

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 Beudet 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?

Response: In regards to the neighborhood plan, there is no process for a petition for bike lanes. The best method is to simply contact me (preferably by e-mail) and I will include all the information when the plan is presented to Planning Commission and City Council. I will include with the plan a spreadsheet showing all of the comments I have received. I am in the process of adding all of the e-mails, letters and phone calls into the spreadsheet.

In regards to the Bicycle Master Plan(BMP) amendment process, if the neighborhood would like to create a "petition", they can do so and submit to Annick Beudet for consideration during the next amendment process for the BMP (which will be in Fall, at the earliest). Petitions do not serve any purpose legally for the plan amendment (as they do in zoning), but would rather serve as an indicator of area interest in the project (either for or against). A petition in itself cannot "cease all activity".

3. If my friend who lives on Northwood has her annual Christmas coffee for about 30 older friends, where would they park if there is a bike lane all the way up and down the street? If bike lanes go in on Northwood between Jefferson and Harris just where do you think we are going to have guests park?

Response: As mentioned in my e-mail, the City will conduct a study to determine if the need for on-street parking exceeds the need for a bike lane. Attached is a document showing the steps the City takes in determining whether the parking restrictions can be modified. Additionally, per these comments made during the neighborhood plan process the City will re-evaluate the bicycle route connectivity at the next amendment to the BMP to assure that bicycle lane recommendations and parking issues are considered and appropriate amendments made. The City of Austin Neighborhood Connectivity Division, Bicycle Program, will re-evaluate the need for the Northwood bicycle route as currently shown in the adopted Bicycle Master Plan. If deemed appropriate we will delete those sections from the plan. At this time the only way the City would initiate a project to consider installation of the bicycle lanes on Northwood (or any other street in the area) would be following routine road maintenance, which is not scheduled for at least 2-5 years from now. We will likely do an amendment to the Bicycle Plan prior to that.

I hope this answers your questions.

Sincerely,

Paul
Paul DiGiuseppe, Principal Planner
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Phone: (512) 974-2865
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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. The great majority of the e-mails and telephone calls express concern about the proposed bicycle lanes throughout the neighborhood with the highest level of concern over Harris Boulevard and Northwood Road. Most of the concerns focused on the potential loss of on-street parking for residents. Other concerns include the change in neighborhood character, increased cut-through traffic of bicycles and vehicles, and concern over bicycle and vehicle conflicts. I have also received comments from people who support bicycle lanes. The major reason is bicycle safety.

The Central West Austin Neighborhood Planning Process

The Central West Austin Neighborhood planning initiative began in June 2007 with a Kickoff

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/d1_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

32nd Street, Hartford/Jefferson Street from 24th Street to Gaston Avenue, and Gaston Avenue from Harris Boulevard to N. Lamar Boulevard

Shared Roads are those where you see green bicycle route signs to indicate you might encounter a bicyclist and to assure bicyclists that they are on the bicycle route. Typically, the curb is not as wide as a wide curb lane. Shared roads in the two neighborhoods include W. 35th Street from MoPac to N. Lamar Blvd, Jefferson Street from Gaston Avenue to 35th Street, and Windsor Road from MoPac to N. Lamar Boulevard.

Proposed Change to the Central West Austin Neighborhood Plan

In response to recent input regarding the bicycle lanes, we agree to change the draft plan to revise the term "bicycle lane" to "wide curb lane" for Harris Blvd and Gaston Avenue (and will amend the 2009 Bicycle Master Plan accordingly). I am proposing this for several reasons. First, there was an identified need in the neighborhood planning process. The City must remain true to the planning process established for the neighborhood plan. One significant part of the process was that recommendations that would be contained in the plan would be made by people who attended the neighborhood plan meetings. Second, "wide curb lane" does not affect parking and since the wide curb lane already exists, would not require further attention by the City, other than possibly installing pavement markings and/or signs. Third, I must update the map and Table T-1 to show the Austin 2009 Bicycle Master Plan recommended bicycle lanes and existing conditions. This will result in the map changing many of those requests made during the neighborhood planning process to bicycle lanes recommended in the Austin 2009 Bicycle Master Plan and includes Northwood Road from Jefferson Street to Harris Boulevard, 29th Street from Jefferson Street to N. Lamar Boulevard, and Jefferson Street from 35th Street to Etheridge Avenue.

Proposed Change to the Austin 2009 Bicycle Master Plan

Based on the concerns that many of you have raised, the City's Public Works Department has agreed to amend the 2009 Bicycle Master Plan recommendation for Harris Boulevard and Gaston Avenue. The average daily traffic, or ADT, for Harris Blvd. is right at the 2,000 trip per day threshold which warrants bicycle lanes. Given that the traffic volume and patterns are not likely to change significantly in the future for Harris Blvd., this is a reasonable change. Gaston Avenue has under 1,000 trips per day. The City Bicycle Master Plan is amended as needed, once a good number of amendments are identified, currently we anticipate an amendment perhaps in Fall 2010.

Process for Installing a Bicycle Lane

There are three ways in which a bicycle lane could be built. One is by neighborhood request. Another is if a road will be undergoing maintenance (road reconstruction or resurfacing). This helps to reduce the cost of construction and benefits residents by doing all the work at one time. The third way is to have a project that is ranked as a high priority by the City. Bicyclelanes in Pemberton Heights and Bryker Woods are generally scored as a low priority when compared to other streets in the City. For example, there are many other roads with much higher traffic volumes and/or streets serving multiple bicycle attractors (such as shopping areas, employment centers, and/or schools) than those in Pemberton Heights or Bryker Woods.

Just because a requested bicycle lane is listed in the neighborhood plan or bicycle master plan does not mean that a bicycle lane will be built. The City will work closely with neighborhoods most affected by bicycle lanes. As such, all property owners, those with utility accounts such as renters and businesses, and neighborhood associations will receive a notice letting people know that the City is interested in installing a bicycle lane. At this time, the City will work with all stakeholders to gain feedback on the proposed plan. As part of the implementation of building a bicycle lane, studies would be conducted to determine feasibility and whether the demand for parking outweighs the need for bicycle lanes, and in some cases it may be that the bicycle lane may not be installed after going through this second, more focused process.

Public Meetings for the Neighborhood Plan

As the Central West Austin Neighborhood Plan is nearing completion (the Final Open House

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
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Austin, TX 78704
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DiGiuseppe, Paul

From: [redacted]@gmail.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: 
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


fax: 512.249.5209 | cell: 512.745.2428
tel: 512.996.8663 x128

2421 Jarratt Ave.,
Austin, TX 78703

DiGiuseppe, Paul

From: John Sheffield [~~REDACTED~~]
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?

Annick C. Beudet, AICP
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--

John Sheffield
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DiGiuseppe, Paul

From: James Damon [jdamon@pembertonheights.com]
Sent: Friday, March 26, 2010 11:11 AM
To: Robert Albach
Cc: [REDACTED]

[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.

They took their name from a book written by John Forester, an engineer turned bicycle racer. The EC gang announced that we common-sense meek and mild cyclists who unobtrusively get around on bikes are doing everything wrong. They preached that because a bike is a "vehicle," cyclists should conduct themselves like drivers of motor vehicles. Instead of avoiding cars and riding on side streets and alleyways, we should ride our bikes in the middle of traffic and "take command of our lane." But the "vehicle" category is much too broad, since it includes everything from skateboards to the Starship Enterprise. "Take command of your lane" got a lot of people killed in urban traffic.

The EC gang, with help from helmet manufacturers, also persuaded City Hall that all cyclists should wear crash helmets. They did this even though they knew that helmets increase the severity of whiplash in case the cyclist is hit by a car. [It is obvious that helmets intensify whiplash because they add weight to the rider's head. If a cyclist suffers whiplash, even a little extra weight on the top of his head greatly increases stress on his Ajax vertebra. This is the most vulnerable part of the body, where the spinal cord meets the brain stem. Children are especially vulnerable to whiplash because their neck muscles are less developed than adults' muscles.]

The EC gang also persuaded the city to paint stripes down the middle of residential streets, call them "bike lanes" and forbid homeowners to park in front of their own houses. The EC gang seemed to have unlimited time to lobby City Council, badger city bureaucrats and attend never-ending "planning sessions." They persuaded City Hall that they represented the majority of cyclists, which was far from true. The only Council member who rode a bike was Max Nofziger and he was unable to enlighten the other council members. It took some time before we common sense cyclists were able to organize the League of Voting Cyclists (LVC) and fight back.

A couple of years passed and Austin's fatality rate in bicycle collisions went up instead of down, as it has done in every city that mandated crash helmets. Perhaps the most tragic incident was that of young Tommy Churchill, who complained to friends that he resented being forced to buy a helmet but could not afford to pay the penalty for not wearing one. In September of 1996 he was hit by a car on South Lamar while wearing his "neckbreaker" and suffered a whiplash that separated his spinal cord from his brain stem.

The EC gang caused a lot of mischief in addition to the mandatory helmet ordinance. Common-sense cyclists were alienated from City Hall and the police as well as the EC gang. Concerned parents discouraged their children from riding bicycles because they were convinced that cycling is a dangerous activity requiring special protection. Relations between motorists and all cyclists worsened. Homeowners were alienated because they could no longer park in front of their houses; some of them cut down trees and paved their front yards. Irate motorists threw glass bottles in the bike lanes so that nobody could use them. Bicycle usage decreased in Austin.

The EC gang lobbied the Legislature to make helmets mandatory statewide but, thanks primarily to Jerry Sadler, the Legislature resisted and went on to repeal the mandatory helmet law for motorcyclists; there

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 [REDACTED] wrote:

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

[REDACTED]

[REDACTED]

F

Date: Wednesday, March 24, 2010, 10:52 AM

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:egschram@gmail.com]

Sent: Wednesday, March 24, 2010 8:32 AM

To: Edward Tasch; DiGiuseppe, Paul; [REDACTED]

at [REDACTED]

b [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
nbsp;

& amp;

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From: "DiGiuseppe, Paul" <Paul.DiGiuseppe@ci.austin.tx.us>

DiGiuseppe, Paul

From: John Sheffield [~~john.sheffield@p2p.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

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John Sheffield
(M) 512-363-2692
~~john.sheffield@p2p.com~~
www.linkedin.com/in/johnsheffield

5/20/2010

DiGiuseppe, Paul

From: Susan Erickson [mailto:~~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

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DiGiuseppe, Paul

From: Edward Tasch [mailto:edward@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>

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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]

[REDACTED]

[REDACTED]

Conversation: Bike Lanes in Pemberton Heights and Bryker Woods
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

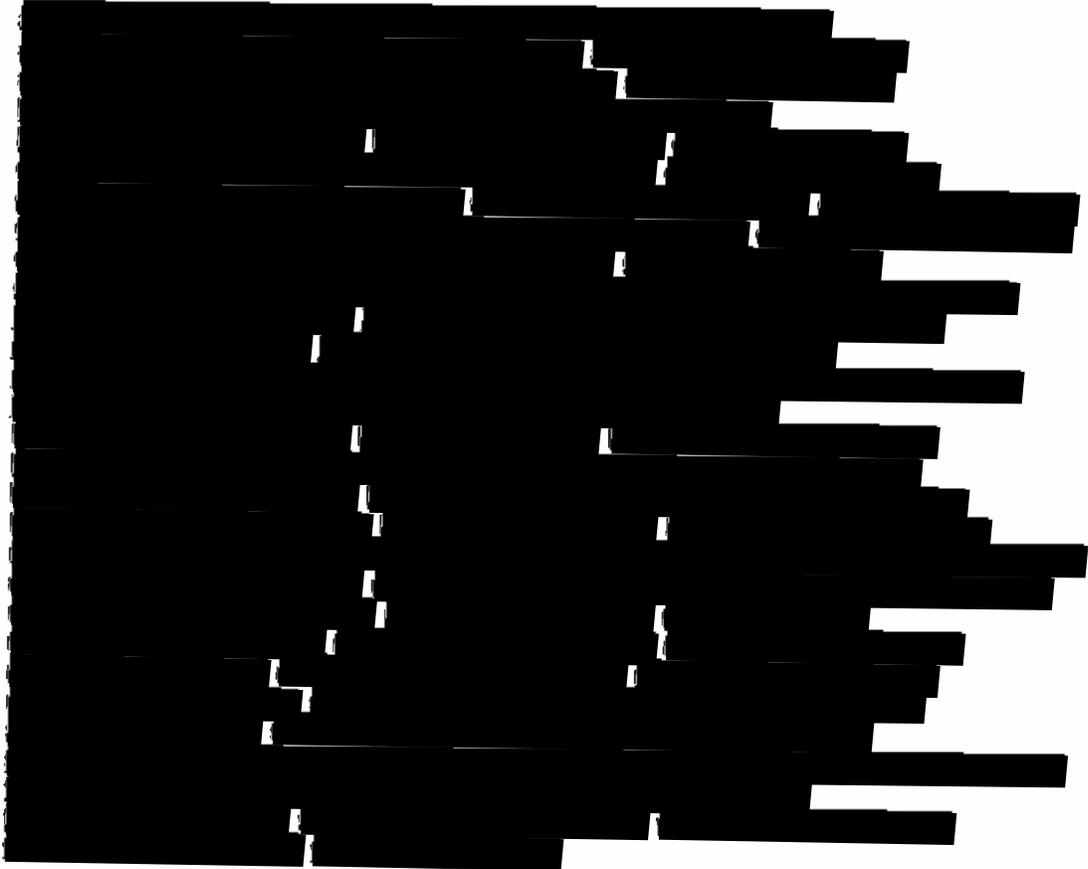
From: DiGiuseppe, Paul [<mailto:Paul.DiGiuseppe@ci.austin.tx.us>]

Sent: Tuesday, March 23, 2010 4:51 PM

To: [REDACTED]

DiGiuseppe, Paul

From: Fran Ramsey [fr Ramsey@del.com]
Sent: Thursday, March 25, 2010 4:19 PM
To: BRYAN_CHESTER@Dell.com
Cc:



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 [o [REDACTED]@att.net]
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.

DiGiuseppe, Paul

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

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

To:

[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

Sent: Tuesday, March 23, 2010 4:51 PM

To:

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. The great majority of the e-mails and telephone calls express concern about the proposed bicycle lanes throughout the neighborhood with the highest level of concern over Harris Boulevard and Northwood Road. Most of the concerns focused on the potential loss of on-street parking for residents. Other concerns include the change in neighborhood character, increased cut-through traffic of bicycles and vehicles, and concern over bicycle and vehicle conflicts. I have also received comments from people who support bicycle lanes. The major reason is bicycle safety.

The Central West Austin Neighborhood Planning Process

The Central West Austin Neighborhood planning initiative began in June 2007 with a Kickoff 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

5/20/2010

DiGiuseppe, Paul

From: Adrienne Inglis [adigs88@attolink.com]
Sent: Thursday, March 25, 2010 7:29 AM
To: Edward Tasch
Cc:

[Redacted content]

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 improvng 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>

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From: Teddy Kinney <teddykinney@comcastglobal.net>
Date: Wed, 24 Mar 2010 10:35:36 -0500
To: 'Elise Schram' [REDACTED]

[REDACTED]

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

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

DIGiuseppe, Paul

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

[REDACTED]

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Follow Up Flag: Follow up
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Date: Wed, 24 Mar 2010 10:35:36 -0500
To:

[REDACTED]

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Teddy

From: Elise Schram [redacted]
Sent: Wednesday, March 24, 2010 8:32 AM
To: Edward Tasch; DiGiuseppe, Paul; [redacted]

[Large redacted email body]

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

DOMAIN Match [Remove <https://www.vqme.com/pk/banner?op=remove_domain&Domain=gmail.com&VU=g0GITYfMzw6eNsr9mE2NQw>] [Block <https://www.vqme.com/pk/banner?op=block_domain&Domain=gmail.com&VU=g0GITYfMzw6eNsr9mE2NQw>] details <https://www.vqme.com/userguide/details_domain.html>

Vanquish Anti-Spam Control Panel <https://www.vqme.com/pk/heldemail>

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 lanes 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 <mailto:edward@brykerwoods.org>

5/20/2010

DiGiuseppe, Paul

From: Robert Albach [ralbach@hanningmtd.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: Edward Tasch; DiGiuseppe, Paul;

[Redacted]

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

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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

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

[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: Teddy Kinney [~~todd.kinney@psd.org~~]
Sent: Wednesday, March 24, 2010 10:36 AM
To:

[REDACTED]

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

Follow Up Flag: Follow up

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Sent: Wednesday, March 24, 2010 8:32 AM
To: Edward Tasch; DiGiuseppe, Paul;

[REDACTED]

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

DOMAIN **Match** [Remove] [Block] details
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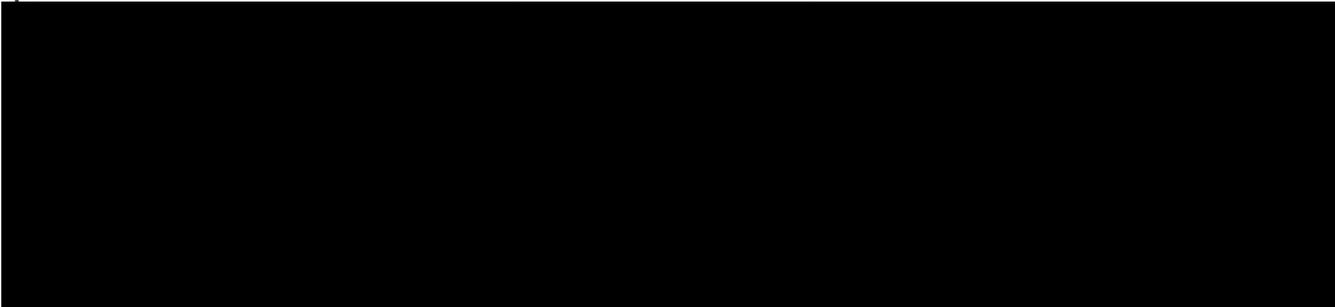
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From: "DiGiuseppe, Paul" <Paul.DiGiuseppe@d.austin.tx.us>
Date: Tue, 23 Mar 2010 16:50:56 -0500



Conversation: Bike Lanes in Pemberton Heights and Bryker Woods

Subject: Bike Lanes in Pemberton Heights and Bryker Woods

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DiGiuseppe, Paul

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

[Redacted email content]

Subject: Re: Bike Lanes In Pemberton Heights and Bryker Woods
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DiGiuseppe, Paul

From: John Sheffield [john.sheffield@cityofcolumbus.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

Randalls or the Seton Hospital Randalls and surrounding area, it didn't matter what the discussion was about because to me and those on this street nothing else matters except speed and volume of cut-thru car traffic. So when you propose apartments above the Randalls, that only means speed and volume of cars. Bikes... don't care...what's the impact on car speed and volume? Until the city can do something about the car speeding and volume, I and others can't support anything that will potentially make that worse.

You and your team has worked hard and we appreciate your efforts, and the inherent difficulties in such an undertaking. I do think that you have a fight on your hands and the momentum in the neighborhood is building against this plan.

Just my two cents, ok there were 4 points and a comment above so we'll call it worth a nickel.

John Sheffield
1305 Northwood Rd.

On Tue, Mar 23, 2010 at 4:50 PM, DiGiuseppe, Paul <Paul.DiGiuseppe@ci.austin.tx.us> wrote:

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. The great majority of the e-mails and telephone calls express concern about the proposed bicycle lanes throughout the neighborhood with the highest level of concern over Harris Boulevard and Northwood Road. Most of the concerns focused on the potential loss of on-street parking for residents. Other concerns include the change in neighborhood character, increased cut-through traffic of bicycles and vehicles, and concern over bicycle and vehicle conflicts. I have also received comments from people who support bicycle lanes. The major reason is bicycle safety.

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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

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



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@cityofaustin.gov~~]
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

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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/d1_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 32nd Street, Hartford/Jefferson Street from 24th Street to Gaston Avenue, and Gaston Avenue from Harris Boulevard to N. Lamar Boulevard

DiGiuseppe, Paul

From: Laura Sharp [mailto:~~lsharp@sharpfirm.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?

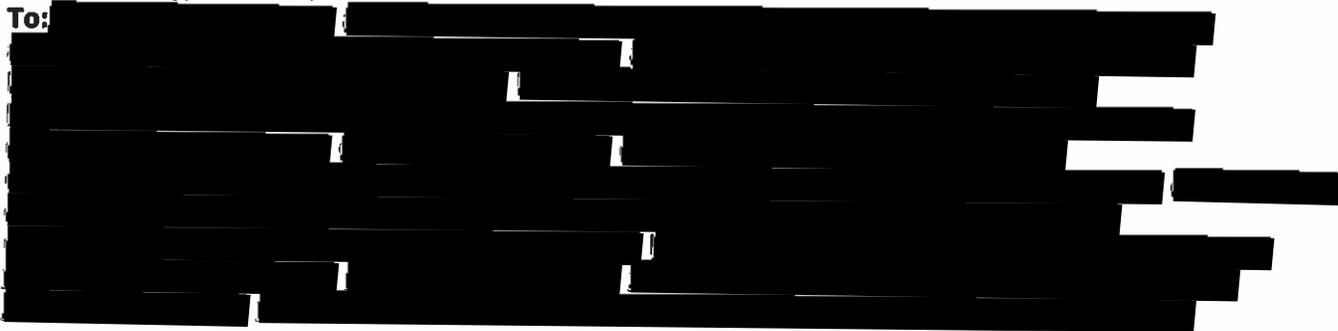
LAURA BELLEGIE SHARP
THE SHARP FIRM
3307 Northland Drive, Ste. 470
Austin, TX 78731

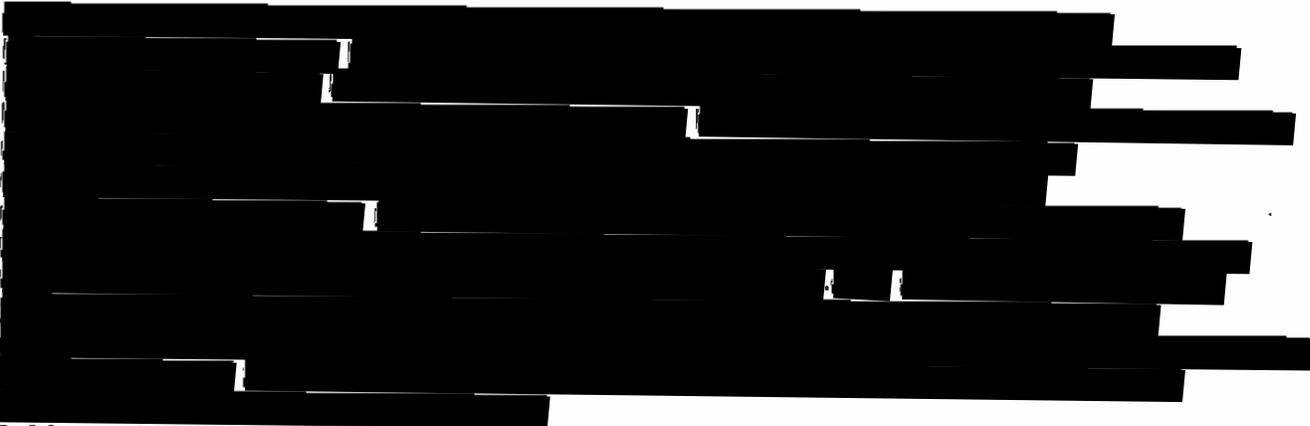

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(F) 512-407-8806

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

To: 



Subject: Bike Lanes in Pemberton Heights and Bryker Woods

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5/20/2010

DiGiuseppe, Paul

From: william mccaleb [mailto:~~william.mccaleb@cityofpemberton.com~~]
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

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

DiGiuseppe, Paul

From: Deirdre Earls [deard@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 opportunities 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

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~~

DiGiuseppe, Paul

From: Ashley & Andrew Ellison [~~ash@ci.austin.tx.us~~]
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: [REDACTED]
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

there, I will get a response to you as well as the others who have been submitting their comments about sidewalks in Pemberton. This meeting will help to determine the appropriate way to address this issue through the neighborhood planning process. I will give you a response by Monday or Tuesday. Please note that I have recorded your concerns.

Take care,

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

From: Carol Nelson [~~mailto:CarolNelson@austin.gov~~]
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

Carol Corley Nelson

2620 Harris Blvd.

Austin, TX 78703

512 472-6157

Carol Nelson
