (at least 2 on Harris Blvd.) and a reduced speed limit were designed to further increase safety in this neighborhood.

I think it is extremely unfair for homeowners who happen to live on the "designated" streets to have on-street parking taken from them after the fact. My Mother, who lives on Harris Blvd., is one such homeowner who purchased her property (and has paid taxes since) with the right for her and her guests to park in front of her property. The homeowners who do not live on these streets, but live nearby, would also suffer the consequences of this taking since the cars that previously parked on the designated bike lane streets would have to park elsewhere. I am in this group, living just off of the intersection of Harris Blvd. and Preston Avenue. In my opinion, this would have a direct negative impact on the value of both my home and my Mother's home, as well as the homes of neighbors in Pemberton Heights.

There are additional reasons why I feel bike lanes should not be added on the listed streets in Pemberton Heights, but in the interests of responding prior to March 19th have attempted to limit my comments to some of my bigger concerns. Thanks in advance for your attention to these comments. I would happy to discuss this further at your convenience, and would appreciate being notified of further developments with this process.

Sincerely, John C. Nelson 467-9686

5/20/2010

DiGiuseppe, Paul

From: Mary Wilson (mary.wilson@att.net)
Sent: Thursday, March 18, 2010 1:39 PM
To: DiGiuseppe, Paul
Cc: 'Will Wilson'
Subject: Draft Plan: Bicycle plan: Pemberton Heights Neighborhood

Dear Mr. DiGiuseppe: I am writing to express our opposition to the proposed bike lane proposals for Pemberton Heights Neighborhood.

I have resided at 1407 Ethridge Ave. for twenty-five years.

The proposed plan is terrible.

The proposed plan is unnecessary and there is no showing of necessity for this plan.

The proposed plan ignores the people who live in the neighborhood and appears designed to drive the people who

Live here crazy by people who do not live here.

The proposed plan appears to be less-safe than our current streets.

The proposed plan has no plan to control the new bike traffic which will be funneled into our neighborhood.

Since it is a well-known fact that bike riders do not obey existing traffic control signs, the

plan does not

Provide for an increased level of law-enforcement to enforce traffic laws against

bikes.

The proposed plan puts at risk the domestic animals who reside in our neighborhood in

peace.

The proposed plan puts at risk the many people who walk and stroll in our neighborhood in

peace, many of whom

Are elderly and/or in various states of infirmity.

The proposed plan has no proposed hours of operation.

The proposed plan has no proposed safety stations for calling in the inevitable collisions and personal injuries.

The proposed plan has not proposal for the operation of Cap Metro buses which already take up room on the streets.

The proposed plan does not address the operation of first responder police, fire, and/or ambulances.

Further, the proposed plan affects all of our property rights.

In addition, but for a letter from our neighbors, I would not know that this plan is being proposed.

The City of Austin has violated my constitutional right to due process by not giving me any notice whatsoever

Of this proposed course of action.

Therefore, give me actual notice prior to any further attempts to impose the proposed plan.

In short, leave us alone.

Respectfully,
Will R. Wilson, Jr.
1407 Ethridge Ave
Austin, Texas 78703
512.320.4160

DiGiuseppe, Paul

From: Genie Miller [~~geniemiller@austin-tx.com~~]
Sent: Thursday, March 18, 2010 11:20 AM
To: DiGiuseppe, Paul
Subject: Austin Bicycle Plan

We think that bike lanes on 29th from Oakmont to Lamar is reasonable, as is on Jefferson-Hartford from 35th to Windsor. However, we think it would be a huge mistake to put bike lanes on Wooldridge, Claire, Gaston and Harris because it would cut out on- street parking on one side of the streets that are already crowded with parked cars and cut through traffic. On our street (Gaston) there are many young children who frequently ride trikes (supervised by parents), play ball or are pushed in strollers or baby buggies. To cut out half of the on- street parking would make for a dangerous situation because of the high volume of cut through traffic and construction vehicles.

Bob and Eugenia Miller
1510 Gaston Avenue

5/20/2010

DiGiuseppe, Paul

From: Mollie Duckworth [mailto:~~mollie.duckworth@gmail.com~~]
Sent: Thursday, March 18, 2010 10:46 AM
To: DiGiuseppe, Paul
Subject: Bike Lane on Harris Blvd.

Mr. DiGiuseppe,

I understand that you are the appropriate person to contact regarding any concerns related to the proposed bike lanes on Harris Blvd. My husband and I live at 2414 Harris and we are strongly opposed to adding a bike lane on our street. I have two primary concerns - the first is parking and the second is traffic safety. As I am sure many of our neighbors have expressed, parking is a pretty big problem in our neighborhood. As an older neighborhood, many homes (including ours) do not have modern garages and therefore we have to park in our driveways and on the street. A dedicated bike lane would take away much needed parking space for those that live in our neighborhood and any visitors that come to our homes. My second concern is with general traffic safety. The streets in our neighborhood are very narrow as it is. There are parts of Harris Blvd. that are already too tight, and adding a bike lane would further restrict the traffic flow.

I used to be a very avid biker and triathlete, and I am very supportive of bike safety and making Austin a welcome place for all athletes. But I would not expect every neighborhood to create bike lanes similar to what they have on Shoal Creek. Bikers and training groups flock to Shoal Creek to use those bike lanes and as someone who has both biked and driven in that area, it is not what I want for our neighborhood. It adds a huge amount of congestion and our streets are just too narrow. Adding a bike lane on Exposition made perfect sense, because that is certainly a common route for cyclists and the street is plenty wide to accomodate a bike lane without impeding the rest of traffic. Harris is not anything like Exposition and adding a bike lane would create numerous problems on our already too narrow streets.

Thank you for allowing our neighborhood to express our opinions on this subject. I hope that the city will take these concerns into consideration before making any changes to our streets.

Best regards,

Mollie Duckworth
 2414 Harris Blvd.

5/20/2010

DiGiuseppe, Paul

From: Laura Sharp [laura@sharpfirm.com]
Sent: Thursday, March 18, 2010 10:05 AM
To: DiGiuseppe, Paul
Cc: [REDACTED]

Subject: Bicycle lanes

Dear Paul,

I have received a letter from concerned neighbors about the proposed bicycle lanes and I agree with their issues. Please let me know if you have not seen it. There are many people in this neighborhood that are concerned with not being able to park on Northwood and other streets that they propose to burden with bike lanes. We have lived and ridden bicycles on these streets for nearly 18 years. There is no reason we need lanes for the safety of cut through bikers. Interestingly, the bikers that I witness cutting through our neighborhood never stop at a stop sign unless a car makes them. That is the only safety issue that I am aware of, and even when they run the sign, there has yet to be an accident. When the traffic calming project was happening, the city failed to merge planning process with the neighborhood planning. Some thought that was a mistake and this is the proof. Had the neighborhood been aware that the traffic problems were likely to increase instead of decrease, they may have voted differently on the traffic calming plan. By increasing bicycle traffic and decreasing the future possibility of parking, you have done exactly the opposite of what we need to happen here. I also feel reluctant to allow a plan to pass now with a "promise" that any bike lanes would not impair parking because a later, small lobbying group of cut through bicyclists, could have that changed with no input from the neighborhood. Same issue if the "promise" is that there is currently no funding for the project.

I need to know what is the proper mechanism for addressing this issue and removing the bicycle lane proposal from Pemberton Heights. Do we need to formalize our objections with a petition to the city council or another council? I don't want to allow the plan to be confirmed with this in it if the majority of the people living in this neighborhood object to it.

LAURA BELLEGIE SHARP
THE SHARP FIRM
 3307 Northland Drive, Ste. 470
 Austin, TX 78731
laura@sharpfirm.com
<http://www.sharpfirm.com>
 (W) 512-407-8800
 (F) 512-407-8806

IRS CIRCULAR 230 DISCLOSURE: To ensure compliance with requirements imposed by the IRS, we inform you that any U.S. tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

5/20/2010

DiGiuseppe, Paul

From: Cox, Carla <carla@jw.com>
Sent: Thursday, March 18, 2010 10:02 AM
To: DiGiuseppe, Paul
Subject: Neighborhood Plan for Pemberton and bike lanes

Dear Sir:

I live at 1605 Westover Rd. Please pass on my opposition to proposed bike lanes on Lamar between 29th and Windsor (and any other proposed lanes on Lamar). Unless the City plans to widen Lamar to add another lane in each direction, the addition of a bike lane in existing lanes will seriously impede traffic which is already seriously congested. A bike lane is totally unnecessary on North Lamar. Bikers already have a paved sidewalk that is seldom used by pedestrians as well as the use of the hike and bike trail. It is absurd to impede one of the few north/south traffic arteries to give bikers a third option when they already have more than adequate and much safer means of travelling the same route.

On Northwood, the addition of a bike lane is unnecessary given the mandatory 3 foot avoidance ordinance applicable to bikers. The residents of Northwood should not have their access to street parking infringed on by unneeded bike lanes. This is a residential street and the speed limit is 25 mph. Bikers ride all over our neighborhood now with no bike lanes and they don't have any problem.

Carla J. Cox

~~carla@jw.com~~ <carla@jw.com>

Jackson Walker L.L.P.

100 Congress Avenue

Suite 1100

Austin, Texas 78701

Direct Line: 512-236-2040

Phone: 512-236-2000 (receptionist)

Direct Fax: 512-391-2140

Firm Fax: 512-236-2002

5/20/2010

DiGiuseppe, Paul

From: ~~huffaker@earthlink.net~~
Sent: Thursday, March 18, 2010 9:57 AM
To: DiGiuseppe, Paul
Subject: bike lanes

Mr. DiGiuseppe,

I have lived on the corner of Harris and Gaston for almost 20 years. It is difficult enough for those of us who live in the area to get to and from our houses. Please do not make the things worse by adding bike lanes.

Also, I've yet to see a bicyclist stop at the four way stop placed on our corner last year. Many cars ignore them as well. I believe bike lanes in this area would create a situation with a potential for disaster.

Thank you for your consideration,

Jerry Huffaker

5/20/2010

DiGiuseppe, Paul

From: ~~BAdams@aol.com~~
Sent: Thursday, March 18, 2010 9:49 AM
To: DiGiuseppe, Paul
Subject: pemberton

Hello, Paul, I just want to weigh in with one opinion for Pemberton Heights re: bike lanes, etc. Wooldridge Drive is especially "active" - it is for me about a 10 mph zone with cars lining the street on both sides and runners, walkers, dogs on leashes (but in the middle of the road), and strollers 2 and 3 abreast with nannies or parents. I am "older" and have nightmares about running over a child or even a dog. My husband is smarter than I and he NEVER accesses Wooldridge via Harris Blvd. I am just too old to change my ways of 30 years to take Westover or some other route. I do use 29th quite a bit. In short, I vote for keeping Pemberton from further complication by adding/encouraging cyclists. There is a dangerous woman-driver out there and I am she.

Blessings, Barbara

*Barbara E. Adams
2516 Wooldridge Drive
Austin, Texas 78703
512-474-7148
~~BAdams@aol.com~~*

DiGiuseppe, Paul

From: Lane Orsak [laneorsak@laneorsak.com]
Sent: Thursday, March 18, 2010 10:26 AM
To: DiGiuseppe, Paul
Subject: Bike lanes in Pemberton

Dear Sir -

My wife and I own a condo at 2618 A Jefferson and walk throughout Pemberton weekly for exercise. I have observed the following:

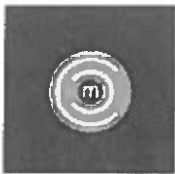
- There are more people walking, than cycling.
- Jefferson Street and Harris Blvd. have been adopted by non-neighborhood residents as a way to avoid MOPAC between the hours of 4:45 and 6:45 PM.
- Based on the disregard I experience weekly for pedestrian traffic on Jefferson and the frequent abuse of the speed limit (due to no speed bumps), it would be DANGEROUS and irresponsible to put cyclists on Jefferson.
- Harris Blvd is the safest path to accommodate cyclists (That is where I see the most cycle traffic weekly anyway!).
- Jefferson needs speed bumps, not bike lanes from Westover to 24th street.

Thank you for considering our thoughts.

Best -

Lane Orsak

--



Lane Orsak

Creative Marketing Consultants
2618 A Jefferson Street
Austin, TX 78703

Cell 512.297.8111
www.laneorsak.com

CY

DiGiuseppe, Paul

From: James Huffines [huffines@plainscapital.com]
Sent: Thursday, March 18, 2010 8:41 AM
To: DiGiuseppe, Paul
Subject: Bike lanes on harris

I would like to formally express my strong opposition to adding bike lanes on Harris Blvd. I live at the corner of Harris and Leigh Street and it would be a huge mistake for the city to move forward with the bike plan proposed for Harris. Based on my conversations with probably 30 neighbors, I estimate there may be only 10%-20% support for your proposed plan. I know the limited support comes from people who don't live in the neighborhood and or not impacted by this proposal thus PLEASE do not go forward with the bike lane proposal on Harris.

James Huffines
Chairman, Central & South Texas Region
PlainsCapital Bank, Austin
919 Congress Avenue, Suite 600
Austin, TX 78701
512-457-7503 phone
huffines@plainscapital.com

PlainsCapital Corporation made the following annotations

The information contained in this e-mail is strictly confidential and for the intended use of the addressee only. Any disclosure, use or copying of the information by anyone other than the intended recipient is prohibited. If you have received this message in error, please notify the sender immediately by return e-mail. PlainsCapital Corporation has taken every reasonable precaution to ensure that any attachment to this e-mail has been checked for viruses. We accept no liability for any damage sustained as a result of software viruses and advise you carry out your own virus checks before opening any attachment. This email contains the views of the author and should not be interpreted as the views of PlainsCapital Corporation. -----

5/20/2010

DiGiuseppe, Paul

From: Robert Kinney [~~Robert@KinneyRecruiting.com~~]
Sent: Thursday, March 18, 2010 8:09 AM
To: DiGiuseppe, Paul
Subject: Thoughts on Bike Lanes

Paul - We live on 2406 Harris Blvd, near Windsor. Cars turn on Harris near our house and regularly drive by traveling in excess of 40 miles per hour although this is a 25 mph zone. Since the neighborhood foolishly turned down traffic calming measures prior to us moving here, the only thing that serves to slow these cars down is parked cars on either side of the street, which is quite effective. If the bike lanes will come with removal of parking on Harris, then you can register me AGAINST the proposed bike lanes. Bikers already realize that they can use Harris and do so all time. Spending money on painting the street seems foolish. It would be much better for the neighborhood and the bikers if the city spent some money on speed feedback signs permanently installed on Harris. I am referring to the signs that are common in some places, especially Europe, that tell drivers, "You are speeding", or the like.

Robert E. Kinney, Esq.
Kinney Recruiting, Inc.

Toll Free: +1-888-848-5757
Cell: +1-512-636-1395
HK Mobile: +852 9674 2089
~~Robert@KinneyRecruiting.com~~

www.kinneyrecruiting.com

This communication may be privileged or contain confidential information. If it has been sent to you in error, please do not read it, reply to the sender that you received it in error, and delete it. Any distribution or other reproduction is strictly prohibited.

5/20/2010

DiGiuseppe, Paul

From: Suzanne Deaderick [mailto:~~suzanne@grandecore.net~~]
Sent: Thursday, March 18, 2010 8:22 AM
To: John Sheffield
Cc: Kathryn Anderson; Pemberton email Pemberton email
Subject: Re: [Phna] bike lanes in pemberton

Ditto what John has said about bike lanes on Northwood, but for Harris Blvd. as well. I have sent my opposition to Paul G.

Harris is in grave danger of turning into the next Exposition Blvd. or Shoal Creek Blvd. Many bikers already run the stop signs on Harris, and a bike lane will only encourage that.

Paul's email is paul.digiuseppe@ci.austin.tx.us and he needs to hear from all of us. Please take a minute to let him know we want Pemberton to stay the way it is.

Suzanne Deaderick
Historic Research & Representation

477-2929 (h), 923-1414 (c)
~~Suzanne@grandecore.net~~

www.historyofyourhouse.com

On Mar 17, 2010, at 5:55 PM, John Sheffield wrote:

Kathryn,

I sent to Paul my strong opposition to the proposed bike lanes on Northwood Rd for 3 reasons:

- 1) I don't think any of us think the big bold white lane paint does anything good for aesthetics on our neighborhood streets,
- 2) parking on both sides of the street is the only thing that effectively slows car traffic on Northwood and therefore eliminating it would make Northwood a permanent two lane highway, and
- 3) the City has already effectively created a City-wide "virtual bike lane" with their 3 foot rule, so some big ugly paint job and reduced parking is not necessary to protect bike rights.

5/20/2010

DiGiuseppe, Paul

From: Alison Davis Frey [afrey@pirkeybarber.com]
Sent: Wednesday, March 17, 2010 10:21 PM
To: DiGiuseppe, Paul
Subject: Bike Lanes Planned for Pemberton Heights

Mr. DiGiuseppe,

I have recently learned about the plan to install extensive bike lanes through the neighborhood streets of Pemberton Heights and Brykerwoods. I live on Gaston Ave., one of the streets targeted for this project. I would like to voice my extreme concern and disappointment over this plan. The result of your plan would negatively impact our neighborhood, lowering property values, making life extremely inconvenient for the residents, and increasing the danger for pedestrians, particularly those with small children.

Our neighborhood streets are crowded enough with cars, buses, bicyclists, and pedestrians. Encouraging more bicycle traffic would only increase the danger for residents who try to use the streets of our neighborhood to stroll our children, teach them to ride bikes, walk our dogs, and play ball. My experience with serious bikers going through our neighborhood has been that they are inconsiderate of non-bikers, both pedestrians and cars.

If on street parking were prohibited, it would make it extremely inconvenient for visitors and service providers trying to access a house on a street with a bike lane. This plan would effectively take away the right and ability of the residents to utilize and enjoy their homes and property in favor of an effort that benefits very few, non-residents. Of the bike lanes I have already seen installed in West Austin (Exposition Blvd., for example) the use is minimal and seems limited to recreational bikers, not individuals choosing to bike to work over drive. There are many places in Austin for people to bike recreationally. Our neighborhood does not need to be one of them. In fact, there are plenty of bike lanes already in the immediate area – all around our neighborhood, not to mention, the hike and bike trail that runs along Lamar.

Police records indicate that there has not been one accident involving a bicyclist in our neighborhood in the last six years. Therefore, there cannot possibly exist justification for (1) spending the funds to put in the proposed lanes and (2) taking the enjoyment of our neighborhood away from the residents.

Finally, I find it very frustrating that we had to wait months and months for the City to repair our road after tearing it up in the course of a water project because it ran out of money to finish (\$2000 short), yet the City can find money to install bike lanes that no one wants throughout our entire neighborhood. Not only is this project undesirable, but it seems ill-conceived and irresponsible as well.

I urge you to reconsider this project, giving due respect and consideration to the opinions of the residents of the neighborhoods in effects.

Thank you for your time and attention. Please feel free to contact me at the number provided below if you would like to discuss this further.

Alison Davis Frey
Pirkey Barber L.L.P.
512.482.5236

5/20/2010

DiGiuseppe, Paul

From: Tony Kayser [tonykayser@gmail.com]
Sent: Wednesday, March 17, 2010 9:33 PM
To: DiGiuseppe, Paul
Subject: Pemberton Bike Lanes
Follow Up Flag: Follow up
Flag Status: Red

Paul,

Thanks for your time. I'm writing to you to voice my opposition to some of the proposed bikes lane for Pemberton Heights, especially on Northwood Rd and 29th.

These streets are cut-thru streets for cars and the only thing slowing these cars down is the presence of parked cars. If parking is restricted on these streets, it will make them that more appealing for vehicular traffic. Plus, with some of the displaced parked cars going to other streets, those streets (such as Westover and Mohle) will be less appealing for vehicular traffic. I fear that Northwood and 29th will become busy speedways (they already are at times).

Honestly, I don't think what bike traffic we have now is that inconvenienced or in danger due to the absence of bike lanes. A flyer was dropped off at my door today indicating that there were no reported accidents in a recent 6 year period.

Please keep these points in mind when plans are formed and decisions are made. Thanks!

Tony Kayser
 1410 Northwood Rd.

DiGiuseppe, Paul

From: Eleanor Chote [eug1512@gmail.com]
Sent: Wednesday, March 17, 2010 7:59 PM
To: DiGiuseppe, Paul
Subject: Bike Proposals for Pemberton Heights

Sir,

We are opposed to the plan and think it is not needed. We have had no bicycle injuries or incidences in our neighborhood in a number of years. Many of us in the neighborhood are bike riders ourselves and we are all very careful when bicyclists are spotted. Please **DO NOT** consider the loud voices of a few who thought this might be good when there is a large majority on both busy streets and side streets in Pemberton Heights who are quieter but do not want any additional bike lanes in our area.

Thank you for your consideration,

Dick and Eleanor Chote
Preston Avenue

5/20/2010

DiGiuseppe, Paul

From: Carolyn Beynon [~~carolynbeynon@gmail.com~~]
Sent: Wednesday, March 17, 2010 7:30 PM
To: DiGiuseppe, Paul
Subject: Proposed bike lanes on Harris Blvd.

Dear Mr. Diguseppe:

Please record my opposition to bike lanes on Harris Blvd. I live on Harris and observe daily the commuter and professional bikers that do not stop at our stop signs.

I love to ride bikes but I do not think it is fair to take this area from each homeowner and neighbor and restrict it to bikes. I think it causes a great inconvenience that comes with the loss of unrestricted on-street parking.

We have a lot of elderly people living in the area and they travel at a different speed and alertness. Bike lanes would be a problem for them.

Please count me as opposed.

Carolyn Beynon
2534 Harris Blvd.
Austin, Texas 78703

5/20/2010

DiGiuseppe, Paul

From: susan pascoe [~~saspcoe@grandcentral.net~~]
Sent: Wednesday, March 17, 2010 6:51 PM
To: DiGiuseppe, Paul
Subject: RE: Bicycle lanes question

Thanks Paul. I also spoke with Annick and she related the meeting in which these were requested. I may have missed that one...and many Pemberton residents probably did as well.

If you want to add me to the count – I am in favor of the bike routes.

Susan

From: DiGiuseppe, Paul [mailto:Paul.DiGiuseppe@ci.austin.tx.us]
Sent: Monday, March 15, 2010 4:06 PM
To: susan pascoe
Subject: RE: Bicycle lanes question

Hi Susan:

I'm sorry this has taken so long but I was out for a few days, had to input the feedback from the Open House, and respond to lots of e-mails (primarily in regards to the Bike Lane proposal on Harris). The map provided in the draft chapter of the neighborhood plan shows that Jefferson, Windsor, and 35th/38th were part of identified as part of the 1998 Bike Master Plan. You are correct that the other bike lane requests were made by stakeholders during our planning process, including the request on Harris Boulevard. I'll be working with Annick Beaudet to update this map to reflect the 2009 Updated Bike Master Plan.

I hope you are well.

Paul
Paul DiGiuseppe, Principal Planner
City of Austin Planning and Development Review Department
505 Barton Springs Rd., 5th floor
Austin, TX 78704
paul.digiuseppe@ci.austin.tx.us
Phone: (512) 974-2865
Fax: (512) 974-6054
Mailing address: P.O. Box 1088, Austin, TX 78767

From: susan pascoe [~~saspcoe@grandcentral.net~~]
Sent: Tuesday, March 09, 2010 4:49 PM
To: DiGiuseppe, Paul
Subject: Bicycle lanes question

Hi Paul,

Bill Rose called me about the bicycle lanes in Pemberton. He said he spoke with you as well. I would appreciate your help on this. I know I missed some meetings, but I honestly do not remember much discussion about bicycle lanes.

I see the one on Jefferson that is part of the bike master plan. On the other requested lanes, were those requested by workshop participants? I presume so, but I need to confirm.

5/20/2010

DiGiuseppe, Paul

From: Clay C. Duckworth [~~clay@duckworthhouston.com~~]
Sent: Wednesday, March 17, 2010 6:00 PM
To: DiGiuseppe, Paul
Subject: Harris Blvd Bike Lanes

Paul,
Please note that my wife and I are strongly against the application of bike lanes on our street. We live at 2414 Harris Blvd and my contact information is below.

Regards,
Clay Duckworth
Duckworth Properties
512-771-9808 phone
512-697-0099 fax
~~clay@duckworthhouston.com~~

5/20/2010

DiGiuseppe, Paul

From: Susan Morehead [s.morehead@att.net]
Sent: Wednesday, March 17, 2010 4:58 PM
To: DiGiuseppe, Paul
Subject: proposed bike lanes on Harris Blvd

Dear Mr. DiGiuseppe,

I understand that you are the person to whom comments should be directed from our neighborhood, Pemberton Heights, regarding the proposal of bike lanes. I have lived on Harris Boulevard in the same house since February 1971. My children grew up here, and the next generation (we have 8 grandchildren ranging from one to 23 years) is spending a lot of time here as well. When they come for a family dinner, they represent five families in addition to our own, each driving their own family car (and each car has a minimum of two, often four, sometimes more people). In addition, my father and sister from San Antonio often join us, bringing at least one additional car. If we have no parking rights on our street, parking will become a large problem: my 90 year old father shouldn't have to walk a block or two to get to my house, and neither should my children's families with small children who often bring their "other" grandmothers and great-grandmothers, too.

I support biking and was instrumental in the 1970s in getting more and better hike and bike trails funded and built by the city. But I cannot support bike lanes that restrict parking on my street. Our neighborhood has just added additional stop signs on Harris Blvd. to calm speeding traffic, and I know how useful parked cars are for the same problem. Traffic here has already slowed, so bikers should not be in danger when riding here without bike lanes. I know of no bike accidents on Harris Blvd in the time I have lived here.

Please do not restrict parking on Harris Boulevard.

Sincerely,
Susan Morehead
2508 Harris Blvd.
Austin 78703
512 476-5703 home
512 762-3412 cell

5/20/2010

24

DiGiuseppe, Paul

From: ~~karen@laneorsak.com~~
Sent: Wednesday, March 17, 2010 10:43 PM
To: DiGiuseppe, Paul
Subject: Proposed bike lanes in Pemberton Heights neighborhood

Dear Mr. DiGiuseppe,

As homeowners at 2618 Jefferson St. we would like to oppose many of the proposed bike lanes through the Pemberton Heights neighborhood. Our neighborhood is already overburdened with automobile cut-through traffic.

They speed down Jefferson between Hartford and 29th St. The addition of bike lanes would increase further cut through traffic in the form of bicycles in addition to cars in an area that already experiences vehicular cut through traffic. My experience is that many bicycle commuters do not obey the traffic laws any better than automobile drivers obey the speed limits. It could also possibly diminish on street parking by residents and their guests. This would diminish property values and burden side streets with vehicle parking and also require more pedestrians to cross an already busy street.

While I appreciate the need for safe bicycle routes I do not feel that Jefferson St. between Elridge and 29th st. to be an appropriate route. The studies of bicycle safety in the Pemberton Heights neighborhood show no accidents involving a bicycle from 2002-2007. Since then the speed limit was reduced to 25 MPH and 20 new stop signs have been installed. This should have made the neighborhood even safer for all.

However, there is only one stop sign on Hartford past the Mopac feeder where it merges with Jefferson St. The vehicular cut through traffic from Windsor to 29th St. is very high and often with high speeds. I know as I walk almost daily and try to flag speeders when I am trying to cross the street to other neighborhood streets.

As an owner of a real estate company in the UT area and very familiar with vehicle, bicycle and pedestrian traffic I know the difficulties the city faces in balancing the need for protecting all and promoting more usage of bicycles. However, we strongly oppose many of the proposed bike lanes in the Pemberton Heights area as it home to many families that walk strollers, dogs, jog and also enjoy pleasant bike riding. It is not for commuter cut through traffic.

Respectfully yours,

Karen and Lane Orsak

mail2web LIVE - Free email based on Microsoft® Exchange technology -
<http://link.mail2web.com/LIVE>

C4

DiGiuseppe, Paul

From: Robert Peeler [mailto:robert@robertpeeler.com]
Sent: Wednesday, March 17, 2010 8:51 PM
To: DiGiuseppe, Paul
Subject: Pemberton Heights Bike Lanes

Follow Up Flag: Follow up
Flag Status: Completed

I would like to express my opposition to the bike lanes that have been proposed in addition to the recommended bike lanes per the Bike Master Plan, I have no problem with the current Bike Master Plan.

-First as the owner of house at the Corner of Gaston & Harris at 1501 Gaston (I also have a rental property at 1601 Westover), this would dramatically change the look, feel and aesthetics of the neighborhood. Additionally it would significantly restrict the parking on Harris and Gaston and directly effect the use and enjoyment of my property. As these streets are already what I would consider narrow for two cars to safely pass in many places, this would decrease safety for all on the road not increase it. I also I feel this negatively effects my property value.

-I also have concern as to how beneficial such drastic changes will be to the safety of bicyclists. Recently our neighborhood not only lowered the speed limit to 25 MPH but has added several stopsigns. I am not aware of any major accidents involving bikers in this area in recent years. I just don't see the added safety benefit when there doesn't appear to be a need for added protections as I see many bikers already using the roads around here without issue. Also I would argue that the recent City ordinance creates de facto bike lanes on all city streets.

-another consideration would be how a bike lane would be implemented on Harris and be able to co-exist with the current city bus route.

I appreciate your willingness to accept comments on this issue that is very important to this neighborhood and I look forward to hearing about what the next steps might be in this process.

Thanks

Robert Peeler
5126586889

C4

DiGiuseppe, Paul

From: Jenny Johnson [mailto:~~j.johnson@grandcreek.net~~]
Sent: Wednesday, March 17, 2010 7:49 PM
To: DiGiuseppe, Paul
Subject: Bike lane in pemberton heights

I have not seen the flyer about the bike lane on northwood, and I am out of town. I live in pemberton. I oppose restricting parking along northwood by northwood residents, as it does really slow down the traffic. I agree with some that think you could add the bike lane and create a street where no one wants to bike, due to increased car traffic. I walk the area for 4 hours per week on average, and drive 29th, northwood, and the shoalcreek gaston intersection.

Thank you for your consideration, and tolerating my email from my phone.

Jenny Johnson
~~j.johnson@grandcreek.net~~
512-771-8385

24

DiGiuseppe, Paul

From: DDD [~~ddurst@durstbotkin.com~~]
Sent: Wednesday, March 17, 2010 5:59 PM
To: DiGiuseppe, Paul
Subject: Bike Lanes on Northwood Road

Mr. DiGiuseppe --

I would like to write to express my concern about bike lanes being added on Northwood Road. We already have a terrible traffic problem with cars speeding by, and the rumor is that we will no longer be able to park on the street if bike lanes are added. Since traffic calming was put to a "neighborhood vote" and all the neighbors on streets that are not now bedeviled by traffic voted "no" (in fear of their property values being lowered somehow) parking cars on the street is our only way to slow down the traffic. If the city is going to direct all this traffic down our historic residential street, is there is some plan to slow it down and not speed it up? There are two blocks before drivers reach a stop sign on Northwood. Drivers have a long distance to reach a high speed -- people go 50 mph before slowing down. Adding bikes to the mix seems like a bad idea for the bikes as well as the residents. I know a stop sign at Kerbey and Northwood is never been on the table, but something needs to be done. I worry about my two small children being hit by a car. Thanks for your time.

Desiree Durst Botkin
1606 Northwood Road
708-1088

CY

DiGiuseppe, Paul

From: Elizabeth Cash [mailto:~~eee@ctu.com~~]
Sent: Wednesday, March 17, 2010 2:55 PM
To: DiGiuseppe, Paul
Subject: RE: CWANPA question

Paul,
Thank you for this information. You can add me to the list of folks who support bike lanes in Pemberton. If you will send me the follow-up information, I will get it posted on our listserv.
I hope you are well also.
Thanks again,
Elizabeth

>>> "DiGiuseppe, Paul" <Paul.DiGiuseppe@ci.austin.tx.us> 3/17/2010 2:50
>>> PM >>>
Hi Elizabeth:

Thank you for your e-mail. I've been receiving the same e-mails. In response, I will be meeting with Annick Beaudet on Monday to discuss and get responses back to those who raise this concern. This meeting will help to determine the appropriate way to address this issue through the neighborhood planning process. I have also received a some e-mails supporting the bike lanes.

If people have concerns, they should address them to me. It is always appropriate to send to Planning Commission and City Council as well. I had set March 19 as the deadline for comments on the plan. However, as I'm in the process of setting the dates for Planning Commission and City Council, I need to see if I can extend the comment period. In any event, I know (and have recorded) there are concerns over bike lanes on Northwood and Harris.

I will get back with you next week.

I hope you are well.

Paul

Paul DiGiuseppe, Principal Planner
City of Austin Planning and Development Review Department
505 Barton Springs Rd., 5th floor
Austin, TX 78704
paul.digiuseppe@ci.austin.tx.us
Phone: (512) 974-2865
Fax: (512) 974-6054
Mailing address: P.O. Box 1088, Austin, TX 78767

-----Original Message-----

From: Elizabeth Cash [mailto:eac@ctu.com]
Sent: Tuesday, March 16, 2010 9:54 AM
To: DiGiuseppe, Paul
Subject: CWANPA question

Hi Paul,
A couple of neighbors in Pemberton are handing out flyers telling people that the possible bike lane along Harris Blvd may mean the end of on-street parking and they are asking people to write city council to oppose this. Can you tell me:
* is it true that a bike lane in the neighborhood means no on-street parking, or can you remind me who the nice lady was who came to speak to about bike issues was so I can ask her
* considering where we are in the process, should people address

concerns to you or the city council or either/both
* what is the deadline to get comments in?

Thank you!

--Elizabeth Cash

CY

cy

DiGiuseppe, Paul

From: Elizabeth Cash [~~ecash@coln.com~~]
Sent: Tuesday, March 16, 2010 9:54 AM
To: DiGiuseppe, Paul
Subject: CWANPA question

Hi Paul,

A couple of neighbors in Pemberton are handing out flyers telling people that the possible bike lane along Harris Blvd may mean the end of on-street parking and they are asking people to write city council to oppose this. Can you tell me:

* is it true that a bike lane in the neighborhood means no on-street parking, or can you remind me who the nice lady was who came to speak to about bike issues was so I can ask her

* considering where we are in the process, should people address concerns to you or the city council or either/both

* what is the deadline to get comments in?

Thank you!

--Elizabeth Cash

DiGiuseppe, Paul

From: chela abdallah [cabbdallah22@gmail.com]
Sent: Tuesday, March 16, 2010 3:06 PM
To: DiGiuseppe, Paul
Subject: bicycle lanes

Dear Mr. DiGiuseppe,

I'm writing you to express my concern over the proposed bike lane on Harris Blvd. I live at the already overburdened corner of Harris and Windsor. Creating a bicycle lane on Harris will exacerbate the problem of cut-through traffic that is already threatening our neighborhood's safety and character. Enabling cyclists to use Harris as a cut-through will serve only to make the situation more dangerous for pedestrians and people who actually reside in this neighborhood. While there is a need for safe access across Mopac, the recommended bike lane at Northwood and Mopac would take care of that issue. Additionally, it is already nearly impossible for me or my visitors park in front of my own house because of the high volume of traffic. My car has even been sideswiped while parked in front of my neighbor's house. Bicycle lanes would further eliminate safe on-street parking. Harris Boulevard is one of Austin's oldest neighborhood streets, one with historical significance to our city. Please help us preserve the character and safety of this neighborhood street and one of Austin's old neighborhoods. I respectfully request that Harris Boulevard be dropped from the list of streets to receive bicycle lanes.

Sincerely,
 Chela Abdallah
 2400 Harris Blvd

5/20/2010

DiGiuseppe, Paul

From: ~~kinney@kinneyfamily.com~~ on behalf of Michelle W. Kinney [~~Michelle@KinneyFamily.net~~]
Sent: Tuesday, March 16, 2010 10:04 AM
To: DiGiuseppe, Paul
Subject: Bike Lanes (on HARRIS BLVD)

Dear Paul,

I am for the bike lanes. I think it will help cars be more aware of cyclists as they will know that there is a lane and hopefully remind them to share the road. And vice-versa for the cyclists.

I had to laugh at concerns of "non-neighborhood" bicyclists cutting through the neighborhood. It would be great if more people got on their bikes and out of their cars. Another concern I heard was that implementing bike lanes would put our "on-street" parking at risk. That would also be great as this neighborhood could use a little less "ON-STREET" parking!

I know the neighborhood rejected speed bumps (I did not live here then), but what about radar enabled speed feed-back signs on Harris? i.e. The signs that indicate how fast your car is traveling and flashes a warning if you are speeding. We have looked into these and they cost approximately \$3,000 per sign. Studies show they are very effective.

This street has become a speedway even with all the on-street parking. It is amazing to me how fast people drive on this street.

Thanks for your work on this.

--
 Michelle W. Kinney
~~Michelle@KinneyFamily.net~~

2406 Harris Blvd.
 Austin, TX 78703
 (512) 542-9041

5/20/2010

DiGiuseppe, Paul

From: Carol Johnson [okjohnson@gmail.com]
Sent: Monday, March 15, 2010 10:10 PM
To: DiGiuseppe, Paul
Subject: Against Bike Lane on Northwood Road

Mr. DiGiuseppe,

I live at 1611 Northwood Road and have heard that the City of Austin is considering putting a bike lane on Northwood Road. We have asked for traffic calming on Northwood, as cars speed between MOPAC and Wooldridge on their way to the University of Texas or Lamar Blvd. As this has not been granted, the only calming we have is cars parked on either side of the road. A bike lane would not only inhibit our parking access, but would cause the road to become an dangerous thoroughfare for speeding cars. Thank you for your work on this. Please do NOT recommend Northwood Road have a bike lane.
Carol Johnson

5/20/2010

54

DiGiuseppe, Paul

From: stevec [stevec@io.com]
Sent: Monday, March 15, 2010 8:55 PM
To: DiGiuseppe, Paul
Subject: Harris Blvd. Bike Lanes

Dear Paul,

I received a flier at my house today concerning the "Central West Austin Combined Neighborhood Plan" and its proposal to put bike lanes on Harris Blvd and in other locations in the Bryker Woods neighborhood. The flier was encouraging residents to oppose the bike lanes because they might put "our on-street parking at risk."

I want to let you know, that as a longtime resident (20 years) of Harris Blvd. and Bryker Woods, I would **strongly** support bicycle lanes on Harris and throughout the neighborhood. Harris Blvd. is a perfect street for bicycle traffic, and by combining it with other streets such as Windsor, Blanco, Jefferson, Bull Creek and Shoal Creek, it makes a great (and safe) thoroughfare for cyclists to avoid more dangerous corridors such as Lamar and Burnet.

To the extent that my individual opinion matters, I wanted to be sure you were aware of it. Feel free to contact me should you want any additional information.

Sincerely,

Steve Cochran
3105 Harris Blvd.
stevec@io.com

DiGiuseppe, Paul

From: James Damon [~~jamesmdamon@yahoo.com~~]
Sent: Monday, March 15, 2010 6:40 PM
To: DiGiuseppe, Paul
Subject: RE: bike lanes

Dear Paul,

I am forwarding this message at the suggestion of Laura Sharp.

Regards, jmd

--- On Mon, 3/15/10, Laura Sharp <laura@sharpfirm.com> wrote:

From: Laura Sharp <~~laura@sharpfirm.com~~>
Subject: RE: bike lanes
To: "James Damon" <jamesmdamon@yahoo.com>
Date: Monday, March 15, 2010, 2:37 PM

James, you need to express your opinion to Paul at the city. I don't currently have the time to devote to this. I think that if he gets multiple requests that it will help.

Laura Bellegie Sharp

The Sharp Firm

3307 Northland Drive, Ste. 470

Austin, TX 78731

laura@sharpfirm.com

From: James Damon [mailto:jamesmdamon@yahoo.com]
Sent: Monday, March 15, 2010 11:40 AM
To: Laura Sharp; tim@drgainc.com
Subject: RE: bike lanes

Thanks for this message and your vigilance, Laura and Tim.

5/20/2010

email Paul.

-Tim

DON RAY GEORGE & ASSOCIATES, INC.

S. Tim Smith, P.E.

Principal

1604 Rio Grande

Austin, Texas 78701

Office: (512) 476-1245

Fax: (512) 476-6025

From: Laura Sharp [mailto:laura@sharpfirm.com]

Sent: Monday, March 15, 2010 9:56 AM

To: [REDACTED]

Cc: 'Lance Sharp'

Subject: bike lanes

Sorry, hit send accidentally. I don't know the answer to this but I wanted you to be aware of a concern that I have and if you are concerned, email Paul.DiGiuseppe@ci.austin.tx.us at the City of Austin if you have similar issues. The new neighborhood plan currently does not have sidewalks on Northwood, but does have bike lanes. I am in favor of them as long as we are allowed to park on both sides of the street. As you are aware, the neighborhood calming project went down in flames that would have allowed speed control on Northwood. One of the positive things we have/had going for us is that cars parked on both sides is the only present deterrent to Northwood being a highway. We will not get anything else. I strongly suggest you inquire, as I have and express your desire to know if we can continue to park on both sides. In addition, for those of you that depend on parking in front of your house for guests and your own cars, think about how far away you will and your guests will have to park if this even takes up one side of Northwood.

5/20/2010

DiGiuseppe, Paul

From: Stephen Thomas [stephen@slthomas.com]
Sent: Monday, March 15, 2010 3:49 PM
To: DiGiuseppe, Paul
Subject: Bike Lanes on Harris Blvd.

Paul,

It was a pleasure to speak with you. Per our conversation, I wanted to voice my opposition to the proposed bike lanes for Harris Blvd. (W32nd to Windsor). Thanks again for your efforts and have a great week.

Regards,

stephen thomas

Stephen Thomas
3106 Harris Blvd.
Austin, TX 78703
Phone: 512-750-8786
Fax: 512-716-8005
Email: ~~stephen@slthomas.com~~
Web: www.slthomas.com

5/20/2010

DiGiuseppe, Paul

From: John Sheffield [~~john.sheffield@pobox.com~~]
Sent: Monday, March 15, 2010 2:52 PM
To: DiGiuseppe, Paul
Subject: oppose bike lanes on Northwood

Paul,

You have been helpful in listening to my traffic/speed complaints on Northwood and I appreciate that. For similar reasons of speed and volume of cars, I can not and will not support bike lanes along Northwood Rd between Wooldridge and Jefferson. At least I can not assuming the bike lanes are anything similar to that on Exposition and which would seek to eliminate parking along one or both sides of the street.

Parking on BOTH sides of the street is the ONLY thing that slows the vast amounts of speeding traffic on Northwood between Lamar and Jefferson. Eliminating parking on one side of the street would create an unimpeded 2 lane highway thru our neighborhood.

I have spoken with a few of my neighbors and based on that small yet unscientific survey believe that Northwood residents would not support such bike lanes (or anything) that limits parking on either side of the street.

Happy to hear a different side if the bike lane the group proposes differs in size or structure. I could not find a discussion of the bike lane structure.

As an aside, frankly I dont think anyone wants additional paint on the neighborhood streets in front of their house.

Besides, the City Council has already mandated a city-wide "virtual bike lane" with the 3 foot rule. This makes the painted bike lanes unnecessary in my mind. They already have it!

Thanks.

John Sheffield
1305 Northwood

--

John Sheffield
(M) 512-363-2692
~~john.sheffield@pobox.com~~
www.linkedin.com/in/johnsheffield

DiGiuseppe, Paul

From: Laura Sharp [mailto:laura@sharpfirm.com]
Sent: Monday, March 15, 2010 9:47 AM
To: DiGiuseppe, Paul
Subject: bike lanes

Paul, one other request that I have, if there ends up being some signage for a bike lane on Northwood, that you put it in someone else's yard. We have 3 signs in our yard as it is, stop, bike on Jefferson and speed. Let someone else host it please.

LAURA BELLEGIE SHARP
THE SHARP FIRM
 3307 Northland Drive, Ste. 470
 Austin, TX 78731
laura@sharpfirm.com
<http://www.sharpfirm.com>
 (W) 512-407-8800
 (F) 512-407-8806

IRS CIRCULAR 230 DISCLOSURE: To ensure compliance with requirements imposed by the IRS, we inform you that any U.S. tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

This message is intended only for the designated recipient(s). It may contain confidential or proprietary information and may be subject to the attorney-client privilege or other confidentiality protections. If you are not a designated recipient, you may not review, copy or distribute this message. If you receive this in error, please notify the sender by reply e-mail and delete this message. Thank you. *****

5/20/2010

DiGiuseppe, Paul

From: Teddy Kinney [~~teddy.kinney@stglobal.net~~]
Sent: Sunday, March 14, 2010 8:07 PM
To: DiGiuseppe, Paul
Cc: phna@pembertonheights.org
Subject: bike lanes on the proposal

As an enthusiastic but slightly elderly and timid bike-rider, I reviewed the bike lanes proposed for the Central Austin neighborhood plan. They look excellent to me. The one I would question is that on Lamar from 38th to Windsor. It's needed, but traffic is so heavy on Lamar that I don't think anyone who cannot ride at traffic speed should be encouraged to be in the street along there. The sidewalks are available for the rest of us who can share them with walkers, etc. In Victoria, BC, Canada, I've noticed that they often paint in the street + use signage to show bikes/cars and say "Share the road" as a way of saying that there is no specific bike lane here. I think some of that type of thing painted in the street is a good idea as often so many cars are parked along the sides of the road, no one can see signage. Particularly, a place that could use a lot of painted in the middle of the street signage is the dog park parking area leading to Gaston and the 3-way stop there – then both up and down that hill where children, strollers, scooters, etc. are in the middle of the road going fast downhill or struggling uphill and the cut through traffic to/from downtown is often speeding here and not familiar with the character of the park and hike and bike trail. Thanks for working on this project.

Teddy L. Kinney
 1010 Gaston Avenue
 Austin, Texas 78703

512/476-2805

~~Teddy.Kinney@SBCglobal.net~~

DiGiuseppe, Paul

From: Laura Sharp [~~laura@sharpfirm.com~~]
Sent: Sunday, March 14, 2010 5:31 PM
To: DiGiuseppe, Paul
Subject: bike lanes

What does having bike lanes do to our street? Will we be able to park on both sides of the street? Why does Northwood show bike lanes when the aren't listed on the table? If we can't park that will make Northwood a highway.

LAURA BELLEGIE SHARP
THE SHARP FIRM
3307 Northland Drive, Ste. 470
Austin, TX 78731
laura@sharpfirm.com
<http://www.sharpfirm.com>
(W) 512-407-8800
(F) 512-407-8806

IRS CIRCULAR 230 DISCLOSURE: To ensure compliance with requirements imposed by the IRS, we inform you that any U.S. tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code or (ii) promoting, marketing or recommending to another party any transaction or matter addressed herein.

This message is intended only for the designated recipient(s). It may contain confidential or proprietary information and may be subject to the attorney-client privilege or other confidentiality protections. If you are not a designated recipient, you may not review, copy or distribute this message. If you receive this in error, please notify the sender by reply e-mail and delete this message. Thank you. *****

5/20/2010

DiGiuseppe, Paul

From: ~~BRYAN_CHESTER@Dell.com~~
Bryan_Chester@Dell.com

Sent: Friday, March 05, 2010 9:43 AM

To: DiGiuseppe, Paul

Subject: We on Harris BV are extremely opposed to your bike lane idea!!!!!!!!!!!!!!

I am the President of the Pemberton Neighborhood Association. Who can we send our petitions against this to?
Terrible idea!

Bryan Chester
Director, SMB S&P Americas
512.632.4788 (cell)
Please send any comments to my manager: Erik_Dithmer@Dell.com

5/20/2010

DiGiuseppe, Paul

From: Bray, Rebecca [mailto:Rebecca.Bray@kutz.com]
Sent: Thursday, March 04, 2010 10:29 AM
To: DiGiuseppe, Paul
Subject: Central West Austin

Hi Paul – This is Rebecca Bray and I live at 2606 Harris Blvd. I am in receipt of the flyer that was mailed out a week or so ago (I am just getting back into town so I am not sure of the exact time). Anyway, I wanted to see if I could register comments via e-mail or if I needed to come to the meeting this evening to register comments. Needless to say I am not very pleased/happy about the proposed changes. I have lived in the neighborhood for nearly 40 years so I have seen many, many changes.

First in reviewing the Draft Transportation Chapter there are a number of comments that I find very discouraging. The statement "Their frontages create semi-public spaces out of front yards, where children play and residents socialize" is very assuming. I DO NOT want people in my front yard; I want to keep as much distance between my house and the street as possible. I already have people walking their dogs letting them use my yard as their "dog park" or allowing them to chase my cats that are in my yard. My front yard is my property and should not be considered a semi-public space. I do not agree or support the construction of sidewalks along Harris Blvd or any other roadway in the area. I run and bike along these streets three or four times a week and there are not any problems/conflicts with street activity.

There is a general statement about controlling on-street parking. Many of the houses are small with impervious cover requirements, have limited driveway/on-site parking space; thus, many residents use the public streets to park their vehicles. I think limiting on-street parking is a terrible idea. There always seems to be construction going on somewhere along the street. Where will these construction vehicles park? The house across from me routinely has three to six construction vehicles out front. Is the city suggesting that these vehicles park on the side streets and inconvenience the neighbors on these streets? Also, there are people that have parties, where do these residents tell their guests to park? If the City wants to implement a permitting system such as in use around the Brykerwood area, I would be in opposition to this as well.

I also do not support the construction of bike lanes in the neighborhood. I have pretty much already stated the reason why, but in general if bike lanes go in ... on-street parking is removed. Harris and other roads are public streets. We as residents should be allowed to park out in front of our houses and/or have guests visit.

As a neighborhood resident and traffic engineer I have seen traffic patterns dramatically change with the installation of the stop signs. Drivers are now using many of the other streets (Gaston, Ethridge, Mohle...) to avoid Westover and Harris (where the stop signs are now located). The drivers (cut through or residents) are driving up the side streets at high speeds. By adding so many stop signs, it appears that the problem has just been shifted to other streets. Also a number of residents ignore the stop signs ... they do a rolling stop.

While I am not necessarily a fan of "cut through" traffic it is a fact and it will continue to happen. The city (I am not blaming anyone, it is the nature of development and growth) does not have enough N/S streets to get the traffic moving in a timely manner. This is all subjective as people want to get from point A to point B in the blink of an eye. As the city continues to develop/grow there will be more and more traffic; thus, congestion will continue to increase. I am not suggesting make Mopac a 20-lane freeway or to add lanes to any other roadways. This is just a fact that we as citizens and residents need to live with.

I appreciate you allowing me to voice my opposition to this plan as well as all your hard work (and other staff members as well) in preparing everything. I look forward to seeing what come from this.

Sincerely,
 Rebecca Bray

Rebecca A. Bray, PE, PTOE, AICP

5/20/2010

DiGiuseppe, Paul

From: Suzanne Deaderick [mailto:~~Suzanne@grandecom.net~~]
Sent: Wednesday, March 03, 2010 6:58 AM
To: DiGiuseppe, Paul
Subject: Plans for Harris Blvd.

Paul,

We have lived on Harris Blvd. since 1993, and as you know, our street has become so busy over the years with all of the diverted traffic. Already, there is a bus stop in front of our house. If bike lanes are added, Harris will become another Exposition Blvd. and lose the feel, and safety, of a neighborhood street. We want traffic diverted away from Harris, not onto it.

PLEASE, PLEASE, PLEASE DON'T ADD BIKE LANES TO HARRIS BLVD.!!

Thank you,

Suzanne and David Deaderick
2502 Harris Blvd.

Suzanne Deaderick
Historic Research & Representation

477-2929 (h), 923-1414 (c)
Suzanne@grandecom.net

5/20/2010

DiGiuseppe, Paul

From: Carol Nelson [p2nelson@me.com]
Sent: Monday, March 01, 2010 11:09 AM
To: DiGiuseppe, Paul
Subject: Sidewalks on Harris Blvd.paul.digiuseppe@ci.austin.tx.us

Dear Paul,

This email addresses my concerns about the proposal to put sidewalks on Harris Blvd. My lot on the corner of Preston & Harris is quite small, and it is already occupied with two signs. It doesn't seem fair that our city is consumed with constantly putting more and more restrictions on the perfectly nice neighborhood that has been my home for almost seventy years. Harris is too narrow for bike lanes and not nearly busy enough for all the stop signs that have already been erected. There is no reason for a relatively old Austin neighborhood to suddenly be turned over to bikers. Most neighbors rely on street parking at times, and it is a necessity that this option remains open. It seemed perfectly logical to have a sidewalk in front of our home for on Wooldridge Drive for thirty-seven years. However, the lots there are quite large, and there is plenty of room!

I feel, like many neighbors, that these things get pushed through without the those directly involved being properly notified. There seem to be many "neighborhood meetings", but the ones I've attended seldom involve anything vital to my particular neighborhood. Several meetings consisted of slide shows about zoning of Tarry Town Shopping Center, Lake Austin Blvd., Brackenridge Track, etc. The specific topics are never totally revealed before the actual meeting, and it is impossible to attend all that are held. Everyone involved in these dramatic changes should have a voice and be notified concerning the impending changes to their particular property.

A few very vocal folks seem to be leading the steam roller. Many of my neighbors and I feel these changes are not handled in a democratic manner, and we are concerned about not being directly contacted.

There are many more important things to be done before sidewalks are installed on Harris Blvd. It is my hope that these radical changes will not be implemented. Thank you for your attention.

Sincerely,

Carol Nelson

5/20/2010

DiGiuseppe, Paul

From: R&K Leck [leckr@austin.tx.us]
Sent: Monday, March 01, 2010 8:16 PM
To: DiGiuseppe, Paul
Subject: Sidewalks Planned for Harris Blvd.

Dear Sir,

I live at 2601 Harris Blvd. and I adamantly opposed to the creation of sidewalks on my block. This is an unnecessary expense and serves no useful purpose.

The sidewalks on the east side of Harris Blvd. are seldom used, most people use the street.

With respect to traffic calming the section between Windsor and Etheridge on Harris needs speed bumps or more stop signs. Cars coming off of Windsor and going north on Harris reach speeds close to 40 mph before Etheridge Street.

Respectfully,
Ron Leck
2601 Harris Blvd.
Austin, Texas 78703

5/20/2010

DiGiuseppe, Paul

From: wjm ,
Sent: Tuesday, December 01, 2009 12:17 PM
To: DiGiuseppe, Paul
Subject: zon

Dear Paul,

My name is Mark Waugh, owner of the Worthington Apartment Complex located at 1717 West 35th St. Austin, Texas 78703. I sent an Email to Victoria Craig back in April of this year regarding my recommendation that my property have a land use of Neighborhood Mixed Use, and ask for your support in assisting me in accomplishing this request.

My neighbor Ray Zvonek, who owns property at 1803 and 1805 West 35th Street, just forwarded your correspondence of November 5, 2009 to me today regarding the Central West Austin Neighborhood meeting that was held on November 23, 2009. Since I was unaware of the meeting, I was not able to attend.

I ask for your support in adding my property to the request of my neighbor Ray, to have my property rezoned to the original Neighborhood Mixed Used classification.

Please let me know what I need to do in assisting with this request.

Sincerely,

J. Mark Waugh

5/24/2010

PLANNING COMMISSION COMMENT FORM

File # C14-2010-0051
C14-2010-0052

Planning Commission Hearing Date: May 25, 2010

Comments: High priority: sidewalk on south side of 35th St.
between Happy Hollow and Mopac frontage Rd.

You may also send your written comments to the Planning and Development Review Department, P. O. Box 1088, Austin, TX 78767-8835. Attn: Paul DiGiuseppe

Name (please print) Adrienne Inglis

Address 2502 Wooldridge Dr

- ☒ I am in favor
(Estoy de acuerdo)
☐ I object
(No estoy de acuerdo)

INFORMATION ON PUBLIC HEARINGS

The Planning and Development Review Department has filed an application for zoning/ rezoning to implement a neighborhood plan. This notice has been mailed to you because City Ordinance requires that all property owners, registered environmental or neighborhood organizations and utility service addresses located within 500 feet of a proposed development be notified that an application for development has been filed.

This request for zoning/rezoning will be reviewed and acted upon at two public hearings: First, before the Planning Commission and then before the City Council. After a public hearing, the Planning Commission reviews and evaluates City staff recommendation and public input and then sends its own recommendation on the zoning/rezoning request to the City Council. Meeting dates and locations are shown on this notice.

If you have any questions concerning this notice, please contact the City of Austin Planning and Development Review Department at the number shown on the first page. If you would like to express your support or opposition to this request, you may do so in several ways:

- ☐ by attending the Planning Commission hearing and conveying your concerns at that meeting
- ☐ by writing to the Planning Commission, using the form provided on the previous page
- ☐ by writing to the city contact, listed on the previous page

As a property owner or interested party within 500 feet, you are not required to attend these hearings, but if you do attend, you will be given an opportunity to speak FOR or AGAINST the change. Applicants and/or their agents are expected to attend.

You may also wish to contact any neighborhood or environmental organizations that have expressed an interest in cases affecting your neighborhood.

**RALPH W. VERTREES
MARTHA McADAMS VERTREES
2525 HARRIS BLVD.
AUSTIN, TEXAS 78703
512-472-2359
FAX 512-472-8339**

March 9, 2010

Mr. Paul DiGiuseppe,
Principal Planner
City of Austin Planning and Development Review Dept.
505 Barton Springs Road, Suite 575
Austin, Texas 78704

Re: Transportation Chapter
Central West Austin Neighborhood Plan

Dear Mr. DiGiuseppe,

Forgive our sending these comments by "slow mail", our computer is just not working!

We have several concerns about the potential plans for Harris Boulevard. We have lived at 2525 Harris Blvd, since 1963 and we have owned the duplex at 2521 Harris Blvd., since 1968.

We would like to refer you to the letter emailed to you on February 25, 2010 by William S. Rose. Mr. Rose, who lives on Westover Road and owns property on Harris Blvd and Mrs. Carolyn Beynon, who lives on Harris Blvd., have been our neighborhood representatives since 2007. In Mr. Rose's letter, he points out that our neighborhood "turned down" the Traffic Calming Plan after extensive neighborhood/city meetings and the final vote was NO!

We are very grateful for the stop signs and speed limit signs which were installed and have been very successful on Harris Blvd.

We feel that Mr. Rose has studied our neighborhood's situation and we want to add our support to his recommendations.

Now the issue of Bike Lanes on Harris Blvd. has come up. Harris Blvd is a major north-south street through Pemberton and Brykerwoods. The street is too narrow to accommodate bike lanes, curbside parking and two lanes of traffic. We desperately need our curbside parking. In our case, we have to have round the clock caregivers for my husband. They must have a place to park while on duty. Please do not let our parking be taken away from in front of our homes.

Thank you so much for taking our comments into consideration.

Yours truly,


Martha McAdams Vertrees


Ralph W. Vertrees

Cc: Mr. William S. Rose
Mrs. Carolyn Beynon