

2021 ASMP Amendments Public Engagement Report

Round 1

February 2022



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1. Introduction

The Austin Strategic Mobility Plan (ASMP) is Austin's comprehensive, multimodal transportation plan, and it guides our short- and long-term transportation projects, programs, initiatives, and investments. Adopted in April 2019, the ASMP plans for all the ways we get around Austin. Council passed Resolution 20200610-002 in June 2020, “directing the City Manager to amend the Austin Strategic Mobility Plan (Ordinance No. 20190411-033) to add the Project Connect System Plan that includes the Locally Preferred Alternatives for the Orange, Blue, Gold, Green, and MetroRapid Lines, as adopted by the Capital Metro Board of Directors, to the ASMP and associated technical elements”.

The ASMP is anticipated to go through a deeper evaluation for changes at the five-year mark, therefore, this two-year update is meant to remain limited in scope to respond to the Council Resolution and other significant changes in the past two years. Austin Transportation Department staff officially initiated the process to amend the Austin Strategic Mobility Plan (ASMP) in May 2021. The initial phase of this process included an interdepartmental review of the ASMP policy document and the Street Network Table and Map. The interdepartmental review effort identified several potential policy amendments that were published for public comment in October 2021, and Street Network amendments were published for public comment soon after in November 2021.

2. Public Engagement Strategy

This 2-year amendment cycle is the first amendment process since the ASMP was adopted in 2019. Since this process was meant to be limited in scope, and because it is the first amendment to the document, the public engagement process was intended to look different from the public engagement strategy that occurred during the development of the plan. In addition to the already smaller scale process for this update, the community is facing a multi-year pandemic which makes in-person engagement unsafe and not advised. There are also ongoing competing needs that require the community's attention and input, including the ATX Walk Bike Roll process to update the City's Bicycle, Urban Trails, and Sidewalk Plans, the I-35 Capital Express Central project, Project Connect and other major issues at hand outside of mobility. Staff understood that the public has limited bandwidth to provide feedback on so many transportation projects, and since this ASMP amendment cycle is a reflection of these more specific modal and engineering processes, staff believes that public participation in those processes should take priority to avoid engagement fatigue in the community. All of these factors were considered when the ASMP team was deciding what the public engagement strategy should look like. Ultimately it was decided to solicit public comment over several rounds, starting with an initial release of draft amendments in October 2021, followed by continued public engagement throughout March 2022 during the Boards & Commissions process, and final public comments through the formal Public Hearing and meetings at City Council. The ASMP team remains flexible in the approach to engagement to ensure the process is responsive to the community.

2.1 Policy Survey

The initial launch of this amendment process started with the publication of three proposed new policies. Public feedback for these policies began on October 1, 2021 with the release of the

ASMP Policy Amendment Survey (Appendix A). This survey was available in English and Spanish. The primary method for survey responses was online through Survey Monkey. Staff also developed paper surveys, and translated them into Spanish as well, for those who did not have internet access or who had trouble taking the web survey. The survey was advertised through the ATD Mobility Newsletter (Appendix B), the ASMP newsletter, all ATD social media platforms with ad placements in target zip codes, and paper flyers at libraries in English and Spanish (Appendix C). We also offered to collect responses via email and phone call if that was easier for community members.

2.2 Street Network Presentation and Public Feedback Map

The Street Network Presentation and Public Feedback Map was released to the public on November 15, 2021. The ASMP team created a story map presentation webpage, available in English and Spanish, that presented relevant and important information related to proposed map amendments in the Street Network, Public Transportation System, and Transit Priority Network. Street Network amendments were proposed to align adopted street design elements from the 2014 Bicycle Plan, Project Connect, and Mobility Bond Corridor Plans with the recently adopted Transportation Criteria Manual. At the end of the presentation page, community members could comment on any street segment within the Public Feedback Map (Appendix D). The ASMP team also created an FAQ document for users to explain in detail some of the common questions or concerns staff expected to receive. The release of the story map was advertised through all of the same outlets and strategies listed above for the Policy Survey.

The ASMP team continued to advertise these two public comment opportunities through newsletters, social media, flyers, and through multiple media outlets and interviews including KUT, KXAN and the Chronicle's Civics 101 online. Comments made via email or phone were also accepted, as well as written comments made at one community event that we attended in the Montopolis Neighborhood. Both amendment opportunities were planned to close on December 31, 2021; however the ASMP team decided to extend that deadline due to the conflict with the Holidays. The deadline was set for January 16, 2022, and after further requests from the community for more time to comment, the final deadline for the first round of feedback was set for Sunday, January 30, 2022.

3. Public Comment Summary

The ASMP team received a total of 959 responses to the Policy Survey and 1,647 total comments on the Street Network Public Feedback Map. There were also about 175 emails received during this first round of feedback with questions about the amendments, to which the ASMP team responded to and captured in the overall feedback (Appendix F).

3.1 Demographic results on engagement activities

The Policy Survey included several optional demographic questions, including ZIP code, gender, cultural identity, age, yearly household income, and disability. The following are the percentage breakdown of responses to each demographic question.

- ZIP Code - There were a total of 56 different ZIP codes provided to this question. The top 10 ZIP codes identified in order of most common are:

ZIP Code	Total
78704	84
78751	70
78757	58
78702	57
78723	56
78731	55
78745	47
78722	35
78705	35
78703	33

- Gender - when asked to choose an option that best represents their gender identity, of the 809 total responses to this question, respondents answered in the following way:

Answer Choices	Responses
Male	47%
Female	41%
Another Gender	1%
Prefer not to answer	10%

- Cultural Identity - when asked to select which of the options best described their cultural identity, of the 807 total responses to this question, respondents answered in the following way:

Answer Choices	Responses
Asian	3%
Black/African American	2%
Hispanic/Latino/Latina/Latinx	9%
Native/Indigenous	1%
White	69%
Another	4%
Prefer not to answer	16%

- Age - when asked to identify their age, of the 806 total responses to this question, respondents answered in the following way:

Answer Choices	Responses
Under 15	0%
15-24	1%
25-34	16%
35-44	22%
45-54	17%
55-64	14%
65+	18%
I prefer not to answer	12%

- Yearly Household Income - when asked what is your yearly household income, of the 796 total responses to this question, respondents answered in the following way:

Answer Choices	Responses
\$0 - \$24,999	3%
\$25,000 - \$49,999	8%
\$50,000 - \$74,999	10%
\$75,000 - \$99,999	13%
\$100,000 - \$149,999	15%
\$150,000 +	23%
I prefer not to answer	29%

- Disability - when asked if respondents identified as someone with a disability, of the 784 total responses to the question, the following breakdown was found:

Answer Choices	Responses
Yes, I have a cognitively- or intellectually-related disability	1%
Yes, I have a hearing-related disability	2%
Yes, I have a vision-related disability	2%
Yes, I have a mobility-related disability	6%
No, I do not identify as having a disability.	75%
I prefer not to answer.	16%

The Street Network Public Feedback Map asked commenters to provide their ZIP codes. There were a total of 33 different ZIP codes provided. The top 10 ZIP codes identified in order of most common are:

ZIP code	Total
78731	491
78757	224
78705	140
78745	99
78704	84
78703	77
78702	75
78701	60
78751	53
78735	50

3.2 Policies - What we heard

Within the Policy Survey, we asked two quantitative questions and then offered an opportunity to further comment for each Policy presented (there were three policies total).

For the first proposed policy about streets as places for non-mobility activity (Roadway Systems Policy 6), **70% said they either support or strongly support the policy, 24% said they oppose or strongly oppose, and 6% were neutral.** For the responses that said they were supportive of the policy, the following themes were identified in their open-ended responses as reasons why they supported the policy:

1. Ability for People, Community, Other Non-Mobility uses (*e.g., streets should have many uses for the community; streets are for people movement, not solely car movement*)
2. Safety (*e.g., safety for those not in vehicles, slower speeds, social distancing, safe play*)
3. Prioritizing walk/bike (*e.g., extra space for walking and biking, especially with missing sidewalks*)

A significant percentage of the responses that were not supportive of this policy noted that they were opposed to changes proposed in the Street Network Table. Of the remaining comments, the following themes were identified in their open-ended responses as reasons why they did not support the policy:

1. Streets are for mobility only (*e.g., streets are for getting from one place to another, no other purpose*)

2. Streets need to be for cars/parking only (*e.g., stop taking away the space for cars*)
3. Maintain the current condition (*e.g., keep things as is*)

For the second proposed policy about increasing adaptive capacity (Air & Climate Policy 4), **71% said they either support or strongly support the policy, 14% said they oppose or strongly oppose, and 15% were neutral.** For the third proposed policy about disaster preparedness and emergency response (Collaboration Policy 8), **80% said they either support or strongly support the policy, 9% said they oppose or strongly oppose, and 11% were neutral.** For the responses that said they were supportive of the policies and the overall topic of “transportation resilience”, the following themes were identified in their open-ended responses as reasons why they supported the policies:

1. Disaster Preparedness (*e.g., being prepared for the next disaster or emergency*)
2. Maintaining mobility (*e.g., important to keep transportation operating especially during disasters*)
3. Safety (*e.g., keeping everyone safe during emergencies; saving lives*)

For the responses that said they were not supportive of the policies and the topic of “transportation resilience”, the following themes were identified in their open-ended responses as reasons why they did not support the policies:

1. Policy/implementation needs more detail (*e.g., do not understand what it means*)
2. Cost (*e.g., unnecessary spending/investment*)
3. Not a priority (*e.g., these policies are overreaction/this is not important*)

3.3 Street Network Public Feedback Map - What we heard

The first draft of suggested Street Network amendments were presented in the Public Feedback Map. This map allowed people to review the proposed changes to any street, including those where there were no proposed changes. Commenters could respond to these proposals by saying if they support or do not support the proposed changes and why. Commenters could also provide suggested changes, view and reply to previous suggestions, and make other comments. Of the **1,647 total comments in the map, 249 (15%) comments indicated support for a change, 972 (59%) comments did not support a change, 380 (23%) comments had suggestions, and 47 (3%) comments indicted “other”.** During staff review of the comments, about 50 comments were identified as comments where the “support” selection (either “I do not support these changes” or “I support these changes”) did not align with the content of the feedback given. Therefore, we noted that the intention of these comments did not correlate with the category for support, and considered this in our overall evaluation of the comments.

The majority of comments in opposition were not in support of changing Level 1 streets to Level 2. These comments were concerned about expanding neighborhood streets, changing the character of their neighborhood streets, general confusion about ROW designation, and fear of condemnation of single-family properties. Most of these comments were concerned that a change in Level 1 to Level 2 designation would mean that the City would take some of their private property to supply the amount of ROW listed in the map. Another major theme within these comments opposed to the designation of a Level 2 street was how to identify the appropriate type of bicycle facility for neighborhood streets. Other comments in opposition to

changes identified concerns about projects that would increase vehicle travel and vehicle speeds.

Commenters who supported street level changes identified the need for bicycle facility improvements, sidewalk improvements, or other safety improvements. Commenters who made suggestions in the public feedback map were mainly concerned about project specific changes they would like to see in their neighborhood and were beyond the scope of this ASMP amendment process. These comments will be shared with the appropriate groups and partners.

Overall there were 436 streets with 1 or more comments (Appendix G), and the following streets received the most comments:

Street Name	I do not support the change	I support the change	I would like to suggest a change	Other	Total	Support Choice and Explanation Discrepancy
PAYNE AVE (Level 1 to Level 2)	103	8	1	0	112	6 comments seemed misaligned with the support/not support choice
EDGEMONT DR (Level 1 to Level 2)	88	4	0	0	92	4 comments seemed misaligned with the support/not support choice
HARRIS AVE (Level 1 to Level 2)	55	5	3	0	63	4 comments seemed misaligned with the support/not support choice
REDD ST (Level 1 to Level 2)	37	3	1	0	41	3 comments seemed misaligned with the support/not support choice
AIRPORT BLVD (Level 3 to Level 4)	28	2	2	2	34	
SAN GABRIEL ST (Level 1 to Level 2)	22	9	0	0	31	2 comments seemed misaligned with the support/not support choice
E RIVERSIDE DR (6D to 4D)	0	18	8	0	26	
W 17TH ST (Level 1 to Level 2)	22	3	0	1	26	1 comment seemed misaligned with the support/not support choice
TISDALE DR (Level 1 to Level 2)	24	1	0	0	25	1 comment seemed misaligned with the support/not support choice
GUADALUPE ST (4D to 2D)	1	14	10	0	25	

Note: The Support Choice and Explanation Discrepancy column identifies how many comments staff found for a specific roadway in which the explanation provided by the commenter clearly did not align with the “support/not support” option that the commenter selected.

4. Next Steps

4.1 Public Comments, Boards & Commissions, Council

The ASMP team incorporated feedback received during the initial phase of public comments through the survey and feedback map and published an updated draft of the proposed amendments. A second round of public comments on these proposed amendments will be collected throughout March 2022. Proposed amendments will be presented to Boards & Commissions starting in March 2022, followed by a Public Hearing at City Council tentatively scheduled in May 2022. Public comments will continue to be received through those processes and incorporated into the final draft presented to Council.

5. Appendices

Appendix A: Policy Amendment Online Survey

Appendix B: Policy Amendment Paper Survey

Appendix C: ASMP Amendments Flyer

Appendix D: Public Feedback Map

Appendix E: ATD Mobility Newsletter

Appendix F: Neighborhood Association positions

Appendix G: Log of emails received

Appendix H: Full table of Public Feedback Map comments

Appendix A: Policy Amendment Online Survey



Austin Strategic Mobility Plan

Policy Amendments Survey

Para una encuesta español, [haga clic aquí](#).

What is the Austin Strategic Mobility Plan?

The Austin Strategic Mobility Plan (ASMP) is Austin's comprehensive, multimodal transportation plan. It was first adopted in 2019, and it plans for all the ways we get around Austin. This includes driving, walking, bicycling, scooting and taking public transportation like buses and trains. It also discusses how we deal with important transportation issues such as parking, detours, maintenance, or how our transportation network contributes to the equity and sustainability of our city and communities.

What is this survey?

We are considering adding three policies to the ASMP and would like your input on the short survey below. We think it will take someone about 10 minutes to complete. To learn more about the ASMP, the ASMP amendment process or this survey, please visit AustinTexas.gov/ASMP or email ASMP@AustinTexas.gov.

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Austin Strategic Mobility Plan

Policy Amendments Survey

Proposed New “Streets as Places” Policy

Why is this important?

The transportation right of way is our city's largest public land asset. Streets are in every community and neighborhood, directly shaping the human experience of Austin. As a network of public space, streets have always been places for political or cultural expression, essential and social services, playscapes or areas of leisure, and even dining. While we've always had festivals, parades, protests, and families playing in neighborhood streets, our community's experience during the COVID-19 pandemic and the increased demand for making greater use of our streets to meet non-mobility needs suggests the need to create policy related to alternative uses. The inability to safely gather indoors with people outside our households led the City to implement additional places for food pick-up, dining, and spaces for mental and physical health with initiatives like Shop the Block and Healthy Streets. As our community's needs to make greater use of our public right of way to continue to expand, the City must be prepared to support all these diverse uses within our streets.

Please read the proposed new policy below and respond to the questions related to it.

Proposed New Policy 1:

Support streets as places where non-mobility community functions can take place

Recognize the diverse and expanding civic needs within our right of way and promote adaptive uses of the street

What does the policy mean?

Streets are spaces for people as well as pathways for movement. Some of the ways we can achieve this are to provide additional safe space for physical activity, play, socializing, or providing critical services or physical distancing opportunities. We could extend sidewalks, allow for markets or dining to take place in the street or repurpose parking in appropriate locations for food pick-up or delivery. To support streets as civic spaces, we could use our right of way to increase opportunities to vote or learn, as well as consider how our streets are designed to facilitate safe access to public spaces for demonstration and protest as a fundamental civic right. These are just a few of the many creative uses of our public right of way that our community could implement using this policy.

1. How strongly do you support or oppose proposed policy 1 above?

I strongly oppose this policy I oppose this policy I am neutral regarding this policy I support this policy I strongly support this policy

☐ ☐ ☐ ☐ ☐

2. Is this “Streets as Places” topic important to you?

☐ Yes
☐ No

3. Why or why not?

Austin Strategic Mobility Plan

Policy Amendments Survey

Proposed New "Transportation Resilience" Policies

Why is this important?

Climate change is one of the greatest threats facing our communities, infrastructure, and environment. In recent years, we experienced several major climate-related emergencies, including extreme heat and drought, wildfires, flooding, and increasingly disastrous storms. Winter Storm Uri, in February 2021, severely impacted our community and our transportation network. The City's Winter Storm Uri Task Force produced a report of personal stories and community experiences in which transportation was identified as one of the major barriers to seeking safety. Other recent emergencies like community water boil notices or mass COVID-19 testing and vaccinations have strained our community's ability to safely and easily access critical services necessary to meet basic daily needs. In order to prepare our city for future extreme weather events and other major emergency events, transportation resilience must be at the heart of our mobility planning as well as our day-to-day operations.

Please read the policies below and respond to the questions related to these policies.

Proposed New Policy 2:

Increase the transportation network's adaptive capacity

Improve the resilience of our transportation infrastructure and operations to flexibly adapt to climate impacts.

What does the policy mean?

Adaptive capacity is the ability of a system to change in response to shocks and stressors while maintaining normal functions. For example, over the course of a few days in June 2021, the City lost over 100 signals due to lightning strikes during unusually strong thunderstorms. Maintaining safe roadway operations with so many signals offline can prove challenging and reveals the need to ensure our systems can handle any shocks like this in the future, for example with technologies like backup batteries to operate our signals. Other stressors are more long-term, such as our changing climate's effects on physical infrastructure like bridges, roads, and urban trails. We will need to design and construct our transportation network to be robust and flexible enough to withstand the impacts of climate change. This policy aims to build on the work of the 2018 Climate Resilience Action Plan and turn any identified or potential weaknesses in our transportation network into opportunities.

4. How strongly do you support or oppose proposed policy 2 above?

I strongly oppose this policy	I oppose this policy	I am neutral regarding this policy	I support this policy	I strongly support this policy
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Austin Strategic Mobility Plan

Policy Amendments Survey

Proposed New "Transportation Resilience" Policies (Continued)

Proposed New Policy 3:

Support larger City efforts for disaster preparedness and emergency response

Coordinate with local and regional partners to protect and support our community during extreme events.

What does the policy mean?

Winter Storm Uri revealed how vulnerable our infrastructure is, and also how vulnerable our community is when major systems like the electrical grid fail, leading to system failure in the transportation network. This highlights the need for improved disaster preparedness and emergency response planning within the City and across our region. With the goal to improve our disaster preparedness and emergency response, we aim to support all members of our community to find and reach safety, especially those who are most at risk. Emergency response actions include identifying egress and ingress routes for community members, developing mobility plans for resilience hubs, and creating emergency communication plans for community members as well as staff. Developing these items before another disaster event occurs will better prepare us to assist our community in real-time. Learning from each major event is also critical in order to prepare for the next emergency. We should conduct post-event reports and collaborate across the City to create emergency response plans, paying special attention to the roles and responsibilities that transportation plays in achieving these outcomes. Coordination with regional transportation partners on disaster preparedness and emergency response is also essential for continued access and movement in the event of an emergency.

5. How strongly do you support or oppose proposed policy 3 above?

I strongly oppose this policy I oppose this policy I am neutral regarding this policy I support this policy I strongly support this policy

☐ ☐ ☐ ☐ ☐

6. Is the topic of "Transportation Resilience" important to you?

☐ Yes

☐ No

7. Why or why not?

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Austin Strategic Mobility Plan

Policy Amendments Survey

8. In addition to the three proposed policies we identified previously, we would like to know what other topics you think are missing from the ASMP.

You may reference the complete Austin Strategic Mobility Plan here: [AustinTexas.gov/ASMP](https://austintexas.gov/ASMP)

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Austin Strategic Mobility Plan

Policy Amendments Survey

Optional Demographic Questions

The following optional demographic questions help our team determine whether we are hearing from a diverse representation of Austinites. We use this information to adjust our outreach and community engagement as needed.

9. What is your ZIP code?

10. What is a major intersection near where you live?

Examples: 7th and Chicon, South 1st and Oltorf, Pleasant Valley and Riverside

11. Which of the following best represents your gender identity?

- ☐ Male
- ☐ Female
- ☐ Another Gender
- ☐ I prefer not to answer

12. Which of the following best represents your cultural identity?

Select all that apply.

- ☐ Asian
- ☐ Black and/or African American
- ☐ Hispanic and/or Latino/Latina/Latinx
- ☐ Native/Indigenous
- ☐ White
- ☐ Another (Use the space in the next question to share anything else you would like us to know)
- ☐ I prefer not to answer

13. If you'd like, please use the following space to share anything else you would like us to know about your cultural identity.

14. Do you identify as someone with a disability?

Select all that apply.

- ☐ Yes, I have a cognitively- or intellectually-related disability
- ☐ Yes, I have a hearing-related disability

- ☐ Yes, I have a vision-related disability
- ☐ Yes, I have a mobility-related disability
- ☐ No, I do not identify as having a disability.
- ☐ I prefer not to answer.

15. What is your yearly household income?

- ☐ \$0 - \$24,999
- ☐ \$25,000 - \$49,999
- ☐ \$50,000 - \$74,999
- ☐ \$75,000 - \$99,999
- ☐ \$100,000 - \$149,999
- ☐ \$150,000 +
- ☐ I prefer not to answer

16. What is your age?

- ☐ Under 15
- ☐ 15-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+
- ☐ I prefer not to answer

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Appendix B: Policy Amendment Paper Survey

Policy Amendment Survey

What is this policy amendments survey?



The Austin Strategic Mobility Plan (ASMP) is Austin's comprehensive, multimodal transportation plan. It was first adopted in 2019, and it plans for all the ways we get around Austin. We are considering adding three policies to the ASMP and would like your input on the short survey below. We think it will take someone about 10 minutes to complete. To learn more about the ASMP, the ASMP amendment process or this survey, please visit AustinTexas.gov/ASMP or email ASMP@AustinTexas.gov.

Please return your paper survey to the front desk assistant, or complete over the phone by calling 512-974-1150.

Policy Questions

Proposed New "Streets as Places" Policy

Why is this important?

The transportation right of way is our city's largest public land asset. Streets are in every community and neighborhood, directly shaping the human experience of Austin. As a network of public space, streets have always been places for political or cultural expression, essential and social services, playscapes or areas of leisure, and even dining. While we've always had festivals, parades, protests, and families playing in neighborhood streets, our community's experience during the COVID-19 pandemic and the increased demand for making greater use of our streets to meet non-mobility needs suggests the need to create policy related to alternative uses. The inability to safely gather indoors with people outside our households led the City to implement additional places for food pick-up, dining, and spaces for mental and physical health with initiatives like Shop the Block and Healthy Streets. As our community needs to make greater use of our public right of way to continue to expand, the City must be prepared to support all these diverse uses within our streets.

Please read the proposed new policy below and respond to the questions related to it.

Proposed New Policy 1:

Support streets as places where non-mobility community functions can take place

Recognize the diverse and expanding civic needs within our right of way and adaptive uses of the street

What does the policy mean?

We could extend sidewalks, allow for markets or dining to take place in the street, repurpose parking for food pick-up or delivery. To support streets as civic spaces, we could use our right of way to increase opportunities to vote or learn, as well as consider how our streets are designed to facilitate safe access to public spaces for demonstration and protest as a fundamental civic right. These are just a few of the many creative uses of our public right of way that our community could implement using this policy.

1. How strongly do you support or oppose proposed policy 1 above?

☐ ☐ ☐ ☐ ☐

I strongly oppose this policy I oppose this policy I am neutral regarding this policy I support this policy I strongly support this policy

2. Is this "Streets as Places" topic important to you?

☐ Yes ☐ No

3. Why or why not?

Proposed New "Transportation Resilience" Policies

Why is this important?

Climate change is one of the greatest threats facing our communities, infrastructure, and environment. In recent years, we experienced several major climate-related emergencies, including extreme heat and drought, wildfires, flooding, and increasingly disastrous storms. Winter Storm Uri, in February 2021, severely impacted our community and our transportation network. In order to prepare our city for future extreme weather events and other major emergency events, transportation resilience must be at the heart of our mobility planning as well as our day-to-day operations.

Please read the policies below and respond to the questions related to these policies.

Proposed New Policy 2:

Increase the transportation network's adaptive capacity

Improve the resilience of our transportation infrastructure and operations to flexibly adapt to climate impacts.

What does the policy mean?

Adaptive capacity is the ability of a system to change in response to shocks and stressors while maintaining normal functions. For example, over the course of a few days in June 2021, the City lost over 100 signals due to lightning strikes during unusually strong thunderstorms. Maintaining safe roadway operations with so many signals offline can prove challenging and reveals the need to ensure our systems can handle any shocks like this in the future, for example with technologies like backup batteries to operate our signals. Other stressors are more long-term, such as our changing climate's effects on physical infrastructure like bridges, roads, and urban trails. We will need to design and construct our transportation network to be robust and flexible enough to withstand the impacts of climate change.

Proposed New Policy 3:

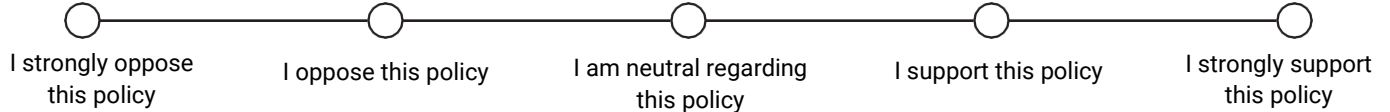
Support larger City efforts for disaster preparedness and emergency response

Coordinate with local and regional partners to protect and support our community during extreme events.

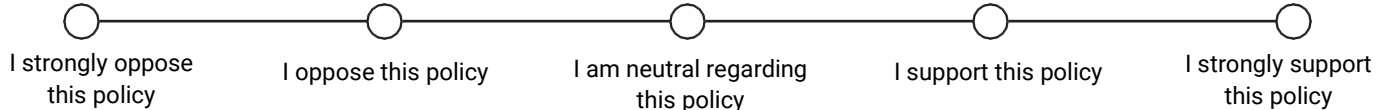
What does the policy mean?

Winter Storm Uri revealed how vulnerable our infrastructure is, and also how vulnerable our community is when major systems like the electrical grid fail, leading to system failure in the transportation network. This highlights the need for improved disaster preparedness and emergency response planning within the City and across our region. With the goal to improve our disaster preparedness and emergency response, we aim to support all members of our community to find and reach safety, especially those who are most at risk. Emergency response actions include identifying egress and ingress routes for community members, developing mobility plans for resilience hubs, and creating emergency communication plans for community members as well as staff.

4. How strongly do you support or oppose proposed policy 2 above?



5. How strongly do you support or oppose proposed policy 3 above?



6. Is this “Transportation Resilience” topic important to you?

☐ Yes ☐ No

7. Why or why not?

8. In addition to the three proposed policies we identified previously, we would like to know what other topics you think are missing from the ASMP.

Demographic Questions

The following optional demographic questions help our team determine whether we are hearing from a diverse representation of Austinites. We use this information to adjust our outreach and community engagement as needed.

9. What is your Zip Code?

10. What is a major intersection near where you live?

Examples: 7th & Chicon, South 1st & Oltorf, Pleasant Valley & Riverside

11. Which of the following best represents your gender identity?

- ☐ Female ☐ Male ☐ Another Gender ☐ Prefer not to answer

12. Which of the following best represents your cultural identity (*select all that apply*)?

- ☐ Asian ☐ Black and/or African American
☐ Hispanic and/or Latino/Latina/Latinx ☐ Native/Indigenous
☐ White ☐ I prefer not to answer
☐ Another (Use the space in the next question to share anything else you would like us to know)

13. If you'd like, please use the following space to share anything else you would like us to know about your cultural identity.

14. Do you identify as someone with a disability (*select all that apply*)?

- ☐ Yes, I have a cognitively- or intellectually-related disability
☐ Yes, I have a hearing-related disability ☐ Yes, I have a vision-related disability
☐ Yes, I have a mobility-related disability ☐ No, I do not identify as having a disability
☐ I prefer not to answer

15. What is your yearly household income?

- ☐ \$0 - \$24,999 ☐ \$25,000 - \$49,999 ☐ \$50,000 - \$74,999 ☐ \$75,000 - \$99,999
☐ \$100,000 - \$149,999 ☐ \$150,000 + ☐ I prefer not to answer

16. What is your age?

- ☐ Under 15 ☐ 15 - 24 ☐ 25 - 34 ☐ 35 - 44 ☐ 45 - 54
☐ 55 - 64 ☐ 65 + ☐ I prefer not to answer

Please return your paper survey to the front desk assistant.

Appendix C: ATD Mobility Newsletter Article published Nov. 2021

Share your thoughts on proposed changes to Austin's street network



The **Austin Strategic Mobility Plan** (ASMP), the comprehensive transportation plan that guides Austin's short- and long-term projects, is going through its first update, and the City wants to hear from community members about potential changes.

If you have thoughts and opinions on the streets around your home, your work, your children's school or anywhere else in the city, please review the presentation of the ASMP Street Network amendments, available [here in English](#) and [here in Spanish](#). You can comment on the potential changes in our Public Feedback Map through the end of December.

The ASMP's Public Transportation System Map and Street Network Map also need to be updated to align with Project Connect plans after the community voted in November 2020 to approve funding for the projects set to revamp the city's public transportation system.

A survey is also open for public feedback asking for input on three new proposed policies for the ASMP. These policies were based on recent global and local events, such as transportation resilience, that affect the mobility needs of our community.

If you have any questions or comments about the ASMP, please visit www.AustinTexas.gov/ASMP or email ASMP@AustinTexas.gov

Appendix D: AMSP Amendments Flyer

ASMP Amendment Update

Actualización a las enmiendas del ASMP

The Austin Strategic Mobility Plan (ASMP) is getting an update, and we need your input!

El Plan Estratégico de Movilidad de Austin (ASMP por sus siglas en inglés) comenzará su primera actualización y ¡necesitamos su opinión!

The ASMP is Austin's comprehensive, multimodal transportation plan. It was first adopted in 2019, and it plans for all the ways we get around Austin. Recent events have led the ASMP Team to analyze the existing policies and maps, and now we're suggesting a few amendments we'd like your thoughts on. Your input will help shape what the ASMP team will present to City Council in 2022.


El Plan Estratégico de Movilidad de Austin es un plan integral de transporte multimodal que se adoptó por primera vez en el 2019. Este plan cubre todas las maneras en cómo nos desplazamos por Austin. Eventos recientes han llevado al personal del ASMP a analizar las políticas y mapas existentes. Por esto, sugerimos nuevas enmiendas y queremos saber su opinión. Su opinión nos ayudará a modificar la información que el equipo del ASMP presentará ante el Concejo de la ciudad en el 2022.

Provide feedback on policy amendments and on the Street Network changes through our survey and map. You can also send us an email with your comments to ASMP@AustinTexas.gov. Visit AustinTexas.gov/ASMP for links to the survey and for more information.

Comparta sus comentarios sobre las enmiendas y los cambios a la red de carreteras mediante una encuesta y un mapa. También puede enviar un correo electrónico con sus comentarios a ASMP@AustinTexas.gov. Visite AustinTexas.gov/ASMP para el enlace a la encuesta y para obtener más información

Policy Survey


SCAN



ESCANEAR

Street Network Map


SCAN



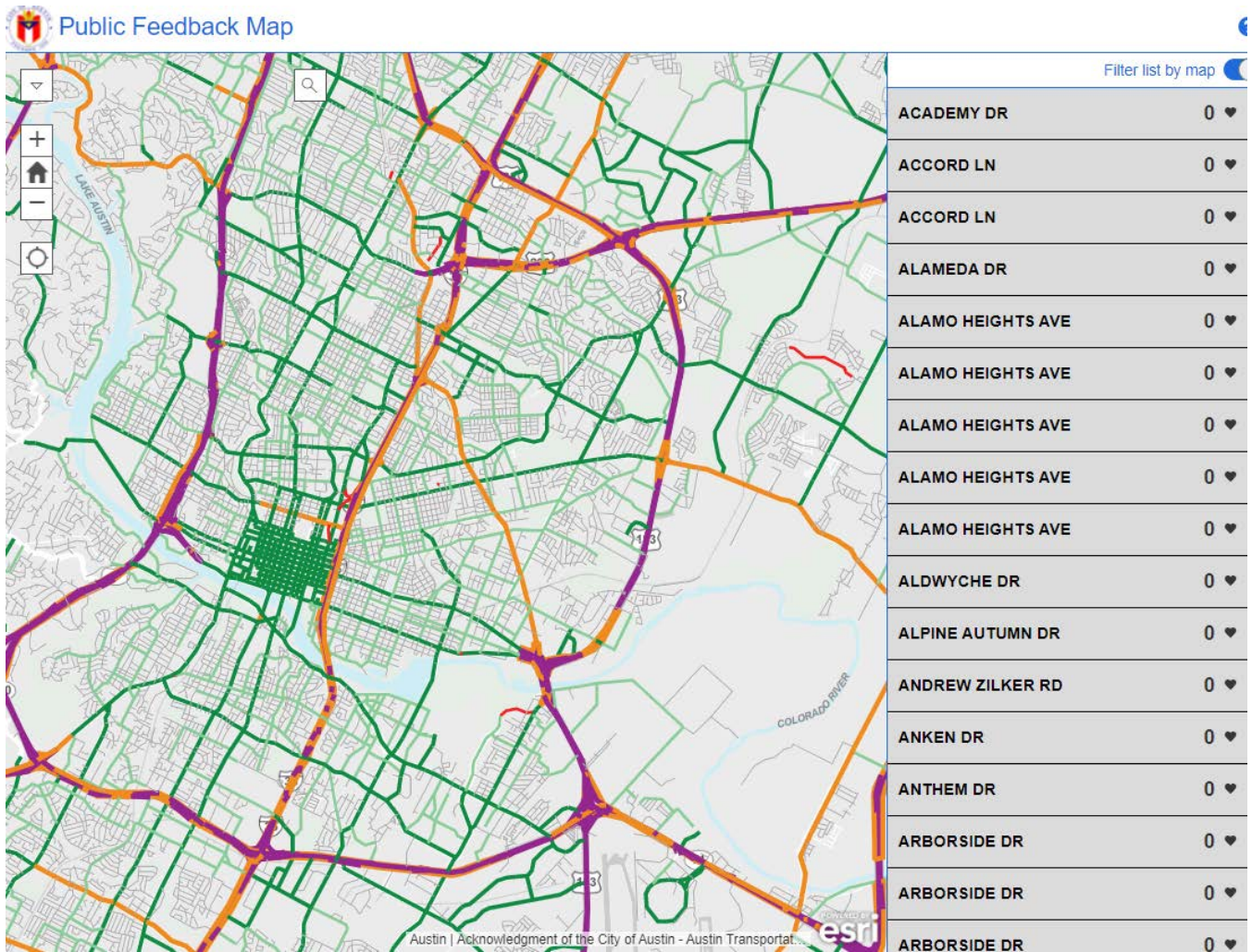
ESCANEAR

Questions? ¿Preguntas? • AustinTexas.gov/ASMP
ASMP@AustinTexas.gov • 512-974-1150

GETTING THERE TOGETHER ASMP



Appendix E: Public Feedback Map



Appendix F: Neighborhood Association Positions

To: ASMP Staff

We see two major issues with the proposed amendments outlined here.

1. The ANA seeks a resolution of the conflict between the updated classification of a neighborhood street and the existing street condition, specifically when the width of the existing street ROW is smaller than proposed in the classification?
 - 1.1. ANA's major concern is the threat of condemnation of properties along the updated street to meet their new classification. "Flexible design considerations" aside, residents are still in the dark about how proposed ROW expansion affects them, now or later, which creates an uncertain outcome.
 - 1.2. ANA proposes that the classification of streets is amended to include a category for streets that may have minor updates within the existing width and current ROW of the street. For example, adding markings and signs that do not expand the ROW.
2. The ASMP plan proposes new bike routes in the Allandale Neighborhood. ANA believes that there are better choices for routes.
 - 2.1. ANA can help identify safer routes. For example, the hill on Twin Oaks down to Shoal Creek is very steep and is not a good choice for a bike route.
 - 2.2. There is no distinction made between commute paths and recreational paths. The proposed bike routes in Allandale appear to be recreational. ANA proposes that the routes are modified to use alternate streets that are already wider or safer for bikes.
- 2.3. The neighborhood streets have low traffic intensity and do not need dedicated lanes for different purposes. This is especially true for streets that are narrow and shared with pedestrians, bikes, and cars.

Allandale Neighborhood Association
Hans Magnusson, ANA President

TCCSA's Board of Directors requests the following corrections to the ASMP be made prior to Council Approval. Six maps are attached indicating the location of each of the corrections:

1. Removal of a "street" segment in the TC Wildflower Preserve across from Eagle Feather as on the ASMP draft map. This is an error. There is no street in this location, nor should there be, and therefore there should not be one added on the ASMP.
2. Removal of a "new road" on Mesa Oaks (Original Section), removal of "on street parking" designation. This is an error. Mesa Oak exists, so a new street designation is not appropriate. This is a dead-end residential street and on-street parking is also not appropriate.
3. Deletion of the following changes/expansions of existing roads/ROWs. Each of these roads is inside a residential neighborhood with no commercial property anywhere on any of these streets - all of which are fully developed as residential. Expanding the ROW on any of these streets would require seizure of private property. All of these streets already include sidewalks on at least one side. Most already include bike lanes. Those that don't have bike lanes have plenty of width and ROW currently available to stripe bike lanes without expanding the ROW:
 - o Delete proposed expansion of ROT at the entrance of the neighborhood from SW Parkway to the intersection at Travis Country Circle
 - o Delete proposed expansion of Mission Oaks
 - o Delete proposed expansion of ROT between HT and Magdalena
 - o Delete proposed expansion of Travis Green

Thank you for making these corrections to the ASMP.

On Behalf of the Board of Directors,
Nancy Flores
Community Manager
Travis Country Community Service Association (TCCSA)
512-892-2256



Austin Transportation Department
Attn: ASMP
ASMP@AustinTexas.gov

January 24, 2022

Re: East César Chavez NPCT Comments for 2021 ASMP

On behalf of the East César Chavez Neighborhood Plan Contact Team (ECC-NPCT), I am writing to provide feedback on the 2021 Austin Strategic Mobility Plan (ASMP) and Street Network Amendments.

First, our team conducted a traffic calming survey in Fall 2021, and we ask that the City consider these results as part of the ASMP review process and related ATD planning initiatives. The detailed responses along with our analysis of the survey results is [available online here](#), and the [questions and charts can be found online here](#).

Second, we note that portions of East Cesar Chavez east of I-35 to Chicon Street will change from 2U to 2D and the ROW will expand by an additional 6 feet for a total of 20 feet of ROW expansion. While only a “technical correction,” ROW expansion has the potential to impact several local businesses. We understand that additional analysis is forthcoming and that no immediate projects will result from the ASMP. Our team asks that community engagement be a priority as ROW impact is analyzed.

Finally, we ask that these and future changes continue to honor the [speed limits](#) necessary to ensure the safety of all transportation modals. “Speeding on neighborhood streets” is the most cited concern among survey respondents with 75% indicating that it's a major concern within the ECC neighborhood. We look forward to working with ATD to help address this and other important improvements.

We appreciate the opportunity to comment and support the City Staff for this and future efforts. Please don't hesitate to reach out for questions or additional feedback.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Pace". The signature is fluid and cursive, with the first and last names being the most prominent.

Eric Pace
Chair, ECCNPCT

Appendix G: Log of ASMP Amendment Comments received via email

Source	Comment
	<p>Hi, I've been reading through the proposed changes and amendments to the ASMP and I've entered some comments on the map. Will there be an opportunity for in person feedback, or is there a way I could meet with someone and provide that feedback? I've tried to communicate my concerns as best as I can with text, but in some ways it would be better to be able to show google maps and street views and really communicate the experience of using these roadways.</p> <hr/> <p>I'd really appreciate the opportunity to do this, thanks so much. Pre pandemic this would have been easier, but it's also nice that we're all so used to zoom and such now.</p> <p>If the video call would have a way to let me screen share and "drive" google maps, that would be ideal.</p> <p>I'm available most the first half of next week (extended Thanksgiving vacation) but I wouldn't want to intrude on that time for you all. So Monday/Tuesday daytime would work great, but I'd also be fine with waiting a bit until after the holidays (as I recall, the feedback window for this extends for a couple months?).</p> <p>Thanks again</p>
ASMP Inbox	
Montopolis School event	We like the improvements to 183 for the bottle neck that was happening at the river crossing. We appreciate the conservation of the Montopolis Bridge and the school. These are things that enrich the neighborhood and empower it. We need more convincing that Montopolis Drive can't be upgraded to meet the traffic needs of this area. We consider Circle Acres a neighborhood treasure and go there practically every day. It would be a great shame to lose this very special green space.
Montopolis School event	Would like to have more information to the roadway/Would property taxed increase?
Montopolis School event	We do need better sidewalks & bike lanes on Montopolis in between Ponca & Riverside. Creating a road along the right of way through a sensitive archaeological site, a swamp, and over a creek makes absolutely no sense. The right of way should be given to the Montopolis Negro School site and Ecology Action.
Montopolis School event	<p>Bike Lanes (protected) on Montopolis Drive</p> <p>Wider & tidier sidewalks on Montopolis Dr.</p> <p>It'd be neat if the Montopolis neighborhood school land was incorporated as part of a transportation hub in the area.</p>
Montopolis School event	we would like to prevent the right of way at 500 Kemp from being developed into a road. The City of Austin has had no recent plan to develop it. The community doesn't feel it's a feasible option nor would it better our neighborhood. The Montop. Negro School future plan would have a better claim/use to this section of land which is adjacent to the school/property
Montopolis School event	<p>To whom it may concern:</p> <p>I live on Kemp St and I'd like to see the right of way abandoned. The community has expressed strongly the desire to preserve this landscape and give it to PARD to manage. There is no way the road to Grove can be developed. The adjacent dirt road has already been developed and is too narrow. The community is strongly opposed to a read through ecology action and through the Negro School.</p>
ASMP Inbox	Survey request
ASMP Inbox	<p>Which dickhead thought it would be smart to take an entire lane of east riverside and reserve it for the bus only?? The street has 50 fuckin new construction apartments coming in and you dumbasses decide to remove an entire lane of traffic for the bus. The street was already fucked with traffic BEFORE your dipshit decision to remove a lane for the bus. Morons. Ya guys.... let's inconvenience the 99% of people who drive so the whopping 14 crackheads who take the bus can have their own lane.</p> <p>Slap yourselves then slap your mothers for birthing you.</p>
ASMP Inbox	One idea for the Austin Transportation Dept. and the Austin Strategic Mobility Plan: How about wherever the City puts up a sign like this, the sign also say something like "2 high freq. transit stops nearby", or "try riding CapMetro", or "screw parking, take the bus", etc. Thanks!!!!
ASMP Inbox	<p>Great ideas.</p> <p>imho also think moving forward we all need to be careful in our choice of words so that we emphasize that Project Connect offers an integrated SYSTEM vs historical mix of bus, express bus and rail...any lapse into messages that reference a single transit mode in communication risks deflating value proposition of a whole NEW set of sks deflating value proposition of a whole NEW set of integrated options</p>
ASMP Inbox	<p>Dear ATD,</p> <p>The email below states that the deadline to submit comments re: the ASMP has been extended from Dec. 31 to Jan. 16. However, the ASMP website still states that Dec. 31 is the deadline to submit feedback, as excerpted below (see: https://storymaps.arcgis.com/stories/10f9d357b13c429495a7b764e05e550d).</p> <p>"Our Public Feedback map will remain open until December 31, 2021. If you have any questions, please email ASMP@AustinTexas.gov"</p> <p>Can you please clarify the discrepancy? Is the comment submission deadline now Jan. 16 and the ASMP website simply has not yet been updated to reflect the extended Jan. 16 deadline? Or is the deadline still Dec. 31 after all?</p> <p>FWIW, my neighbors and I would prefer the extended Jan. 16 deadline, as this would enable us to enjoy the holidays with family versus working on a neighborhood contact team feedback letter over the holidays.</p>
ASMP Inbox	Thank you for the clarification.
ASMP Inbox	RE - 14th, 13th, Navasota and Olander
ASMP Inbox	You are proposing taking addition ROW from residents on these streets to move from Level One to Level Two ? It obviously implies this as it appears it would be impossible otherwise.
Voicemail	[Transcribed from voicemail, not verbatim] I think that the city should plan events more strategically, we now have this FC stadium, when soccer is not playing there we should use it for other events, we should have races there instead of shutting down entire chunks of the city because that does impede traffic including public transit and that impacts people who rely on public transit the elderly the disabled they cant necessary figure out reroutes. I think that using the professional sized stadium would be far more energy and environment efficient. I believe that it would help conserve space. It would not disrupt the public transit routes, it would encourage more people to use public transit because the systems were not disrupted. I think the city of Austin should try doing that, Houston and Dallas do have events and reroutes, but Austin is a lot smaller so we have to be more creative with resources and part of being environmental is using things wisely and effectively, that's what being green is.
ASMP Inbox	The amount of information and detail involved and the importance of the subject matter dictate that the City grant additional time to review and comment. Releasing this information in the days immediately before Christmas, reduced the effective time to respond to about two weeks. This raises questions about whether this is just a check-the-box outreach without a genuine desire to obtain public input. Please extend the time period for review and comment until the end of February.
ASMP Inbox	Thank you,

	<p>Greetings,</p> <p>I am sorry to have to be negative, but the content of your PPT (ASMPchanges.pptx) bears little relationship to the Survey provided. Is there perhaps some mistake and the two are not meant to be read together?</p> <p>As to the changes, it is hard to see many of the street names on the maps and it is unclear why some areas are indicated on maps and others are not. Some intro is needed for the average person to go through this in a meaningful way. Also, not everyone knows what terms like FOC mean and also whether proposed 11.5 and 12 foot lanes are a good idea or what. Finally, there is a lot of ink on terms like "transition areas" and "Priority Transit Network", without background or citations or links that could be followed, but there are no related questions.</p> <p>If you are looking for input on the PPT, I think a different survey should be offered.</p> <hr/> <p>Hi, Thanks for the quick response. After your note, I went back thru the email and realized that I was on a second transfer of the PPT and missed the intro that said it was the key slides from the one you have on line and there was no link to your site and the longer PPT or intro. So I also missed the point that the three policies were in addition to earlier ones that the City has adopted.</p> <p>But while I have your attention!, my comments on the policies still obtain. I am particularly concerned that wider lanes do not just encourage speed but they add more to the urban heat island at a time when we should do everything in our power to reduce it.</p> <p>Thank you for your attention to my comments. I would welcome further discussion of my greening and shade points as I am certain organizing such a largely volunteer effort would be a good way to engage citizens and businesses constructively</p>
ASMP Inbox	<p>Sorry, but your time frame is way off! We cannot study and make intelligent comments in the time frame you've set. Please change the time frame to six weeks so that the neighborhoods can study and digest the information. Thank you.</p> <hr/> <p>Thank you for your reply. I would like to point out that you released the ASMP Survey at the beginning of the holiday season. Reminds me of the contractor who starts cutting down a protected tree without a permit at 4pm on a Friday! You know that people are getting ready for the holidays, so why not wait until we can get that behind us? Thus, I think you should extend the due date at least until Feb 6 to allow us time to focus on the multiple issues and respond.</p> <p>Secondly, I have a specific question about the map. It appears a line runs down either Funston Street or the MoPac entry/exit from Westover to W 35th. Which is it, and why either? Funston St is only 4 blocks long and the entry/exit is similar. Neither are bus routes to my knowledge, and certainly don't have any bus stops. Thank you for clarifying this.</p> <hr/> <p>Thank you very much for all of this information. It's very helpful.</p>
ASMP Inbox	
ASMP Inbox	<p>I am writing to request an additional 6 weeks in order to fully review the information and meaningfully participate in the ASMP Survey.</p> <p>Here we are five days for public comment and just now seeing this issue.</p> <p>Why has there not been an EFFORT to get this information out to the public?</p> <p>Based on the December 22, 2021 date, just how was this information to get to the taxpayers?</p> <p>On several of the city email list and this is the first I have seen any of this information. Only seeing this because of an email from a neighborhood rep on the North side of town. Will be contacting City Council and City Manager regarding the lack of this information being provided.</p> <p>Pretty typical way to achieve public feedback by not providing the information for timely public review or comments.</p> <p>Why is this the preferred method of getting public comment?</p> <hr/> <p>Thanks for your reply. My question NOW is WHERE and HOW did ASMP let the public know about this request for feedback?</p> <p>Your first sentence does not address how the public was informed of these opportunities to provide feedback.</p> <p>Where was this information on this issue was provided?</p> <p>At this point - How many comments has ASMP received up to the December 31, 2021 date?</p> <p>Our Street Network Amendment feedback map was opened to the public on November 15, and we began publicizing it that day. Our policies survey was opened on October 1, and we began publicizing it that day, as well. The December 22 date on the Street Network website refers to an edit in the "How to use this page" paragraph reflecting that we were extending the survey close date to this Sunday; it had been previously set to close December 31.</p>
ASMP Inbox	<p>One would think that a very broad distribution would be wanted?</p> <p>Also how are comments going to be addressed?</p>
	<p>Hello,</p> <p>I was very concerned to find out proposed changes to my street (Mount Vernon between St. Elmo and Redd St.). The ASMP Street Network Amendments website proposes changing my stretch of Mount Vernon to have more lanes and on street parking, which would widen our street to 84 feet and eat into my (and MANY longstanding neighbors') yard. This proposed change seems absolutely unnecessary and would significantly/negatively impact many longstanding neighbors in this neighborhood (and new neighbors, as many homes are newer too). There is no reason to change this tiny roadway whatsoever. The neighborhood is quiet, there is no traffic, parking has never been an issue. You would be destroying and devaluing properties, yards, and infringing upon residents' space. Why would the city want to do that? Please do not propose this. You would be seriously negatively affecting the quality of life of people who live in this neighborhood and actually care about it.</p> <p>Can the city do this to people who own homes? I don't understand. I didn't buy this property expecting 30 feet of my yard to disappear, that would be devastating. It would be my entire yard.</p>
ASMP Inbox	<p>I've submitted feedback on the map and contacted my council member. I don't fully understand the survey - where else should I send concerns?</p>
	<p>Good morning,</p> <p>As I was looking up the street names on the map for the 2021 Asmp street network amendments, I saw plans that affected stassney lane however stassney lane was not on the list for comments, can you help me understand where I can find stassney lane for comments.</p>
ASMP Inbox	<p>Hello, I have read the Deadline for Public Feedback map will remain open until January 16 and 30, 2022. Which is it? Thanks.</p>
	<p>Hi, there - I live in Allandale and first reviewed the Street Network Table and Map which seem to be consistent in notating what I see as just modest proposed changes to a few streets in this city area. The table doesn't list Twin Oaks Drive; I assume because it's a level 1 street - is this correct? The associated map shows no proposed changes to Twin Oaks. However, the Public Feedback Map shows a suggested change from Level 1 to Level 2 with a proposed ROW of 84', apparently to accommodate a bicycle facility. Is this correct?</p> <p>Why does the Street Network Map not reflect any changes to Twin Oaks Dr., but the Public Feedback map does? Also, an 84' suggested roadway width makes no sense to me in this fully residential area (except for just a very short segment as it connects onto Burnet Rd). Is this truly proposed and how could it be achieved given the density of private residences?</p> <p>Some members of the Allandale Neighborhood Assn. are quite puzzled by this, so I would very much appreciate hearing from you ASAP.</p>
ASMP Inbox	<p>Thank you in advance for your prompt response. And by all means, if you'd like to call me, my cell is identified below.</p>

	<p>Hi,</p> <p>I live off Southwest Parkway in the Travis Country subdivision. There are no safe routes to bike or walk from the neighborhood to any stores or bus stops.</p> <p>Boston Lane is a short, much used shortcut from Southwest Parkway to Hwy 290 West. It would be wonderful if there was a wide path for both cyclists and walkers to use for accessing the bus stop and businesses on Hwy 290.</p>
ASMP Inbox	<p>Thank you for considering this much needed access.</p> <p>the community is taking apart the ASMP revisions, and there are numerous places where the changed street designation implies significant widening of the ROW. Twin Oaks is one such street proposed to have a new width. At Daugherty the curb-curb is now 40ft, at Nasco the curb-curb is 30 feet. The new designation would have 84ft ROW. Is the City ready to condemn that much residential land? The ASMP work seems disconnected from that sort of reality.</p> <p>Twin Oaks is just the first example Allandale is looking at. This is all over town. Perhaps if you ask the City Manager that might slow a fast running review, one happening during the holiday and a new Covid storm.</p> <p>The extension on comments is to Jan 30. We got an e-mail from unknown staff.</p> <p>So, the scope is still unknown, and how comments will be utilized unknown.</p> <p>How about asking the City Manager for some oversight? Where is the data behind the proposed changes? Engineering is done with data. Where is the modeling to show the effects of the changes - how will they change the current data? Remember, ATD contracts for safety studies and gets simple map presentations of past data, no predictive or analytical function, just a 'box-check' to have a study. This work looks to be of the same low quality.</p> <p>Here's some of the info The news was sent out via ATD's Mobility Newsletter, the ASMP newsletter, via ATD's facebook and twitter, and advertised with posters/flyers at libraries. Engineering roads is not something for Social Media.</p>
Email to Council Member	<p>Good morning,</p> <p>I am a resident of [address] Bridle Path and just scanned the plan map for the Bicycle and Urban Trail System.</p> <p>If what is depicted below costs money to improve the street, I cannot imagine that it makes sense.</p> <p>Bridle Path is a quiet residential street with a wide road system now. Even if cars are parked in front of homes, there is very little interplay between walkers, bikers or cars. I do not see the added value of Bicycle-related improvements. I do see the destruction of value - either in expenses added to make this happen and subsequent upkeep, disruption of homeowners/commuters while improvements are to be made, and disruption of peace of mind as potentially there is more traffic/hazards if built.</p>
ASMP Inbox	<p>I do not support this idea.</p>
Email to Council Member	<p>Hi, I just want to add my perspective to this debate. Austin is changing so quickly the one thing we can count on (so far) is the integrity of our neighborhoods. You can build a big ugly house next to my, shall we say, more modest one, but creating more busy cut-through streets within a neighborhood is just wrong. I've lived in Austin for 17 years (alot compared to many) and in Brentwood and Crestview for the last seven. The beauty of this neighborhood is that it's surrounded by busy streets but inside the rectangle it's a quiet oasis. If anything we need more speed bumps and a heavier police presence. I now live on Justin Ln close to the park and regularly see people speeding and running the stop signs. With kids walking alone to the park it's a disaster waiting to happen. Please don't turn Payne into the next Justin Ln! For me it would be a final death blow to my neighborhood and this city.</p>
	<p>are there any proposed changes for widening Emerald Forest Dr? thanks!</p> <p>thanks for the prompt reply!</p> <p>does that mean no major changes but that it will be widened from 78' to 84'? if so, what sections? specifically I'm concerned about North of Stassney to Williamson Creek, my home is at [address] :)</p> <p>just wondering if there will be 6ft of widening, would it be on our side (East side), or the other, and will this affect on street parking? (in our block, no parking on other side of street, it's all on our side).</p> <p>very helpful, thank you!</p> <p>FYI, email was initiated b/c there is someone on "nextdoor" from Southwood railing about changes to Redd St, and listing Emerald Forest and several other streets that "will be ruined" and imploring others to get vocal about it--- unfortunately, sounds like they are either misinformed or worse might be intentionally trying to rile folks up!</p> <p>thanks again & have a good weekend!</p>
ASMP Inbox	
ASMP Inbox	<p>The ASMP site with maps for various proposed changes are not usable. Different parts of the page stay in place and other parts don't move enough to see anything. I hope the project works better than this website.</p>
	<p>Help me understand the proposed changed to Banister Lane between S 2nd and Garden Villa.</p> <p>-Are you aware of the current hazard at the corner of Banister Ln and S 2nd ? Cars cross into the other lane and there have been quite a few wrecks and near misses. How would the proposed changes address this hazard?</p> <p>-Banister Lane was previously graded at an angle that caused flooding into the complex at Banister and S 2nd. The COA had to come back and correct the grade so water flowed correctly. Has water flow/flooding been considered in the proposed plan?</p> <p>-If I understand correctly, there will still be on street parking after the change which is important to the residents at Banister Place Condominiums at the corner of Banister Ln and S 2nd.</p> <p>-The complex became further landlocked after the construction of HWY 71. Will the proposed plan further impinge on the property? We currently have City sidewalks, a berm that is City owned but we maintain with plants, room for on-street parking which we need, and we are near a bike lane.</p> <p>In short, I am trying to understand how these changes will benefit the residents who live at Banister Lane Condominiums.</p> <p>The street from S 2nd to Garden Villa is wide, allows for on-street parking, has walkable sidewalks and is a very wide street. Is the proposed change to Street Level 1 simply a technical change, not a physical one?</p> <p>Thank you for your attention to this matter.</p>
ASMP Inbox	<p>Thank you for your prompt reply.</p>
	<p>I have made a good faith effort to respond to the request for comments on the Strategic Mobility Plan Amendments. Despite having lived in Zilker for over 30 years, I can barely make out what streets would be affected using the miserable excuse for the maps they have provided. The map at the end is unusable because the information on the map is so distant from the so-called explanations. I hope you will two things. One make the transportation staff update the maps to the point where they are usable. Second, postpone the closing of comments on the plan until the maps are updated and then the clock starts on comments. The city departments have no one but themselves to blame for serious mistrust on the part of the citizens of the city. Who can tell what is being hidden in this very confusing presentation?</p>
Email to Council Member	<p>Thank you for your consideration.</p>
	<p>I live in your district and was very concerned to find out proposed changes to my street (Mount Vernon between St. Elmo and Redd St.). The ASMP Street Network Amendments website proposes changing my stretch of Mount Vernon to have more lanes and on street parking, which would widen our street to 84 feet and eat into my (and MANY longstanding neighbors') yard. This proposed change seems absolutely unnecessary and would significantly/negatively impact many longstanding neighbors in this neighborhood (and new neighbors, as many homes are newer too). There is no reason to change this tiny roadway whatsoever. The neighborhood is quiet, there is no traffic, parking has never been an issue. You would be destroying and devaluing properties, yards, and infringing upon residents' space. Why would the city want to do that? Please do not propose this. You would be seriously negatively affecting the quality of life of people who live in this neighborhood and actually care about it.</p>
CM email	<p>Can the city do this to people who own homes? I don't understand. I didn't buy this property expecting 30 feet of my yard to disappear, that would be devastating. It would be my entire yard. Can you help?</p>

	<p>I am desperately trying to find out what's going on with my neighborhood zoning.</p> <p>I understand that input is only allowed through January 16th which is tomorrow !</p> <p>Please consider giving Austinites a chance to give their input and extend comments through February 16th ! meanwhile please call me Or give me a number I can speak to somebody at. As an aging Austinite who does not want to be priced out of her home, I need your assistance! Thank you</p>
ASMP Inbox	<p>Dear ASMP,</p> <p>I am dismayed, shocked and appalled to see that 'supposedly' mature City of Austin has no formal manner for posting and distributing official notices.</p> <p>I suppose I have become used, in the last 40+ years, to dealing with elite, mature organizations like the Environmental Protection Agency, founded Dec 2, 1970 and TCEQ, founded as the Texas Water Commission in 1962. All United States and Texas governmental agencies have formal documented procedures in their administrative rules for posting and dissemination of official proposed and final rules and rulings.</p> <p>Instead of a formal administrative rule that describes a formal publishing and written postal notice method for notifying the nearly one million residents of Austin, the City staff uses parochial resources, such as</p> <ul style="list-style-type: none"> •ATD's Mobility Newsletter, •the ASMP newsletter, •ATD's Facebook page, •ATD's Twitter account, and •advertised with posters/flyers at libraries. <p>I have worked with attorneys on the permitting of municipal landfills and hazardous waste facilities and I have never heard any evidence that the legal profession and Courts would consider Facebook pages and Twitter accounts as official notice in cases where the City is making a sweeping change in zoning and condemnation of large swathes to private land.</p> <p>Please consult with Austin Legal and let me know at your earliest convenience if the City lawyers and their consulting lawyers truly believe that the City will be able to present these facts to a judge without anyone in the court room laughing out loud.</p> <p>I know this has been a difficult two years, and we certainly need something to laugh at, but I do not believe that the burden for levity should fall on the shoulders of our City government -- a City of nearly one million people, many of whom teach at or associated with one of the top educational institutions in the world. -- the seat of government of the second largest state in the United States, with a gross domestic product of \$1.77 trillion, just behind 9th place Brasil and ahead of 10th place Canada. Please maintain some measure of dignity so that I don't suffer chiding by my engineer friends when this hits the front page of national newspapers, like the boil water order a few years ago.</p> <p>Please feel relieved of the burden to get Austin residents laughing again and begin to focus on real deigns, based on measureable facts on the ground that will improve the health, safety, welfare and security of Austin residents over the next decade.</p> <p>Perform real safety studies before you place bicycles next to cars traveling at 35 mph and think again before you propose a median up the middle of Burnet Road that would route hundreds of cars each day into the quiet narrow roads of Allandale, Brentwood and Crestview.</p>
ASMP Inbox	<p>Thank you for your efforts to keep us all safe, healthy and secure enough to pay taxes to support all of the proposed changes being proposed.</p>
	<p>Dear City Planners:</p> <p>I just became aware of the ASMP this morning, January 13, from my Southwood neighborhood news feed. The proposed changes to streets such as Redd Street for example would take a total of 30 feet (20 of it private property) to increase the width of the street; this is way too much. There would be very little buffer between homes and the street.</p> <p>My neighbor [name] who lives on Redd Street, measures out the proposed changes to her property. It was an eye opener. She said she would lose her driveway, most of her side yard which abuts Redd St., six trees, and have only five feet between her house and the street.</p> <p>Just as distressing to me is that most neighbors who are directly affected by this proposal are not even aware of this plan. Putting this information out just before Christmas with a January 16 deadline for public comment comes across as an underhanded land grab, even if that isn't the intent. It doesn't appear that due diligence regarding public outreach was done in a manner to inform more residents. This is very disheartening.</p> <p>I urge you to consider extending the deadline by several weeks and also reaching out to local television news and print outlets to inform the public of this proposed project, because a majority of people do not get this type of information from neighborhood groups. These actions would show the city is truly interested in giving residents a voice in the planning of their community.</p> <p>As the comment deadline now stands, it feels like an under the radar rush job done to check off a box without earnest public outreach. As a city, we can do better than this.</p>
ASMP Inbox	<p>Thank you for the clarification. I appreciate it.</p>
	<p>ASMP TEAM</p>
ASMP Inbox	<p>I would like to know how many neighborhood Contact Teams you have directly contacted to discuss the proposed changes and the impacts that they will have in their neighborhoods?</p>

Email to ATD Staff	<p>But, isn't Twin Oaks one of the streets that AMSP plans to widen into an 84' wide roadway?</p> <p>This is crazy. ATD puts sticky-ups on Shoal Creek Blvd to put it on a "Street Diet", as Robbie Spillar, P.E. calls it. Then a few years later, we widen the narrow residential streets to be wider than a boulevard.</p> <p>What is Austin Transportation Dept thinking? Is ATD thinking?</p>
ASMP Inbox	<p>Good morning! I'm removed many of the cc's in this communication with [name], two of our zoning cmte. and the ANA president remaining.</p> <p>A few of us with the ANA were discussing the recent release of the ASMP maps. Your explanation makes sense to me. As explained in the attached email i sent to the general ASMP address last night, the confusion lies in what appears to be a discrepancy between the Street Network map and Public Feedback map.</p> <p>I expect the responding ASMP staff will review these differences to either explain this or add a refined explanation on the public feedback map to Twin Oaks (or possibly other roadways similarly affected).</p> <p>Thank you for such a prompt reply.</p> <p>Thanks for your explanation and illustrations. I just now accessed the Public Feedback Map and tried 3 selection options. First, checking for Twin Oaks Drive in the right-hand list with the 'filter list' in default mode (attachment #1) showing no listing for Twin Oaks. Then, i shifted the 'filter list' to the left (attach. #2) showing one listing for Twin Oaks. I have a vague recollection that last night i entered a Twin Oaks Drive specific address, e.g. '2600' in the address search bar and this may have been when i saw, as you state, two listings for Twin Oaks Drive; but i didn't explore this - and now can't duplicate this because the search for a specific address isn't working - the processing just continues but with no results.</p> <p>I also accessed the Street Network Map again (attach. #3) which doesn't identify any changes (even when enlarged) for Twin Oaks Drive. When reading the narrative for the Street Network Table (which is so easy to review), Twin Oaks Drive is not listed here. There is a comment that if a roadway isn't listed, it may be because of a level 1 status (currently that of Twin Oaks). It would be handy for the table to include any level 1 streets proposed (in part or full) for changes to the level.</p> <p>So while your explanation that when the same street has multiple entries on the public feedback map, different levels are proposed makes sense, i'm unable to see this in the manner i've described.</p> <p>If you'd like to give a stab at further responding in writing, that's fine with me. Alternatively, it might be easier to talk this through given the technical nature of the discussion.</p> <p>Right now, i'm headed out to do (i hope, limited) battle with other HEB customers before the day further progresses. I'll be back NLT 1 PM, so you can call me then if you prefer. And if you'd like to furnish me with a staff person's number who can walk me through this, i'm equally happy to call you.</p>
ASMP Inbox	<p>I am desperately trying to find out what's going on with my neighborhood zoning.</p> <p>I understand that input is only allowed through January 16th which is tomorrow !</p> <p>Please consider giving Austinites a chance to give their input and extend comments through February 16th ! meanwhile please call me Or give me a number I can speak to somebody at.</p>
ASMP Inbox	<p>As an aging Austinite who does not want to be priced out of her home, I need your assistance! Thank you</p> <p>I'm hoping I just don't understand the Removed Roadways page. The roads are just being removed from your ASMP grid or are you actually physically removing them??</p> <p>*One of these roads is Red River, which is well used (if y'all ever stop closing it off to work on & around it!). It's the only street between IH 35 & UT. A major need unless you want all of us cutting through UT to try to get home & to work.</p> <p>*Robert Dedman Drive is a major cut between the S. IH 35 feeder road & Red River so it is well used (again, if y'all ever open Red River back up.)</p> <p>Also, I don't understand why it is necessary for Redd street to be widened into a 4 lane road with both sides having bike lanes & pedi lanes. Only one street over is Ben White with both the really large upper deck of 290/71 & the feeder lanes. Redd is an older residential street & taking that much extra ROW will basically remove all the front yards of those houses (and some side yards). Are they being reimbursed for all that? Is the city willing to buy their houses if they no longer wish to live there since it will now be on a major 4 lane street, with a sidewalk that starts within just a few feet of their front doors, no front/side yard & no drive ways?</p> <p>Thank you for listening to me. I look forward to your response.</p>
ASMP Inbox	<p>Thank you for the explanations!</p> <p>PLEASE do some PR work in the REDD area as they are panicking about the idea that you are taking over their front yards, etc. It was a major discussion in our NEXT DOOR group this last week and it got a lot of people very upset.</p>
ASMP Inbox	<p>Shame on the COA for not coming to the community to discuss these potential changes that will be extreme to residents within HNA!!!</p> <p>I elect you all the the 2022 THE WALL OF SHAME AWARD</p> <p>We are paying taxes through the nose and trying to survive on retirement pay!</p> <p>UNREAL!</p>
ASMP Inbox	<p>Hello:</p> <p>On the proposed map of something is moving from a level 2 to a level 3 as a "technical correction" does that mean that there are no changes being made but rather the street is being re-classified as it is, in effect, really a level 3 street. Specifically, I am talking about 38 1/2 and 38th St.</p> <p>Thank you.</p>
ASMP Inbox	<p>The ASMP site with maps for various proposed changes are not usable. Different parts of the page stay in place and other parts don't move enough to see anything. I hope the project works better than this website.</p>

	<p>Could you tell me what changes you will actually be making on Payne ave? I live at 1510 at I can't see how you will have parallel parking and bike lanes. This would require taking a substantial amount of land from the residents. This would greatly devalue our investments. Please tell me specifically what is proposed and do not send me to the ambiguous picture that makes no sense and does not tell us how the city is going to build such huge streets.</p> <p>For the record I vehemently object with this project and redefining the right of way. I paid a lot of money for this land and it is unfair for you to take it from me or claim that you can take it from me whenever you get around to it. This is disgraceful.</p> <p>You need to give residents information about exactly what is going on and when and how you plan to change our property line and compensate residents for this theft instead of this "maybe this or that nonsense"... The lack of organization that this city has on street development is appalling. We pay tons of money in street fees and taxes for drainage etc. The city never cleans our streets and the streets sure as hell don't drain properly. There is constant standing water in everyone's driveways and debris left there. The streets are repeatedly being torn up and patched up (or sort of patched up). They look like crap! You nearly break a tooth every time you drive a block in any direction from the potholes and patches.</p>
ASMP Inbox	<p>I would like to know how to stop this reclassification. Do I need to get a class action law suit going and sue the city? What politicians do I need to write to? You have no right to do this and the reasoning is a lie. This street does NOT connect neighborhoods. It neither connects to Lamar nor Burnet! Do you take us for naves?</p>
	<p>Hello,</p> <p>I was really disappointed with both the Story Map and the Public Feedback Map for the 2021 ASMP Street Network Amendments.</p> <p>1) I only happened to find out about it by chance, when I ran into a neighbor. How do you expect people to comment on it if they don't know about it? Communication failures and lack of transparency like this are why so many Austinites distrust city government and hated CodeNext.</p> <p>2) Your data collection is faulty and results will be skewed on the public comment map. To comment on a street, the "I approve/disapprove" drop-down box defaults to "I approve." This is a design error that is leading to many false "I approves." The drop-down should default to being blank and require a choice selection to submit a comment. As it is now, many people are submitting negative comments but didn't see the drop down and are therefore having their responses coded as "I approve." Any "I approves" being tabulated from this will be artificially high and not representative of neighborhood sentiment.</p> <p>3) The maps are not user-friendly or accessible to many Austinites. The story map streets aren't labeled until you randomly guess and then click on a street and then adjust your navigation from there. Streets that are labeled "no change" are still highlighted (why?). Due to the School for the Blind being located nearby, many people in the 78751 area are low-vision. As pedestrians, they would be majorly affected by these changes but have no way to comment on them. Not a single one of my neighbors over the age of 60 were able to navigate this map! Even your website advises people to use a desktop and not a phone, limiting commenting to wealthier households that have computers.</p> <p>4) The plan, itself, is problematic. Changing Level 1 streets to Level 2 Streets in Eastwoods/Hancock/North University/Hyde park is doomed to fail. You're taking one of the most walkable neighborhoods in Austin and making it less pedestrian-friendly by increasing car traffic in pedestrian thoroughfares. Expanded right of ways on 30th St, 32nd St, 34th St, 38th, 41st, San Jacinto, Harris Ave, and Park Ave will increase the impermeable cover and run-off in a flood plain, jeopardizing dozens of houses. Expanding the Right of Way would bring the curb right to people's doorsteps, eliminating front yards, heritage trees, and setbacks in a beautiful, historic neighborhood (specifically on Harris Ave, Park, and 41st).</p>
ASMP Inbox	<p>This is one of the most demographically diverse, mixed-income neighborhoods in the region. This should be lauded as a success, not eliminated through eminent domain, upzoning, and road projects. I don't see any level 1 streets being made into level 2 streets in Pemberton Heights or less diverse parts of Austin.</p>
	<p>The city finally laid down a sidewalk in front of our house 70 years after the house was built. They swerved the sidewalk around our 70 year old Elm to preserve it. Now it will all be obliterated along with half of our front yard to make our street into an 84' wide thoroughfare. Utilities will need to be relocated and a new bridge over Waller Creek required. Somehow though the city still won't get around to replacing the 75 year old sewer line that constantly breaks and leaks that runs beneath Harris Ave.</p>
ASMP Inbox	<p>This will be prohibitively expensive, take valuable property off the tax rolls and exceeds the cities easement requiring the use of imminent domain. We oppose this. We will fight, file lawsuits and delay this in any way we can. I doubt any homeowner on Harris Ave will support this.</p>
	<p>Hi,</p> <p>We live on Harris Avenue and would like to understand what the City's specific plans are for Harris Avenue as part of the Austin Strategic Mobility Plan?</p> <p>Thank you for all the detailed info.</p> <p>If a bike lane is the ultimate goal for Harris, why did ASMP choose the 84' ROW level 2 street option vs. the 72' ROW level 2 street option?</p> <p>Okay, sounds like you prioritized making room for bike lanes and parked cars on Harris Avenue over the existing heritage trees, recently built sidewalks (last year or so), and front yards/porches that would have to be demolished to support your plan.</p>
ASMP Inbox	<p>To be clear, we don't support your plan for Harris Avenue or any changes to the existing footprint of Harris Ave or any technical corrections that would increase the ROW or visions of what the ROW would be now or in the future.</p>
	<p>I have some questions about proposed changes to San Gabriel and W 17th St running through the Judges Hill Neighborhood.</p> <ul style="list-style-type: none"> - The graphic for 2U shows a 72' Row, but the suggested ROW is 80'. Why? - What does RU-OP mean? - How would additional ROW be acquired? - How would the neighborhood be involved in deciding how to go about implementing the plan? - Is there any rezoning of our properties hidden in this proposal? <p>Thanks</p>
ASMP Inbox	<p>Thanks for your thorough and reasonable answer. This is exactly what I need to calm the fears of my neighbors. The 80' ROW freaked them out when they went out and paced it off.</p>
	<p>To whom it may concern,</p> <p>I live on Mount Vernon Dr, and heard from a neighbor that there are plans to widen the street to accommodate street parking and bike lanes in addition to street parking. This means the street will have to be twice as wide as it is now. Is this something that is being planned by your department? I looked at the information on your website and could not find any information to confirm my neighbor's allegation. Please let me know where to look up the information, or if you do not plan such modification on my street.</p>
ASMP Inbox	<p>Good morning,</p> <p>This area from Brush Country to Monterey Oaks shown on the map is a city approved Greenway and over \$100,00 has been spent to develop it. It also would affect the Small Middle School driveway, the City's trail head structure, the Greenway is also designated as a safe schools section provided by city funds. Please remove this proposal to create any sort of road extension.</p> <p>Regards,</p> <p>[Name] , President</p> <p>Westcreek Neighborhood Association</p>
	<p>Hi,</p> <p>Your maps show a proposed throughgoing connection from Mopac to N Lamar south of, and parallel to, Parmer Ln as a Level 2 road which currently does not exist. The new link shown in your map connects Cedar Bend Dr and Old Cedar Ln. If built, this connection would create a shortcut parallel to Parmer that would route traffic from Parmer through the neighborhoods. Such a connection was part of some rather heated hearings a few years ago to provide access to a proposed development next to Walnut Creek Metropolitan Park. It was decided that any connection would only be accessible for local residents to access this new development. Regardless of being restricted or not, such a connection would not meet the definition of a level 2 road. If restricted, it would not connect neighborhoods. If it is unrestricted, the expected traffic volume would not meet the level 2 definition since it connects two major arteries.</p>
ASMP Inbox	<p>There will be significant pushback from residents in the vicinity of Cedar Bend Dr and the River Oak Lake Estates neighborhood if this connection is built.</p>

ASMP Inbox	<p>Please define each of these ROW categories from the adopted ASMP map (they are part of the information for each street segment on the map): Mean ROW Median ROW Minimum ROW Maximum ROW Required ROW</p> <p>How were these ROWs calculated and where on city's system is the raw data for these categories?</p> <hr/> <p>Thanks for the prompt response.</p> <p>Is that GIS data stored anywhere in the city's system? For example, if I wanted to check the "GIS estimate of existing right of way widths between parcel boundaries" on this segment of W 29th St where would I find the raw data? People are asking me about the origin of the numbers in the table excerpt below. I know how to calculate a mean and median but in order to verify the numbers in the table I need to know the widths between each parcel on that segment of street.</p> <p>NameW 29TH ST Segment LimitsWOOLDRIDGE DR TO LAMAR BLVD</p> <p>Mean ROW74.62 Median ROW69.71 Minimum ROW59.98 Maximum ROW137.86 Required ROW60</p>
ASMP Inbox	<p>Hi.....this took us pretty much by surprise. Looking at proposal, it appears that rather than being a connection between neighborhoods, it is the creation of a cut-thru / speedway which would do a major disconnection of our neighborhood. Justin is a great example of how planners didn't plan awfully well</p> <p>Our street (Payne Ave) , is a haven for walkers and bikers, now....why mess it up?</p> <p>The city has been already approached for speed control....bumps, etc.....nada. Why encourage more speeding, accidents, and disregard for kids, elders & pets?</p>
ASMP Inbox	<p>Get Justin right for a start.....it would save a lot of \$\$.....please give us a little peace.</p> <p>Dear City of Austin,</p> <p>Austin is such a well-managed city, I often brag about it to others who do not have the good fortune to live here.</p> <p>It has come to my attention that there is a plan to widen Harris Avenue in the Hyde Park section of the city. As a member of the neighborhood, I wonder why this would be needed. Harris is a fairly short street, in a quiet neighborhood, and it goes right by the neighborhood elementary school (Lee).</p> <p>I have two main problems with this idea:</p> <p>First, allowing a greater flow of cars on the street would make it dangerous for the young students, many of whom come to school on bicycles, either with parents or without. Others walk, and allowing more cars to move through would create problems for all concerned. Also, after school, children sometimes play outside the school. Having more traffic would increase risk to them.</p> <p>Second, it looks like the sidewalks would have to go, and one of the main things about the whole Hyde Park area is that it has sidewalks everywhere which everybody uses. This would be especially bad since so many parents and their kids use these sidewalks to get to school.</p> <p>There doesn't seem to be a problem with traffic flow as it is, and if people want to move faster east/west they can take 38th street or 32nd street. I wonder what the motivation is for this change.</p>
ASMP Inbox	<p>I am a resident in the Hancock neighborhood. I've received some information from my NA that I am hoping you can confirm. I would like to confirm if the existing ROW width for Harris Ave between Red River and Duval is 60ft, is that correct?</p> <p>I see that there are a lot of opposing comments to the Level 2 technical correction along Harris Ave on the feedback website. I am hoping to offer a supportive comment, and I'd like to make sure I fully understand what is being proposed here.</p> <p>I see that Harris Ave is identified for technical correction to an 84ft ROW Level 2U-OP, which I understand includes (on either side): a 6' sidewalk, a planting zone, a protected bike lane, parallel parking, and then a travel lane that might be divided with a median at crosswalks. Please let me know if I don't understand any of this correctly.</p> <p>Hi ASMP Team,</p> <p>Thank you for clarifying and explaining. This makes a lot of sense to me, and now that I understand I will share my support as loudly as I can.</p> <p>I wish that my neighbors felt more informed and they would probably be a lot more comfortable with what they're seeing on the website. A lot of the comments describing how they would like to walk their children to school in the morning would be facilitated by the illustration you provided below.</p> <p>On a related note, I have picked up on a number of comments that incorrectly comprehend ROW as asphalt, and therefore a fear that increased street level designations means more cars even though in the Level 2 category more than half the ROW is for people and plants. I'm not sure what to suggest, but I think some shared education would go a long way in making this a more comfortable process for a lot of people.</p>

	<p>I am sorry to say that you have totally failed to convey important information to the public.</p> <p>For a start, if you go to the ASMP website, there is no link to the list of updates proposed, only a link to a survey. How can people answer that survey when they don't know what changes are proposed?</p> <p>It seems that you have to leave the City of Austin website and go to https://storymaps.arcgis.com/stories/10f9d357b13c429495a7b764e05e550d to find out what changes are being made.</p> <p>Next, once you have found it, the website claims "The following sections display corrections and updates made to the future street level, cross section, and required right of way in the Street Network based on technical analysis, public engagement, or changes to the TCM, our Public Transportation System, or Mobility Bond Programs." Unfortunately they don't!</p> <p>Next problem is that it is very difficult to zone in from the citywide map to your neighborhood.</p> <p>Having managed this feat, we get the following map, which shows that Redd St east of Bannister, and Mt Vernon are being upgraded from Level 1 to 2. Yet this is just shown as a "technical correction"? Huh? I would submit that upgrading a residential street to Level 2, is a major change, and not a technical correction.</p> <p>Worse still, the proposed new Collector street does not actually connect. St Elmo was only classified as a collector east of Vinson. Also the 2019 plan classified it as a future "quiet street", which your update suggests need to be reclassified as Level 1.</p> <p>Next the text suggests that Redd east of Bannister requires update to a 2U-OP with a suggested 84' RoW. This is totally inconsistent with the ASMP proposals for Redd west of Bannister, which suggest upgrade from 50' to 60' RoW, "subject to further study".</p> <p>I ask that you look at consistency along Redd St. Mount Vernon and W St Elmo.</p>
Email to staff	Finally I would suggest that the major difficulty I experienced in finding the proposed changes, together with the errors and inconsistency in changes proposed, makes public consultation meaningless. I think you need to correct the list of updates, then restart the consultation process.
ASMP Inbox	I am extremely concerned about proposed changes to Payne Ave as a corridor. I live on the corner of Payne and Arroyo Seco. It is impossible to comprehend how the proposed changes can be implemented without significant damage to neighborhood, people who use our walking paths, children walking to school who need to pass crossroads and our home and lifestyle. I completed the policy feedback but THIS DOES NOT PROVIDE AN AVENUE TO PROVIDE FEEDBACK ABOUT MY SPECIFIC CONCERNS. 84 FEET SPANS OUR FRONT DOOR TO THE FRONT DOOR OF THE NEIGHBOR ACROSS THE STREET. Furthermore I want assurance that because I live in an older low income home, it will not be sacrificed because of the million dollar home across the street.
ASMP Inbox	I require a response to this email. I need to know how to provide meaningful input.
ASMP Inbox	I don't know in what warped reality does the COA think Payne Ave home owners, some who have been here for 50-60yrs will just up n move for some retarded ass "Level 2 Street".
ASMP Inbox	<p>At this time, it is not clear which streets identified for changes correlate on both mapping plans. Would you provide an overlay map that shows where there are differences and similarities between the ASMP map and Walk-Bike-Roll mapping? What reasons make it necessary to designate some streets and parcels for ROW acquisition in the ASMP, in order to align the 2021 Transportation Criteria Manual with the 2014 Bicycle Plan? How does this street-planning approach compare with the commute-to-work biking goals of the ASMP?</p> <p>I'm a member of the Allandale Traffic Committee and we're tryin to understand the impact of the proposed revision to ASMP. I testified at the earlier ASMP hearings, and am active with Burnet corridor.</p>
ASMP Inbox	<p>As someone who lives on a street designated for suggested change from Level 1 to Level 2, I am extremely concerned about the potential impact this would have on heritage trees. On my street alone, there are quite a number of very old and large heritage live oak trees that literally come to curbside - no doubt the result of long ago street widening. At this point, there is no where to go for expanded ROW, unless the trees would be cut down.</p> <p>I assume you have performed a study to determine how many heritage trees are threatened by this proposal to increase ROW. Can you tell me when this was conducted?</p> <p>Also, could you please provide a count and list of the heritage trees that would be at risk on all Allandale neighborhood streets identified for additional ROW widening (understanding that final decisions have not yet been made based on flexible design considerations). Please include a list identifying the streets/address numbers (or at least block numbers) where these trees are situated.</p> <p>Given that this is a known environment, can you explain why it is appropriate to recommend a designation that is precluded by actual conditions along these streets? Assuming that these trees will likely be here for another couple hundred years, would it not be more appropriate to leave the designation as it currently exists?</p> <p>One other observation that I will offer is that we have a highly walkable neighborhood, and walkers, runners, dog-walkers and people pushing strollers fill our streets daily. Cyclists are few and far between by comparison. Changes to our streets will push aside these pedestrians, who comprise the vast majority of street users.</p> <p>Thank you in advance for your attention and assistance. I look forward to hearing from you and welcome the information you will provide.</p> <hr/> <p>After numerous failed attempts to provide comments on the map, I am writing to express my opposition to up-leveling streets in Allandale.</p> <p>ASMP explanations concerning "flexibility" options for dealing with established neighborhoods in no way allays my concerns about the potential for drastic changes to quiet neighborhood streets and the legal implications for homeowners about potential future takings through eminent domain.</p> <p>There are limited options to expand ROW due to the many old and established trees in Allandale - a key aspect of its appeal as a desirable place to live. Saying that you don't intend to increase the ROW begs the question: If you don't plan to expand, why support this plan? This plan may make sense on paper, but it is not grounded in the reality of our streets and residents' use.</p> <p>I strongly oppose changing streets in Allandale - notably Pegram, Ardath, Vine, Daugherty and Twin Oaks - to Level 2 streets. These streets are highly used by pedestrians, and there are existing street-calming devices to help control traffic. Further, the steep incline of the hill on Twin Oaks down to Shoal Creek is particularly unsuitable for a cycling route.</p> <p>These streets are highly used by neighbors for walking, jogging, dog walking, and pushing baby strollers. Creating a bike thoroughfare would push these people off or into the middle of the street.</p>
ASMP Inbox	I oppose "up-leveling" Pegram, Ardath, Vine, Daugherty and Twin Oaks. These streets should remain Level 1 streets, best serving the neighborhood and the limited number of cyclists who currently co-exist with pedestrians and vehicles.
ASMP Inbox	I hope you are having a wonderful new year, so far! If you have time today, I'd love to get on a quick call to discuss the above-referenced street reclassification. This is the section between 34th Street and Lamar Boulevard.
ASMP Inbox	"The city is proposing to reclassify part of 31st St. from a 1 to a 2."

	<p>To: ASMP Staff</p> <p>We see two major issues with the proposed amendments outlined here.</p> <ol style="list-style-type: none"> The ANA seeks a resolution of the conflict between the updated classification of a neighborhood street and the existing street condition, specifically when the width of the existing street ROW is smaller than proposed in the classification? <ol style="list-style-type: none"> ANA's major concern is the threat of condemnation of properties along the updated street to meet their new classification. "Flexible design considerations" aside, residents are still in the dark about how proposed ROW expansion affects them, now or later, which creates an uncertain outcome. ANA proposes that the classification of streets is amended to include a category for streets that may have minor updates within the existing width and current ROW of the street. For example, adding markings and signs that do not expand the ROW. The ASMP plan proposes new bike routes in the Allandale Neighborhood. ANA believes that there are better choices for routes. <ol style="list-style-type: none"> ANA can help identify safer routes. For example, the hill on Twin Oaks down to Shoal Creek is very steep and is not a good choice for a bike route. There is no distinction made between commute paths and recreational paths. The proposed bike routes in Allandale appear to be recreational. ANA proposes that the routes are modified to use alternate streets that are already wider or safer for bikes. The neighborhood streets have low traffic intensity and do not need dedicated lanes for different purposes. This is especially true for streets that are narrow and shared with pedestrians, bikes, and cars.
ASMP Inbox	<p>Allandale Neighborhood Association</p> <p>Good afternoon,</p> <p>Differences and similarities between the ASMP map and Walk-Bike-Roll map need to be made clear to Austinites who are not urban planners or engineers. At this time, it is not clear which streets identified for changes are the same on both mapping plans, and which changes are in one plan and not the other. It is my understanding that the ASMP amendments identify approximately 950 city streets for changes.</p> <p>In an effort to become more informed, it would be most helpful to have your answers directly responding to these specific questions:</p> <ol style="list-style-type: none"> Please identify a simple way that the ordinary person can easily see and understand the overlay maps showing the ASMP changes and the Walk-Bike-Roll plan changes for specific neighborhood areas. How many Level 1 streets are targeted for changes to Level 2? Please identify these streets by name and address block numbers. How many streets are targeted for changes to Level 3? Please identify these streets by name and address block numbers. How many streets are targeted for changes to Level 4? Please identify these streets by name and address block numbers. What reasons make it necessary to designate some streets and parcels (and not others) for ROW acquisition in the ASMP, in order to align the 2021 Transportation Criteria Manual with the 2014 Bicycle Plan? How does this planning approach compare with the commute-to-work biking goals of the ASMP? Do you believe that 2016 Mobility Funds can be used for purposes of fulfilling the 2014 Bike Plan, and if so, what is your source of authority for making that assumption? <p>Thank you for your attention to this request; I look forward to your responses to my questions. Hopefully, you can lend some focus and clarity to what the public sees as a terribly confusing and broad array of information about the proposed changes.</p>
ASMP Inbox	<p>Whoever wrote this needs to go back and make it for your audience - not an engineer. Put in bullet points as to the plan and what it will affect. The maps are a bunch of lines - where are they?</p> <p>ATD has a terrible reputation and this does not make it any better and I have only waded through it once - I feel like I am in a class and need to underline for a quiz! I live in Allandale and we have the worst street in town - Shoal Creek Blvd. thanks to Spillar - if he wanted to keep traffic off of SCB - they are now on Burnet Rd. SCB was narrowed for bikers - but how many do you see? Put a counter there and see -- now he wants to put medians on Burnet so the retailers can't get left turn business.</p> <p>A mobility plan should be for ALL citizens - and the majority in Austin like to drive for a lot of reasons - mainly because of distance, weather, and hauling. And buses don't go where they want to go and when and it's safer at night to be in a car than on a bike.</p>
Email to Council Member	<p>I hope you are doing well in these challenging times. I have received quite a few inquiries about the potential changes to Harris Avenue and thought it best to check in to separate fact from fiction. The information that has been shared about the potential project seems a little hard to follow and I have heard that this potential project would not take place for decades and has no funding attached to it at this time. I can only imagine you are getting a lot of feedback/inquiries and I'd really appreciate it if I could get a little better sense of the next steps might be (if any). If there is a good point of contact with the city to reach out to, I'm happy to do that. One of the renderings that has been shared with us shows a potential widening of Harris Ave that would impact our campus significantly. I serve as crossing guard each morning and as of now, the traffic on that stretch typically abides by the school zone speed limit, but that seems likely to change if it is widened. Any information you have about what to expect in future would be greatly appreciated. As always, thank you very much for all you do.</p>
ASMP Inbox	<p>We would like to formally invite an ASMP representative(s) to meet with the Southeast Combined Neighborhood Plan Contact Team (SCNPCT) Membership regarding the ASMP and more specifically its planned impact in our area. We meet on the second Monday of each month from 7:00 to 8:30 PM, via Zoom Meetings.</p> <p>Please let me know who I can speak with to schedule a meeting. Thank you for your time and consideration</p> <p>Thank you for your quick response.</p> <p>Yes, our next meeting is on Feb. 14th. We can probably set up a 15-20 minute presentation. I am still working on the agenda and can see if I can allow for more time.</p> <p>I am really concerned that public comment is due by January 30th, so it will be too late for us to provide input. Will you accept input from us? It is really important that our area residents be informed of the impact the proposed ASMP will have on us. Thank you!</p>
ASMP Inbox	<p>Could you please provide me with a map that is not intentionally designed to confuse?</p> <p>Thank you for your reply, but I still believe the map was made to be confusing on purpose. City Council has a history of confusing its residents, especially in the wording of ballot proposals.</p>
ASMP Inbox	<p>I see from the ASMP site</p> <p>https://storymaps.arcgis.com/stories/10f9d357b13c429495a7b764e05e550d</p> <p>that our street, the 700 block of East Monroe, is scheduled for "technical corrections." I do not understand entirely what that means. Can you please help me understand? We are especially concerned as you can imagine about whether there will be any takings.</p> <p>Thanks,</p> <p>Thanks for clarifying, and reassuring us. We were unsure what "technical corrections" meant, and did indeed have concerns that there would be takings.</p>
ASMP Inbox	<p>I live at [street address on] E 34th St, Austin, TX 78705. My property is zoned historic. I received an email from a neighbor who also lives on 34th stating that the city is considering widening 34th street to 84 feet. If true, the idea is lubricious. I am having a hard time believing this rumor. Please advise.--</p> <p>Thank you for this very useful and informative response.</p>

	<p>We own [address on] Payne and have just been notified of the proposed level 2 change.</p> <p>To state the obvious, it is troubling that such massive proposed changes on this scale (that include imminent domain) aren't being done transparently with community involvement (i.e., someone should be going door to door to discuss such measures).</p> <p>Second, from what I understand the proposed change to our street is intended to "connect neighborhoods" by allowing traffic from Burnet to Lamar.</p> <p>However, in looking at the map, the proposed change does NOT connect Lamar to Burnet. On the Burnet side, Payne dead ends into Happy Chicks, and on the Lamar end, it culminates into a warehouse. Thus, negating the entire intended purpose of this change.</p> <p>As a property owner, I would like someone to explain why the intended purpose is to connect Lamar and Burnet, the proposed plan fails to do so, and why we as homeowners would be asked to give up our property and family home for a half measure and without any consultation?</p> <p>Please feel free to call me at your convenience.</p>
ASMP Inbox	Thank you for responding so promptly and with a clear explanation. I think I have a better understanding of what will be happening.
ASMP Inbox	I would like to get information about the proposed changes to Tisdale Dr. How can I contact someone for more details?
	<p>Hello!</p> <p>We are homeowners in the Brentwood neighborhood and see there is a map with proposed changes.</p> <p>I am absolutely terrible at reading maps and just wanted to chime in to express my concern and wish for our neighborhood to remain as it is.</p> <p>Please do not change the status of streets to allow faster/more traffic through the neighborhood.</p>
ASMP Inbox	Thanks so much for the consideration,
	<p>All -</p> <p>Tisdale Drive isn't listed on your pull down or search of streets for the map. That's some evidence of lack of input.</p> <p>I'm opposed to changing Tier 1 streets at all. These are neighborhood streets. I believe most residents of impacted streets should be in favor of Tier 1 & 2 changes before it's approved.</p> <p>More feedback is needed. More interaction with affected residents.</p>
ASMP Inbox	I'm specifically opposed to changes to Tisdale Drive and Morrow Streets.
	<p>Hello how will:</p> <p>https://storymaps.arcgis.com/stories/10f9d357b13c429495a7b764e05e550d</p> <p>Affect my property? You info is vast and confusing. A simple map of the proposed new venues and which homes it impacts would be much easier to understand. Can you provide this?</p> <p>Thank you</p>
ASMP Inbox	
	<p>I understand that many of the changes to the streets proposed for the ASMP are intended to bring it into alignment with the Bicycle Plan. But the Bicycle Plan is currently being revised by the Walk-Bike-Roll project. When do you think the latter will be complete? Will it trigger another revision to the ASMP?</p> <p>You are currently accepting comments on the proposed changes to the ASMP. If you accept some of those comments, either opposing a proposed change or suggesting a different one, will that trigger coordinating changes to the Bicycle Plan?</p>
ASMP Inbox	Thanks for your attention.
	<p>https://storymaps.arcgis.com/stories/10f9d357b13c429495a7b764e05e550d</p> <p>This is such an atrocious user experience and terrifyingly sad way to present this information that can dramatically change (for better and worse) the lives of so many.</p> <p>You truly should be ashamed of the experience you've created and that this is the best you could serve up to a TECH city.</p> <p>I literally have a hundred or more complaints about this entire thing, but I'll narrow the list to just a few:</p> <p>1) if you have a "heart" option why in the world do you not have a dislike option?!? How are you measuring discontent? I'm not sure you could have deliberately made this more one-sided in data. Not to mention how vomit-worthy phrase, "want to tell us why you love it"</p> <p>2) Why is there no (obvious) ability to leave a comment on the road I want to leave a comment on?!? You're planning on ruining a quiet community chock full of families and pets that confidently and routinely tour the neighborhood by making it a major connection point to Ben White FOR ABSOLUTELY NO REASON. If there was a reason, some kind of explanation for this entirely needless and soul-sucking road to be added your terrible website certainly doesn't mention one.</p> <p>3) Why am I only finding out about this by a chance email that was sent from a neighbor? Why is this not being mailed to the residents. It's not like you don't know who lives where. If you're legitimately seeking public feedback (which I'm assuming you are not based on your actions) then you're doing one horrid job of it.</p> <p>You should be ashamed of your arrogance, your poor presentation, your skewed data points, your false pretenses of allowing feedback, and your decisions.</p> <p>Do better.</p> <p>- one furious resident, routinely disappointed in your bad decisions</p> <p>[screenshot of Sunridge Dr extension]</p>
ASMP Inbox	
	<p>There is zero reason to create bike lanes on White Rock as is seemingly planned. The amount of traffic on this road is light and there are no issues with bikers vs cars (aside from bikers running the stop signs as if they were nonexistent). I have biked here and before the Shoal Creek folly of bike lanes, I had no problems. The implementation of bike lanes on White Rock is totally unnecessary and a waste of the taxpayer's hard earned money. It would behoove the city to spend more money on upgrading the bus system rather than bike lanes that basically serve people who ride in pelotons and do it for fun rather than going to work. How many people do you really think bike to work? Especially in the summer...</p>
ASMP Inbox	
	<p>Hello,</p> <p>I live on Edgemont Drive and am trying to give feedback on the Level 2 proposal. However the Public Feedback Map does NOT show Edgemont Drive, effectively disenfranchising about 100 families from the feedback process.</p>
ASMP Inbox	Please allow us to make feedback. It says the feedback period ends today and we are blocked from giving ANY feedback on our street!!!
ASMP Inbox	A safe quiet street that walkers, strollers, bicycles, and cars, and trucks all co-exist on should not be altered.
	<p>Hi,</p> <p>This map is incredibly hard to read and determine what is happening and today is 1/30/2022 - the last day for comments and this is the first time I've heard of this! Why did we not get contacted or have flyers at our door telling us that you are planning on making our small street into a 4 lane highway... this is totally ridiculous.... I see no where on your map site where I'm supposed to leave my comments... is this by design???</p>
ASMP Inbox	

ASMP Team,	ASMP Team, Thank you for asking for feedback on the ASMP amendments. Unfortunately these problems get in the way of allowing educated feedback: 1. Increasing ROW when, as you have stated to some council members, this will not result in eminent domain. Increasing ROW in built neighborhoods makes no sense unless you are planning to eventually use it. 2. Criteria for changes (i.e. why is a two-block section of West Ave. in our neighborhood being changed?) 3. Streets are being upgraded to Level 2 yet are residential and do not fit your description of connecting neighborhoods or providing access to businesses. Please make it easier to trust the process by clarifying the reasons for the street changes.
ASMP Inbox	I have just been made aware of an initiative to include bike lanes on White Rock Dr. I would like to make my objection unequivocally known. Unless and until something happens to enforce roadway laws for cyclists, this is not needed. After the money spent on Shoal Creek, I experience DAILY them being ignored by cyclist! Additionally, the complete disregard for road signs is unacceptable - speed and stop signs! We understood, when we purchased our home about 10 years ago, that we were on one of the cyclists favorite paths and we were and still are fine with that. We have working in harmony with cyclists for years. However, multiple times a day there are packs - 10+ cyclists - using White Rock. There would be no feasible or realistic way they would use the bike lanes! Even if there were, I'd be hard pressed to believe they would! Even on Great Northern like Shoal Creek, currently equipped with bike lanes, they are very under utilized.
ASMP Inbox	This is a complete waste of the very limited City resources - time AND money - to support. And my objection doesn't even begin to address the lack of communication and public interest.
ASMP Inbox	I see the deadline of January 30 has passed, and I was unable to provide my comments by that date. I find the information to be extremely detailed and somewhat confusing, and I don't think most of the public is aware of the request for input. Can I please provide my input, even though the comment period closed yesterday? This is also a formal request for you to do more public outreach and extend the comment period, because 100% of the people that I asked about this whole project were completely unaware of it.
ASMP Inbox	Thanks, To Whom It May Concern:
ASMP Inbox	I have been a homeowner residing at [street number] White Rock Drive for 39 years. Today I received verbal notice from a member of the Allandale Neighborhood Association Steering Committee regarding possible future plans to change the configuration of my street. I understand that these plans may include widening of the street rights-of-way, and the construction of dedicated cycling lanes in front of my home. Such plans could have dramatic negative implications for my property value and for the safety of my family. While I acknowledge that such far-reaching plans may be only preliminary at this time, I respectfully object to the idea that such plans are being considered without my knowledge. Our ANA committee member just informed me that the comment period regarding this issue expires today, 30 January 2022. Regarding the possible construction of cycling lanes on my street, I submit to you that cyclists are always welcome in my neighborhood (I am a recreational cyclist myself), and that White Rock Drive currently functions extremely well for motorists, cyclists and pedestrians alike. Please leave my street alone.
ASMP Inbox	To Whom It May Concern: I, too, have just learned of the possibility of altering White Rock Drive to include bicycle lanes. I live at the corner of White Rock Drive and Bullard Drive and have been here since 2003. I have witnessed many changes to our beloved Allandale neighborhood. Some may be considered beneficial...others not so much. I love where I live, but I do not believe that widening/altering/adding bicycle lanes would benefit the people who live on or near White Rock. I further do not believe that the proposed changes would enhance our quality of life or have a positive effect on property values. I add my voice to those who respectfully but strongly object to the modification of White Rock Drive. As an aside, I am generally happy to share the road with Austin's vibrant cycling community. However, I watch the majority of cyclists blow through the four-way stop at White Rock and Bullard on a daily basis. The traffic laws don't appear to apply!
ASMP Inbox	To [council member], Austin City Council member, and asmp@austintexas.gov, I have just learned late today that there are preliminary plans to modify my street (White Rock Drive) to include possibly widening of the street rights-of-way, and the construction of dedicated cycling lanes in front of my home. I am told the City is entertaining preliminary discussions on such changes without any actual notice to my neighbors or me. Given the potential negative such changes may have on the ordinary use and enjoyment of my residential property, the value of my property and the safety of my family, I object to the City taking any actions in regard to these possible changes and demand that actual notice of the proposals, comment periods and the process by which decisions will be made be given to all property owners on White Rock Drive before the City takes any further action, preliminary or otherwise. We should all be given adequate and fair opportunity to participate meaningfully in this important issue. It is stunning to me that any proposals would be made and announced without giving any actual notice to affected property owners, not to mention failing to advise us of the comment period which apparently ends today. Please do give me information as to where i can find the details of the proposals and future news and updates regarding all aspects of these proposed changes. Furthermore, I ask that the City and others involved in leading this effort meet publicly with the neighbors and Allandale Neighborhood Association representatives as soon as possible to discuss this matter. Thank you. Thank you for your email. That's a huge relief to know what's likely isn't the most extreme of possibilities. And I am grateful for your adding me to your newsletter email list. That said, the City has demonstrated a poor track record in sensibly reconfiguring bike lanes and streets. After a couple of very expensive, confusing and frustrating resets over a multi-year period, the bicyclists' preferences seem to have overruled those of directly affected property owners on Shoal Creek Boulevard and other concerned citizens. And, the culmination of all that modern engineering, experimentation and hearing from property owners left us with: 1) dedicated and highly fortified bike lanes on the west 1/3rd side of available roadway; 2) parking that is only permitted on the east side, but it is so narrow that properly parked, regular-sized pickups and SUVs protrude dangerously into the northbound lane of traffic; 3) new curb structures at the intersection at SCB and Foster Lane built for golf carts; and 4) with all of this "improvement," bikes can still legally travel block by block by block in either direction of travel in the lanes left for cars. And I still cannot get over this lack of direct notice officially by the City to affected neighbors about any aspect of the possible changes to White Rock Drive or even the existence of a comment period in the first place (which apparently closed, oddly, one day before the end of January). Pardon my sounding off to you. I am, as always, grateful for your advocacy, information and assistance. I look forward to learning more about this matter and being in closer contact with you and the ANA. Thank you.
ASMP Inbox	

	<p>To whom it may concern;</p> <p>We are incredibly concern about the plans of widening roads in our neighborhood. The city has not made us aware of these plans, which according to what our neighborhood association, will impact our property. Isn't the city supposed to communicate these matters?</p> <p>We are at a loss of words. Decisions are being made about our neighborhood and property, by people that don't live in this area, and who are not seeking our input.</p> <p>Could you please explain why does the city believe these changes need to be made?</p> <p>a. Downgrade Level 2 to Level 1: Highland Ter, Woodview Ave, Bullard Dr, Northland Dr (dead-end), Greenlaw Pkwy b. Upgrade Level 1 to Level 2: W 49th St, White Horse Trl., Twin Oaks Dr, Vine St., Pegram Ave., Ardath St, Daugherty St. c. Increase ROW: Shoal Creek 78 to 84, Bull Creek Rd 70 to 84, W 49th St 70 to 84, White rock Dr 64 to 72, Great Northern Blvd 60 to 72, Foster Ln 70 to 84, Rockwood Ln 60 to 72, Northland Dr 104 to 116 d. Upgrade Level 2 to Level 3: Northcross Dr e. Decrease ROW: Burnet Rd 120 to 116</p>
ASMP Inbox	<p>As I understand it the city has or is adopting street classifications that define ROW requirements. Another city program is also defining transportation corridors which as well have the possibility of imposing ROW changes.</p> <p>The specific focus of my question was Duval St. between 29th street and 56th street. It is currently 98% residential with parts having sidewalks and most having painted bike lanes. A recent city project description characterized Duval St as a level 2 street requiring 80 to 130 feet of ROW. I believe that is a ROW expansion.</p> <p>I see ROW expansion on over 25 blocks of a residential street as more similar to your street widening example because it removes property rights from those impacted owners. And like a zoning change there is an indirect impact on nearby properties.</p> <p>So I asked the question forwarded to you among others. And I take it from you questioning response that the city does not have any defined policy of citizen engagement or notification which is required when city projects have direct impact on multiple citizens, and indirect impact on surrounding neighborhoods. Please tell me I'm wrong and that there is city policy defining citizen notification and engagement. If so could you also direct me to it.</p> <p>_____</p> <p>thanks for your reply. It add significant clarification and helps me better understand the current activity. I appreciate you taking the time to get back to me.</p>
Email to Council Member	<p>Hello.</p> <p>We just received a notice hidden under our doormat giving us only a few hour window to provide comment (it reads: deadline is TODAY!).</p> <p>After following the website, it says public comments are already closed. Not helpful.</p> <p>Based on the information provided for the relevant streets connecting to Pegram Ave in Allandale, this is an absurd rezoning to move this area to Level 2.</p> <p>The majority of houses are set so close to the front of property lines to the street that it will render many driveways virtually un-parkable because of new sidewalks and lanes.</p> <p>Removing everyone's ability to park in their own driveways just increases the volume of cars that need to park on the street. This only increases congestion and reduces safety for bike and pedestrian traffic.</p>
ASMP Inbox	<p>The current street (Pegram) is wide enough and safe enough that there have been no significant incidents in several years.</p>
	<p>Hi there,</p> <p>Our next Hyde Park Neighborhood Assoc (HPNA) general meeting is this coming Monday via Zoom.</p> <p>We're really hoping to get someone from your office to give an overview of street leveling, including next steps and if there is any possibility for continued input.</p> <p>The meeting starts at 7 and we can be flexible and find 20 minutes between 7-8pm for a presentation with some Q&A.</p> <p>Would it be possible to get someone to join us?</p> <p>_____</p> <p>Is there any way to get an update that we can give ourselves? Would someone be open for a call today to answer a few questions?</p> <p>We can also schedule you for March - first Monday.</p> <p>_____</p>
ASMP Inbox	<p>, that's a gracious offer. I'll give you a call shortly</p>
	<p>Greetings,</p> <p>I am a member of the Hyde Park Steering Committee and have been asked to reach out to you on behalf of the Neighborhood Association. The Hyde Park Neighborhood Association is interested in getting a short (10 minutes including questions) presentation from COA staff on proposed changes to the ASMP. This has emerged of a topic of interest to the NA and we want to make sure community members are getting accurate information directly from COA staff.</p>
ASMP Inbox	<p>I know this is short notice, but are there any staff available the evening of Monday, February 7th at 7pm to briefly present (can be informal) on the proposed changes to neighborhood meeting attendees?</p>
ASMP Inbox	<p>I was not aware of a public forum. I must admit I came in late to the game.</p>
	<p>Austin Strategic Mobility Plan Team,</p> <p>The West Austin Neighborhood Group would like to have a representative from the ASMP team attend our next meeting, virtually, on February 7th 6:30 PM to answer some questions about the street network amendments. We are aware that the Public Feedback Map comment period is now closed.</p> <p>I have included the zoom meeting registration link below. Please let me know if someone can attend our virtual meeting next Monday.</p> <p>West Austin Neighborhood Group Monthly Meeting When: Monday, February 7, 2022 6:30 PM Register in advance for this meeting:</p>
ASMP Inbox	<p>After registering, you will receive a confirmation email containing information about joining the meeting on January 10 at 6:30 PM.</p>
	<p>I just heard about Edgemont Drive being proposed as a level two roadway. I wanted to let you know that I strongly disagreed with this suggestion. The interactive map was "closed" as I tried to log in. I wanted to post my opinion. This is a terrible idea.</p> <p>_____</p>
ASMP Inbox	<p>Thanks I'll review this info and circle back. I appreciate the response.</p>

	<p>On the map for changing street levels it shows both Edgemont and Madrona being changed. However on the city map for making comments, only Madrona is listed. Please explain</p> <hr/> <p>Thanks for your reply. My question: Edgemont Drive shows up on the map with an orange line up the center, but it is not in the list of street names, Madrona is.</p> <p>There are a lot of neighbors on Edgemont Drive 78731 who are very concerned at the prospect of having Edgemont widened. We have a lot of heritage trees which would be affected. This is a quiet residential street. Homes were purchased with the belief that it will remain that way. Widening the street and making it a "cut-thru" for Balcones will negatively impact the property values on Edgemont. On the other hand, people who have bought property on Balcones bought knowing that street is a thoroughfare!</p> <p>In addition the website is so complex and difficult to maneuver that a number of neighbors who tried to complete the survey and make comments were unable to do so. I'm not sure how long the survey was up, but our HPWBANA neighborhood only had access for a few days.</p> <p>Will there be a public forum for commenting in person?</p> <p>Thank you so much for your help.</p> <hr/> <p>Thank you so very, very much for your detailed explanation of the process and the consequences for Edgemont and Madrona. You have greatly allayed my fears for these two streets.</p> <p>I will forward your response to my neighbors who are very concerned about any changes to our streets. I know they will be greatly relieved that there aren't any imminent changes proposed.</p> <p>At present, Edgemont and Madrona are being redeveloped in the sense that 1950's ranch style homes are being demolished and much larger, grander houses are replacing them. I feel sure it will be a very long time before these streets will experience a redevelopment of the size you suggest.</p> <p>I will sleep well tonight. Many, many thanks for your response.</p> <hr/> <p>Thank you for your prior 2 responses to my questions regarding Edgemont and Madrona.</p> <p>I have now read the 2014 Bike Plan and found the two streets in the list of streets. In the list it calls for the two streets to have buffered bike lanes. I have searched the Bike Plan as well as ASMP to find a definition and cross-section of a street with a buffered bike lane. Is a buffered bike lane delineated by painted markings and does it eliminate on street parking in front of homes?</p> <p>I researched Neighborhood Bikeways and found a description as well as a concept photo, but nothing describing a street with a buffered bike lane.</p> <p>Is there an actual street with an existing buffered bike lane in Austin that I might see?</p> <p>Thank you so much for your help. I am researching for a number of the neighbors on the two streets to help us understand the possibilities of changes to the streets.</p> <hr/> <p>Thank you so much for your previous 2 responses to my questions.</p> <p>In the 2014 Bike Plan Edgemont and Madrona are to have buffered bike lanes. I have read the 2014 Bike Plan and searched the ASMP Site, but I cannot find a description, conceptual drawing or photo that tells me what a buffered bike lane is. Have I missed this somewhere on these sites?</p> <p>My neighbors and I would like to know what a buffered bike lane means. Also, is there an existing buffered bike lane in Austin that we can see?</p>
ASMP Inbox	<p>Thank you so much for your help.</p> <hr/> <p>Please register our desire NOT to have streets in Allandale such as Pegram, Ardath, Daughtery, Vine, & Twin Oaks be compromised with bicycle lane retrofitting. This has resulted, in many places in Austin (Shoal Creek) in narrowed, circuitous, difficult, and dangerous automobile lanes. Hazardous inclusions to the roadway such as marker poles and large white "land mines" along the bicycle routes make it further difficult to navigate the roadway, park automobiles, and clean the streets. Quite often, after the retrofitting to incorporate bicycle lanes, the lanes are neglected, clogged with debris, rock, and other dangers.</p>
ASMP Inbox	<p>Our preference would be to keep these lane restricted to only a few main bicycle arteries, not added to neighborhood streets throughout Allandale.</p>
Email from Council Member	<p>Hello,</p> <p>My family learned today that there is a proposal for the city to expand Tisdale Drive to a 4 lane road. While I don't see how this is even possible without taking over our homes and yards, I want to submit our strong opposition to this proposal. We are in the Crestview neighborhood, and our street already gets a fair amount of cut-through traffic. The city would do better to add a second set of speed bumps rather than expanding the road and increasing the traffic and speeds on our neighborhood street. Please call me to further discuss if you are able. I was informed by my neighborhood association, not by the city, so I'm not sure. I was also told today is the last day for comments, but I cannot find where to submit an official comment.</p>
	<p>Hi,</p> <p>My family and I are building a new home at [address] Edgemont. We learned for the first time today from a future neighbor about the proposed changes to Edgemont Drive in the 2021 ASMP Street Network amendments. I understand that the comment period ended yesterday, but I sk that you please still consider my comments against the proposed amendments.</p> <p>After reviewing the ASMP proposed changes online, I found that Edgemont may be updated to a Level 2 street to allow for more lanes of traffic. If you have driven down Edgemont, you know that it's a beautiful tree-lined and pedestrian-friendly neighborhood. There are often young families in their yards visiting with friends and playing with their children, several people - young and old - out walking the street, and many pets can be spotted along the way. It would be unsafe if Edgemont became a cut through for commuters. Not to mention the negative effects it would have on property value. Additionally, the harm that is caused by the taking of private property outweighs the need for more dense traffic on this neighborhood street.</p> <p>We received our building permits from the City in March 2021. We have had several rounds of communication with city officials about our tree protection plan and have gone to great lengths to properly protect them. If the proposed amendments go into effect several of the trees on Edgemont - many of which are Heritage Oaks - will be removed to widen the road and accommodate more traffic, which seems inconsistent with the city's position on tree protection. In hindsight, we wish that someone from the city would have mentioned the proposed amendments while we were in our permit and tree protection phase. We would have voiced our concerns sooner and may have chosen not to build on this street had we known of the proposed amendments.</p> <p>I will also be emailing the city council members and urging them to vote against this proposal. I appreciate you taking the time to read my email. Please let me know if you need any further information.</p>
ASMP Inbox	<p>Hi,</p> <p>I'm writing to express my strong opposition to proposed changes to Edgemont Drive, in 78731. I realize that the comment period ended yesterday, but I just became aware of these proposed changes today. Thank you in advance for considering the below comment.</p> <p>The changes, if enacted, will increase car traffic on this quiet tree-lined street where pedestrians now safely walk dogs, exercise, jog, and families/kids frequently gather. The street is already excellent for bicycle traffic and efforts to widen the road or create dedicated bike lanes are unnecessary (I frequently cycle on and jog on this street and find it very safe as is). In addition, the beautiful one-of-a-kind tree canopy extending over the street would certainly be sacrificed by extension of the pavement into the right of way zones.</p> <p>Balcones Drive is established as the main street for car traffic heading north/south through the neighborhood and should continue to serve that purpose. Encouraging cars to turn off Balcones, onto Edgemont, then back onto Balcones would be confusing and likely leave both streets with a large amount of car traffic.</p>
ASMP Inbox	<p>Thanks for your consideration. I can be reached by email or phone if I can be of any assistance.</p>

	<p>TO WHOM IT MAY CONCERN,</p> <p>I am writing you and all the council members to express my and all of my neighbors opposition to the city plans to reroute traffic from a small section of Balcones Dr. to the 4000-4800 section of Edgemont Dr. and GlenRose Dr., converting Edgemont and GlenRose to Level 2 designation and this small Balcones section to Level 1.</p> <p>Our neighborhood and surrounding neighborhoods who love and enjoy our street only learned of these plans yesterday afternoon with a deadline to submit comments being last evening at midnight. Please see posts on https://austin.maps.arcgis.com/apps/CrowdsourcePolling/index.html?appid=38ac0c9ef69f4e19bb172a0e861edbd3# and comment 4B3883 on map https://asakurarobinson.mysocialpinpoint.com/atxwbr/map#/sidebar/tab/home. It was very alarming that we only learned of these plans via word of mouth and by circulating texts and emails yesterday afternoon. In addition, it was difficult to navigate on the site and our street was not even listed on the list of streets the site populated, requiring you to search and locate our section to see of the proposed plans. This section of Edgemont which requires a full right hand turn off Balcones, then a left turn onto GlenRose to again reach Balcones and take a right is a beautiful residential, tree canopied street with many kids playing on the street and people of all ages walking, jogging and biking. People from all over Austin enjoy this section for it's beauty to walk, jog, and bike, avoiding the traffic on Balcones which is the thoroughfare rode that connects 35th to Mount Bonell, Perry Ln, Hancock and 2222. The city's proposal to divert traffic to our street would actually take away from the initiatives of ATXWalkBikeRoll and endanger our beautiful street, including many Heritage Oak trees that are 100-300 years old. Please let us know that you have received our messages, anything else that we need to do as a community, that you will oppose the Level 2 designation for Edgemont, GlenRose and Madrona, and that you will vote to keep Balcones from start to finish as the Level 2 thoroughfare which it has always been naturally and formally designated as in the past and should continue to be so designated.</p> <p>Respectfully,</p> <p>I really appreciate the response below and have shared it with our neighborhood chats. As a group, we are still concerned that the information you shared below is not clear on the ASMP website. Also, it is unclear to us if some of the wording I have copied below is included or not included in the proposed amendments? If the language below that ASMP will not alter neighborhood roads with "established right of way" is not in the amendments, it seems as if it should be added?</p> <p>Our neighborhood would appreciate clarification if the language you shared is included in the amendments to assure that the city can't change their mind in the future and widen the road without "new high-intensity development" occurring based on the proposed reclassification to Level 2 passing.</p>
ASMP Inbox	
Shared by ATX Walk Bike Roll planning processs	<p>Please see post 4B3883 on map https://asakurarobinson.mysocialpinpoint.com/atxwbr/map#/sidebar/tab/home. Our neighborhood learned via word of mouth and by circulating texts and emails yesterday afternoon of the city's plans to reroute traffic to our section of Edgemont Dr. (4000-4800) and GlenRose from Balcones. Our street is a beautiful tree canopied street that people from all over Austin enjoy for it's beauty to walk, jog, and bike. The city's proposal to divert traffic to our street would actually take away from the initiatives of ATXWalkBikeRoll. Our neighborhood would like to be informed of who is in charge of this initiative, so we can work together to preserve or street and its beauty, including Heritage Oak trees that are 100-300 years old.</p>
	<p>Dear City Transportation Dept. staff:</p> <p>Just Sunday did I learn from a neighbor's Facebook post that there are major street widening projects proposed for our neighborhood.</p> <p>I immediately expressed my concern that this information isn't being widely shared, especially if it would be taking a big chunk of my front yard on Greystone Drive.</p> <p>I need a staffer to contact me so I can be sure I am getting the right information. I've been on various online interactive maps. Some don't seem to agree with each other.</p> <p>Please contact me as soon as possible.</p>
ASMP Inbox	Best regards
ASMP Inbox	Can you please tell me when this comment period opened and how it was promoted? I didn't learn about it until yesterday
	<p>I'm writing to express concern for the technical correction shown in the new maps for Gorham Glen Ln and Needham Ln located in the Circle C neighborhood.</p> <p>It is my understanding that these Level 1 streets are to be changed to Level 2 streets. This is highly concerning for several reasons:</p> <ol style="list-style-type: none"> 1) Neither of these streets are utilized by through traffic. These particular streets are primarily used only by residents to access their homes and by pedestrians in the neighborhood. 2) Many cars park along these streets, and the streets directly access driveways. 3) The speeds on Gorham Glen should actually be 25 MPH, but are currently 30 MPH, as there are many families with children who utilize the driveways and sidewalks on this small, narrow neighborhood street. 4) To widen this street and add bicycle lanes would take considerable resources due to the limited width of the existing roadway, sidewalk and driveways.
ASMP Inbox	Thank you for your consideration,
	<p>Hello,</p> <p>I'm sending this as a favor to our next door neighbors, [name] who have lived on the corner of Pegram & Ardath for 60+ years (but don't internet very successfully)...</p> <p>[Name] is 91 and [Name] is 99 (and a veteran who flew in the Berlin Airlift!) They asked me to help add additional concerns to these proposed changes. Here are their words:</p> <p>-----</p> <p>[Name] is 99 this month and wheelchair bound. His only access to any vehicle is from the[address] sidewalk because of steep steps from house to carport on Ardath street side driveway. Fire trucks and ambulances have had to park on Pegram Avenue six or seven times to help or transport us to hospital trauma centers within the past few years.</p> <p>Henry suffers from heart disease, is deaf, as a pacemaker, and must sleep using a CPAP device to aid with breathing</p>
ASMP Inbox	

	<p>[Council Member], it seems that e-mail may be better than the ZOOM for addressing issues.</p> <p>So, during the Zoom, I brought up 'Transit Oriented Development' as an example of a future City change that could trigger the expanded ROW in already developed neighborhoods. You pushed back that there wasn't any TOD on Burnet; that Harper-Madison had tried to put it there, but you and others prevented that.</p> <p>That's our problem with leaving the ROW numbers in the ASMP. Next time you may not prevent a new Harper Madison from making a similar change. Some new program would justify the disruption of the neighborhood saying "... It's in the ASMP and that was approved by Council ..."</p> <p>There is a higher responsibility than making the ASMP conform with the technical manual - making the ASMP conform with reality. Let Mr. Kitten generate a new category of street for the ASMP, one that explicitly utilizes the existing ROW, L2-CR or something. That way the ASMP wouldn't be useful in disrupting the neighborhoods.</p> <p>There are all sorts of items listed in the document that will be impossible to fulfill. One I mentioned in the ZOOM was Hancock next to the cemetery. Leslie, it seems that e-mail may be better than the ZOOM for addressing issues.</p> <p>It's in the ASMP, approved by Council, "Acquire ROW" This is established neighborhood, and the Cemetery has graves right next to the fence. And, just west is a bridge, outside City control, that won't conform to the new ROW. There are examples all through the document where there is similar trouble, 49th St east of Grover has State land both side of the road. Barton Springs Rd at Lamar, it can never be widened unless the City want's another hillside collapse like when the trail was recently put along Shoal Creek. Just a little further on Barton Springs is the Railroad bridge, then Daugherty Arts, and the rest of the City complex - and the building with Austin Energy. These are a few examples, there are many more for sure.</p> <p>And, how will Council know that the ASMP is proper and feasible? Will Council get an independent reviewer? The current ASMP conflicts with a cemetery.</p> <p>I remember when the City ran into similar issues, and the cost of condemnation wasn't considered a 'killer' issue. That was following the 1981 Memorial Day Flood. City's response was to channelize Shoal Creek. Floods happen when water runs in faster than it runs out - so make it run out faster. Plans were done to dig and straighten the creek channel, then to build berms [floods are higher than the normal channel]. That's when they discovered that the channel is owned by the adjacent property - Shoal Creek has intermittent flow, so it is Private, not Public land. The magnitude of the flood made the Cost seem acceptable. The plan stopped when they found that some bridges near downtown were under control of the State Highway Dept. It was going to take the Legislature to pass laws to cause the bridges to be redone. The State hated Austin then just as they do now. That's when Allandale's plan, "Make it Run In Slower", was considered and eventually adopted.</p> <p>Assurances that "It will never happen" are insufficient. There are contemporary attempts to "make it happen" - they happened to fail this time. By some means, the existing ROW needs to be codified in the ASMP, not some arbitrary road classification subject to future interpretation. The conditions given to us about when ROW might be widened "When Rebuilt" "End of the life of the road" are open to future interpretation. They are insufficient.</p> <p>Reworking the document may take time. I hope that the project schedule is flexible and can be extended to allow for the changes and a verification of those.</p> <p>We will ensure that issues are included in the Public Hearing testimony. They will be available if another lawsuit, like CodeNext, is required.</p>
Sent from Council Member	
	<p>I'm strongly opposed to the street modification proposal for Edgemont Drive in District 10, as part of the ASMP work. Any eventual widening of the roadway would be costly, provide dubious community benefit, and irreversibly damage the neighborhood environment.</p> <ul style="list-style-type: none"> • Widening the road requires many dozens of curbside utility connections and meters to be relocated, driveway aprons moved, the creek crossing widened, etc. So much expense for a short half-mile stretch, with no changes to the Balcones Dr "feeder", resulting in no net traffic efficiencies. Surely the City has better uses for these funds. • In recent years, more severe storm activity has intensified drainage and runoff issues in the neighborhood, and Edgemont is no exception. Adding acres upon acres of new impervious cover will only increase the severity of flooding events for Edgemont residents. Many of us have already dealt with emergencies where storm runoff entered our properties and homes from the street; the City shouldn't be exacerbating this situation. • Many properties on Edgemont, including my own, have large established trees growing ~10 feet from the current roadway, which would presumably be removed to accommodate more asphalt. Not exactly a contribution to Austin's efforts to slow climate change. • I bike around District 10 for sport/recreation several days each week, and am certain that no amount of new asphalt, paint, or "road furniture" will make this section of Edgemont more attractive to bike commuters. The hills are a deterrent to people not seeking a workout, even those on e-bikes, and very few incremental "pass through" commuters seem likely to change their habits after this construction. • Proposing an 84' width as opposed to an increase to 72' adds insult to injury. Unlike Balcones Dr, the property setbacks on Edgemont are modest. Bringing the roadway 10' closer would eliminate one-third of most of our front yards, and make me nervous about safety, with the endless construction trucks already barreling down our streets each day. As you're aware, APD is effectively a no-show in this neighborhood, so enabling more capacity and speed on Edgemont is a recipe for tragedy. <p>Finally, this entire effort seems to have learned nothing from the Code Next debacle. While I appreciate the value of a holistic and long-term planning approach, these efforts to make changes across all of Austin, in a single "plan", seem destined for unintended consequences. I get the sense that no Planning Department staff have actually walked or driven Edgemont before making this proposal, or measured traffic patterns and vehicle counts in the area. What specific problems are we actually solving, beyond the general goal of improving traffic flow as Austin grows?</p> <p>If this plan continues to move forward, I expect that you'll engage with the neighborhood to arrive at a more practical set of solutions which address specific problems in a fiscally reasonable manner. I know I speak for the neighborhood in saying that we're all ready to get involved and have a dialogue.</p> <p>Thanks for updating the GIS map and putting your contact information.</p> <p>The Goodnight Ln (red arrow) description (below) indicates possible 'changes to street level'. That would help with some floodplain issues that we've been eyeing for some neighbors in that area and with a flood-event escape route for my address should the road elevation be raised. Not sure that's what is being considered here or not, though.</p> <p>Who at the City could I contact to see what is anticipated for this area?</p>
ASMP Inbox	
	<p>Cancel. I found my error and answer. Thx.</p> <p>It may be too much for Pemberton, a small neighborhood. It will bring additional through traffic into heart of neighborhood. We are surrounded by high traffic streets already- Lamar, Windsor Road, Mopac and Hartford/Jefferson and 29th. We have already limited sidewalks due to heritage trees and narrow streets. Buses are no longer traversing Harris Blvd. Let's not do this.</p>
Email from Council Member	<p>I appreciate the time you invested in this letter explaining the situation. Later after I wrote you I was able to see that the change for Harris Blvd. was a down level. I got confused with all the maps, and the alarmed neighbors too. I am copying [name] who keeps an eye on our neighborhood streets and infrastructure and is the person who can best use the information you provided us.</p>

ASMP Inbox	<p>what department wrote this and who heads it up - who are the committee members - by name there is nowhere that I can find a list of members - not just the organizations, but who represents them on the committee these questions were not answered at the Allandale meeting - in fact the report was somewhat disjointed there are still a lot of questions that need to be answered for the citizens of Austin thanks [Name] - an ANA past president (twice) and board member (I'm also on a COA Commission)</p> <hr/> <p>but who in ATD oversees is? as in the boss? my 40 years of experience in working for CEOs is that somebody is in charge and people report to them - it can't be random and the chips fall where they may. it seems disjointed to me - I'm on a Commission, we get our directions from an official then through the department that we report to and are bound by Code - I don't feel that this process has bullet point guidelines that are definitive. This whole thing has not been defined from the get go - it's broad and needs to be very specific because of the long range. Most of the people will be gone in the years that this is supposed to be completed and unless there are details in writing, the entire thing can be changed somewhat along the way. I've done local-state-national-international politics and you put things in writing - specifically -so they remain the goals first set. We did a lot of Memo of Understanding after meetings to have it for the record and sent everybody a copy so there was no misunderstanding. Saves a lot of confusion and lawsuits!</p> <hr/> <p>Ok - he was not as clear at the ANA meeting - Cole - when you are presenting to groups - have your plan and be really prepared for all the questions you will get - I know I'm pushy about this - but I did this as a career for a lot of years - and that's my degree from UT. My experience is in presentations to boards of directors and regents - and they can be brutal! We need a lot of answers because this is very controversial - thus we need things in writing -</p>
Email to Staff	<p>I noticed a correction to the ASMP on Pecos recently. The ROW was increased from 70' to 84'. Can you explain: 1) what the intent is and 2) what the plan for Pecos is as a result of this correction? As this is a neighborhood street, many neighbors are concerned about future transportation plans.</p> <p>Thank you,</p>
Email from Council Member	<p>Good morning ,</p> <p>I'm reaching out to send a quick note to let you know that many of the "not in support" comments filed on ASMP appear as "Supports the change" because the software automatically defaulted to that setting of supports without inquiring/prompting about the constituent's position and verifying it before logging the each comment.</p> <p>If someone is tallying up "SUPPORTS THE CHANGE" versus "I DO NOT SUPPORT THE CHANGE" to gauge public opinion/input on this process, the report will be significantly flawed, unless someone takes the time to read through the entire body of the comment and adjust the position to match the comment. This is an unfortunate outcome as a result of some flawed technology to gather input.</p> <p>I thought this should be brought to light and that any future such online polling should 1) prompt for the position, and not auto-default to a "SUPPORTS THE CHANGE" which significantly alters the reported results.</p> <p>For the record, I DO NOT SUPPORT THE CHANGE for San Gabriel and for 17th Streets - as do many others who oppose these recommended changes, but they were unfortunately auto-logged as "SUPPORTS THE CHANGE" when submitted absent the prompt.</p> <p>This obviously is an indication of some poor web design and overlooked consequences/results of that design.</p> <p>Thank you for your continued service and for championing the many neighborhood issues that come to your attention. We appreciate your contributions greatly.</p> <p>Best,</p>
ASMP Inbox	<p>Dear ASMP,</p> <p>Within the comment period, I write to object to the inclusion of the portion of MoPac between Northwood and W. 35th St as part of the Transit Priority Network. That designation, with the City's express linkage in the Austin Strategic Mobility Plan of the TPN to land use, is inappropriate. There is no pedestrian or bicycle access to MoPac. No commercial or residential uses will or can be built with access to Mopac. There is a sound wall. It is a State, not City, facility. The rest of MoPac is not designated a part of the Transit Priority Network. There is no legitimate reason to designate it as part of the TPM. I am sure your motives were pure, but this addition creates unnecessary and unhelpful suspicion and controversy and could have unintended (on your part) and unwanted (on the public's part) implications.</p> <p>Thank you for your assistance in correcting this.</p> <hr/> <p>Dear ASMP,</p> <p>Thank you for your reply.</p> <p>There is nothing in the ASMP which differentiates those TPN routes for which there are land use implications from those for which there are not, and when the day comes that someone attempts to suggest that there is a land use connection, I don't think an anonymous email to a single individual is going to carry the day.</p> <p>You and CAP Metro obviously know of the existence of the route without this designation because you have a route map (see the link in your email) and there are drivers driving the route, who, incidentally, can inform you about any delays. Furthermore, there are no signals on MoPac.</p> <p>In conclusion, and with all respect, my concerns and the concerns of those who live in my neighborhood have not been (or will not be) allayed by your explanation.</p> <p>Again, we respectfully request that ASMP take whatever steps are necessary to delete this portion of the bus route as a part of the TPN or make it a dotted line with the notation that it is for bus route identification purposes only.</p> <p>Thank you,</p>

	<p>Please accept these coments on the draft ASMP</p> <p>My name is [name] . I am the [position] of the Judges Hill Neighborhood Assn (JHNA). Please accept these comments on behalf of myself and JHNA. They are prompted by the diagrams and data points in the proposed ASMP and the Street Network Table that show the expanded ROW widths of San Gabriel and West 17th and the expansion of the ROW for West Avenue to 80 feet even though the designation of West as a level 1 street does not change. The diagram for San Gabriel shows an increase in its existing ROW width from the ASMP listed widths for level 1 streets of 58 or 64 feet and the Street Network Table lists the existing ROW width as 53 - 60 feet (mean ROW to maximum ROW)) to a required width and a suggested width of 80 feet. The actual width of San Gabriel is approximately 32 feet curb to curb. The actual street width of West 17th street within Judges Hill is approximately 30 feet. The Street Network Table shows "no data" for West 17th Street. As a newly upgraded street from level 1 to level 2, we presume its width to be as stated in the ASMP diagrams of 58 -64 feet. The actual street width of West Avenue is approximately 44 feet. There is no data in the Street NetWork Table identifying the existing ROW for West Ave. Since it is a level 1 street, we presume that its existing ROW is the distance reflected by the diagrams for level 1 in the ASMP of 58-64 feet. Any expansion of the ROW of these 3 streets will encroach on every property on these streets; some into yards and some into structures. The expansion of the actual street width will encroach substantially more and damage all these properties. There is no identifiable traffic improvement that would derive from expanding these street widths. These streets are so lightly traveled that bicyclists freely and safely ride within these streets and walkers similarly walk safely within San Gabriel.; there are no sidewalks and none are needed or requested for West 17th on the segments within Judges Hill. Scarce resources can be better spent in other parts of the City.</p> <p>We are also concerned that these streets NOT be included in the Transit Priority Network. We make this request for 2 reasons: (1) those 3 streets do not have bus routes nor otherwise serve as transit corridors and (2) we are concerned that when a street is labeled as part of a Transit Priority Network, the ASMP states that a planning goal of the designation of a street as part of the Transit Priority Network is to "promote infill and development." JHNA has consistently sought to preserve its historic residential character; initially as part of the Downtown Austin Plan (our neighborhood plan) and then in our comments regarding both versions of Code Next.</p> <p>This leads to our first request: Please confirm in response to this comment and in the text of the ASMP that none of these 3 streets in Judges Hill that are proposed to have their levels upgraded are part of the Transit Priority Network.</p> <p>I have listened to Cole Kitten's presentation to the Southwood Neighborhood Assn and his interview on KXAN. He stated that the City has no plans to widen existing residential neighborhood streets. I believe he explained that, in the case of the upgrade of level 1 streets to level 2, it is because the Austin Bike Plan requires any street within the Bike Plan to be designated level 2. San Gabriel and West 17th are streets were apparently intended to be part of the bike plan. But their designations were not upgraded to level 2 at the time. They are being upgraded now. He described it as a technical adjustment - one that makes clear to developers of new streets what the requirements will be for their developments. Understood and appreciated. That relieves our anxiety about San Gabriel, and 17th streets. This gives rise to our second request. Please put that explanation in writing in response to this comment and put it in the narrative explanations in the ASMP.</p> <p>I have also reviewed the ASMP Team's email to Jim Montgomery, President of JHNA. It is less reassuring since it couches its response to Jim's questions with lots of qualifying language. Examples include: "no near term plans"; "no definite plans"; "an amendment to a street level does not mean there is an imminent project for that street" and "Judges Hill ... streets are not expected to change with the reclassification...". This language intentionally leaves disturbing wiggle room for future contrary positions. Insightful into present thinking and I believe we can rely upon it at this time. But the oral statements of Mr. Kitten and the intentionally qualified language of the email, in particular, may be unenforceable.</p> <p>Therefore, our third request: Please convert Mr Kitten's statements and the qualified language in the Team's email into direct language in your response to these comments and place enforceable language in the narrative to the ASMP.</p> <p>Determiing whether the existing ROWs listed in the Street Network Plan will require more work in this historic part of town - including evaluating deeds and title policies. In any event, there is no area in which to physically expand any actual street widths or constructing bike lanes outside the existing roads without substantially consuming/damaging much or, in some cases all, of the adjacent properties, many of which are designated locally and nationally as historic buildings. They are treasures of the city and should be preserved. In addition many many large protected trees line these street and must be protected under the City Ordinance. In summary, no streets in Judges Hill, especially these streets should be physically expanded.</p> <p>If you decline to honor these requests, please explain why.</p>
ASMP Inbox	<p>Respectfully submitted</p> <p>West 35th St is broken down into many segments on the adopted ASMP map that are consolidated on the Public Feedback Map. I have observations, comments and questions on each of the segments.</p> <p>W 35th St from Northbound exit ramp at Jackson Avenue and 35th St to Jefferson St.</p> <p>This large segment includes smaller segments between Jackson Ave and Oakmont Blvd that pose problems. There is an island between the Northbound ramp at Jackson Ave and the ramp to Eastbound W35th St. The traffic light at Jackson Ave and W 35th (where there is a Westbound bus stop) provides some protection for pedestrians/bicyclists crossing W 35th to the island. At the South end of the island there is no protection crossing the Eastbound ramp for those going into the Bryker Woods neighborhood through the opening in the Sound Wall. The Sound Wall opening is rarely used, especially by children because parents have prohibited its use—it's too dangerous! How can that crossing be made safe?</p> <p>The Sound Wall continues from the opening, along the Eastbound ramp to 35th St and Eastward to Happy Hollow Lane. There is little space between the Sound Wall and the W 35th St curb. The proposed protected bicycle lane for all ages and abilities would require ROW acquisition that would eliminate the Sound Wall and reach the back walls of houses on Happy Hollow Lane. The neighborhood wants all Sound Walls to remain (we, the neighborhood associations along MoPac, spent over 15 years fighting for those Sound Walls). Do you agree that this area is best left alone?</p> <p>The Historic Landmarked house between Happy Hollow Lane and Oakmont Blvd on the Southside of W35th St. has a narrow sidewalk along the curb that is not safe for walking or biking. This is not a location for the proposed protected bicycle lane for all ages and abilities or ROW acquisition. Do you agree with that?</p> <p>There are commercial properties and apartment complexes with driveways and pull-in parking between Oakmont Blvd and Jefferson St. giving pedestrians and bicyclists some room on the sidewalk to feel comfortable. A painted bicycle lane suddenly begins on the South side of W 35th opposite Lawton Ave and continues East to the W 35th St cutoff. Where is the connection to this bicycle lane from the West?</p> <p>My concern is that Austin will wind up with "orphan bike lanes" (disconnected segments or bike lanes that go nowhere) like we had years ago with "orphan sidewalks" (the fee in lieu program was a help in that in provided funding for sidewalks we asked for in our neighborhood plans). Are you considering a fee in lieu for bike lanes?</p> <p>From neighbors who venture across W 35th St to Anderson Coffee and other local shops: the stop light at W 35th and Jefferson Sts could be timed to allow pedestrians a little more time to cross W 35th St. This is also a route taken by some Bryker Woods Elementary School students. There is usually a crossing guard there but giving the kiddoes and senior citizens more time to cross would be helpful.</p> <p>North Lamar Blvd</p> <p>I noticed the "share the road" signs on Southbound North Lamar Blvd along to the Shoal Creek Greenbelt. Lamar Blvd is not a road for cars and bikes to share—it's much too dangerous. Was this the idea of the bicycle lobby? I've never seen a bicyclist on the Lamar Blvd roadway, but I have seen them on the sidewalk. As a pedestrian I prefer to share the Lamar Blvd sidewalk with bicyclists, scooters and skateboarders, as long as they are respectful of pedestrians. Which brings up another issue: street and sidewalk etiquette. I thank bicyclists who approach me from behind and call out "on your left", and give me time to make sure I give them enough clearance to pass. We can co-exist on the sidewalks lanes (there aren't that many bicyclists in Austin) and that could save the city the expense of building separate bike facilities. By the way, PARD put out Hike and Bike Trail Etiquette about 20 years ago. Some of it may be relevant for sidewalks and facilities for "all ages and abilities".</p> <p>The Story Map the ASMP really needs would show the existing ROWs on Austin streets with an additional overlay that shows the extent of "suggested" ROWs.</p>
ASMP Inbox	<p>Thank you,</p> <p>To Whom It May Concern,</p> <p>I live on the corner of Montview St. and Shoalmont. Every day I see cars exceeding the 25mph on both Shoalmont and Montview St. Vehicles speed to make the light at Burnet Road and Shoalmont.</p> <p>In addition, cars and bicycles do not make a complete full stop at the stop sign on Montview St. These are just two of the reasons why I do not support the Level 1 street designation on Shoalmont.</p>
ASMP Inbox	<p>Thank you for the update.</p>

	<p>Good day.</p> <p>I'm curious about the upcoming meetings regarding 2021 ASMP Street Network Amendments.</p> <p>We understand it will go before some Boards and Commissions before going to the City Council.</p> <p>Please list those Boards and Commission it will go before, and if known, please indicate the dates they will be on the agenda.</p> <p>Thank you.</p>
ASMP Inbox	<p>Thank you</p>

Appendix H: Public Feedback Map Comments

Name	Reason for Change	Street Level Change	Cross Section Change	ROW Change	Do you support the change?	Comment	ZIP code
A LN	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	Absolutely not.	78731
A LN	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	Absolutely not.	78731
ACADEMY DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street has many curves and is narrow with blind corners. Heritage trees grow in the current ROW. In addition this is a historic district listed in the National Register of Historic Places called "Travis Heights – Fairview Park Historic District." This region is bound by Edgecliff Terrace (just north of East Riverside Drive and home to the Norwood Estate) to the north, East Live Oak Street to the south, I-35 to the east, and South Congress Avenue to the west. According to the nomination draft document approved by the State Board of Review, this defined district contains a total of 1,273 buildings, with 838 of those considered as contributing to the neighborhood's historic merit.	78704
ADELPHI LN	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaría sugerir una modificación	This should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
ADELPHI LN	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	Add a traffic light at Adelphi and Parmar and Adelphi and Howard.	78727
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	I echo the following comment "the existing street level is adequate for the traffic, usage and pedestrian goals of the street. It is lacking in coverage (trees, medians, etc) which encourages high rates of speed. The city should address these issues rather than upzoning the street to a zone 4 highway. For intra-city transit, Ed Bluestein/183 is sufficient to move transit towards I-35. Upzoning Airport Blvd would be dangerous, irresponsible and continue to divide the east side of the City of Austin, much as I-35 has."	78722
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	The existing street level is adequate for the traffic, usage and pedestrian goals of the street. It is lacking in coverage (trees, medians, etc) which encourages high rates of speed. The city should address these issues rather than upzoning the street to a zone 4 highway. For intra-city transit, Ed Bluestein/183 is sufficient to move transit towards I-35. Upzoning Airport Blvd would be dangerous, irresponsible and continue to divide the east side of the City of Austin, much as I-35 has.	78722

						I do not support any of the changes in this area. I am particularly opposed to the changes outlined in the various levels of these amendments that encompass the Hancock Neighborhood Association boundaries, especially those proposed on Park Ave, Harris Ave, the streets surrounding Lee Elementary School, and Duval Street. Also, your website is near impossible to navigate, interpreting the levels is very difficult, and understanding exactly how this will impact property owners is not clear. The confiscation of residential property in established neighborhoods via 'eminent domain' or otherwise, is not acceptable and these amendments should not and cannot be allowed to result in residents in the Hancock neighborhood losing footage of ANY of their property. These amendments ARE NOT in the best interest of our neighborhood! I encourage whoever the 'creators' of this plan are, to make changes to the amendments that do not result in loss of property; and that do not create additional barriers to residents way of life in our Hancock neighborhood. Thank you for the opportunity to comment.	78751
AIRPORT BLVD	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación		78751
AIRPORT BLVD	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación		78751
AIRPORT BLVD	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación		78751
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	he existing street level is adequate for the traffic, usage and pedestrian goals of the street. It is lacking in coverage (trees, medians, etc) which encourages high rates of speed. The city should address these issues rather than upzoning the street to a zone 4 highway. For intra-city transit, Ed Bluestein/183 is sufficient to move transit towards I-35. Upzoning Airport Blvd would be dangerous, irresponsible and continue to divide the east side of the City of Austin, much as I-35 has.	78722
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	This should remain level 3, and as part of the Corridors investment program, should be made to reflect the design outlined above for Level 3 roads with wider ROW.	78722
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	I do not support changing any portion of Airport Blvd from Level 3 to Level 4. By their definition "Level 4 Streets accommodate travel into and out of the city from the surrounding area" and "prioritize vehicular capacity". Airport is a local street, supporting local travel by all modes. Do not make it more hostile to pedestrians than it already is.	78757
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Airport Boulevard is currently an awful stroad. While I'm technically within walking distance of the MetroRail stop at ACC Highland, there's no way I'm actually going to walk from my apartment to there - the street feels actively hostile to pedestrians. (In general, Austin should work to get rid of *all* of its stroads, but this one in particular impacts my life.)	78751
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	Other/Otro	The crosswalk at 53rd 1/2 and Airport is difficult to navigate and there is no pedestrian island for the entire stretch of the ROW. The crosswalk at 51st and Airport is not much better, only have a signaled cross on the south curb of 51st. Airport feels dangerous to cross in general and needs a vegetated neutral ground or some other physical median to not further separate the east side of Airport from the west and central parts of the city.	78751
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	Other/Otro	We desperately need some kind of cross walk that bridges Clarkson Ave and Airport. Having to walk to 51st or 46th/45th is so time consuming and frustrating.	78751

						<p>Do not change Airport Blvd to Level 4. This traffic should go through I-35, 290 and 183.</p> <p>Trying to make Airport Blvd a Level 4 is dangerous to residents all along the road. It is very challenging to cross the road today and many vehicles nearly miss hitting pedestrians every day. Having an increase of 5 mph will only make this more dangerous. It will also make it harder for residents to enter Airport Blvd if you are trying to push more traffic on the road. You need to consider noise and exhaust pollution that impacts this residential area. I've only stated my concerns but there are many others that my neighbors face that I may not.</p> <p>What is the need to make any changes? The traffic on Airport appears to be moving fine with no need to add more trucks and cars or a higher speed.</p> <p>Please work with the communities you are impacting rather than just pushing changes with no true input and feedback.</p>	
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación		78722
						<p>NO, for all the reasons already stated! Because pedestrian traffic continues to increase along this corridor, more safety measures must be taken. Lighted crosswalks and protected bike lanes are what's needed. This is a residential section of Airport Blvd and must be treated that way.</p>	
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación		78722
						<p>Does the city really want to further divide East Austin? Moving Airport boulevard from a level 3 to 4 would do just that.</p> <p>Airport, if anything, should be downzoned from 3 to 2 to encourage pedestrian friendliness. Airport is dangerous to walk across and bike along, which is abhorrent considering that it traverses many residential areas with families, children and schools that drive pedestrian traffic.</p> <p>Downgrading Airport from a level 3 to a level 2 street would also push through traffic to the designated areas like 183 and I-35, to be used as they were intended. Building up a highway-like road would scar the area and prevent density and walkability from naturally occurring.</p>	
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación		78722
						<p>I do not support the change in designation, but a reduction in lanes from 6 to 4 would be good.</p>	
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación		78722
						<p>Airport Blvd should absolutely not be made into a highway. Hard to believe this is even being considered. Airport should be narrowed with hardened bicycle lanes and better pedestrian crossings.</p>	
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación		78722
						<p>If the modification takes place, maybe the powers that be should create walkways over Airport Blvd for the safety of pedestrians. Include not only stairs, but walking ramps for wheelchairs and bicycles. There are walkways for school students over Airport Blvd on the way to the airport.</p>	
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación		78722
						<p>With Maplewood Elementary, which serves Mueller and Cherrywood/Delwood neighborhoods, Airport Blvd is already a major barrier to walkable routes to school. One of our former Maplewood students (high school grad) was recently hit by a vehicle and killed while crossing Airport. If anything, Airport's posted speed and number of lanes should be REDUCED and safe, separated bicycle lanes should be added.</p>	
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación		78722

AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación	Airport Blvd should remain Level 3. It is already quite a barrier for those crossings from Cherrywood into Mueller. We should be making it easier to cross, not harder or longer. It is also quite dangerous already, people travel too fast. It doesn't need to be a Level 6 roadway; that's like a highway - and what about the Mueller plan and the Corridor plan for Airport? We're supposed to be able to bike on it! Right now it's a death trap and this proposed change will make it worse.	78702
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I would like to suggest a change/ Me gustaría sugerir una modificación	I would like to clarify a previous comment that I made: "Airport Blvd. for its entire length, should remain a Level 3 street. The street already serves as a deadly barrier to human movement." I do *not* support the upgrade to Level 4. However, I *do* support the change from six lanes to four lanes here. It's fine for this to continue to be an arterial roadway (Level 3). However, upgrading it to a regional highway (Level 4), is inappropriate. E.g. South Lamar, North Lamar, South Congress, Koenig Lane are comparable to Airport Blvd. However, those streets are proposed to remain as Level 3.	78722
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación	Airport Blvd. for its entire length, should remain a Level 3 street. The street already serves as a deadly barrier to human movement.	78722
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I support the change/Apoyo la modificación	No, I do not support the changes to Airport Blvd. In fact, studies have shown that the only way to truly reduce traffic and congestion is to decrease the size of roads and consequently decrease the amount of vehicular use on them. This is also a residential neighborhood that has many individuals walking about and crossing Airport. The speed limit is unsafe and at times it is almost impossible to get across it. Increasing the size and traffic is not going to make our neighborhood safer, cleaner or quieter. No. Just no.	78722
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I support the change/Apoyo la modificación	do not support the change. this is a residential area. a wider road would result in environmental impact as well as health related issues due to increased vehicles and emissions.	78872
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación	I do not support this reclassification. This segment of Airport should be reduced to 2 lanes in each direction and should remain level 3. If we want to move toward lower VMT in Austin, then we should be making more room for other modes (and encouraging more folks to explore other options for getting around) instead of continuing to treat personal motor vehicles as the main priority on our arterial roads. I agree that Airport should at least remain categorized similarly to other roads of this nature, like Koenig.	78722
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación	I do not support the change of Airport Blvd to Level 4. It should remain at Level 3, just as other similar roadways in Austin (e.g. Koenig). Airport cuts through a largely residential area, is difficult to cross and a significant barrier for pedestrians and bicyclists. I would support reducing Airport from 6 lanes to 4, and for adding pedestrian crosswalk infrastructure.	78722
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación	I do not support the change!	78722
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación	I agree with what has been mentioned in comments below . Airport should be reduced to a 4 lane street with safer crosswalks.	78722
AIRPORT BLVD	Project update	Level 3 to Level 4	6D to 4D	No Change	I do not support the change/No apoyo la modificación		78722

AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	I'd like to elaborate on my recent comment; I am strongly opposed to moving Airport to a level 4 categorization, and feel that at it should (at least) be left as a Level 3. However, I think a thoughtful, progressive change that could have real positive impact in our region of Austin would be to reduce this to a level 2 - that is something that I would emphatically support.	78722
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	<p>I want to see Airport remain Level 3. We can maintain fairly high car volume with 2 lanes in each direction, but by reducing set backs, narrowing lanes, adding landscaping and dramatically improving pedestrian/bicycle facilities, make meaningful reductions in vehicle speed. This road currently makes it easy to drive 50 mph, but this road provides connections to many communities and local businesses. This should be a 30 mph road, and it should be designed to ensure that's the speed people really travel. If we want to get to 50% non-car travel modes, then we should be moving toward making Airport a street with more density, shade/shelter, and pedestrian access (instead of the stroad it is today with limited pedestrian access and high vehicle speeds).</p> <p>Bottom line - if we want to see real mode change, and a return on our Project Connect investments (like the Pleasant Valley and Expo lines, which both interact with Airport) then we need to be bold in how we move forward. In my view, this means that we recognize that it's extremely easy to get around by car today and additional improvements in that regard aren't needed - we should be making our central/East Austin streets easier to get around without cars, even if it comes at the expense of ease of car travel on our central city corridors. Stop prioritizing cars, please!!!</p>	78722
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	I agree with the comments about maintaining Airport as Level 3 and improving bike-ability, walkability, medians, and street trees. People walk and bike there already, but it's not safe. Be responsive to how people are currently using the street!	78702
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	<p>This stretch of Airport should remain level 3 with the city providing an actual median with trees, and additional pedestrian safety measures. With the easy gradient and emerging development in this area, there should be improved focus on the walkability and bike-ability of Airport Blvd. If the city upzoned the street from level 3 to 4, there would be no desire to walk or bike across or along a busy thoroughfare that the city is proposing. This would result in more cars, greenhouse gases, traffic, pedestrian/vehicle accidents, etc etc.</p> <p>The existing street level is adequate for the traffic, usage and pedestrian goals of the street. It is lacking in coverage (trees, medians, etc) which encourages higher rates of speed and pedestrian unfriendliness. The city should address these issues rather than upzoning the street to a zone 4 highway. For intra-city transit, Ed Bluestein/183 is sufficient to move transit towards I-35.</p> <p>Upzoning Airport Blvd would be dangerous, irresponsible and continue to divide the east side of the City of Austin, much as I-35 has.</p>	78722
AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	Should not be upgraded from 3 to 4.	78722

AIRPORT BLVD	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	Please don't change Airport Blvd to a Highway. I ride my bikes with my kids across airport frequently and it's hard enough as it is.	78722
AIRPORT BLVD-PENNSYLVANIA AVE CONNECTOR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78751
ALAMEDA DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a residential street with small homes on small lots. Widening the street would practically place the front doors on the street and lessen the property values illegally.	
ALAMEDA DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street is not appropriate for a Level 2 Street.	78704
ALDRICH ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Remove the barrier to cross to Wiltshire and vice versa.	78751
ALLANDALE RD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	A raised median should be installed to prevent cars leaving HEB from turning left onto Allandale. This is a dangerous blind intersection where turning traffic cannot see westbound traffic at all when there are cars headed east waiting at the traffic light at Burnet.	78731
ALLANDALE RD	No change	No Change	No change	No Change	Other/Otro	This description says there will be no change to this segment of Allandale. I disagree with the other commenter who wants a raised median to prevent vehicles leaving HEB and turning left onto Allandale; this has already been remedied with yellow bollards that control that driving behavior. I would like to say that installing a pedestrian-activated crossing light near Wynona has been discussed however that would cause terrible traffic backup at busy times of day. Pedestrians can cross at the Burnet road traffic signal.	78757
ALLANDALE RD	No change	No Change	No change	No Change	Other/Otro	I concur with the description that says no change. There had been some conversation about eliminating the slip lane; that is not only unnecessary but would complicate traffic going to and from St John's Methodist and Lamar MS.	78757
ALLENDE BND	Adding roadway	Level <Null> to Level 1	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	The proposed change does not benefit all of Austin residents. If the homeowners in the area want changes they can tax themselves.	
ALTA VISTA AVE	No change	No Change	NA to 2U-OP	No Change	Other/Otro	Hello, I would strongly suggest a sidewalk. This is a very, very busy street in terms of foot traffic, especially being so close to the school. Since it is also a cut through between Oltorf and Live Oak, people drive very fast down the street. There are a number of young kids that live on this block. Please consider this sidewalk for safety.	78704
ALTA VISTA AVE	No change	No Change	NA to 2U-OP	No Change	Other/Otro	Sidewalks are necessary on Alta Vista Ave between Oltorf and Live Oak. There are many young children that live on this block, the street has heavy foot traffic with people walking kids to school, walking with children in strollers and walking dogs as well as exercising. Currently, there are no sidewalks and despite the speed humps, cars routinely speed down this street. This street is often used as a cut through due to its proximity to I-35, and the speed at which vehicles travel make it unsafe for pedestrian traffic in the street. Please add a sidewalk to make this street safer.	78704
ALTA VISTA AVE	No change	No Change	NA to 2U-OP	No Change	Other/Otro	We really need a sidewalk. There are now six families with children under the age of 3 and cars often speed down alta vista after coming off of 35. Please help us keep our walks safe!	78704

ALTA VISTA AVE	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	There are now 5 children under age 5 living on the block between Oltorf St. and Live Oak St., and Alta Vista is a heavily-traveled route for students walking to Travis Heights Elementary School and Travis High School. Vehicular traffic has become heavy during rush hours as motorists use it as an alternative to I-35. This street needs a sidewalk.	78704
ALTA VISTA AVE	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	We desperately need sidewalks on Alta Vista Ave block, between Live Oak St. to Oltorf St. (2200 and 2300 block).	78704
ALTERRA PKWY	Technical correction	Level 2 to Level 3	No change	90 to 116	I do not support the change/No apoyo la modificación	This road should not be widened. It is already difficult for traffic turning from Alterra onto the northbound MoPac frontage. It would be a nightmare and very dangerous to have two lanes of turning traffic without a traffic light.	78731
ANDERSON MILL RD	No change	No Change	No change	104 to 116	Other/Otro	Cars constantly hit fences/walls. Consider add speed control, and fences to avoid fatal crashes on pedestrians and homes.	78750
ANDERSON MILL RD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	This should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
APPLEGATE DR-WHITAKER DR CONNECTOR	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	The intersection of Dessau Rd and East Applegate is desperately in need of a traffic signal. This portion of Dessau Rd is popular with speeders, and people often make illegal left turns from Applegate to Dessau. If Whitaker is connected to Applegate, a signal will be imperative.	78753
ARCHELETA BLVD	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
ARDATH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	No. Just don't do it. Why widen a street that is only 2-3 blocks long? This is detrimental to the residents and to the neighborhood.	78757
ARDATH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I live on one of the streets connect to Ardath and walk or drive it most days. This street is short and wide. There is no benefit to making it even wider. Making it wider would only encourage people to drive faster, endangering the current walkers and bikes.	78757
ARDATH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a wide road and certainly wide enough to accommodate pedestrians, bikers and cars safely now and many years down the road! I do not see any need to spend tax payer dollars to widen a street and claim resident's land for a short sleepy street that is mainly used by residents of Green Acres on foot to get to the park. It is not the only entrance into the Northwest Park as there is another entrance off Shoal Creek Blvd. as well! Please leave Ardath and Pegram as Level 1!	78757
ARDATH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street takes people to the park. I live nearby and walk along it for exercise. It's never crowded or dangerous for walkers and bicyclists. Cars slowly drive along it. It makes no sense to change it to Level 2. Don't waste our taxpayer dollars to add stripes or take property to widen the street.	78757
ARDATH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is essentially a driveway into the park. There is no current congestion on this street and no need to widen it. It is very easy to walk and bike, even with children.	78757
ARDENWOOD RD	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78722

ARDENWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I do not support the change. Again, this is a residential neighborhood, street, area. It is mostly used by locals and increasing traffic would impact the safety of those who live here and use the streets in this neighborhood. For example, my 91 year old mother walks on the street for exercise and increasing vehicular traffic would impact her safety as well as the safety of children, individuals, pets and the like.	78722
ARDENWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a residential area with children. Redirecting traffic from 381/2 to I 35 on this route will adversely impact families who live in this quiet residential neighborhood. It should remain a level 1 street	78722
ARDENWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78722
ARPDAL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I echo what [name] says, there are many mature shade trees, no sidewalks, and fairly shallow front yard areas for this section of Arpdale. I cannot think of a way to safely implement this change with current standards.	78704
ARPDAL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Perhaps you have transposed your recommendations for Collier and Kinney with the recommendations for Arpdale and Rundell? Arpdale currently has 10 ft of RoW on either side of 24 ft of pavement with a 25mph speed limit and no sidewalks. That's 44 ft of existing RoW. An increase to 2U-OP with 38 ft of pavement and 84 ft of RoW is not a technical correction. You would have to acquire 18-20 existing dwellings on one side of the street and destroy at least that many existing mature shade trees to add 40 feet of RoW on Arpdale. Please respond directly to me, Lorraine Atherton, at 2009 Arpdale. Thanks.	78704
ARROYO SECO	No change	No Change	No change	92 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Arroyo Seco needs to take drainage and possibly detention underground. There is great potential within this right of way and conveyance route to solve local neighborhood flood issues as well as flooding issues downtown. This area is at the top of the contributing basin with a whole lot of under utilized right of way for conveyance and detention.	78757
ARROYO SECO	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Arroyo Seco is a logical choice to make a Level 2 Street along its entirety. It is one of the more heavily trafficked streets in Brentwood, both by cars and bicyclists.	78757
ARTERIAL A	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	This arterial should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
ARTERIAL B	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	Make Tesla pay their fair share of taxes before we build roads for them. Musk has enough money already, we shouldn't be gifting him more.	78731
ASHWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street is part of a new Level 2 route between 38-1/2 St. and I-35, and my comments here apply to this whole route. This change to Level 2 doesn't seem to make sense. It would be helpful to have the reasoning explained. It's hard to imagine protected bike lanes added to this route.	78722

						This quiet residential area with long established shade trees and many native gardens planted to attract birds, butterflies and other pollinators must remain a street level 1 area. The 2021 ASMP Street Networks Ammendments proposal to change Ashwood Road to a level 2 conduit is inconsistent with the character of our nationally landmarked street and neighborhood. Redirecting traffic from 38 1/2 to I 35 through this ecologically important area of Upper Boggy Creek would do a disservice to the community who live here and would also introduce more congestion and safety hazards for the many school children who walk from or through our neighborhood streets to attend the Mapplewood elementary school. Please conserve the character of our historic and diverse family oriented	
ASHWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78722
ASHWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78722
						This change making Ashwood Road a level 2 connector between 381/2 and I 35 does not make sense for this quiet residential neighborhood. It is hard to imagine protected bike lanes along this whole route. I own my home and bought it because I loved the quiet natural environment and character of this area. The city already took a large chunk of my bluebonnet garden for sidewalks on the Mapplewood street. I supported that change because although it reduced my garden but I feel safety for children walking to school is critical value. However taking front yard property to redirect traffic through our area feels both unfair and ill conceived. I personally stand to lose a great deal of quality of life with such a change. Unlike some of my neighbors who have reasonable backyards that abutt an alley between Ashwood and Kirkwood homes, I have a very very narrow strip of backyard as the back of my home abutts a neighboring house. Therefore I use my front garden much more--to visit with friends and to enjoy nature. As a someone who loves my garden and the quiet nature of this neighborhood I am very opposed to these changes.	
ASHWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		
						On-street parking should not be provided for new developments. Storage of inefficient personal property should not be subsidized by taxpayers. Parking minimums should not exist for new developments, and any parking provided should be at the expense of the developer if they should to spend the money to provide it. Instead, bike lanes and transit-priority should be added to new developments to encourage more efficient methods of transportations.	
AZUL XING	Adding roadway	Level <Null> to Level 1	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod		78731
BACKTRAIL DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
						I do not support this change. I vehemently oppose it. - Residents buy on Balcones with the FULL knowledge that it is a Level One street. In contrast, Edgemont and everyone who lives on its street lives there due to the reality that it is NOT a level one street and, therefore, it is a haven for families, young children and the elderly. - What problem is downgrading Balcones solving? Where has this problem been articulated, discussed and communicated?-	
BALCONES DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación		78731

BALCONES DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación	<p>I oppose down grading this stretch of balcones from level 2 to purely residential level 1.</p> <p>I oppose upgrading Edgemont from residential level 1 to level 2. The residents on balcones knew it was a level 2 street because many houses are far back from the road or up on hi hills. Edgemont is definitely residential and would pose a hazard to children.</p> <p>It is obvious that I see no reason to make this change</p>	78757
BALCONES DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación	<p>I oppose down grading this stretch of balcones from level 2 to purely residential level 1.</p> <p>I oppose upgrading Edgemont from residential level 1 to level 2. The residents on balcones knew it was a level 2 street because many houses are far back from the road or up on hi hills. Edgemont is definitely residential and would pose a hazard to children.</p> <p>It is obvious that I see no reason to make this change</p>	78757
BALCONES DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación	<p>This is ridiculous, let's re-route traffic through a mature residential neighborhood with heritage trees lining the street. This is not acceptable. Let's take a street with no connection to replace a main street with connections. This also does not further stated objections of this initiative.</p>	78731
BALCONES DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación	<p>Downgrading Balcones to upgrade and shift traffic to Edgemont is illogical, ridiculous, and stupid.</p> <p>Balcones is THE main artery for the entire Highland Park area. It connects ALL the local roads and neighborhoods, providing homeowners with primary access precisely BECAUSE it's a through street.</p> <p>Edgemont, on the other hand, does NOT connect with any of the streets that go up the hill. Unlike Balcones Edgemont also doesn't actually go all the way through; it dead ends into a cul de sac, which has another, different street (Glen Rose) heading off of it that then connects back to Balcones.</p> <p>Basically downgrading Balcones would take traffic off the historic, primary through street to reroute it onto a smaller residential street that lacks both the setbacks of Balcones and has more children and residents that risk injury from increased traffic.</p> <p>Putting all of that aside, these changes don't in any way further the stated (official) goals for an L2 designation, which is a requirement BY LAW... so if you guys persist in trying to reclassify our neighborhood we'll see you in court.</p>	78731
BALCONES DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación	<p>This street should stay the same as a 2. This is already used as a cut through for Mopac and we should not be decreasing the options through here, while also not encouraging it as in raising Edgemont to a level 2. I don't agree any of these changes need to take place. Balcones is already known as the major thoroughfare here and people know that when they purchase these homes. We do not need to encroach on the surrounding streets when this winding one already does a good job to discourage too much rerouting. The improvements to Mopac have already lessened the cut throughs.</p>	78731

BALCONES DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación	The neighborhood has just become aware that the city has decided to try to rerout traffic from Balcones to Edgemont Dr. Emails and texts just started to circulate a little over an hour ago. This site is NOT USER FRIENDLY and many are having difficulty even figuring out how to comment or realize what the city is actually trying to do. Please be sure to look at all the comments opposing changes to Edgemont Dr. Our neighborhood will organize with pro bono legal counsel from our resident neighbors to oppose this plan.	78731
BALCONES DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación	How can this be legal? Edgemont is a residential street with neighbors, children, pets walking, jogging and playing on the street. Balcones is the designated Level 2 connectivity street. Those houses have been built with fences etc. and are far away from the street. Making Edgemont a Level 2 street would have cars going through our front yards and would require killing our Oaks, including two historically registered trees that are over a 300 years old. This cannot possibly be legal!	78731
BALCONES DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación	From a connectivity standpoint, Balcones Drive is more centrally located and connected to other streets in the neighborhood. For those of us who are west of Balcones, Balcones makes more sense for a Level 2 designation. It would feel a lot safer to have sidewalks and safety measures in place for that stretch of Balcones, since it will get the traffic regardless and anyone who wishes to walk or bike to the elementary school will not want to detour to Edgemont. Please consider adding bike lanes and sidewalks to the most direct walking routes the priority for our city and our kids. Thank you.	78731
BALCONES DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación		78731
BALCONES DR	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación		78731
BALCONES DR	Technical correction	No Change	3U to 2D	78 to 80	I do not support the change/No apoyo la modificación	I oppose downgrading the stretch of Balcones from level 2 to level 1 and I oppose upgrading Edgemont from level 1 to level 2.	78757
BALCONES DR	Technical correction	No Change	3U to 2D	78 to 80	I do not support the change/No apoyo la modificación	I oppose downgrading this stretch of Balcones from level 2 to level 1 and I oppose upgrading Edgemont from level 1 to level 2.	78757
BANISTER LN	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	The only ones who want this change are developers, not residents of this neighborhood.	78745
BANISTER LN	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación		78745
BANISTER LN	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación		78745
BANISTER LN	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación		78745
BANISTER LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación		78745
BANISTER LN	No change	No Change	No change	0 to NA	I do not support the change/No apoyo la modificación		78745
BANISTER LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación		78745
BANISTER LN	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación		78745
BANYON ST	No change	No Change	No change	60 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	Changes need to be made to connect this strip across Lamar and make it easier to enter and exit the development at Banyon	78757
BARTLETT ST	Removing roadway	Level 2 to None	2U-OP to None	70 to 0	I support the change/Apoyo la modificación	I hope to see some kind of park or green space incorporated into he changes here	78704
BARTON HILLS DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	Leave Barton Hill Dr, Barton Skyway alone. You have ruined the intersection of Barton Hill and Barton Skyway with your updates. Have your engineers check the tire marks on all the raised islands that don't protect bikes or pedestrians, so I have no faith in the city's plan for technical correction. Leave south Lamar center turn lane. This is essential for traffic to move! Hopefully the voters with replace the council members with reasonable persons soon.	78704

BARTON SKWY	Technical correction	Level 2 to Level 3	No change	104 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This street is too wide already and unsafe for all users because of the blind intersection at Menchaca. Unless the area of Menchaca north of this is going to be closed to car traffic and traffic is required to do a left onto Barton Skyway and a right onto Lamer (a girl can dream, right?), then this roadway should be given a 3U designation.	78704
BAYLOR ST	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see Baylor Street completed between 9th and 10th street. It would make biking between Pease park and East Austin a lot less stressful as 11th street is a stressful street to bike, 10th is a one way street, and 12th passes through the capital, which occasionally seems to be closed or police barricade roads such that it's inconvenient to bike through.	78702
BECKETT RD	No change	No Change	No change	68 to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use. The speed limit is 25 miles per hour and should remain that way for many years to come.	78735
BENNETT AVE-CLARKSON AVE CONNECTOR	No change	No Change	No change	60 to 72	I support the change/Apoyo la modificación	I support turning the under utilized parking lot into the through road to connect this part of the neighborhood.	78751
BENNETT AVE-CLARKSON AVE CONNECTOR	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	This is a drive aisle in a parking lot on private property. Staff labeling this roads is not familiar with the area. Very dangerous to plan transit & zoning without knowledge of context!	78705
BLOSSOM BELL DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I do not support the change that my property and any other property on my street will be included in R4 rezoning!	78758
BLUE GOOSE RD	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
BLUE MEADOW DR	No change	No Change	No change	70 to 84	Other/Otro	MUCH MORE Information is needed regarding ALL of Blue Meadow Dr. How is the required ROW going to impact the single-family residential area? What type of displacement is going to occur? What type of targeted outreach did the City do to alert these residents of the ASMP?	78744
BLUFF SPRINGS RD/OLD LOCKHART RD/COULVER RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	This should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
BOLM RD	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see Bolm Road and Lyons road connected West of Springdale, so that I don't have to turn onto Springdale to get to Bolm. It would make accessing the businesses, including the bike shop, on Bolm feel much safer	78702
BOSTON LN	Project update	No Change	2U-N to 2U	78 to 72	I do not support the change/No apoyo la modificación	Boston Lane is the wrong place for connection between Southwest Parkway and US290. The connection of Boston Lane to US290 does not have access to eastbound US290 traffic. A much better option would be to direct scarce resources toward extending the much better positioned Industrial Oaks where easy access to both directions of US290 is already in place.	78735

BOSTON LN-REPUBLIC OF TEXAS LN CONNECTOR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	If Boston lane cannot be used as a multiuse path for bikes due to a buried tank in the area...why would you consider a direct connect to Republic of Texas. In addition, Gaines Creek makes several crossings in this area which is why the Halff EIN proposed a bridge closer to the intersection rather than compromise the integrity of the natural waterway for floodwater. Please review the Halff EIN and add a pedestrian bridge closer to the intersection and put the path at the desired location on the South side of SW PKWY where the land is elevated. Please consider topography, geotechnical report bridge design easement acquisition, coordination with TxDOT within the Oak Hill PKWY project and the Balcones Canyonland Preserve and report in a public process before suggesting this change. Thank you!	78735
BOSTON LN-REPUBLIC OF TEXAS LN CONNECTOR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	The majority of this path lies in the Barton Creek Critical Water Quality Zone. A more environmentally friendly choice for 290 access would be at Industrial Oaks which would also reduce travel distance for traffic wanting to reach 290.	78735
BOSTON LN-REPUBLIC OF TEXAS LN CONNECTOR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	Boston Lane is the wrong place to connect between Southwest Parkway and US290. Extension of Industrial Oaks would work much better for several reasons: 1) Boston Lane is a narrow ROW and does not align with a crossing at US290, 2) Industrial Oaks is a much wider ROW and already aligns with a crossing of US290 and traffic signal lights are already in place.	78735
BOULDIN AVE	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Bouldin (and Dawson) could use a few more traffic calming designs between Barton Springs and Oltorf. Both are used as cut-through's for vehicles traveling southbound from downtown.	78704
BOULDIN AVE	No change	No Change	NA to 2U-OP	No Change	Other/Otro	I support the NO Change recommendation.	78704
BOULDIN AVE	No change	No Change	NA to 2U-OP	No Change	Other/Otro	I support the NO Change recommendation.	78704
BOULDIN AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a residential street with small homes on small lots. Widening the street would practically place the front doors on the street and lessen the property values illegal.	78704
BOWMAN AVE	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Is there any way to request better visibility at some of these corners or add a 4-way stop at Hillview? When leaving the library and crossing Hillview, there are sometimes cars racing down Hillview but with high corner hedges an accident can occur.	78731
BRACKENRIDGE ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a residential street with small homes on small lots. Widening the street would practically place the front doors on the street and lessen the property values illegally.	78704
BRADSHAW RD	No change	No Change	No change	90 to 116	I do not support the change/No apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
BRADWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I ABSOLUTELY DO NOT SUPPOR THIS CHANGE. Already, with Wilshire being a main road where UHAUL trucks and trailers come plowing through, in addition it is a main road for big rigs to come and make u-turns, it has become a danger zone and disturbance to those living in the area. Adding additional space for traffic to increase will only destroy the safety of this neighborhood and bring more distrubance to this historic peaceful neighborhood	78722
BRADWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I do not support the change. THis is a residential area which sees children playing on the street, people walking pets, individuals exercising as well as the elderly negotiating the area.	78722

BRADWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support any further widening or further use of this road. This road should be restricted to local residents. Children play on this road. As there are also many vulnerable heritage trees along the street, this would also negatively impact them.	78722
BRADWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The proposal to change Bradwood Road to a level 2 conduit is inconsistent with the character of our nationally landmarked street and neighborhood. This is an ecologically important area of Upper Boggy Creek and redirecting traffic from 38 1/2 to 135 through Bradwood would do a disservice to the community who live here and would also introduce more congestion and safety hazards for the many school children who walk from or through our neighborhood streets to attend the Mapplewood elementary school. Please conserve the character of our historic and diverse family oriented and quiet residential neighborhood!	78722
BRADWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78722
BRADWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a residential street and should remain level 1.	78722
BRAKER LN	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
BRANDT DR	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	In addition to entering on Hawkins Lane (from Dalton Lane), large commercial and construction vehicles are using the Brandt Drive entrance from Hwy 71 WB to cut through the Richland Estates neighborhood for access to local businesses on Hergotz and Dalton Lanes. Residents are put at risk while walking in the neighborhood, roads have experienced damage due to the overweight vehicles and neighbors' vehicles have been damaged by large vehicles cutting through on roads that are not wide enough for the (allowed) street parking. These large/heavy vehicles are cutting through, DESPITE the poorly placed, existing "no trucks" sign placed almost immediately off Hwy 71. Nobody sees that sign due to the precarious nature of slowing down on Hwy 71, in heavy/fast traffic, to turn onto Brandt Dr.	78742
BRAKER LN	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una modificación	should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
BRANDT RD	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una modificación	There is new development that is being approved on the heavily used roadway. It needs to be wider and perhaps bridges over creeks. This roadway appears to not have been paved in a very long time and has many pot holes. The intersection with IH35 access road needs a right turn lane for traffic exiting/entering IH35 and from Slaughter creek overpass. This road is used to bypass the intersection of Slaughter lane @IH35 by many who live in the existing and developing neighborhoods east on Slaughter lane. National park blvd just south of it also needs a right turn lane onto National Park blvd.	78744
BRAZOS ST	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	Brazos, along with many other downtown streets, should be downgraded from level 3 to level 2. It should be converted to 2-way with limited or no parking and wide sidewalks to encourage growth at ground level.	78731

						I do not support this change. There are already 2 arteries through the Brentwood neighborhood with Justin Ln and Romeria Dr (and Koenig/2222 nearby). Those work. This could increase traffic into the neighborhood to then turn left and right on Grover. There are many kids who play on this block and this change from 1 to 2 with 84 suggest ROW would be dangerous for them especially crossing the street to visit neighbors. Please do not change this street or others nearby. It would be a waste	78757
BRENTWOOD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
BRENTWOOD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the change to Brentwood street.	78757
BRENTWOOD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	Seems good. This is already a major connector into the neighborhood and is a rough road right now.	78757
BRENTWOOD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I do not support the upgrade of 1 block of Brentwood street from Level 1 to Level 2 - This is a neighborhood street.	78756
BRENTWOOD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						As others have commented there are already other roads that have bike trails, and these work well. Adding sidewalks might not be a bad idea, but I don't think we need more road or bike traffic in this section. It would be better for bikes and cars to be directed to Justin and Romeria.	78757
BRENTWOOD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		
BRENTWOOD ST	Technical correction	Level 1 to Level 2	No change	60 to 84	I support the change/Apoyo la modificación		
BROCKTON DR	Project update	Level 2 to Level 3	4D to 2D	116 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Traffic on this street does not warrant its current size. It should be narrowed to one lane in each direction, with minimal or no on-street parking.	78731
BROCKTON DR	Project update	Level 2 to Level 3	4U-OP to 2D	92 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Traffic on this street does not warrant its current size. It should be narrowed to one lane in each direction, with minimal or no on-street parking.	78731
BRODIE LN	No change	No Change	No change	96 to 80	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
BRODIE LN	No change	No Change	No change	96 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	I grew up here, and biking along Brodie is pretty scary, and you run into people walking. I'd like to see a bike lane, or at least a sidewalk on the East Side	78702
BRODIE LN	No change	No Change	No change	96 to 80	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
BRODIE LN	No change	No Change	No change	96 to 80	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
BRODIE LN	No change	No Change	No change	96 to 80	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
BROWNIE DR	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Putting the new little bit at Level 1 is fine, but the problem with 10000-10400 Brownie is that the _pavement_ width is already 40ft, so the Level 1 cross section doesn't make good sense. There's too _much_ space for cars and bikes to be sharing a lane (and no space for the lovely trees). What about relooking at 10000-10100 for back-in angle parking for the park and the school, and then in a strategic timeframe, to remove pavement in the 10200-10400 blocks?	78753

						<p>The intersection of Duval, 51st, and Bruning is confusing. Expanding the ROW on Bruning will not alleviate the confusion stemming from that intersection and it would be better to have Bruning join with 51st earlier, then have the intersection be a much simpler 4-way rather than a 5-way.</p> <p>That said, I support the change because a wide ROW on Bruning would ideally incorporate better pedestrian facilities like an actual sidewalk along the entire length and a safer crossing at Bruning, 53rd, and Airport.</p>	
BRUNING AVE	No change	No Change	No change	60 to 72	I support the change/Apoyo la modificación		78751
						<p>This section of Bruning is very frustrating to navigate as a pedestrian. I live in the apartments across Airport on 53rd 1/2 and Helen and often try to walk west for the better abundance of food and shops in the North Loop/Hyde Park areas. Crossing Airport is unsafe in and of itself, but then I get across to yet another confusing intersection of five streets and a railroad. The crosswalks are unprotected and there is no clear path from the north curb of Bruning, where it is easier to cross Airport, to the south curb of Bruning further west where there are more sidewalks/crosswalks and it does not go on to become W 53rd.</p> <p>The pedestrian ROW needs to be simplified and safeguarded here to facilitate more trips across Airport from east to west.</p>	78751
BRUNING AVE	No change	No Change	No change	78 to 72	I support the change/Apoyo la modificación		
BRUNING AVE	No change	No Change	No change	78 to 72	I support the change/Apoyo la modificación		
						<p>This small section of 53rd/Bruning is extremely difficult to navigate as a pedestrian. The ROW is wide and the double turning lane going eastbound often backs up with more traffic going north on Airport than turning south or continuing east to 53rd 1/2. The small curb section at the west side of the crosswalk is hardly a pedestrian island and is not safe to navigate, especially at night. Further, there is no clear sidewalk on the south curb of 53rd here, just a parking lot.</p> <p>These unaccommodating street segments then meet with a railroad crossing that is barebones and not sidewalk-ed on either side.</p>	78751
BRUNING AVE	No change	No Change	No change	92 to 80	I support the change/Apoyo la modificación		
BRUSH COUNTRY RD	Project update	No Change	2U-OP to 2U	92 to 75	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735
BRUSH COUNTRY RD	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	Strongly oppose this segment. Extending road past Summerset will destroy greenway park and trail built with neighborhood partnership funds.	78739
BRUSH COUNTRY RD	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	Our neighborhood has worked for years developing the Greenway. The extension of Brush Country would affect Small Middle School driveway, the City's trailhead structure, as well as the Safe Schools funded by the city. Please remove this proposal. I do not support this change.	78749

						Extending Brush Country through to Monterey Oaks is not feasible and the city has assured residents that it is a mistake to have this shown as a potential road extension from Summerset Trail to Monterey Oaks. Not only is this a greenbelt, the city has spent more than \$100K on trail improvements on this section and also purchased a pocket park in this greenbelt. Furthermore, the Small Middle School driveway and the city's trailhead structure would be destroyed if there was an extension of Brush Country here. This area has also been designated as a Safe Routes to Schools section & city funds spent here to keep it pedestrian based. Please remove this as a proposal to create any sort of road extension.	
BRUSH COUNTRY RD	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación		78749
BUFFALO PASS	No change	No Change	No change	70 to 84	I support the change/Apoyo la modificación	No change	78745
BURLESON RD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	This road needs MAJOR improvements. Needs to be widened and more traffic lights. A lot of commercial growth is occurring in this area, plus the new TXDOT Headquarters is located here.	78744
BURLESON RD	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Pleasant Valley should not be expanded for an additional general purpose travel lane. The only acceptable increase of pavement here would be to accommodate a bus-only lane to give the new MetroRapid route the best chance of success at providing connectivity without car traffic.	78731
BURNET LN	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación	Meant to change the default on the last one to not support... This street actually needs to widen and remain Level 2. Restaurant traffic has increased in the evenings to make this a difficult route to traverse. Additionally, with the addition of the Marq on Burnet vertical mixed use multifamily and the multi-family project currently going in just north of it, recessed street parallel stalls and 2U are already needed.	78757
BURNET LN	Technical correction	Level 2 to Level 1	No change	70 to NA	I support the change/Apoyo la modificación	This street actually needs to widen and remain Level 2. Restaurant traffic has increased in the evenings to make this a difficult route to traverse. Additionally, with the addition of the Marq on Burnet vertical mixed use multifamily and the multi-family project currently going in just north of it, recessed street parallel stalls and 2U are already needed.	78757
BURNET LN	No change	No Change	No change	64 to 72	I do not support the change/No apoyo la modificación	I live in Brentwood on Payne Ave. I am against this Burnet Ln change and the one for Payne Ave to Level 2. Both are unnecessary adjustments as there are already east/west corridors through Brentwood with Justin Ln, Romeria, and Koenig/2222. We do not need another one. This would open up the streets to increased through-traffic putting our kids in danger.	78757
BURNET LN	No change	No Change	No change	64 to 72	I do not support the change/No apoyo la modificación	This change is part of changing Payne Ave to a Level 2 street, which I am against. It would create a physical barrier that would be detrimental the neighborhood by increasing through traffic, increasing traffic speeds, and thus creating a more unsafe street. No please.	78757
BURNET RD	Technical correction	Level 3 to Level 4	No change	130 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	Burnet should have dedicated bus lanes, especially northbound in the afternoon. Buses (particularly the 803) are often stuck behind car traffic, which delays arrival times significantly. Faster buses mean more ridership, which removes more cars from the road, which helps everyone move faster. As there is already a plan to add a lane in each direction, this new lane should be a bus lane, and there is no car lane lost.	78731

BURNET RD	Technical correction	Level 3 to Level 4	No change	130 to 154	I support the change/Apoyo la modificación	This roadway redesign of Burnet should go farther to include dedicated bike lanes fully separated from car traffic along the entire segment between Koenig/Allendale and Gault Ln.	78731
BURNET RD	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	We told ATD staff TWICE that they do NOT own the ROW on Burnet Road. It belongs to property owners and small businesses. When will ATD listen?	78731
BURNET RD	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	Protected bike lanes should be installed between Woodrow and 45th to connect the bike lanes on Woodrow with the bike lanes on Medical in a safe way. Preferably, this would be a two-way bike path along the east side of the road (so that bike traffic from Woodrow does not have to cross car traffic on Burnet).	78731
BURNET RD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	Add bus pullouts.	78756
BURNET RD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	I would like to see a road diet on Burnet Rd. Narrow the travel lanes or remove one in each direction and have wide sidewalks and protected bike lanes. Minimize setbacks and use an alley to allow business access and parking without having driveways interrupt the sidewalks and bike lanes. Burnet has so many cool businesses and growing residential properties, I think it needs to become much more ped and bike friendly. I would also like to see street trees and public seating to make waiting for transit more comfortable.	78731
BURNET RD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	Burnet needs to widen bike lanes and potentially improve sidewalks. In addition, pedestrian crosswalks that are equipped with lights need to be more visible, as cars do not always when pedestrian lights turn red.	78757
BURNET RD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	This roadway redesign of Burnet should go farther to include dedicated bike lanes fully separated from car traffic along the entire segment between Koenig/Allendale and Gault Ln.	78731
BURNET RD	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una modificación	Bus pull outs will fix all traffic issues in most of the city. People whipping around busses that are stopped just before and just after major intersections is terrifying.	78756
BURNET RD	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una modificación	This intersection should be reconfigured to include protected bike lanes, to connect from the bike lanes further south on Medical Parkway to the bike lanes on Woodrow.	78731
BURNET RD CONNECTOR	No change	No Change	No change	92 to 84	I would like to suggest a change/ Me gustaria sugerir una modificación	along this corridor without using private cars.	On-street
BURNET TO RESEARCH SB RAMP	No change	No Change	No change	No Change	Other/Otro	The city of Austin needs to stop subsidizing TxDOT projects until the state funds improvements within the city.	78757
CAMERON RD	No change	No Change	No change	140 to 154	I would like to suggest a change/ Me gustaria sugerir una modificación	Cameron Rd between 290 and Rundberg should be narrowed to 2 car lanes in each direction, with a protected bike lane in each direction to replace a car lane. This would also be a good candidate for a bus-only lane, with a very frequent bus route (headways <10 min) to serve the population and businesses along this corridor without using private cars.	78731
CAMERON RD	No change	No Change	No change	140 to 154	I would like to suggest a change/ Me gustaria sugerir una modificación	Cameron Rd between 290 and Rundberg should be narrowed to 2 car lanes in each direction, with a protected bike lane in each direction to replace a car lane. This would also be a good candidate for a bus-only lane, with a very frequent bus route (headways <10 min) to serve the population and businesses along this corridor without using private cars.	78731
CAMERON RD	No change	No Change	No change	94 to 116	I do not support the change/No apoyo la modificación	Cameron Rd should not be expanded for an additional motor vehicle lane. Instead, it should feature separated and protected bike lanes and one lane of motor traffic in each direction.	78731

						Will this ROW in the street network be required as this parcel goes into site planning in the next year or two? I support highly the connection with Justin Lane. East-West cyclists need a better connection to the bike facilities on Guadalupe without having to navigate the rail crossing. Please have planning department know this street network is planned and should exist when the parcel comes up for redevelopment.	
CANION ST	No change	No Change	No change	92 to 84	I support the change/Apoyo la modificación		78757
CAPITAL OF TEXAS HWY-READ GRANBERRY TRL CON	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	This should be built as bicycle and pedestrian only infrastructure, to improve connectivity for non-automotive traffic. This would be far less disruptive to businesses in the Arbor Walk shopping center, and would provide pedestrian access to the shopping center from the Gateway, Arboretum, and Domain areas, in addition to connecting the Pickle Campus with Pickle West.	78731
CAROLYN AVE	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I accidentally wrote Liberty St. below, it should have read Carolyn Ave.	78705
CAROLYN AVE	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I can find no code explanation for terms such as 2U-OP so there is no way I can evaluate why Liberty St. is marked. This map seems designed to obfuscate the city's road plan and confuse citizens so that they won't comment. I want our neighborhood streets paved, broken sidewalks fixed, traffic lights replaced when they burn out, consistent ADA ramps on heavily walked streets---none of which seems to happen unless the request is escalated, if then.	
CARSON RIDGE	Adding roadway	Level <Null> to Level 1	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	Id like to see this street extended to meet the other part of Carson ridge. It would provide a nice way to get from 71 into the east riverside neighborhoods without having to go down riverside, which is a busy and stressful road to use.	78702
CEDAR BEND DR	No change	No Change	No change	78 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	The intersection of Tomanet Trail and Cedar Bend Drive would greatly benefit from a 3-Way Stop. Turning onto Cedar Bend from Tomanet is complicated by both the fast traffic and the difficult sight lines, and further interrupted by frequent vehicles exiting the hospital across the street. Requiring drivers to slow / stop for this intersection would make it much easier (and safer!) to turn onto Cedar Bend from Tomanet!	78758
CHERRY LN	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Again, this is going to be difficult to achieve. These are interior neighborhood streets that do not need more cut through traffic.	78703
CHERRY LN	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am opposed to changing Cherry Lane to a Level 2 St. You cannot achieve the 84' ROW here. Keep Cherry Lane a Level 1 St.	78703
CHERRYWOOD RD	Technical correction	Level 2 to Level 1	No change	92 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	This section of Cherrywood should be a designated bike street with low speed limits and traffic calming, to connect the bike lanes further south on Cherrywood with the park trails to the north, and further to the Mueller development via Wilshire/Aldrich.	78731
CHERRYWOOD RD	No change	No Change	No change	74 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Bike lanes along Cherrywood should be protected, and the on-street parking should be between the car lanes and the bike	78731
CHERRYWOOD RD	No change	No Change	No change	92 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Bike lanes along Cherrywood should be protected, and the on-street parking should be between the car lanes and the bike	78731
CHESTNUT AVE	Technical correction	Level 3 to Level 2	No change	74 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	The bike lanes and on-street parking on Chestnut should be switched, so that parking cars do not need to cross the bike lane to park.	78731

CHIMNEY CORNERS	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	The section of Chimney Corners which runs from the northeast down to Chimney Corners is far wider than it needs to be so cars frequently speed. The City could move the curbs more towards the center of the street and cede that land that was freed up back to the adjacent property owners.	71731
CLAWSON RD	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación		78745
CLAWSON RD	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78745
CLAWSON RD	No change	No Change	No change	64 to 72	I do not support the change/No apoyo la modificación		78745
CLUB TER	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I'd like to see Club Terrace extended West to Grove, and East to Montana street. A continuous East-West through street in this neighborhood I think would be nice, and it seems like there is the space to do it without destroying anyone's house.	78702
COASTAL DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Currently there are vehicles parked on both sides of Coastal. Just where are the residents going to park? The speed should be lowered. There is a speed issue with the delivery (Pizza) vehicles using Coastal as their main cut through to other neighborhoods. During the week lots of cut through traffic.	78749
COASTAL DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Please do not widen Coastal! The homes will be too close to the street that people already speed down carelessly. This is our neighborhood, our kids, our pets. Please consider road humps to slow things down. We already have space for parked cars on both sides of the street. It is wide enough.	78749
COASTAL DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Keep traffic on the major roadways and out of the neighborhoods.	78735
COLORADO ST	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	All cars using this block of Colorado street should be required to honk so show their displeasure with the governor's repeated attempts to kneecap everything Austin tries to do.	10000
CONGRESS AVE	Project update	No Change	6U to 5U	No Change	I support the change/Apoyo la modificación	The new bike lanes on Congress are a huge improvement. However, it would be safer to have car access to the parking spots not cross the bike lane. I do realize that due to the complex shape of the curbstones and sidewalks in this section that this is more difficult than similar changes elsewhere. Another option would be to remove all non-ADA parking from Congress north of the river, and allow local businesses to expand into the sidewalks and onto porch platforms over former parking spots.	78731
CONGRESS AVE	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	This part of Congress will be closed to cars, but it still needs a bike lane to connect Speedway at UT to downtown. Hopefully it will not be a "dismount zone".	78752
CONTOUR DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Add sidewalks, but do not try to increase driving width on road.	78757
CONVICT HILL RD	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735
CONVICT HILL RD	No change	No Change	No change	78 to 84	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735
CONVICT HILL RD	No change	No Change	No change	78 to 72	I support the change/Apoyo la modificación	Very unsafe where the road turns near the library, no shoulder nor bike lane.	78749
COOPER LN	No change	No Change	No change	78 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Adding a 3-way stop at Cooper Ln and Prince Valiant Dr to deter speeding drivers on Cooper Ln. Drivers regularly pass others illegally while traveling on the southern portion of the road.	78745

CORONADO HILLS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Continuing my comment, which seems to have submitted on its own. The bicycle lanes on this section of this street are confusing and unsafe, being both on the same side of the street, which forces bicycles into unexpected cross-traffic patterns in front of cars. Correcting this should not require additional ROW. The comment period for the proposed changes to our City streets was insufficient, with poor notification/advertisement. Additionally, the requirement to have technical ability and access to comment prevents many who might have an opinion from expressing it. I strongly object to this process, and to its apparent intent of making underhanded changes to zoning for future development purposes across our city.	78752
CORONADO HILLS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	If this is just a technical correction then the existing ROW should not be expanded to 84 feet. This street already has sidewalks and protected bicycle lanes (though very poorly and unsafely designed).	78752
CROFTWOOD DR	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	Boone Elementary does not offer bus service, so all student pick up for 500+ kids is completed onsite. Due to an inadequate circle drive, most parents park along both sides of Croftwood between Eskew and Alexandria and walk to retrieve their kids. Eliminating street parking along this stretch without a solution for school pick up would create huge problems. Generally I support bike lanes vs parking, but here the school traffic must be taken into account. It already overflows onto all areas of Leaffield in the afternoon.	78749
CROFTWOOD DR	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	In front of Boone Elementary this would cause a parking issue for the school and visitors. Limited parking now thus the parking on the Croftwood. Where will these vehicles park during the school day? As for Croftwood North of Eskew the same issue with vehicle parking on the street. Is BANNING STREET PARKING the GOAL?	78749
CROSS VALLEY RUN	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	This road is far too wide for a level-1 with a 30mph speed limit. Cars easily can and do drive 45mph. Due to the proximity of a school, the speed limit should be lowered to 25mph, and the street should be narrowed to enforce this speed limit by making it uncomfortable for cars to drive faster. The southern half of the street could be turned into a grassy area with a handful of cutouts for limited on-street parking. Or, a grassy median could be installed to limit the width of each travel lane with curbs thus enforcing lower speed limits.	78731
CROWNSPOINT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The road is doing just fine the way it is. Why do you insist on trying to micro-manage everyone? Put your ideas in new neighborhoods and leave the old ones alone. Please - why would you take away people's property for no good reason? Crownspoint is already big enough as it is. It is not a business road, it is a neighborhood road. It does not need speed bumps or center islands at intersections. Center islands, in my opinion, are just something that will end up killing someone someday. Maybe they were speeding, maybe they didn't see it, whatever it is, if you hit it and lose control then anyone near it is also in danger. Why would you willingly put something in the road? ugh	78748

CULLEN LN	Technical correction	No Change	3U to 2D	74 to 80	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
CUMBERLAND RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Street should not be widened. Don't funnel traffic through here. Makes no sense	78704
DAHLGREEN AVE	Technical correction	Level 2 to Level 3	No change	78 to 80	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
DAHLGREEN AVE	Technical correction	Level 2 to Level 3	No change	78 to 80	I do not support the change/No apoyo la modificación		78739
DALLAS DR CONNECTOR	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
DALTON LN	No change	No Change	No change	78 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	No, this road is NOT outside the jurisdiction of Austin. Parts of it are, but not the part that the Richland Estates neighborhood uses and many future businesses will use. This road needs major improvements and attention as many new businesses are opening on in within the City's jurisdiction.	78742
DAUGHERTY ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	Removing private property, trees, and endangering residents by moving streets closer to their homes and front doors is a ridiculous notion that makes no sense and does NOT benefit citizens and support climate initiatives. The city is trying to increase tree canopy. This street widening would remove thousands of trees, particularly in older neighborhoods.	78757
DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This change makes no sense in the context of the plan. There is no reason to add a bicycle facility on Daugherty. On one end, Greenlawn is being reclassified to Level 1, so it won't be a major source of bicycle traffic. The area on the other side of Greenlawn is small, and has no larger street to feed into Daugherty. Richcreek might supply a few cyclists from Crestview, but isn't being reclassified, and cyclists in Crestview could ride Level 1 streets in the neighborhood to Justin. On the other end, Pegram is being reclassified to Level 2, presumably because it is continuous with Justin on the other side of Burnet. But the plan provides access to the park via Ardath, and to Shoal Creek Boulevard via Twin Oaks, so again there's no reason to reclassify Daugherty. Daugherty is a small street with pretty good sidewalks and slow traffic, so walkers and cyclists are nicely accommodated. Leave it at Level 1.	78757
DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The street already has a sidewalk on one side of the street that is very walkable. There is not enough car or bike traffic to warrant a dedicated bike line	78757
DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the proposed changes to Daugherty, as they are completely unnecessary. This street should remain Level 1. A change to Level 2 would be threaten many mature trees, be incredibly expensive and disruptive, and ultimately be ineffective since it is just one small street. This is a residential neighborhood, and the current configuration effectively serves the pedestrians, casual cyclists, and neighborhood vehicles that utilize the street now.	78757

DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Changing the designation from Level 1 to Level 2 on Daugherty would be a terrible move, even if it is just "technical" and to actually widen the street would be preposterous. The existing street accommodates traffic adequately and its character is not a bypass - it is single family residential neighborhood with nicely maintained yards with adequate setbacks on both sides. In this case, the possibility of expansion to 84 feet would literally gobble up each of these homes' *entire* front yards. There is no world in which this makes sense when one street over is the Burnet corridor and a few streets to the west is the thoroughfare of Shoal Creek. To single out a small strip of purely residential - on both sides - street for even hypothetical expansion when it has natural terminations on both ends (at Twin Oaks and just beyond Richcreek) is would serve no legitimate purpose.</p> <p>Not to mention all of the infrastructure and heritage trees that would be impacted. Changing designations is simply inappropriate.</p>	78757
DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>The proposed change to Daugherty Street from Level 1 to Level 2 is completely inappropriate. This is a small residential street made up entirely of single family homes on this stretch. The current configuration is safe with very little congestion or cut through traffic. Expansion even to the limits of Level 1 would fundamentally alter this neighborhood for the worse. Contemplation of Level 2 would suggest that the individuals responsible for these recommendations have never seen this street in real life - Level 2 wide streets would decimate this neighborhood taking out trees, the entirety of many people's yards and likely introduce a Burnett bypass pushing more and less safe traffic into our area. While further south on Daugherty has some commercial properties abutting the street, this purely residential stretch of Daugherty would struggle to handle Level 1 changes and simply cannot in any reasonable configuration accommodate anything close to what is covered under Level 2.</p>	78757
DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This change is very extreme and completely unnecessary as there's already a sidewalk on one side of Daugherty. Pedestrians and cyclists travel on this stretch of Daugherty safely right now (we walk our kids to Northwest Park multiple times a week and have never been concerned about safety).</p>	78757
DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Daugherty should stay at Level 1. I live on Albata which goes into Daugherty, and people safely ride their bikes down this narrow 30' wide street. There is also a sidewalk on one side, so it's safe for pedestrians. I think because it's so narrow, cars drive slowly along the street. It's a safe street and doesn't need bike striping or any other changes. The Level 2 suggestion is a severe and extremely inappropriate proposal at 84' ROW. Some of the houses are pretty close to the street, and any taking of property would be inappropriate.</p>	78757
DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I DO NOT support this proposal. There are no business or retailers on this street . Both side of the street or single family homes. The traffic we see on this street are neighborhood walkers, runner and children. It's a residential neighborhood, this proposal doesn't make any sense.</p>	78757

DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not understand why this portion of Daugherty St is identified to be changed to a level 2. It is lined by residential single family homes on both sides. There are no businesses/mixed use on either side of the street. Therefore, what is the purpose of making this change? I do NOT support this change and ask that it be kept as a level 1 so that it matches the current character of the neighborhood.	78757
DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This change would completely change the character of the street and neighborhood and is completely unnecessary. There is no current congestion on this street and it is very easy to walk and bike.	78757
DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This modification will take 17' past the current 10' city easement that already exists. While our house could remain standing, several of our neighbors' houses would have to be torn down. I would also like to know how the city will compensate my husband and me (an all of our neighbors) for the property we own that would be required for this "change." I am amazed and appalled at this city's relentless drive to ruin my home when there are alternatives that could achieve everyone's goals.	78757
DAUGHERTY ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This change widens the ROW down a residential street that is one block off of and parallel to Burnet. It doesn't make sense to do this to a street that close to a major street. Given the residential nature of the street, it's already easy to walk and bike. The current layout allows for "natural" traffic calming due to its current 30-ft width.	78757
DAVIS LN	Project update	Level 3 to Level 2	3U to 2U	92 to 72	I do not support the change/No apoyo la modificación	This section of Davis Lane between Brodie Lane and West gate Boulevard is extremely narrow for such an important East/West corridor. The road has limited to no sidewalks, and no bike infrastructure to speak of. This should be improved. Downgrading the road from Level 3 to Level 2 seems to underestimate the importance of this road as an E/W connection and the potential this road has to match the other sections of Davis.	78749
DAVIS LN	No change	No Change	No change	90 to 116	I support the change/Apoyo la modificación	Very fast traffic and no regard for the stop signs. This street is unsafe for pedestrians and cyclists.	
DAVIS LN	No change	No Change	No change	90 to 116	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
DENSON DR	No change	No Change	No change	92 to 84	I would like to suggest a change/ Me gustaria sugerir una modificación	This part of Denson needs street trees on both sides of the street.	78752
DENSON DR	No change	No Change	No change	74 to 84	I would like to suggest a change/ Me gustaria sugerir una modificación	This street desperately needs shade trees along the south side/ DPS property, shading the bikeway and sidewalk. Many pedestrians walk on this street and it is brutally hot in the summer. Also drainage is a problem when it rains.	78752
DENSON DR	No change	No Change	No change	74 to 84	I would like to suggest a change/ Me gustaria sugerir una modificación	The street needs a parking stripe on the north side in front of the houses to indicate parallel parking. The street needs improved drainage. When it rains the street floods up onto the sidewalk like a river flooding cars parked on the street. Invest in a green bioswale. It also needs street trees on the south side of the street along the bike lane and sidewalk.	78752

DESSAU RD	No change	No Change	No change	142 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	Dessau Rd between Parmar and Howard should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. This would also be a good candidate for a bus-only lane, with a very frequent bus route (headways <10 min) to serve the population and businesses along this corridor without using private cars.	78731
DESSAU RD	No change	No Change	No change	142 to 154	I do not support the change/No apoyo la modificación	Dessau Rd between Howard and Wells Branch should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. This would also be a good candidate for a bus-only lane, with a very frequent bus route (headways <10 min) to serve the population and businesses along this corridor without using private cars.	78731
DESSAU RD	No change	No Change	No change	140 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	Dessaur Rd between Rundberg and Parmar should be narrowed to 2 car lanes in each direction, with a protected bike lane in each direction to replace a car lane. This would also be a good candidate for a bus-only lane, with a very frequent bus route (headways <10 min) to serve the population and businesses along this corridor without using private cars.	78731
DRY CREEK DR	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación	This makes no sense, it proposes removing logical connections and replacing with winding routes through residential streets. What problems are you solving? This is the logical path	78731
DUVAL RD	Technical correction	Level 3 to Level 2	3U to 2U	74 to 72	I do not support the change/No apoyo la modificación	The proposed change makes no sense. This is a residential neighborhood with an elementary school. No need to change an increase traffic, the street is currently walk and bike friendly.	78705
DUVAL ST	No change	No Change	No change	78 to 72	I support the change/Apoyo la modificación	I strongly support the improvements on Duval which makes sense as a secondary north-south corridor for pedestrians, cyclists, and bus lines and will need to function in that way as the population grows, hopefully through upzoning along Duval	78705
DUVAL ST	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	The designation on the map is confusing. I do not support expanding the ROW or increasing traffic on Duval. 1) The 32nd and Duval intersection is already dangerous for cars and pedestrians. People run the stop light and can't see pedestrians when the sun is low or when people are coming up the hill. 2) Duval is a heavily used pedestrian, bike, and bus route. Adding more cars would increase the danger to bikers and pedestrians. Red River is much better as a North-South thoroughfare. 3) As it is on a hill, made of rock, expanding the right of way here would be expensive and not cost-effective.	78705
DUVAL ST	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	Dubal Street shouldnot be modified until wehave better neighborhood public transit, such as buses that get people to theneighborhood HEB and St. David's. I also can find no code explanation for terms such as 2U so there is no way I can evaluate why Duval St. is marked. This map seems designed to obfuscate the city's road plan and confuse citizens so that they won't comment. I want our neighborhood streets paved, broken sidewalks fixed, traffic lights replaced when they burn out, consistent ADA ramps on heavily walked streets---none of which seems to happen unless the request is escalated,If then.	

DUVAL ST	No change	No Change	No change	64 to 72	I do not support the change/No apoyo la modificación	<p>Widening the ROW on this stretch of Duval doesn't seem like it would be cost-effective. You're on a rocky hill with embankments on either side. Widening it would be difficult and expensive for very little gain.</p> <p>Would prefer that the horribly cracked sidewalks get fixed; better street lighting; a turn signal at 32nd & Duval so people quit the rolling stop/turn left into pedestrians in the crosswalk.</p> <p>Upzoning this area for taller buildings, multifamily residential, and multi-use developments is going to create a traffic nightmare on Duval. These will be used for student housing. Student housing has a higher number of cars per unit than any other type of housing and your data doesn't account for this. This can already seen with increased problems with the Point North development at 415 E 30th. Widening the ROW won't solve cars trying to back out into ongoing traffic, 40 cars trying to go to the same place, or speeding,</p>	78705
DUVAL ST	No change	No Change	No change	64 to 72	I do not support the change/No apoyo la modificación	Just fix the sidewalks. Duval is not a good candidate for ROW increase. Speedway is the best north/south corridor to amend with your plans.	78705
DUVAL ST	No change	No Change	No change	64 to 72	I support the change/Apoyo la modificación	Please up-zone my neighborhood and make Duval as bus & bike & car friendly as possible! We need more people to live close to downtown and have transit options. YIMBY!	78751
DUVAL ST	No change	No Change	No change	64 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	<p>I support the street level designation for Duval. I suggest removing the speed humps along Duval. Speed control would be better served by physical protection of the bike lane and narrowing the travel lanes.</p>	78751
DUVAL ST	No change	No Change	No change	64 to 72	I do not support the change/No apoyo la modificación	<p>I don't support the expanding the ROW on this section of Duval because it will encroach into front yards, cut down heritage trees, and not solve anything.</p> <p>The bike lanes should be better protected because the speed bumps make people swerve into the bike lane.</p> <p>I don't support up-zoning Duval because it will create a traffic nightmare that this map can't solve. None of your data accounts for the fact that student housing has a higher # of cars per unit. You'll be dramatically increasing the number of cars, running counter to all City goals.</p>	78705
DUVAL ST	No change	No Change	No change	64 to 72	I support the change/Apoyo la modificación	I live adjacent to Duval and support it as a level 2 street. However, I don't support the intent to up-zone all areas along Duval. Up-zoning should be done with neighborhood input.	78751
DUVAL ST	No change	No Change	No change	64 to 72	I do not support the change/No apoyo la modificación	I do not support the expansion of ROW on Duval. Leaving the existing bicycle-bus-car use and configuration is fine. This should not require expansion of the ROW.	78705

						Duval is a residential street. It's ok to run busses and to have painted bike lanes as well as sidewalks. Do not change the ROW without allowing each property owner the right to formally challenge the change, and if they loose then compensate them for the loss of property at the current market value for land and the diminished value for their improvements. Redefining the ROW is taking property from owners!	
DUVAL ST	No change	No Change	No change	64 to 72	I do not support the change/No apoyo la modificación	Your idea of public feedback is in need of improvements. First of all you need to directly contact each impacted owner/resident of your change ideas. Then allow sufficient time for people to understand and assess how the changes could impact them. We shouldn't have to first learn of the public feedback period on its last day!	78751
E 12TH ST	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación		
E 12TH ST	No change	No Change	No change	74 to 84	I would like to suggest a change/ Me gustaría sugerir una mod	E. 12th St. need upgrades similar to those made on E. 11th as per the original redevelopment plan for both streets.	78702
E 13TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the proposed change. Please keep this road at Level 1. It is more appropriate for the context, roadway width, and speed. This street easily accommodates bicycle facilities and separate lanes are not necessary given the traffic, volume, and speed.	78702
E 13TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the proposed change. Please keep this road at Level 1. It is more appropriate for the context, roadway width, and speed. This street easily accommodates bicycle facilities and separate lanes are not necessary given the traffic, volume, and speed.	78702
E 13TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the proposed change. Please keep this road at Level 1. It is more appropriate for the context, roadway width, and speed. This street easily accommodates bicycle facilities and separate lanes are not necessary given the traffic, volume, and speed.	78702
E 13TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the proposed change. Please keep this road at Level 1. It is more appropriate for the context, roadway width, and speed. This street easily accommodates bicycle facilities and separate lanes are not necessary given the traffic, volume, and speed.	78702
E 13TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I understand this change of E. 13th St. to Level 2 is due to the inclusion of this street in the 2014 Bicycle Master Plan. However, E. 13th Street, along with E. 14th Street, have important value as safe Level 1 pedestrian and bicycle streets for families, particularly since they extend all the way east of Chestnut Ave and can provide a safer alternative to busier E. 12th Street.	78702
E 13TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This proposed change makes no sense and is not based on any actual proven need. It seems random and a waste of resources, both human and financial. Level 1 is much more appropriate for the context, width, speed and popularity of the street.	78702
E 13TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Level 1 is more appropriate for the context, width and speed of this street.	
E 13TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78702
E 14TH ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	Level 1 is the right designation to accommodate all users.	78702

E 14TH ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I live on 14th St, within the targeted area suggesting changes from level 1 to level 2. My comments would apply to 13th and 14th Street between IH35 and Navasota and also that portion of Navasota between 12th and 14th St. It is a quiet neighborhood with low traffic, since it does not connect with any major arteries. It is often used by bicyclists and pedestrians because of the low traffic and is perfect for that use as it exists. I do not predict the traffic patterns changing in the future. There is the potential danger in the future if changed to level 2, because of the elimination of street parking and disruption of property with the addition of bicycle lanes. The neighborhood also has historic significance. Please do not alter the existing plan to something that is not needed and potentially detrimental.	78702
E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78702
E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a terrible idea. If the goal is to make 14th St, along with 13th, Waller, and Olander, more bicycle friendly this change is completely unnecessary. These streets already have speed limits that are compatible with bicycle use, and have been happily shared by motorists, cyclists, and pedestrians for decades. Raising the street level classification opens up this area to more intensive usage that will make these streets less neighborhood friendly. As you can probably	78702
E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The proposed change is not compatible with the neighborhood.	78702
E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Level 1 is best for most users.	78702
E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Level 1 is best for most users.	78702
E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the proposed change. Please keep this road at Level 1. It is more appropriate for the context, roadway width, and speed. This street easily accommodates bicycle facilities and separate lanes are not necessary given the traffic, volume, and speed.	78702
E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I understand this change of E. 13th and E. 14th Streets to Level 2 is due to the inclusion of this street in the 2014 Bicycle Master Plan. However, E. 13th Street, along with E. 14th Street, have important value as Level 1 safe pedestrian and bicycle streets for families, particularly since they extend all the way east of Chestnut Ave and can provide a safer alternative to busier E. 12th Street.	78702
E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This proposed change makes no sense and is not based on any actual proven need. It seems random and a waste of resources, both human and financial. Level 1 is much more appropriate for the context, width, speed and popularity of the street.	78702
E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Stakeholders were not told in 2014 that any of the E 14th, Navasota, East 13th or Olander street segments were identified for a separate bike lane in the 2014 Bicycle Plan process. The width of these street segments is 18 to 28 feet--as narrow or more narrow than other neighborhood streets held at Level 1 classification. Raising the street level classification based on the 2014 Bicycle Plan map expands potential impacts beyond what is required for a bike lane. Please keep these segments at Street Level 1, like all the other segments within the interior of the neighborhood.	78702

E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I have written to ASMP@AustinTexas.gov twice and have not received any response. In regards to the changes to east 14th st (and any street in Swede Hill) If you have the intention of expanding (taking) any additional ROW on these streets. It will be over my dead body. I will fight you every step of the way. I will tie the city up in court for so long that the pea brains that suggested these changes will be long retired. Have I made myself clear????	78702
E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Looks as if you simply took the proposed bike lanes off a map and stuck them in your plan without any consideration if they were necessary. Will to bet that you never were on the ground over here to see if they were appropriate. First there is no need for any formal bike lanes on these streets - 14th, 13th, Waller and Navasota. A cyclist can easily navigate these streets without lanes. If is obvious you have not given any thought whatsoever to the planned changes. Going to level 2 is ridiculous and unnecessary. All this did was cause a big ruckus in the neighborhood that only promoted distrust and suspicion. The opposite of building consensus. You come off as ill prepared and professional. And to top it off these are simply not good bike routes to get anywhere, there are many better choices. Get it together.	78702
E 14TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	As the others who have commented below have said, there is no need for the proposed change. The streets in question are small, quiet residential streets. Two cars can pass while there are parked cars along the curbside, but they must be careful! Many of the homes do not have driveways for parking, and parking on the street is necessary. Adding bike lanes would not be at all helpful. Please use the taxpayers' resources for more important, much-needed street repairs and safety measures. Thank you.	78702
E 15TH ST	No change	Level 3 to Level 4	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	15th St between I-35 and West Ave should be reduced by one car lane each direction. A two-way protected and separated bicycle path should be installed on one side of the roadway (preferably the south side so that existing buildings can provide more shade to the bike path).	78731
E 15TH ST	Technical correction	Level 3 to Level 4	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	15th St between I-35 and West Ave should be reduced by one car lane each direction. A two-way protected and separated bicycle path should be installed on one side of the roadway (preferably the south side so that existing buildings can provide more shade to the bike path).	15th St bet
E 15TH ST	No change	Level 3 to Level 4	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	15th St between I-35 and West Ave should be reduced by one car lane each direction. A two-way protected and separated bicycle path should be installed on one side of the roadway (preferably the south side so that existing buildings can provide more shade to the bike path).	78731
E 16TH ST	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	I would like to see the two segments of East 16th connected, so that you could travel through the neighborhood without going all the way to 12th or MLK	78702
E 17TH ST	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	I would like to see 17th street extended West to meet 17th street North of the cemetery, and west to meet with 16th street. This neighborhood feels not very accessible and is frustrating to deliver to. The extentions would happen over undeveloped land	78702
E 2ND ST	Technical correction	Level 2 to Level 3	No change	No Change	I do not support the change/No apoyo la modificación	2nd, along with many other downtown streets, should be downgraded from level 3 to level 2. It should have limited or no parking and wide sidewalks to encourage growth at ground level.	78731
E 2ND ST	Technical correction	Level 2 to Level 3	No change	No Change	I do not support the change/No apoyo la modificación		78702

E 30TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Changing 30th from a 1-way street to a 2-way street would make the intersection at 30th, San Jacinto, and Speedway even more dangerous and confusing.</p> <p>It'd also be dangerous and/or impassible with cars entering/exiting from all the apartment complexes on this street. It'd be as bad as 31st is currently.</p> <p>The angle of the intersection at 30th and Duval already creates a blind spot for people turning left from 30th onto Duval. People headed south on Duval turning right onto 30th would not be able to see people crossing 30th or parked cars on 30th. This would lead to a backup on Duval and accidents. It would also have cars turning right onto 30th in front of a bus stop which seems problematic.</p> <p>This doesn't seem necessary since San Jacinto is a half-block away.</p>	78705
E 30TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>30th is currently one-way going east. This is not enforced and there are frequently cars and bikes heading west into oncoming traffic. Expending the ROW on 30th would make this problem worse and more dangerous,</p> <p>Better signage is needed at the intersection of 30th, San Jacinto, and Speedway. The current lane markings for turns is confusing. This is a heavily-used pedestrian intersection where you have cars turning left from the right lane because they're confused/don't know what they're doing.</p>	78705
E 31ST ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una mod	<p>If you're going to expand the ROW on 31st st and make it a level 2 street, you should continue to do it at its biggest pain point: the portion of 31st between Speedway and Duval. which is impassable most days due to cars parked on both sides of the street. This would make more sense vs expanding 30th/making it 2-ways,</p>	78705
E 31ST ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>31st is a relatively narrow street with historic structures. It should not be reclassified as a level 2 street, and it should not have the ROW expanded to 84 feet. ROW on 30th Street is existing/proposed as 72 feet, and 30th is a much wider street that is better able to handle East-West traffic and development withing the existing ROW.</p>	78705
E 31ST ST	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>You should expand 31st St here and make it a Level 2 street, like your plans for the rest of 31st.</p> <p>Most days, the section of 31st between Speedway and Duval is impassable because it's too narrow with cars parked on both sides of the street. Widening 31st would make more sense than widening 30th or making 30th 2 ways.</p>	78705
E 32ND ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	<p>I can find no code explanation for terms such as 2U-OP so there is no way I can evaluate why E.32nd St. is marked. This map seems designed to obfuscate the city's road plan and confuse citizens so that they won't comment. I want our neighborhood streets paved, broken sidewalks fixed, traffic lights replaced when they burn out, consistent ADA ramps on heavily walked streets---none of which seems to happen unless the request is escalated,If then.</p>	7875

E 32ND ST	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Logically, if the plan is to expand where streets are more thoroughfare than residential quiet streets, it would make much more sense to widen 32nd street, which is a through street between Duval, Red River, and I-35, than it would to widen Harris Ave which is only 5 blocks long and has little traffic outside of school drop off and pick up times.	78705
E 32ND ST	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	Stop bringing more car and traffic to our city. Bike lines are what we need. What an amazing waste of money, the city recently spent an amazing amount of money to improve 32nd street and now you want us to use more of money to bring more traffic and pollution. Amazingly incompetent suggestion.	78705
E 32ND ST	No change	No Change	No change	60 to 72	I support the change/Apoyo la modificación	I do not support this change to a level 2 . This is just a quite neighborhood street and needs to remain as a level 1	78722
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Creating a ROW larger than Duval on a small residential street is not in line with the character of the neighborhood. This will create an unsafe environment for pedestrians.	78705
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not live on 34th street, but I use it regularly. There is no need to widen the street for cars. Increased traffic will create safety hazards for pedestrians. The current sidewalks are great and keep pedestrians out of the existing road. No changes are needed at this time. Adding bike lanes sounds like a good idea in aggregate, but in this case (and on other central Austin neighborhood streets), this is a bad idea and less safe. I bike to work regularly and neighborhood streets like 34th St are safer than level 2+ streets that have bike lanes because there is less traffic, the traffic moves at a slower pace, and the drivers are part of the neighborhood; showing respect for their neighborhood. This plan does not benefit for the neighborhood nor Central Austin. It is a waste of taxpayer money.	78705
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	You are taking a neighborhood that's very walkable/bikeable and making it unsafe! Turning Level 1 streets into Level 2 streets would be reversing progress. 1) 34th does not need to be a thoroughfare — that's what 38th and Dean Keaton are for. 2) It would be very dangerous at night. Our insufficient lighting plus cyclists, pedestrians, and scooter users (none of whom use lights) would be a nightmare with increased car traffic. 3) It doesn't solve a problem because there's no congestion right now. 4) Expanding the ROW would require cutting down heritage trees and native landscaping or paving over critical root zones. This runs counter to the City's climate goals — this tree cover is critical. Plus, it's invaluable culturally and aesthetically. 5) This contradicts other City plans, like VisionZero and the Climate plan. You're encouraging more car use and in a dangerous way.	78705
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Upsizing this and other streets in this neighborhood will result in more aggressive traffic and will result in loss of existing housing and a decrease in local quality of life.	78751

E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I object to the development of R 34th St. and Harris as an East-West thoroughfare. 34th St. should not be reclassified as a Level 2 street and its ROW should not be expanded to 84 feet. This is a neighborhood street with single family houses, and the sections of 34th St. and Harris are not contiguous, which would require unsafe turns for what you are encouraging as increased East-West through car and bicycle traffic. Your proposed expansion appears to be in backhanded support of destruction of the neighborhood and its historic structures, to hand development profits to real estate developers. This plan would increase car traffic and make the area less safe for in-neighborhood bicycle use as well. I object very strongly to the expansion of paving and destruction of mature trees and historic structures that this would entail!	78705
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am strongly opposed. It is a waste of tax payer money. It will make our street less safe, more polluting and destroy our yards, kill trees and make life and community engagement much more difficult. We want a bike lane and and stop signs / traffic circles to make this street what is intended to be a resource for our community, not a freeway for more cars to be pushed through our city. This study is a cowardly backward looking vision for out city.	78705
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support. This is a neighborhood street, not a commuting street. People already speed way too fast down in. If we must have some widened streets 38th and possible 30th make a lot more sense.	78705
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a terrible idea. This road is not a thoroughfare and should not be. The road jogs at Duval and Speedway and would be very strange for traffic. Also its is very much a neighborhood road. Making it 4 lanes will destroy its character. It will also make the street less safe. 38th street makes a lot more sense to be expanded. 38th already goes straight through and is a thoroughfare already.	78705
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Dogleg street! Why would this be an improvement?	78751
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This change would negatively impact the character of this residential neighborhood. This section of East 34th Street is not really a thoroughfare -- it dead-ends on Speedway and Duval, and is very difficult to navigate. 38th Street is a more appropriate, and less residential thoroughfare.	78705
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Imposing imminent domain and taking over private property is the only way to achieve taking 34th street from a Level 1 to Level 2. This would only make it less safe for the neighborhood residents and pedestrians that move in and around this area. There is absolutely no need to widen 34th street. This is a quiet neighborhood street and it should be left that way. Going from a single lane Level 1 street to a double lane Level 2 street is absolutely ridiculous as it will encourage and increase traffic down this street. There is no value or good that can come from that. Quality of life deteriorates, more noise, more pollution, more likelihood of pedestrian accidents/deaths, etc. etc. Keep 34th street a Level 1 !!	

E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Imposing imminent domain and taking over private property is the only way to achieve taking 34th street from a Level 1 to Level 2. This would only make it less safe for the neighborhood residents and pedestrians that move in and around this area. There is absolutely no need to widen 34th street. This is a quiet neighborhood street and it should be left that way. Going from a single lane Level 1 street to a double lane Level 2 street is absolutely ridiculous as it will encourage and increase traffic down this street. There is no value or good that can come from that. Quality of life deteriorates, more noise, more pollution, more likelihood of pedestrian accidents/deaths, etc. etc. Keep 34th street a Level 1 !!	
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	There is no reason to widen this street that I live on. This is a residential street that has pedestrian and bike traffic. Children walk and bike down this street to Lee Elementary. Neighbors visit in their yards and enjoy the curb gardens they have planted. Increased traffic would come with a widened street. More traffic equals more pollution. The street would be less livable and less enjoyable. These are our homes you are invading with your street widening idea. If we need anything it is improved sidewalks and a protected bike lane, not a larger street.	78705
E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I am extremely opposed to the proposed change. It would increase traffic and pollution, decrease safety, destroy numerous large trees, all in name of more cars. The city should be taking step to reduce and restrict car use and encourage biking and walking, not widening streets all across town.</p> <p>People already drive well over the speed limit on E 34th, putting in a much larger road is only going to increase their speed, making the street less safe, noisier, with more pollution.</p> <p>The proposed change will have a strong negative impact on the livability and character of the street. People here spend time in their front yards and porches interacting as a community. This change will destroy our yards and force us inside to escape the increased noise and traffic, forcing us apart from each other and damaging our community.</p> <p>I would like to see if the people proposing this change would like to have a such a large street running in front of their homes. The city has lost respect for maintaining the little green space we have left.</p> <p>I am also extremely disappointed with method the city has set up for feedback on this over, it is overly complex and time consuming and seems designed to discourage people for from providing input.</p>	78705

E 34TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	As a homeowner on this section of street (1716), I do not support the ROW of 84 feet. This expanded ROW will mean that the entirety of our front yard, right up to our house, will become ROW, as well as the entirety of the front yard of our neighbors across the street. Additionally on our property, our house has an extensive ROW behind it for the rail line and the Boggy Creek drainage easement. Such an extensive additional ROW will dramatically decrease the usable portion of our property, and will have a significantly negative financial impact on both the value of the property, as well as our ability to sell the property in the future, or make any repairs, remodels, or maintenance work on our home.	78722
E 38TH HALF ST	Technical correction	Level 2 to Level 3	No change	No Change	I do not support the change/No apoyo la modificación	No room for Level 3 without eminent domain. Need multiple lanes each direction near I-35. Should be level 2.	78705
E 38TH HALF ST	Technical correction	Level 2 to Level 3	2U to 2D	64 to 80	I do not support the change/No apoyo la modificación	Context and existing width not appropriate for Level 3. Should be level 2. Staff should actually visit this street.	78705
E 38TH HALF ST	Technical correction	Level 2 to Level 3	3U to 2D	No Change	I support the change/Apoyo la modificación	I highly support the improvement to along this segment of 38 1/2 St to an 80ft ROW Level 3 divided lane street, especially the introduction of continuous planting zones.	78751
E 38TH ST	Technical correction	Level 2 to Level 3	3U to 2D	74 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	I highly support the technical correction along this segment of 38 St as an 80ft ROW, Level 3, divided street. I especially like the continuous planting zones and pedestrian and bike system.	78751
E 38TH ST	Technical correction	Level 2 to Level 3	3U to 2D	74 to 80	I do not support the change/No apoyo la modificación	Again, the upsizing of streets in this area, requiring condemnation, likely in a city effort to erase housing and bring in mixed-use, is inappropriate here and not consistent with the city neighborhood plan. Should be level 2.	78705
E 38TH ST	Technical correction	Level 2 to Level 3	2U to 2D	64 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	I highly support the technical correction along this segment of 38 St as an 80ft ROW, Level 3, divided street. I especially like the continuous planting zones. I would like to suggest that the pedestrian system would be further improved by coordinating with PARD on a pedestrian trail around and through Hancock Golf Course, including creek crossings.	78751
E 38TH ST	Technical correction	Level 2 to Level 3	2U to 2D	64 to 80	I support the change/Apoyo la modificación	I strongly support improvements to 38th street, which is already a heavily trafficked throughfare. Improvements would help with traffic flow, cyclist safety, and permit busses and cars to move more safely	78705
E 38TH ST	Technical correction	Level 2 to Level 3	2U to 2D	64 to 80	I do not support the change/No apoyo la modificación	The only way to widen the street in this area is to condemn neighborhood houses or destroy Hancock -- both terrible outcomes. I live near this roadway and use it multiple times every day. Congestion here is never a problem.	78705
E 38TH ST	Technical correction	Level 2 to Level 3	2U to 2D	64 to 80	I do not support the change/No apoyo la modificación	Let's stop pushing more car and promote public transportation.	78705
E 38TH ST	Technical correction	Level 2 to Level 3	2U to 2D	64 to 80	I do not support the change/No apoyo la modificación	I am not sure what this will improve, it can only serve to damage the neighborhood, homes and the Hancock Golf course trail.	78705
E 38TH ST	Technical correction	Level 2 to Level 3	2U to 2D	64 to 80	I do not support the change/No apoyo la modificación	Upsizing this street will require condemnation and significant costs as well as loss of homes. Seems inconsistent with neighborhoods.	78705
E 38TH ST	Technical correction	Level 2 to Level 3	2U to 2D	64 to 80	I do not support the change/No apoyo la modificación	Upsizing this and other streets in this neighborhood will result in more aggressive traffic and will result in loss of existing housing and a decrease in local quality of life.	78751
E 38TH ST	Technical correction	Level 2 to Level 3	2U to 2D	64 to 80	I do not support the change/No apoyo la modificación	Again, the upsizing of streets in this area, requiring condemnation, likely in a city effort to erase housing and bring in mixed-use, is inappropriate here and not consistent with the city neighborhood plan. Should be level 2.	78705
E 38TH ST	Technical correction	Level 2 to Level 3	2U to 2D	64 to 80	I do not support the change/No apoyo la modificación	Any change that would require infringing on residential property will only be destructive to a thriving neighborhood. Please do not initiate destruction of Hancock.	78751

E 38TH ST	Technical correction	Level 2 to Level 3	2U to 2D	64 to 80	I do not support the change/No apoyo la modificación	Imposing imminent domain and taking over private property is the only way to achieve taking 38th street from a Level 2 to Level 3. This would only make it less safe for the neighborhood residents and pedestrians that move in and around this area. Bike lanes already exist on 38th street.	78705
E 38TH ST	No change	No Change	No change	64 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	I do not understand why this portion of 38th St is not Level 3 like the other sections are. This section should be made to match the Level 3 intended for the rest of 38th St to ensure continuous pedestrian and bike systems.	78751
E 38TH ST	No change	No Change	No change	64 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	This section should be a level 3 to match the rest of the street.	78751
E 3RD ST	Technical correction	Level 2 to Level 3	No change	No Change	I do not support the change/No apoyo la modificación	3rd, along with many other downtown streets, should be downgraded from level 3 to level 2. It should be converted to 2-way with limited or no parking and wide sidewalks to encourage growth at ground level.	78731
E 40TH ST	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	There is no reason to increase the right of way here. This street dead ends before the golf course so it's not a through-street to anything. It's just used by residents. Just add sidewalks where they're missing and fix the ones that are in poor repair. Expanding the right of way would ruin the charm of this neighborhood by taking over people's native gardens and wildlife habitats.	78705
E 41ST ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	I highly support the increased sidewalks, bike lanes, and planting zones along this section of 41st St. I would love to see those pedestrian systems connect thru the neighborhood to 41st St on the west side of Duval	78751
E 41ST ST	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	This is a street with heavy pedestrian traffic. Increasing the right of way and making it a thoroughfare between Duval and Red River would make it less safe for foot traffic. Especially at night, since street lighting is poor. The expanded ROW would encroach on trees and front yards, ruining the character of the historic neighborhood and decreasing our tree cover when we should be increasing it (contradicting the City's climate plan).	78705
E 41ST ST	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	There is no way to change the ROW to 84 without taking residential property. That is an outrageous proposal in this thriving, established neighborhood.	78751
E 41ST ST	Technical correction	Level 2 to Level 3	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	I highly support the suggested improvements. I suggest that the pedestrian system be further evaluated and expanded with a small area plan for the Hancock mobility center to include pedestrian connections through the super blocks between 40th St and 43rd St	78751
E 41ST ST	Technical correction	Level 2 to Level 3	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see a bridge be built across from 41st street to Wilshire, it would make getting home from HEB without getting on the highway much easier.	78702
E 41ST ST	No change	No Change	No change	70 to 84	I support the change/Apoyo la modificación		78751
E 45TH ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	If the ROW is expanded, protected bike lanes should be added. Additionally, crosswalks with signals/lights at Eilers and Caswell, which are currently dangerous intersections when pedestrians are trying to cross 45th.	78705
E 45TH ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	45th St between Bull Creek and Airport Rd should have a dedicated separated bike lane, protected with curbstones.	78731

E 4TH ST	Technical correction	Level 1 to Level 3	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	The city did a great job adding this east-west bike path between Downtown Station and Plaza Saltillo, but neglected to add any way to safely cross the I-35 feeder road. Drivers completely ignore the crosswalks and speed past at 50+ mph regardless of the presence of pedestrians or cyclists. Please add traffic signals or stop signs here.	78704
E 4TH ST	Technical correction	Level 1 to Level 3	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Cars should be removed from 4th street along the Red Line tracks.	78731
E 4TH ST	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Cars should be removed from 4th street along the Red Line tracks.	78731
E 4TH ST	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Cars should be removed from 4th street along the Red Line tracks and pedestrian access to the train station.	78731
E 51ST ST	No change	No Change	No change	64 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	There should be a protected bike lane along 51st between the Lamar and Berkman to separate bike traffic from cars.	78731
E 51ST ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	There should be a protected bike lane along the south side of 51st between the roundabout and Berkman to separate bike traffic from cars.	78731
E 51ST ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	The stretch of 51st between Airport and I-35 is dangerous for bikes and pedestrians. This is a major east-west connector for the bicycle network and needs separated, protected bike paths.	78752
E 51ST ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	There should be a protected bike lane along 51st between the Lamar and Berkman to separate bike traffic from cars.	78731
E 51ST ST	No change	No Change	No change	0 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	There should be a protected bike lane along 51st between the Lamar and Berkman to separate bike traffic from cars.	78731
E 51ST ST	Technical correction	No Change	3U to 2D	90 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	I like the plan to separate pedestrian sidewalks from traffic more, especially if improvements are also made at the bridge near the entrance of Bartholomew. However, please study the traffic impacts/feasibility of making a left hand turn from eastbound 51st street onto Waterbrook Drive without a dedicated turn lane. It is already a dangerous turn with the speed and number of westbound cars on 51st but I would also be concerned about getting rear-ended when making that turn. It seems like it would impede traffic flow.	78723
E 51ST ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Thank you for looking at this!	78731
E 51ST ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Driveways connecting Home Depot parking lot to 51st are dangerous for car traffic and bicycle traffic and pedestrians. These should be removed, and parking lot access should be from Lancaster and Barbara Jordan instead. There should be a protected bike lane along the south side of 51st between the roundabout and Berkman to separate bike traffic from cars.	78731
E 51ST ST	Technical correction	No Change	3U to 2D	92 to 80	I do not support the change/No apoyo la modificación	E. 51st from Berkman to U.S. 183 should be considered for a road diet (width reduction to one car lane each way with occasional left turn lanes), and a two-way bikeway and walkway on the north half of the street.	78722
E 51ST ST	No change	No Change	No change	0 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	There should be a protected bike lane along 51st between the Lamar and Berkman to separate bike traffic from cars.	78731
E 53RD HALF ST	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see 53rd and a half cross I-35 and connect to Broadmoor. Maybe a safer bike crossing than at 51st street, which is scary to cross. Maybe it could pass over the service road, so that you would just have traffic going between Northloop and the windsor hills neighborhood.	78702
E 53RD HALF ST	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see 53rd and a half cross I-35 and connect to Broadmoor. Maybe a safer bike crossing than at 51st street, which is scary to cross. Maybe it could pass over the service road, so that you would just have traffic going between Northloop and the windsor hills neighborhood.	78702

E 5TH ST	No change	No Change	No change	78 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	5th street should be reduced to a single lane in one direction between Comal and Robert Martinez, to provide the minimum vehicular access for businesses in this area. This space should be used for a second track for the Red Line (in planning I believe) and if space permits, an expanded pedestrian/bicycle mall.	78731
E 5TH ST	Technical correction	Level 2 to Level 1	No change	78 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	5th street should be removed entirely between Navasota and Comal. There are no businesses or homes that require vehicular access. This space should be used for a second track for the Red Line (in planning I believe) and an expanded pedestrian/bicycle mall.	78731
E 5TH ST	Technical correction	Level 2 to Level 1	No change	78 to NA	I do not support the change/No apoyo la modificación	This road is a small local road and should stay that	78704
E 6TH ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	6th street between Sabine or I-35 and Congress should become pedestrian and bicycle only at all hours, not just weekend nights. This will give an opportunity to transform the street into a safer downtown destination for all Austinites (and tourists), not just those frequenting bars.	78731
E 6TH ST	No change	No Change	No change	78 to 80	I support the change/Apoyo la modificación	The intersection of E 6th Street and Brushy has very bad visibility causing accidents on a very frequent basis. Southbound Brushy should be right turn only or significant improvements to sight lines should be made. The lack of visibility makes this intersection unsafe for cars, pedestrians, and bikes.	78703
E 7TH ST	No change	No Change	No change	94 to 116	I support the change/Apoyo la modificación	E 7th should have a bus+bike lane in each direction to move people more efficiently.	78731
E 7TH ST	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	E 7th should have a bus+bike lane in each direction to move people more efficiently.	78731
E 7TH ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	This should be converted to 4D to handle westbound traffic removed from 6th St for full-time pedestrianization. Parking should be removed to discourage driving downtown and increase pedestrian-friendly sidewalks. Inefficient private property should not be prioritized on public streets.	78731
E 7TH ST	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	E 7th should have a bus+bike lane in each direction to move people more efficiently. Turn lanes should be reconsidered to reduce traffic conflicts.	78731
E ANNIE ST	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación	This street is overclassified and should not be widened. I oppose this classification and any widening of ROW.	78704
E ANNIE ST	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	This street is over-classified. I oppose widening the ROW. I am opposed to the Urban Renewal mentality that keeps overweighting and inviting vehicular movement over historical and environmental preservation objectives. I live on this section of Annie and am strongly opposed to all the proposed widening of ROW on Annie, Newning and East Side -- none of which appear intended to enhance safety or improve neighborhood mobility. All would require damage to neighborhood fabric.	78704
E ANNIE ST	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	Without widening the ROW, the E. Annie/Congress intersection could be restriped to permit a right turn lane to relieve the current bottleneck at traffic light caused by the most recent restriping.	78704

E APPLGATE DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	78 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	<p>This is a narrow road that is used to cut through from I-35 to Dessau Rd.</p> <p>After cutting through, people tend to avoid the NO LEFT TURN sign and make a blind turn onto Dessau headed North.</p> <p>The ROW is nowhere near 78' wide.</p> <p>There are no curbs.</p> <p>There are multiple "no parking" signs that are frequently ignored.</p> <p>New residences frequently have vehicles parked on the road, blocking one lane and sometimes spilling into the second lane.</p> <p>This is an old country road that has never been modernized, and it can not safely support the current amount of traffic.</p>	78753
E BRAKER LN	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	<p>Braker Ln should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.</p>	78731
E CESAR CHAVEZ ST	Technical correction	No Change	3U to 2D	74 to 80	Other/Otro	<p>There is a lot of traffic here, would the speed limit change? Is there enough room to make the proposed changes? This is a busy and congested street and this does need to be addressed.</p>	78702
E DEAN KEETON ST	No change	No Change	No change	124 to 96	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Right turns on red should be prohibited along the entirety of Dean Keeton for the safety of pedestrians.</p> <p>The bike lanes and parking spots on Dean Keeton should be switched to avoid conflicts in which cars have to cross the bike lanes to park and leave, which is dangerous.</p>	78731
E DEAN KEETON ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Right turns on red should be prohibited along the entirety of Dean Keeton for the safety of pedestrians.</p> <p>The bike lanes and parking spots on Dean Keeton should be switched to avoid conflicts in which cars have to cross the bike lanes to park and leave, which is dangerous.</p>	78731
E DEAN KEETON ST	No change	No Change	No change	130 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Dean Keeton should be narrowed in the section to discourage speeding, which is very common.</p> <p>Right turns on red should be prohibited along the entirety of Dean Keeton for the safety of pedestrians.</p> <p>The bike lanes and parking spots on Dean Keeton should be switched to avoid conflicts in which cars have to cross the bike lanes to park and leave, which is dangerous.</p>	78731
E DEAN KEETON ST	No change	No Change	No change	130 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Recently the bike lane on Dean Keeton had "yield to turning traffic" signs installed. This is basically impossible without coming to a full stop and makes biking down Dean Keeton feel much, much more dangerous</p>	78702
E DEAN KEETON ST	No change	No Change	No change	130 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Right turns on red should be prohibited along the entirety of Dean Keeton for the safety of pedestrians.</p> <p>The bike lanes and parking spots on Dean Keeton should be switched to avoid conflicts in which cars have to cross the bike lanes to park and leave, which is dangerous.</p>	78731

E DEAN KEETON ST	No change	No Change	No change	130 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Right turns on red should be prohibited along the entirety of Dean Keeton for the safety of pedestrians. The bike lanes and parking spots on Dean Keeton should be switched to avoid conflicts in which cars have to cross the bike lanes to park and leave, which is dangerous.	78731
E KOENIG LN	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This at-grade crossing should be removed to facilitate better travel times and reduce the impact of car traffic failing to follow rules on the performance and safety of transit.	78731
E KOENIG LN	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This at-grade crossing should be removed to facilitate better travel times and reduce the impact of car traffic failing to follow rules on the performance and safety of transit.	78731
E KOENIG LN	No change	No Change	No change	94 to 116	I do not support the change/No apoyo la modificación	Koenig is not a high capacity transit route on Capital Metro maps and should not be added to the transit priority network	78756
E KOENIG LN	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	This roadway should be removed, and the embankment area redeveloped.	78731
E LIVE OAK ST	No change	No Change	No change	74 to 84	Other/Otro	The intersection of E. Live Oak Street and Alta Vista Ave. is currently an unsafe intersection to cross. Please add a horizontal deflection mechanism to this intersection and crosswalk to improve the safety of pedestrians. The proximity of this intersection to an elementary school and playgrounds, with a large number of young children frequently crossing to access the school, park and playground make it a prime location for enhanced safety. Currently, cars speed through the intersection with no regard for the need to yield to pedestrians in the crosswalk. Please help make this intersection safer for the children in our neighborhood to access the school and park.	78704
E LIVE OAK ST	No change	No Change	No change	74 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	The intersection of Live Oak St. and Alta Vista Ave. is in need of a horizontal deflection mechanism at the current crosswalk location on Live Oak St. at the west side of the intersection. Vehicles routinely violate the speed limit on Live Oak St. and ignore the existing (roadside) crosswalk signs and markings. The speed bumps are ineffective. During morning rush hours, eastbound motorists routinely pull into the bike lane to "run around" traffic that is turning left on to Alta Vista to drop off students at Travis Heights Elementary, This intersection serves a high number of pedestrians walking to Travis Heights Elementary School, Travis High School, Lively Middle School, and Big Stacy Pool. The southwest corner is also a private school bus stop, serving nearly a dozen children every day during the morning rush. Live Oak St. is already classified as a Level 2 street, and thus such an improvement is justified.	78704
E MARTIN LUTHER KING JR BLVD	Project update	No Change	4U to 2D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	MLK would be an ideal corridor for light rail to Mueller development and the upgraded Airport Blvd.	78702
E MONROE ST	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación	I am firmly opposed to the widening of East Monroe Street. This is one of the worst ideas I have heard of from the City of Austin. Also, it is incomprehensible how you could propose to make these changes without notifying the nearby property owners directly (as in send a damn letter). I was alerted to this proposed destruction tonight, by word of mouth, from somebody who read about it on NextDoor, and tonight is the deadline for comment!! How in the world do you think this is fair or a good way to get public comment?	

E PARMER LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	Wells Branch Pkwy east of I-35 should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E PARMER LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	Parmer Ln east of I-35 should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E PARMER LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	Parmer Ln east of I-35 should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E POWELL LN	Project update	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	...at this time. Maybe later. E Powell/W Powell does NOT fit the Level 2 description of "connecting neighborhoods to neighborhoods". This would be a cut-through between I35 and N Lamar, nothing more. 1. If Cap Metro would run a route down the I35 access road and across Powell straight into the transit center/train station, maybe would support. 2. If TxDOT would build their bike/ped bridge between E Powell and Rutherford, maybe would support. 3. If TxDOT would permanently keep only one vehicle surface lane, with one bike/ped lane, paralleling Powell from I35 to N Lamar, maybe would support. 4. After the Project Connect station area planning, maybe would support.	78753
E RIVERSIDE DR	Project update	No Change	6D to 4D	140 to 146	I support the change/Apoyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of East Austin.	78731
E RIVERSIDE DR	Project update	No Change	6D to 4D	140 to 146	I would like to suggest a change/ Me gustaria sugerir una mod	I suggest that we make East Riverside Drive more of a combined expressway and frontage road scenario instead of numerous stoplights. Inner lanes should be free to travel all the way from 71/East Ben White all the way to 35 (or maybe even South Congress Ave)...only stopping at a few major intersections, or exiting just before them. This could be an elevated roadway. The outer lanes could be those that stop all of the numerous intersections in between the major cross streets. I also suggest (and beg the city to conduct) re-leveling (not patching) the entire length and width of the roadway as there are dangerously aggressive potholes and uneven sunken asphalt. I dread leaving my home every day and have to strategically chose lanes for a decent drive into the city.	78741
E RIVERSIDE DR	No change	No Change	No change	90 to 116	I support the change/Apoyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of Austin.	78731
E RIVERSIDE DR	No change	No Change	No change	130 to 146	I support the change/Apoyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of Austin.	78731
E RIVERSIDE DR	No change	No Change	No change	130 to 146	I support the change/Apoyo la modificación	This is an appropriate street for a widening. I use it every day.	78704

E RIVERSIDE DR	Project update	No Change	6D to 4D	140 to 152	I support the change/Apoyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of East Austin.	78731
E RIVERSIDE DR	Project update	No Change	6D to 4D	140 to 152	I would like to suggest a change/ Me gustaria sugerir una mod	<p>I suggest that we make East Riverside Drive more of a combined expressway and frontage road scenario instead of numerous stoplights. Inner lanes should be free to travel all the way from 71/East Ben White all the way to 35 (or maybe even South Congress Ave)...only stopping at a few major intersections, or exiting just before them. This could be an elevated roadway. The outer lanes could be those that stop all of the numerous intersections in between the major cross streets.</p> <p>I also suggest (and beg the city to conduct) re-leveling (not patching) the entire length and width of the roadway as there are dangerously aggressive potholes and uneven sunken asphalt. I dread leaving my home every day and have to strategically chose lanes for a decent drive into the city.</p>	78741
E RIVERSIDE DR	No change	No Change	No change	90 to 116	I support the change/Apoyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of Austin.	78731
E RIVERSIDE DR	Project update	No Change	6D to 4D	No Change	I support the change/Apoyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of East Austin.	78731
E RIVERSIDE DR	Project update	No Change	6D to 4D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>I suggest that we make East Riverside Drive more of a combined expressway and frontage road scenario instead of numerous stoplights. Inner lanes should be free to travel all the way from 71/East Ben White all the way to 35 (or maybe even South Congress Ave)...only stopping at a few major intersections, or exiting just before them. This could be an elevated roadway. The outer lanes could be those that stop all of the numerous intersections in between the major cross streets.</p> <p>I also suggest (and beg the city to conduct) re-leveling (not patching) the entire length and width of the roadway as there are dangerously aggressive potholes and uneven sunken asphalt. I dread leaving my home every day and have to strategically chose lanes for a decent drive into the city.</p>	78741
E RIVERSIDE DR	No change	No Change	No change	140 to 145	I support the change/Apoyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of East Austin.	78731

E RIVERSIDE DR	No change	No Change	No change	140 to 145	I would like to suggest a change/ Me gustaria sugerir una mod	<p>I suggest that we make East Riverside Drive more of a combined expressway and frontage road scenario instead of numerous stoplights. Inner lanes should be free to travel all the way from 71/East Ben White all the way to 35 (or maybe even South Congress Ave)...only stopping at a few major intersections, or exiting just before them. This could be an elevated roadway. The outer lanes could be those that stop all of the numerous intersections in between the major cross streets.</p> <p>I also suggest (and beg the city to conduct) re-leveling (not patching) the entire length and width of the roadway as there are dangerously aggressive potholes and uneven sunken asphalt. I dread leaving my home every day and have to strategically chose lanes for a decent drive into the city.</p>	78741
E RIVERSIDE DR	Project update	No Change	6D to 4D	140 to 145	I support the change/Apoyo la modificación	<p>Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of East Austin.</p>	78731
E RIVERSIDE DR	Project update	No Change	6D to 4D	140 to 145	I support the change/Apoyo la modificación	<p>I suggest that we make East Riverside Drive more of a combined expressway and frontage road scenario instead of numerous stoplights. Inner lanes should be free to travel all the way from 71/East Ben White all the way to 35 (or maybe even South Congress Ave)...only stopping at a few major intersections, or exiting just before them. This could be an elevated roadway. The outer lanes could be those that stop all of the numerous intersections in between the major cross streets.</p> <p>I also suggest (and beg the city to conduct) re-leveling (not patching) the entire length and width of the roadway as there are dangerously aggressive potholes and uneven sunken asphalt. I dread leaving my home every day and have to strategically chose lanes for a decent drive into the city.</p>	78741
E RIVERSIDE DR	Project update	No Change	6D to 4D	140 to 150	I support the change/Apoyo la modificación	<p>Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of East Austin.</p>	78731
E RIVERSIDE DR	Project update	No Change	6D to 4D	140 to 150	I would like to suggest a change/ Me gustaria sugerir una mod	<p>I suggest that we make East Riverside Drive more of a combined expressway and frontage road scenario instead of numerous stoplights. Inner lanes should be free to travel all the way from 71/East Ben White all the way to 35 (or maybe even South Congress Ave)...only stopping at a few major intersections, or exiting just before them. This could be an elevated roadway. The outer lanes could be those that stop all of the numerous intersections in between the major cross streets.</p> <p>I also suggest (and beg the city to conduct) re-leveling (not patching) the entire length and width of the roadway as there are dangerously aggressive potholes and uneven sunken asphalt. I dread leaving my home every day and have to strategically chose lanes for a decent drive into the city.</p>	78741
E RIVERSIDE DR	No change	No Change	No change	90 to 145	I support the change/Apoyo la modificación	<p>Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of Austin.</p>	78731

E RIVERSIDE DR	No change	No Change	No change	140 to 116	I support the change/Apooyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of Austin.	78731
E RIVERSIDE DR	Project update	No Change	6D to 4D	140 to 161	I support the change/Apooyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of East Austin.	78731
E RIVERSIDE DR	No change	No Change	No change	94 to 116	I support the change/Apooyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of Austin.	78731
E RIVERSIDE DR	No change	No Change	No change	140 to 141	I support the change/Apooyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of East Austin.	78731
E RIVERSIDE DR	No change	No Change	No change	140 to 141	I would like to suggest a change/ Me gustaria sugerir una mod	I suggest that we make East Riverside Drive more of a combined expressway and frontage road scenario instead of numerous stoplights. Inner lanes should be free to travel all the way from 71/East Ben White all the way to 35 (or maybe even South Congress Ave)...only stopping at a few major intersections, or exiting just before them. This could be an elevated roadway. The outer lanes could be those that stop all of the numerous intersections in between the major cross streets. I also suggest (and beg the city to conduct) re-leveling (not patching) the entire length and width of the roadway as there are dangerously aggressive potholes and uneven sunken asphalt. I dread leaving my home every day and have to strategically chose lanes for a decent drive into the city.	78741
E RIVERSIDE DR	Project update	No Change	6D to 4D	No Change	I support the change/Apooyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of East Austin.	78731
E RIVERSIDE DR	Project update	No Change	6D to 4D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I suggest that we make East Riverside Drive more of a combined expressway and frontage road scenario instead of numerous stoplights. Inner lanes should be free to travel all the way from 71/East Ben White all the way to 35 (or maybe even South Congress Ave)...only stopping at a few major intersections, or exiting just before them. This could be an elevated roadway. The outer lanes could be those that stop all of the numerous intersections in between the major cross streets. I also suggest (and beg the city to conduct) re-leveling (not patching) the entire length and width of the roadway as there are dangerously aggressive potholes and uneven sunken asphalt. I dread leaving my home every day and have to strategically chose lanes for a decent drive into the city.	78741

E RIVERSIDE DR	Project update	No Change	6D to 4D	No Change	I support the change/Apoyo la modificación	Until the Blue Line is operational, Riverside should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of East Austin.	78731
E RIVERSIDE DR	Project update	No Change	6D to 4D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I suggest that we make East Riverside Drive more of a combined expressway and frontage road scenario instead of numerous stoplights. Inner lanes should be free to travel all the way from 71/East Ben White all the way to 35 (or maybe even South Congress Ave)...only stopping at a few major intersections, or exiting just before them. This could be an elevated roadway. The outer lanes could be those that stop all of the numerous intersections in between the major cross streets. I also suggest (and beg the city to conduct) re-leveling (not patching) the entire length and width of the roadway as there are dangerously aggressive potholes and uneven sunken asphalt. I dread leaving my home every day and have to strategically chose lanes for a decent drive into the city.	78741
E SLAUGHTER LN	No change	No Change	No change	120 to 154	I do not support the change/No apoyo la modificación	This should not be built with 3 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E SLAUGHTER LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	This should not be built with 3 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E SLAUGHTER LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	This should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E SLAUGHTER LN	No change	No Change	No change	120 to 154	Other/Otro	The E Slaughter Ln and NB I-35 Service Rd intersection needs to be reviewed for efficacy. It is easy to sit through four cycles of the traffic light heading westbound on Slaughter before making it through this intersection. As the next phase of Goodnight Ranch is developed alongside other developments further down Slaughter Lane and McKinney Falls, traffic will worsen and residents of this up-and-coming Austin area using this intersection and others along Slaughter Lane will suffer.	78747
E ST JOHNS AVE	Technical correction	No Change	3U to 2D	92 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	There should be a protected bike lane along St Johns between Lamar and Berkman to separate bike traffic from cars.	78731
E ST JOHNS AVE	No change	No Change	No change	0 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	There should be a protected bike lane along St Johns between Lamar and Berkman to separate bike traffic from cars.	78731
E STASSNEY LN	Technical correction	Level 3 to Level 4	No change	140 to 154	I do not support the change/No apoyo la modificación		78745
E STASSNEY LN	Technical correction	Level 3 to Level 4	No change	140 to 154	I do not support the change/No apoyo la modificación		78745
E WELLS BRANCH PKWY	No change	No Change	No change	142 to 154	I do not support the change/No apoyo la modificación	Wells Branch Pkwy east of I-35 should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731

E WELLS BRANCH PKWY	No change	No Change	No change	140 to 154	I do not support the change/No apoyo la modificación	Wells Branch Pkwy east of I-35 should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E WILLIAM CANNON DR	No change	No Change	No change	142 to 154	I do not support the change/No apoyo la modificación	William Cannon should not be built with 3 car lanes in each direction. Instead, it should be one lane in each direction, with a protected bike lane in each direction. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E WILLIAM CANNON DR	No change	No Change	No change	140 to 154	I do not support the change/No apoyo la modificación	William Cannon should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E WILLIAM CANNON DR	No change	No Change	No change	140 to 154	I do not support the change/No apoyo la modificación	William Cannon should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E WILLIAM CANNON DR	No change	No Change	No change	140 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	Consider a four-lane section	78744
E WILLIAM CANNON DR	No change	No Change	No change	140 to 154	I do not support the change/No apoyo la modificación	William Cannon should not be built with 3 car lanes in each direction. Instead, it should be one lane in each direction, with a protected bike lane in each direction. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E WILLIAM CANNON DR	No change	No Change	No change	140 to 154	I do not support the change/No apoyo la modificación	William Cannon should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E WILLIAM CANNON DR	No change	No Change	No change	140 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	Consider a four-lane section	78744
E WILLIAM CANNON DR	No change	No Change	No change	140 to 154	I do not support the change/No apoyo la modificación	William Cannon should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
E WONSLEY DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación	It's not clear that yall decided this change based on current information. I'm particularly concerned by the idea of bikes and cars sharing a lane with the increased vehicle volume. Even already, kids and some adults bike on the sidewalk rather than the road. 1. What yall's map and aerials are showing as an empty field at 414 E Wonsley is actually 200-plus units of affordable housing. 2. ATD is preparing to install a micromobility hub at 312 E Wonsley, including scooter and bike share. 3. Demolition is underway in prep to build a quickie mart at the corner of Wonsley and I35, with a Wonsley driveway.	78753

E WONSLEY DR	Technical correction	Level 2 to Level 1	2U to 2U-OP	60 to NA	I do not support the change/No apoyo la modificación	<p>It's not clear that yall decided this change based on current information. I'm particularly concerned by the idea of bikes and cars sharing a lane with the increased vehicle volume. Even already, kids and some adults bike on the sidewalk rather than the road.</p> <p>1. What yall's map and aerials are showing as an empty field at 414 E Wonsley is actually 200-plus units of affordable housing.</p> <p>2. ATD is preparing to install a micromobility hub at 312 E Wonsley, including scooter and bike share.</p> <p>3. Demolition is underway in prep to build a quickie mart at the corner of Wonsley and I35, with a Wonsley driveway.</p>	78753
EAST DR	Technical correction	Level 1 to Level 2	NA to 10	NA to 72	I do not support the change/No apoyo la modificación	<p>Currently, East and West have low-visibility and limited sight lines. It's difficult to see cars coming/going on 32nd street, pedestrians, people using the park, and people walking to their cars. Expanding the ROW and increasing car traffic on East, West, and this portion of 32nd would make it more dangerous.</p> <p>Plus, we like the greenspace.</p>	78705
EAST SIDE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Widening and/or extension of East Side Drive is extremely inappropriate, deleterious to historic neighborhood scale as well as public safety. I do not support this change. I vehemently oppose extension of East Side through Little Stacy Park and destruction of recent and planned park improvements and pavement removal. I have to ask what you are smoking.</p>	78704
EAST SIDE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This is a residential street with small homes on small lots. Widening the street would practically place the front doors on the street and lessen the property values illegally.</p>	78704
EAST SIDE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>There's no way that we want a four lane street on Eastside Drive along the green belt. Were would people park? and what would that mean for neighbors along East Side?</p>	78704
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	<p>We strongly oppose this change. It does not make any sense for the neighborhood dynamic or traffic flow and would cause problems where there are not problems. Whoever came up with this has clearly not spent time walking or recreationally cycling on either Edgemonts. How much more money will be wasted and neighborhoods ruined before you all are done?</p>	78731
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	<p>I do not support this.</p> <p>There is no problem to solve here.</p> <p>It is a kid filled, family filled street whose residents purchased their homes for this reason (unlike Balcones where it is a known Level 1 when one buys there).</p> <p>Edgemont homes have significantly less easement than Balcones. The hair pin turn at Glen Rose also makes this plan ill conceived.</p>	78731
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	<p>This makes no sense. Edgemont is a lovely, neighborhood street, with many people who use it to walk. There is no room for bike lanes and generally bikes use other streets. On top of that, there is a lot of traffic and this is a small distance on a bike, that would totally disrupt a neighborhood. Who came up with this?</p>	78731
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	<p>We STRONGLY OPPOSE. Heritage Oaks would be affected. We currently have more traffic than is safe. Furthermore, we just heard of this today along with our neighbors and your deadline is tonight which is totally wrong.</p>	78731
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78731

EDGE MONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I do not support this change. It makes no sense to classify this road as Level 2 and should remain Level 1. This neighborhood doesn't need to a heavily trafficked road going through it. There are oaks all through it that would need to be removed and families that would have traffic on their doorsteps.	78731
EDGE MONT DR	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	This is going to really hurt the neighborhood feel, hurt trees, devalue our city and individuals' property values. I stand adamantly opposed.	78731
EDGE MONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	Edgemont and the small residential streets connected to it are where people from all around come to walk, trick-or-treat, join block parties, and all sorts of quiet neighborhood activities. The cut-through traffic we get is already dangerous enough. My children have almost been hit multiple times, cats have been killed, and our guest's cars have been side-swiped. More traffic on this street would just be dangerous and a very reckless decision. I do not support these changes whatsoever!	78731
EDGE MONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I strongly oppose. This street only serves the small neighborhood and is not even a mile in length. It's only cross streets are small residential with no commercial entities close. This makes no sense whatsoever. It would also be helpful to be informed ahead of time instead of the day this is due.	78731
EDGE MONT DR	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	I strongly oppose the changes for Edgemont Drive!!	78731
EDGE MONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	Edgemont Drive is a purely residential street. It does not satisfy the criteria for a Level 2 street. It does not connect one neighborhood to another. It does not provide access to neighborhood-serving business districts, retail and services. It is a tree-lined street with many heritage oaks, the preservation of which I had believed was a priority for the city. The proposed changes would adversely affect the character of the neighborhood and the increased traffic would pose a danger to the children, pets, walkers and runners that live on our street.	78731
EDGE MONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	Emails and texts have begun to circulate as neighbors have just learned of this proposed change. It is not easy to find this map to comment. Edgemont is not even listed as a street on the list that populates. You have to search the name to find it. It does not work on your phone at all, and we have some neighbors indicating it does not work on their laptop. This neighborhood needs to be informed before any proposed changes are decided.	78731
EDGE MONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I STRONGLY OPPOSE changing Edgemont Drive to a Level 2 street. Edgemont Drive is a purely residential street with many families living here and beautiful heritage oak trees along the entire roadway. I was not made aware of this plan until the day comments are due, and I would imagine that the neighborhood is not aware of this proposal. This change would ruin our neighborhood by impacting the beauty and history on and around the road. Please reconsider this proposal, I will do everything in my power to oppose these changes.	78731
EDGE MONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	This neighborhood has not been informed of any proposed changes and we strongly disagree with any changes made to our front yards and overall safety of our street by increasing traffic.	78731

						We strongly oppose Edgemont being designated a Tier 2 street. This is a residential street with families and pets walking and playing on the street. It does not connect any larger streets and is purely residential. We were just informed by a neighbor that this was being considered. The neighborhood at large is not aware of these proposed changes and would at large oppose this proposition that would negatively impact safety, property value, beauty, and ruin our neighborhood. This cannot be done and our neighbors will absolutely join together to fight this come to any fruition.	
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78731
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	There are 2 Edgemonts on here - one lists tier 1 and the other tier 2 - they should BOTH be tier 1 -	78731
						The changes suggested to Edgemont drive would have a negative impact on the safety of casual walkers of which there are many. Children and pets who play in their front yards would be displaced and/or put at risk. Edgemont is not even a through street as it doglegs east to Balcones before it picks up again. Balcones Drive is a through street and the houses are further back from the street thus a better choice for your suggested changes. Additionally, many homes on Edgemont have heritage live oaks and other large trees close enough to the street that encroachment on the roots would compromise the trees.	78731
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78731
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	NOOOO! this will destroy our property value	78731
						Edgemont Drive is a heavily vegetated and tree lined residential neighborhood. The current modification would adversely affect the charm and the current public use of the neighborhood. Edgemont is an intergenerational neighborhood with many young children who play on an already congested street. Edgemont already serves as a public gathering location for multiple annual block parties and caldesac concerts that are open for the neighborhood to attend often raising money for area non-profits. Edgemont already serves as a walking path for many neighbors and cyclists where we have ALREADY have enjoyed a peaceful existence and public use balance.	
						With the population growth of Austin, Edgemont has seen a continual uptick in traffic with congestion and speeding issues that put children and pets at high risk despite road signage with posted speed limits. Along Edgemont Drive there here is significant slope and proper drainage could be a significant issue with the increase of impervious cover that is being proposed which is not environmentally friendly. Edgemont is an intergenerational neighborhood with many children who play on an already congested street. There are three caldesacs that intersect with Edgemont which also present safety issues for neighbors who are having to turn on to Edgemont on a blind hill.	
						Balcones Drive is already a major throughfare and traffic would be better diverted for public use where the lots are deeper and homes are set significantly further from the roadway. A level 2 classification would literally have the roadway running to the front door of many neighbors. This would be a horrible change	78731
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78731
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I do NOT support ANY changes to the right of way or changes to the easement. There is absolutely no need for the changes on this street.	78731

EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	This removal of trees and vegetation and replacement with impervious cover will result in flooding down Edgemont which has several creeks and flowing down Balcones drive like it did in 1981 Memorial Day Flood which we experienced and saw a car carried up into the trees above the flooded creek at the bottom of the hill. Our babysitter spent the night with us that night as we feared for her safety--the next morning she went down Balcones and saw the car in the trees and quickly returned to our home to tell us. Safety is so important - we must remember!	
EDGEMONT DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	Edgemont Drive does not satisfy the Level 2 description. It is a purely residential roadway and should be classified as Level 1 and NOT be considered for reclassification to Level 2	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Another change that makes no sense. Have you driven down this street? This change appears to be politically motivated.	78705
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Diverting traffic from a level 2 street (Balcones) onto a hilly, highly residential, makes little sense. Edgemont is not Shoal Creek Blvd with room to add bike and parking lanes to the existing footprint without doing what appears to be significant damage to the ecosystem, which includes a number of large, heritage oaks that would be protected by other ordinances.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This suggested change to Edgemont is of considerable detriment to the neighborhood. It strips the area of it's history; it kills the beautiful live oaks whose root systems will be demolished from construction; it increases opportunity for accidents/crime with more traffic in a large residential area (including lots of young children); and it strips individuals of their right to control their property and property value. In addition, the original change this morning was a Level 1 change, and by this afternoon it was a Level 2 request. This can't be done without notification to the homeowners who's livelihood, property value and neighborhood you're impacting. The community was never notified. How is that commonplace and/or legal? Our entire neighborhood and everyone I know on Edgemont knows this is a terrible idea. Make the right decision, and find another solution that doesn't rip a neighborhood apart.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I strongly oppose this proposal and to the method by which it is being proposed which appears to have completely overlooked any concerns from the actual stakeholders and homeowners that would be lost impacted.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	To improve mobility you have essentially broken the mobility on Balcones, this makes no sense. You are decreasing mobility and connection for those West of Balcones, this is a big step in wrong direction and does nothing to increase connection. With a misstep like this recommending re-routing to a residential street with your families and beautiful heritage trees to break connection on an already Level 2 street (Balcones). Given this was done with no notice only further erodes trust.	78731

						<p>I strongly oppose this proposal, concept and idea.</p> <ul style="list-style-type: none"> - What problem is this solving? - Balcones is a Level 1 street. Keep it that way. - This is a street that is chosen by families and residents for its walk-ability, low traffic and it NOT being Balcones or level one. - It will damage historic and important trees. - There has been NO notification, consultation or communication with anyone on Edgemont. - Many of the homes are already perilously close to the easement boundary and this will effectively put many too close traffic, the street and a "new Mopac" - There will be litigation. - Again, what problem is this solving? There is no problem. Focus the city's energies in areas of high traffic and need. 	
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
						<p>We strongly oppose this idea, it would provide minimal benefits at an enormous cost in hard dollars, destruction of tree canopy, and pre-emption of safe walking and cycling on Edgemont Dr.</p> <p>If this moves forward, the City will also waste time and money on litigation, as residents of our neighborhood have the resources and will to "fight City Hall" to stop this scheme.</p> <p>There is no specific problem being fixed here, only what appears to be a generic attempt to improve traffic flow around the city. That hardly justifies such dramatic changes to the character of our neighborhoods from road widening.</p> <p>Finally, there has been effectively no public outreach on this issue, either via media or simply mailing postcards to impacted residents. This leaves a very unfavorable impression and erodes trust in City management and elected officials. Apparently nothing was learned from the Code Next fiasco.</p>	
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
						<p>This change makes no sense. I walk this street regularly to avoid the Mount Bonnell traffic and lack of sidewalks. In the 25 years I've lived in the neighborhood I have never considered Edgemont as a through street. Mount Bonnell should be made to accommodate multi-mode functions.</p>	
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
						<p>Balcones Dr. must remain Level 2 as it currently is designated. It should not be changed to Level 1 and Edgemont should not be changed to Level 2 to connect Balcones to Balcones. This is absolutely absurd! We are a residential street that the entire neighborhood and adjoining neighborhoods enjoy, including bikers who have always been a part of our street. This sounds political and corrupt and the many people who enjoy Edgemont St. will not allow this!</p>	
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
						<p>As others have said, Balcones is much more logical thruway than Edgemont. I can't even imagine the construction nightmare of attempting to widen the street given the hills, cul de sacs, and houses close to the street. Good luck!</p>	
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
						<p>This would destroy a neighborhood street and not really accomplish much of anything, except for opening the door for zoning changes.</p>	
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78713
						<p>I do not support this change. We are just in the process of purchasing a home for our young family on this street because of the lack on constant traffic and the beautiful tree cover. There is no reason to do this and the neighborhood will formally fight it.</p>	

EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a terrible idea. There is a large amount of foot traffic on Edgemont as well as young families with children that live and play there. Routing more traffic to Edgemont makes no sense. Widening the road seems especially problematic as it surely would require the removal of many trees that make the neighborhood so unique. As a resident who lives on Edgemont, I do not support this idea at all.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I DO NOT support this. Please do not ruin our neighborhood.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Please don't pave paradise to put up a parking lot or in our case an 84' ROW in a residential neighborhood. We are already a walkable community. Don't destroy a legacy street in Austin with a plan that is going to fail the families and neighbors of Highland Park. We will fight this.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	Making this change would be a waste of public resources as the benefit hoping to be achieved would not be able to be accomplished. Connecting Balcones Drive to Balcones Drive? And this would taking away a safe pedestrian street.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I DO NOT support this proposed change. I have been a resident on Edgemont Drive for over 14 years years and this would ruin our neighborhood. I purchased my home in this neighborhood because of the large trees and the serenity that this neighborhood has. My children and I walk every day and we feel safe on Edgemont Drive because it is NOT a major thoroughfare.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Edgemont Drive is a heavily tree-lined residential neighborhood. The current modification would adversely affect the charm and the current public use of the neighborhood. Edgemont is an intergenerational neighborhood with many young children who play on an already congested street. Edgemont already serves as a public gathering location for multiple annual block parties and culdesac concerts under the canopy shade of the majestic oaks trees that are open for the neighborhood to attend. Edgemont already serves as a walking path for many neighbors and cyclists where we ALREADY enjoy a peaceful existence and public use balance. A right away would disrupt the peaceful harmonious setting that draws people to the street in the first place. With the population growth of Austin, Edgemont has seen a continual uptick in traffic with congestion and speeding issues that put children and pets at high risk despite road signage with posted speed limits. Along Edgemont Drive there here is significant slope and proper drainage could be a significant issue with the increase of impervious cover that is being proposed which is not environmentally friendly. There are three cul-de-sacs that intersect with Edgemont which also present safety issues for neighbors who are having to turn on to Edgemont on a blind hill. Balcones Drive is already a major thoroughfare and traffic would be better diverted for public use where the lots are deeper and homes are set significantly further from the roadway. A level 2 classification would literally have the roadway running to the front door of many neighbors. This would be a horrible change to	78731

EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This Street is used as a pedestrian walk and jogging route. Adding dedicated bike lane fixtures would make pedestrian traffic much more difficult and dangerous. Not Needed! I am a bike rider.... Changes proposed would ruin a beautiful street.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This change makes no sense. It doesn't provide any connectivity to the neighborhoods west of Balcones nor does it connect to Mt Bonnell Dr level 2 road. It just connects Balcones to Balcones. I also don't think drivers will use it. Drivers like to go straight. This would introduce three 90 degree turns at intersections for a driver, while Balcones has none. Instead of this proposal, please use the funds to make Balcones safer. Sidewalks should be extended all along the Balcones road on both sides, and they could be protected from cars. This will make Balcones more walkable while still accommodating the neighborhood traffic they are getting today.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is one of the most beautiful streets in Austin, and to cut down large oaks for bike lanes on residential streets is not a good idea. Bike lanes should be reserved for collector roads and not hilly residential streets. I have lived in this neighborhood since 1956 and these changes are not needed or wanted.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change at all. I have been a resident on this street for 22 years and this would be detrimental to our street and tight nit neighborhood. Our street has been somewhat of an oasis from the cut through that is Balcones and is a much better thoroughfare for bikers, walker and families. Families have purchased homes on this street for this very reason. Our children are free to walk fairly safely without the business of the Balcones traffic.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The proposal to change Edgemont Drive from level 1 to level 2 is ineffective. It basically connects the same street (Balcones) to itself. It would be a waste of time, money and resources. It would prove detrimental to the many heritage/near heritage trees that line the road which create shade and shelter to wildlife and the community of people who live there(not to mention the trees on this street are incredibly important for the environmental health of Austin). Edgemont Dr should stay as a level 1. Please consider removing Edgemont Dr and other small neighborhood streets that do not connect to ANYTHING from this proposal. In this instance, Balcones is and should remain the main thoroughfare through the neighborhood.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is an absurd suggestion. Edgemont connects to Balcones Dr on both ends! Balcones is already the main connecting road between 2222 and 35th St. There are numerous small children on the street, and the lower half is filled with heritage trees. We had to alter our remodel plans due to these protected trees...how can you consider wiping them out?	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This site is not user friendly! Please be sure this neighborhood opposes changes to Edgemont to reroute traffic from Balcones. Balcones must remain Level 2 as it is the connecting street. Please see comments that may have been accidentally posted on the other Edgemont listing that keeps lower Edgemont Level 1. Upper Edgemont must also remain Level 1!	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the upgrading of Edgemont to a Level 2 street, it does not connect 2 neighborhoods, it empties onto the same street at both ends. This is ridiculous	78756

EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change. Edgemont is a beautiful street with many heritage trees. This change would require removing many trees. Also Edgemont is hilly street with many blind spots in which cars are turning onto Edgemont from a cul de sac. This change would only increase the chance of an accident. Edgemont is a neighborhood street not a thoroughfare commuter street.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Edgemont Drive is one of the most beautiful streets in all of Austin. This street is the reason I moved to Austin! This change would harm live oak trees. It would rob children of a safe street to play on. Edgemont is already a safe place to bike - I do it all the time, and so do hundreds of people every day! Why would anyone want to rob this street of its majestic charm?!	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This must be a technical error - the suggestion of level two will completely eat into my entire front yard as well as my neighbor's across the street! This is a quiet neighborhood, NOT NEW YORK CITY for crying out loud! Please revise to level 1.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This proposal must be dismissed or this neighborhood will organize with pro bono representation from resident lawyers, including those who specialize in property law, to stop any proposed changes that would ruin our street and neighborhood.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street does NOT qualify as a Level 2 street. Balcones is the connector between residential neighborhoods, not Edgemont. How can Edgemont be included and not Balcones as this is the major thoroughfare? We as home owners need to be provided with the data that supports this change. Where is this information?	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is flat crazy!! You need to figure something else out because this is a great street as it is right now. For a city council that considers itself a "Green" Council, you would be endangering a lot of beautiful trees that line this street!!	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	It looks like the city is trying to reroute traffic from the current Level 2 street Balcones to Level 1 Edgemont. How can this be legal? Are they just trying to save cost because our street is easier to make changes to? Balcones is the connecting street and if any changes need to be made, it can be made to the current Level2 street and not ruin our neighborhood!!!	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This plan is insane and makes no logical sense. Edgemont dead ends into a cul de sac with a 90 degree turn onto Glen Rona. It also has multiple dangerous choke points and blind spots, and none of the houses have been distanced from the street or designed to accommodate a massive increase in traffic levels as the "de facto" western bypass for Mopac (which is what this plan would turn it into). In contrast, Balcones IS in fact a through street and the main artery that runs through the area. Regardless of whether Balcones is changed from L2 to L1 there is no logical or rational reason to change Edgemont and Glen Rona into L2 streets. If you guys try to implement this I and my neighbors will file a formal lawsuit to challenge the city's decision and authority in court (there are multiple attorneys on our street who will take the case pro bono).	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	NOPE - This does not meet the definition of "level 2" - revise to level 1.	78731

EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Why destroy a street with heritage trees when Balcones is already a busy street and won't have as big affect as it would for Edgemont?	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the change. Balcones is already a busy street. Why wouldn't you convert all of Balcones than ruining Edgemont with unnecessary 4 lanes and bikes lanes?	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	From a connectivity standpoint, Balcones Drive is more centrally located and connected to other streets in the neighborhood. For those of us who are west of Balcones, Balcones makes more sense for a Level 2 designation. It would feel a lot safer to have sidewalks and safety measures in place for that stretch of Balcones, since it will get the traffic regardless and anyone who wishes to walk or bike to the elementary school will not want to detour to Edgemont. Please consider adding bike lanes and sidewalks to the most direct walking routes the priority for our city and our kids. Thank you.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Widening this street will DESTROY protected trees, making it UNSAFE for neighbors - not to mention our property values will DECREASE. NO, NO NO!	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I do NOT support these changes to Edgemont. What problem does it solve? How does destroying heritage Live Oaks in the name of increased traffic improve our neighborhood? There is no logic to Level 2 for this street. Edgemont should remain Level 1.	
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Is this politically or \$\$ motivated or a bit of both? Why would you endanger a street full of heritage trees and families with children to bypass the actual through street (Balcones) with houses set far back. What neighborhoods is this connecting? What new access will people have? I'm disappointed this map doesn't actually address any issues and doesn't connect the neighborhood better to new Grove, 45th street, Burnet, etc. It appears super politically driven to make illogical choices to avoid obvious ones. It seems crazy to use an existing residential street with mature beautiful trees that will have to be removed to bypass / cut off a Level 2 street (Balcones), it doesn't even connect to Mt. Bonnell because you know what would – Balcones. This is super disappointing and does nothing to improve access across neighborhoods or walkability (it will actually hurt it and make this area less walkable). This street should remain Level 1. It's illogical to make it Level 2.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Neighbors, please also write to Alison Alter too.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This doesn't make sense AT ALL! NO	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	We strongly oppose the proposed change of Edgemont Dr (4000 - 4600 blocks) from Level 1 to Level 2. The level change will improve neither neighborhood connectivity nor access to nearby businesses, retail, or services. Access to this residential street is strictly via Balcones Drive. Encouraging additional traffic would present numerous safety issues to the residents, pedestrians, and frequent bicyclists that now enjoy the neighborhood.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The proposed technical correction is wrong and devastating to an exclusively mature residential neighborhood with no traffic mitigation benefit. Please keep the classification to level 1.	78731

EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	There is absolutely ZERO logic in making this change. The street is not conducive to widening and will destroy what makes this neighborhood special. I absolute DO NOT support.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I wonder if those that proposed these changes have ever driven down Edgemont. The plan does not make sense. Small children live up and down this street, as well as daily walkers that use Edgemont for walking as opposed to Balcones (which is major thoroughfare). In addition, most people move to this neighborhood because of the abundant heritage oak trees. Losing so many trees would be devastating to the beauty of this street. Plus, Edgemont is much too steep and hilly for increased traffic for bike lanes. I am disappointed at how quickly and stealthily such a massive change would be proposed and voted on without the knowledge of the homeowners.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I DO NOT SUPPORT!!!!!! Please do not ruin my neighborhood!	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This Street is NOT conducive to Widening ...there are so many Beautiful Oak trees that are OVER 100 Years old. The City will FINE the Home Owners THOUSANDS of Dollars to cut these trees down when Adding On to their Homes but yet will CONSIDER TAKING them ALL Down for a "CUT Thru" !!!! This Street has MANY Families with Children and Should NEVER be Considered a "CUT THRU" !!!! I VOTE NO....this will be a Complete DISASTER!!!!	
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I absolutely DO NOT SUPPORT the change!!! This would ruin our neighborhood!! Cutting down so many trees.. What are you thinking, Austin?!? Our lots are not large enough to support this change!!	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	DO NOT DESTROY OUR TREES AND OUR NEIGHBORHOOD!!	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Let's widen streets to combat climate change and in the process cut down numerous mature oak trees, great logic city of Austin! This street is not a traffic thoroughfare. No no no.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am absolutely opposed to this policy change!!! Anyone proposing this change on the behalf of this city has clearly not spent anytime in the neighborhood or area. Policy states changing the roads is to help combat climate change? How does widening lanes to accommodate/promote increased traffic do anything to help climate change? In addition, I have lived adjacent to edgemont for 29 years and there have never been any issues with too much traffic or issues with biker safety (I am a biker myself!). This is another ludicrous proposal from the city that would damage the neighborhood greatly. Absolutely NOT!!!	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I live one street over from Edgemont. The lots are not big enough to encroach that much on personal pro and SO many beautiful oak trees will have to be cut down to accommodate this plan. Out taxes continue to go up every year but this will significantly impact our property value.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am absolutely against this suggestion of changing Edgemont from a 1 to a 2 street level designation. This is purely a residential street, not intended as a busy through-way and the modifications would make it unsafe for those living here.	78731

						<p>I strongly oppose the proposed change from Level 1 to Level 2.</p> <p>The purported purpose for changing from Level 1 to Level 2 is “[to] connect neighborhoods to each other . . . [and to] balance mobility with access by providing good access to neighborhood-serving business districts, retail, and services.” The proposal does not improve neighborhood connectivity. Nor does it, in any way, improve access to nearby businesses, retail or services.</p> <p>This is a quiet neighborhood which has, for decades, fought speeding traffic, considering at one point installation of traffic-calming speed humps. The proposed change flies in the face of the reason for the recently reduced speed limit established by the city.</p> <p>The proposal would require widening of Edgemont Drive, which would, in turn, damage and or destroy trees protected by city ordinance.</p>	
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
						<p>As a long-time resident on this street and as an avid bicyclist, I DO NOT support this change. Widening the street will require removal of trees and/or the endangerment of many heritage trees. Bicycle lanes on the street would complicate unnecessarily the co-existence of RESIDENTS and the many cyclists who use edgemont on a daily basis. How? By complicating street parking, making entrance and exit from driveways more complicated, and limiting the flexibility of the many daily resident walkers, runners, and pet owners to use the street in ways that accommodate other users. I STRONGLY object to this proposed change.</p>	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	NO, absolutely NOT!!!!!!	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Ripping down trees and increasing traffic in a hilly neighborhood just is NOT a good idea.	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a TERRIBLE idea. NO NO NO!	78731
						<p>we do NOT support - this is a VERY steep hill, and adding more traffic will make it dangerous.</p> <p>for the neighbors that live on this street</p>	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a residential road with many small children. It should NOT be changed to a level 2 road. It would lead to increase traffic and increased speed and put our kids at risk.	78731
						<p>I ABSOLUTLY DO NOT support this change. This would be a disaster to this neighborhood in many ways. Many young children live on this street and the amount of additional traffic would be very dangerous. Property, that we have paid an enormous amount of taxes on, would be destroyed including some of the largest trees in any Austin neighborhood. Not to mention a decline in property values. PLEASE DO NOT destroy this close community. It is a refuge and mainstay from all that has already been eroding of our city around us.</p>	78731
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731

EDGE MONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I live on this street. This change if implemented would devastate this residential area. This roadway was never intended to accommodate the changes that are allowable under this proposal. It is already a designated bike pathway and is used heavily for walking (as an alternative to the busy Balcones Dr.) There would be no efficiency as a "cut through" if implemented. There are MANY historic live oak trees and well as other species which are adjacent to the current right-of-way. Lastly, I'm disappointed that no direct mail was provided(that I'm aware of) to the homeowners who would be affected by this proposal.	78731
EDGE MONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Edgemont Drive is a highly residential street with many families and young children. Widening this side neighborhood road, allowing for more and speedier traffic, will create a significant safety risk to those in this neighborhood. There are also many beautiful trees that would be sacrificed. This is road is, and should remain, a level 1 designation.	78731
EDGE MONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I DO NOT support the proposed change. This is a very old and established tight-knit residential community with many children who would be negatively affected by more traffic and construction, not to mention incredibly mature trees that would be destroyed. DO NOT threaten the destruction of this small community by one more negative change catering to the fast overgrowth of Austin.	78731
EDGE MONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This would be absolutely terrible for this Edgemont Drive road and there are many reasons this would be bad. 1. Some of the road is very steep and would cause issues going wider without question. 2. Safety - there are many kids of this road and expanding it doesn't make any sense as it would endanger those if we made it a larger faster road. 3. Road widening does not fix traffic challenges. Review this site and you will see time and time again this does not work: http://plazaperspective.com/road-widening/ This only worsens congestion. 4. Climate - putting more cars on the road is bad for the climate. We should be solving this issue in different ways. I could go on and on with this list but this needs to not happen for Edgemont Drive.	78731
EDGE MONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This change would negatively impact our neighborhood. Too many children would be endangered by this change. This would create too much impervious coverage and could lead to flooding to nearby creeks. What happened to saving our trees?	78731
EDGE MONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is Residential rode with lots of families with children to push it to a Cutthrough road put our children at risk from speeding traffic	78731

						It condemns too much property in our neighborhood. Additionally, the technology used in this map-reading, and input IS NOT USER-FRIENDLY.	
EDGEMONT DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
						<p>I strongly disagree with changing Edgemont Drive from a Level 1 street into a Level 2 street and, quite frankly, do not remotely see how the change would conform to the guidelines.</p> <p>Edgemont Drive has not only “primarily residential destinations” it has exclusively residential destinations. Its “primary purpose,” indeed its only purpose, is to “provide block-level, local access and provide connectivity to [a] higher level street,” i.e., Balcones Drive. The homes fronting Edgemont are all three stories or less. In fact, it is one of the few virtually intact historically significant “Mid-Century Modern” neighborhoods in Austin. Two of the homes were designed by the first Dean of the University of Texas School of Architecture. Both would be significantly impacted by changing Edgemont Drive into a Level 2 street. It is a “low-speed” street, which the City recently recognized by reducing the speed limit to 25 mph. It does not “connect neighborhoods to each other”; Edgemont and the adjoining cul-de-sacs were designed to be and are, in and of themselves, a neighborhood.</p> <p>Nor do I see how a change to a Level 2 street is even possible without removing many heritage live oaks and condemning the bulk of many homes’ front yards.</p> <p>I question whether anyone who supports this proposal has even walked, bicycled, or driven Edgemont Drive. It is not only a bad idea. It has the very real probability of destroying a model neighborhood. Surely, that is not the goal of the ASMP.</p>	
EDGEWOOD AVE	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación		78731
ELMONT DR	No change	No Change	No change	92 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Please extend the protected bike lane from Wickersham onto Elmont and connect to the Pleasant Valley SUP. Having a PBL on Elmont from Wickersham to Lakeshore would significantly improve bike safety in the area.	78741
ELMONT DR	No change	No Change	No change	92 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	I'd like to see this road extended all the way to Grove, so that there is a way in between Montopolis and the places east of the creek, without going down Riverside	78702
ENFIELD RD	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	Enfield between Exposition and Mopac is in a residential neighborhood. It should stay a level 2. There seems to be no regard for the fact that these roads are in residential neighborhoods and there are pedestrians, pets, children, people sleeping etc. This is not MOPAC. Do not destroy our neighborhood!	78703

						<p>I object to the designation of Enfield Road west of Mopac as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro’s stated purpose for implementing the #335 and #18 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority Network is being used to push density ½ mile into our neighborhoods. Using transportation as a method to change the Land Development Code is NOT transparent.</p>	
ENFIELD RD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the</p>	78703
ENFIELD RD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>There is nowhere for pedestrians to safely cross Enfield Rd. between Mopac and Exposition Blvd. Please add a crosswalk with beacon midway between Exposition and Mopac on Enfield.</p>	78703
ENFIELD RD	Technical correction	No Change	3U to 2D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Please keep in mind the current mobility project placing a sidewalk along the north side of Enfield road between Exposition Boulevard and Lake Austin Boulevard.</p>	78703
ENFIELD RD	Technical correction	No Change	3U to 2D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Right now there is a very long stretch of Enfield (between Mopac and Exposition) with no protected crosswalk for pedestrians. There needs to be a crosswalk (with a flashing light) added so that pedestrians wanting to cross do not need to walk 5 blocks out of there where for a protected crossing. Also, because this is a high speed road with no bike lane, the sidewalks need to be more accessible. Currently several parts of the sidewalk are dangerous to a person pushing a stroller due to cables, wires, very narrow, and steep driveways.</p>	78703
ENFIELD RD	Technical correction	No Change	3U to 2D	No Change	I do not support the change/No apoyo la modificación	<p>Enfield between Exposition and Raliegth is a Level 1 street in a residential neighborhood and should remain that way. There is way too much through traffic as it is coming through our neighborhood. Bringing more traffic through Enfield will destroy our neighborhood!</p>	78703
ENFIELD RD	Technical correction	No Change	3U to 2D	No Change	I do not support the change/No apoyo la modificación	<p>I am opposed to making this section of Enfield Rd. 3U. It runs along a neighborhood and should not be classified as a Level 3 St. There is no room to add an additional lane to this neighborhood connector. Adding a center lane on this road would require the destruction of many many protected trees.</p>	78703

						<p>I object to the designation of Enfield Road west of Mopac as part of the Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). The Transit Priority Network is being used to push density ½ mile into our neighborhoods. The north side of this stretch of Enfield is residential, single family homes. On the south side is Lions Municipal Golf Course. The land use specifications allowing density of 16 people per acre, and commercial mixed use along the Transit Priority Network in the ASMP conflict with the Central West Austin Neighborhood Plan's future land use map for this area.</p> <p>In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin where the majority of riders are bus dependent People of Color. Cap Metro is non-compliant with Title VI of the 1964 Civil Rights Act which requires equal service for all. A thorough equity analysis for each major bus service change since Remap needs to be done before this ASMP update is approved by City Council.</p> <p>Please remove this stretch of Enfield Road from the designation of Transit Priority Network.</p>	
ENFIELD RD	Technical correction	No Change	3U to 2D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod		78703
ENFIELD RD	Technical correction	No Change	3U to 2D	No Change	I do not support the change/No apoyo la modificación	<p>I object to this section of Enfield Rd. changing from 2U to 3 or 3U! Enfield Road is a neighborhood connector. There is no room to add a center lane here without losing many protected trees and / or destroying the property of the neighbors who live along this stretch of Enfield. I oppose the change.</p>	78703
ENFIELD RD	Technical correction	No Change	3U to 2D	No Change	I do not support the change/No apoyo la modificación	<p>I object to the designation of Enfield Road west of Mopac as part of the Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). The Transit Priority Network is being used to push density ½ mile into our neighborhoods. The north side of this stretch of Enfield is residential, single family homes. On the south side is Lions Municipal Golf Course. The land use specifications allowing density of 16 people per acre, and commercial mixed use along the Transit Priority Network in the ASMP conflict with the Central West Austin Neighborhood Plan's future land use map for this area.</p> <p>In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin where the majority of riders are bus dependent People of Color. Cap Metro is non-compliant with Title VI of the 1964 Civil Rights Act which requires equal service for all. A thorough equity analysis for each major bus service change since Remap needs to be done before this ASMP update is approved by City Council.</p> <p>Please remove this stretch of Enfield Road from the designation of Transit Priority Network.</p>	78703
ESCARPMENT BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	Going to four lanes here will encourage cut-thru traffic from 45	78739

ESCARPMENT BLVD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
ESCARPMENT BLVD	Technical correction	No Change	2U to 2D	120 to 80	I do not support the change/No apoyo la modificación	Oppose loss of street parking here - which is used as second access to Circle C Metro Park	78739
ESCARPMENT BLVD	No change	No Change	No change	120 to 80	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
ESCARPMENT BLVD	Technical correction	Level 2 to Level 3	No change	120 to 80	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
ESPERANZA XING-STONEHOLLOW DR CONNECTOR	No change	No Change	No change	92 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	On-street parking should not be provided for new developments. Storage of inefficient personal property should not be subsidized by taxpayers. Parking minimums should not exist for new developments, and any parking provided should be at the expense of the developer if they should to spend the money to provide it. Instead, bike lanes and transit-priority should be added to new developments to encourage more efficient methods of transportations.	78731
ESTANCIA PKWY	Technical correction	Level 1 to Level 3	NA to 4D	NA to 116	I do not support the change/No apoyo la modificación	The proposed change only helps a few homeowners. They can tax themselves if they want infrastructure improvements.	
EXPOSITION BLVD	Technical correction	No Change	3U to 2D	No Change	I do not support the change/No apoyo la modificación	Exposition is not a level 3 street. This street bisects our neighborhood. There is already way too much through traffic coming through our neighborhood and this will only make it worse. We cannot support the challenges of MOPAC with our streets in Tarrytown. Please don't destroy our neighborhood!	78703
EXPOSITION BLVD	Technical correction	No Change	3U to 2D	No Change	I do not support the change/No apoyo la modificación	I object to changing this section of Exposition Blvd. from Level 2U OP to Level 3U! Exposition should remain a 2 lane road, with lower speed and traffic volume. It is a neighborhood connector street and should remain so. Changing to Level 3U will encourage Mopac cut throughs which has become a problem for years. It is already dangerous for pedestrians and bicycles. Keep Exposition a Level 2U street.	78703
EXPOSITION BLVD	Technical correction	No Change	3U to 2D	74 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	The area around Casis (which is always jammed with parents in cars) is NOT safe for families who would like to bicycle their kids to school. The bike lanes on Exposition (where drivers regularly go WAY TOO FAST, and there are always construction vehicles parked in the bike lanes) need to be fully protected for families to feel comfortable riding with elementary school kids on bikes to school.	78703
EXPOSITION BLVD	Technical correction	No Change	3U to 2D	74 to 80	I do not support the change/No apoyo la modificación		78703
EXPOSITION BLVD	Technical correction	No Change	3U to 2D	74 to 80	I do not support the change/No apoyo la modificación	Windsor is not a level 3 street. This is a NEIGHBORHOOD STREET. Moving all these classifications up a level will destroy Tarrytown. If we carry all the through traffic if looks like you are planning, it will ruin our neighborhood forever.	78703

						I object to the designation of Exposition Blvd from West 35th to Hillview/Westover Rds intersection as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro’s stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority Network on Exposition Blvd to Hillview/Westover Rds is being used to push density ½ mile into our neighborhoods.	
EXPOSITION BLVD	Technical correction	No Change	3U to 2D	74 to 80	I do not support the change/No apoyo la modificación	In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin	78703
FAIRFIELD DR	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	This feels like a project dreamed up in some planning major Master's Degree program. Impractical and expensive for actual residents. On the record, Do Not add useless bike lanes in a place with blind curves, limited parking, school traffic, and 60 mph cut through traffic.	78757
FAIRFIELD DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una modificación	Add sidewalks, but do not try to increase driving width on road.	78757
FAIRMOUNT AVE	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	Test	97202

						<p>Fully protected bike lanes should be added on Far West between MoPac and Mesa. Preferably, both directions of bike lane would be along the southern side of the roadway, to minimize crossing driveways and provide access to the two public schools along this section of Far West. Between Mesa and Chimney Corners, the road layout should be altered to the following cross-section, from south to north: eastbound bike lane, westbound bike lane, curbstones for protection, parking lane, eastbound car travel lane, westbound car travel lane. This should provide protection for cyclists in both directions, and prevent cars from parking in the bike lane (which happens more often than not), which is very dangerous for cyclists, who then have to maneuver in and out of car travel lanes to avoid parked cars. Residents should be instructed to leave garbage/recycling bins in the parking lane, not the bike lane.</p> <p>The bike lanes approaching the intersection of Mesa and Far West from all directions should continue to the intersection. It is unnecessary to have two traffic lanes leaving the intersection when only one lane is allowed to proceed through the intersection in each direction, in addition to being dangerous when cars have to merge with bikes and with each other leaving the intersection in each direction.</p>	
FAR WEST BLVD	Technical correction	No Change	3U to 2D	96 to 80	I would like to suggest a change/ Me gustaria sugerir una mod		78731
FAR WEST BLVD	No change	No Change	No change	78 to 72	Other/Otro	If this is built, it will need a traffic light at 2222. That's a steep curved section with little visibility, so the speed limit should probably be lowered and enforced to prevent crashes involving stopped cars.	78731
FAR WEST BLVD	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	No need to provide additional access to the neighborhood. This new intersection will cause traffic problems on 2222	78731
FAR WEST BLVD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Fully protected bike lanes should be added on Far West between MoPac and Mesa. Preferably, both directions of bike lane would be along the southern side of the roadway, to minimize crossing driveways and provide access to the two public schools along this section of Far West. Between Hart and Chimney Corners, the road layout should be altered to the following lanes, from south to north: eastbound bike lane, westbound bike lane, curbstones for protection, parking lane, eastbound car travel lane, westbound car travel lane, westbound parking lane. This should provide protection for cyclists in both directions, and prevent cars from parking in the bike lane (which happens more often than not), which is very dangerous for cyclists, who then have to maneuver in and out of car travel lanes to avoid parked cars.</p>	78731
FAR WEST BLVD	No change	No Change	No change	112 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	<p>I would like Far West to have a median throughout the entire section from MoPac to Mesa (there is only a median in some parts of the street near retail) and to have a protected bike lane in both directions for its entirety. It is very unaccommodating to cyclists and pedestrians right now, which makes it uncomfortable to use Far West to access the ped bridge down to Shoal Creek and be a ped/cyclist on Shoal Creek. I would like to see wider, protected bike lanes on Far West from MoPac to at least Mesa, making it more comfortable for peds and cyclists.</p>	78731

FAR WEST BLVD	No change	No Change	No change	112 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	The left turn lanes at Far West and Wood Hollow are dangerous, because if there are cars in both the eastbound (to north) and westbound (to south) left turn lanes, neither can see past the other to see if there is oncoming traffic in the other lanes. Sometimes drivers take risks and advance into the intersection, sometimes they wait for the light to turn red (therefore taking away the opportunity for cars on Wood Hollow to go when they have a green). This is unpredictable behavior and therefore dangerous. Perhaps this should always be a green arrow instead of a flashing yellow arrow. Or, with more difficulty, the lanes could be moved so that there's a turn lane, then a gap, then the straight lanes, so that a car in the left turn lane is positioned to its own left of the car in the oncoming left turn lane.	78731
FAR WEST BLVD	No change	No Change	No change	112 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	Fully protected bike lanes should be added on Far West between MoPac and Mesa. Preferably, both directions of bike lane would be along the southern side of the roadway, to minimize crossing driveways. The entrance and exit to the shopping plaza on the south side of Far West between Village Center and Wood Hollow should be closed to remove a conflict point between turning car traffic and bike traffic along the new Far West bikeway. The bikeway should connect to the bridge over the train tracks to the east toward Shoal Creek.	78731
FM 1826 RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
FM 1826 RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
FM 1826 RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
FM 1826 RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735
FM 1826 RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	This is far from any bus route and almost out of the Austin city limits. A bicycle lane would not be used and money wasted. This is a major artery for areas outside of Austin to access the hospital and the rest of Austin.	78735
FM 1826 RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
FM 1826 RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	This is far from any bus route and almost out of the Austin city limits. A bicycle lane would not be used and money wasted. This is a major artery for areas outside of Austin to access the hospital and the rest of Austin.	78735

FM 2222 RD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	The dual-left turn lanes from Mesa onto eastbound 2222 are dangerous and turning cars frequently do not turn into the correct lane. This could be fixed by reducing to a single left-turn lane. This would not significantly impact traffic flow, as there are never enough cars attempting to turn left that some would be "left behind" if there were a single turn lane. Traffic on 2222 frequently ignores this red light and will cruise through at 60mph, which is incredibly dangerous. Lengthening the red-light cycle on 2222 and making light changes less frequent would reduce the number of potential conflicts at this intersection. But the only real solution is red light cameras to significantly punish those who do not follow the most basic driving rules. If enforcing fines isn't enough to discourage this behavior, perhaps dangerous drivers should lose their licenses.	78731
FM 2222 RD	No change	No Change	No change	147 to 154	I do not support the change/No apoyo la modificación	2222 should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
FM 2222 RD	No change	No Change	No change	NA to 120	I would like to suggest a change/ Me gustaria sugerir una mod	2222 should be narrowed or full median installed (conversion to 4D) to reduce the amount of drag racing that takes place along this stretch of roadway. Better enforcement of speed limits via traffic calming is in order for drivers who cannot follow the most basic driving rules.	78731
FM 2222 RD	No change	No Change	No change	NA to 120	I would like to suggest a change/ Me gustaria sugerir una mod	Additional signage is needed along eastbound 222 approaching the intersection of Northland, Parkcrest, and Highland Crest. Both eastbound lanes turn left onto Northland, and only the right lane may go "straight" to Parkcrest. Frequently, drivers attempt to go straight from the left lane. There is no signage before the traffic light that the left lane must turn left, and the approach to the intersection is blind. This is extremely dangerous with turning traffic proceeding from both lanes.	78731
FM 2222 RD	No change	No Change	No change	NA to 120	I would like to suggest a change/ Me gustaria sugerir una mod	A center median (changing from 5U to 4D) would help reduce conflicts in this section. Cars frequently use the center turn lane to pass cars in the real travel lanes, which is incredibly dangerous. Left turns across traffic also introduce unnecessary conflict points. Additional medians like those at the intersection of Mt Bonnell Rd (north) and 2222 would be helpful in alleviating these issues.	78731
FM 969 RD	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	FM969 east of 183 should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals. This is also a good candidate for a bus-only lane to facilitate Transit-Oriented-Development along this corridor.	78731
FM 973-SH 71 FR-FM 973 CONNECTOR	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This development should be built as a transit-first development, with minimal car traffic lanes only for limited use and deliveries. A 4-lane road (even divided) discourages pedestrian use and encourages car use, which we should be trying to discourage.	78731
FORT VIEW RD	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación		
FORT VIEW RD	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		
FORT VIEW RD	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		

FOSTER LN	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	Widening Foster Ln another 12' ROW would create more impervious cover, adding to water flowing into Shoal Creek waterway. Also, the intersection at Shoal Creek Blvd and Foster Lane has been modified with drive-over curbing so that the useful street width has been narrowed; remove that curbing and you wouldn't need to widen Foster at SCB. Widening this segment of Foster Lane would take out parking for the apartments between SCB and Rockwood. Removing any trees would diminish the tree canopy that Austin needs environmentally.	78757
FOSTER LN	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	Widening Foster Ln to 84' ROW at this segment makes no sense, it is not a high-traffic thoroughfare; it would involve taking front yards from the homes facing north on Foster and the parking for apartments facing south on Foster.	78757
FRATE BARKER RD	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This road is grossly overdesigned and should be reduced from 5U to 2D with a protected bike lane in each direction.	78731
FREIDRICH LN	Technical correction	No Change	3U to 2D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	There isn't enough room for cyclists or pedestrians on both sides of the road. The sidewalk gets cut off on the southbound side of the road by grass and unkempt shrubbery, especially around the bus stops. Cyclists don't get the 7 feet on each side as was outlined in the plan, nor is it elevated to protect both them and pedestrians from traffic higher speed traffic.	78744
GAULT LN	Technical correction	Level 2 to Level 3	No change	90 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Bicycle lanes should be added to Gault Lane to facilitate travel between Gracy Farms Ln and the Domain.	78731
GEORGIAN OAKS DR	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
GILLIS ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		
GLEN ROSE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change. This is a residential street with multiple children and some with special needs. This is a tight, elbow turn and NOT a thoroughfare. Balcones is the primary street.	78731
GLEN ROSE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change nor the change proposed for Edgemont. Just does not make any sense.	78731
GLEN ROSE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
GLEN ROSE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is in error - it does NOT meet level 2 definition AT ALL.	78731
GOODNIGHT LN	Technical correction	Level 2 to Level 1	No change	70 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	Goodnight Ln carries enough traffic to warrant Level 1 only. At best it will stopped traffic at Payne and would receive only right-turn traffic movements from southbound Arroyo Seco. Goodnight Ln needs to utilize the open ditch drainage more efficiently. Putting that water underground for conveyance and possibly detention would help resolve some flooding issues due to sought-after increased density and increased rainfall intensities with Atlas 14.	78757
GORHAM GLEN LN	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	This street has a heavy load since South Bay and Dahlgreen never connected. Is there enough ROW for this plan? Removal of street parking will be difficult.	78739
GORHAM GLEN LN	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	

GRACY FARMS LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>This road was formerly 4D, and the change a few years ago to one car lane and one bike lane in each direction was a positive change. We should NOT regress to a previous worse road. The bike lanes should be protected, and should not merge with turning traffic approaching intersections.</p> <p>This bridge should be raised to be also cross over the red line tracks. Grade separation helps all traffic move smoother.</p>	78731
GRACY FARMS LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>This road was formerly 4D, and the change a few years ago to one car lane and one bike lane in each direction was a positive change. We should regress to a previous worse road. The bike lanes should be protected, and should not merge with turning traffic approaching intersections.</p> <p>This bridge should be raised to be also cross over the red line tracks. Grade separation helps all traffic move smoother.</p>	78731
GRACY FARMS LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>This road was formerly 4D, and the change a few years ago to one car lane and one bike lane in each direction was a positive change. We should NOT regress to a previous worse road design. The bike lanes should be protected, and should not merge with turning traffic approaching intersections.</p>	78731
GRACY FARMS LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>This road was formerly 4D, and the change a few years ago to one car lane and one bike lane in each direction was a positive change. We should regress to a previous worse road. The bike lanes should be protected, and should not merge with turning traffic approaching intersections.</p>	78731
GRACY FARMS LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>This road was formerly 4D, and the change a few years ago to one car lane and one bike lane in each direction was a positive change. We should regress to a previous worse road. The bike lanes should be protected, and should not merge with turning traffic approaching intersections.</p>	78731
GRACY FARMS LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>This road was formerly 4D, and the change a few years ago to one car lane and one bike lane in each direction was a positive change. We should regress to a previous worse road. The bike lanes should be protected, and should not merge with turning traffic approaching intersections.</p>	78731
GRACY FARMS LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>This road was formerly 4D, and the change a few years ago to one car lane and one bike lane in each direction was a positive change. We should regress to a previous worse road. The bike lanes should be protected, and should not merge with turning traffic approaching intersections.</p>	78731
GRACY FARMS LN-KRAMER LN CONNECTOR	No change	No Change	No change	92 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	<p>On-street parking should not be provided for new developments. Storage of inefficient personal property should not be subsidized by taxpayers. Parking minimums should not exist for new developments, and any parking provided should be at the expense of the developer if they should to spend the money to provide it. Instead, bike lanes and transit-priority should be added to new developments to encourage more efficient methods of transportations.</p>	78731
GREAT HILLS TRL-W BLACONES CENTER DR CONNEC	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>This road should not be built with 2 car lanes in each direction. Instead, it should be built with a car lane and a protected bike lane in each direction.</p>	78731

						Widening Great Northern would be detrimental to all the residents on the east side of the street, in addition to the children and families using the baseball and playground facilities at Gullett Elementary. People drive faster on wider streets, and racing bikers would go faster; this is unsafe for pedestrians and children using the street. It would increase sound decibels and vehicle exhaust for residents on the east side of the street and take part of people's yards. It would disrupt water supply lines and water meters and fiber cable. The western edge of Gt Northern is subject to railway control and federal jurisdiction. This is not a productive idea; this is a solution in search of a problem.	
GREAT NORTHERN BLVD	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación		78757
GREENSLOPE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78759
GREENSLOPE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		
GREENSLOPE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Stop messing with our neighborhood!!!!	78759
						This section of Greystone has no sidewalk and is hostile to use as a pedestrian or cyclist. I would really like there to be a median here between the vehicle travel lanes (if possible) and a sidewalk and protected bike lane. If that is not possible, at least a sidewalk. Car traffic drives very fast here because the road is so wide and so few people park on street, and it is uncomfortable to be a pedestrian with no protection from that traffic. There are very few sidewalks in this neighborhood in general - I would like to see more throughout this area. Greystone would be a good place to start as it carries fairly heavy foot traffic. Lots of people, including myself, walk and bike on this section of Greystone.	
GREYSTONE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una mod		78731
						84' width for any section of Greystone is not at all needed. This is a neighborhood residential street. Sidewalks could be added, but physically divided bike lanes are ridiculous. There is little bike traffic on Greystone. Much more car traffic, and this is what should be supported. Taking the street to 84' will remove most of residents' front yards. If these people were aware of what you are planning, there would be a revolt. This process has barely been publicized and not at all to the people affected.	
GREYSTONE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
						I would like Greystone to be part of the Transit Priority Network - I support this change. There is very little transit in this neighborhood because of NIMBYs, and the few people who live in apartments (like myself) are hurting because of it and are forced to drive. If there was more transit access and it was more consistent, we would all use it more. As of now, the buses available are not super consistent and the stops are all concentrated closer to MoPac. I would like this section of Greystone to have more transit access and a protected bike lane in both directions.	
GREYSTONE DR	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod		78731
						Greystone should not be a part of the "Transit Priority Network." The #19 bus usually passes by EMPTY. As a result Greystone and Mesa should NOT have more dense zoning than surrounding properties as was in the last version of CodeNEXT. That more dense zoning was against our deed restrictions and we will defend our deed restrictions. The low use bus route here passing by SF does not merit Transit Priority nor increased	
GREYSTONE DR	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación		78731
						Greystone does not need widening. It is residential and not a thoroughfare. It supports space for parked cars on both roadsides and still 2 lane traffic. It does NOT need to be widened.	
GREYSTONE DR	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación		78731

GREYSTONE DR	No change	No Change	No change	70 to 84	I support the change/Apoyo la modificación	Neighbors, please read carefully before you comment. Greystone is already 70 feet wide and ATD considers that the "required" width. Greystone badly needs sidewalks between Chimney Corners and Mesa; I've given up walking along it because I don't want to walk right next to cars going as much as 50 mph.	78731
GREYSTONE DR	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	This is a neighborhood street with single family homes on both sides. There is not going to be increased development. No reason to increase street capacity. The rare bicyclist has no problem here. Leave the single family neighborhood of Northwest Hills out of this.	78731
GREYSTONE DR	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	This proposed change is not needed on this street. The streets handle the traffic well at the current configuration. Bikes and cars can coexist as usual on the street. There is no planned increase in development inside the neighborhood necessitating widening the street. It is not a transit corridor with retail, but is residential and not over-crowded with traffic.	78731
GREYSTONE DR	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	Greystone should not be widened to 70' or 84'. It is a regular neighborhood street with only one empty bus. It has no more traffic than Chimney Corners. It is lined with single family residences that would lose their entire front yards to the street if the widening occurs. No justification for this at all.	78731
GREYSTONE DR	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	Terrible plan to widen to 84'.	78731
GREYSTONE DR	No change	No Change	No change	70 to 84	I support the change/Apoyo la modificación	The plan to widen this street to 84' will severely disrupt the lives of residents in this neighborhood. Strongly oppose the widening of the roads through NW Hills to become 4 lanes + bike and pedestrian. The lives of many families will be severely disrupted if this aggressive plan moves forward.	78731
GREYSTONE DR	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	The 3000 and 4000 block of Greystone should not be included in the Transit Priority Network. There is limited demand for public transport as evidenced by the #19 bus route being consistently riderless on Greystone between Mesa and Chimney Corners. There is also limited bike ridership in this area (despite the existing bike lanes) with the exception of recreational riders and families.	78731
GROVE BLVD	Removing roadway	Level 2 to None	2U to None	60 to 0	Other/Otro	[Public Meeting Comment] Would like to have more information to the roadway/Would property taxes increase?	
GROVE BLVD	Removing roadway	Level 2 to None	2U to None	60 to 0	I support the change/Apoyo la modificación	[Public Meeting Comment] To whom it may concern: I live on Kemp St and I'd like to see the Right of way abandoned. The community has expressed strongly the desire to preserve the landscape and give it to PARD to manage. There is no way the road to grove can be developed. The adjacent dirt road has already been developed and is too narrow. The community is strongly opposed to a road through ecology	
GROVE BLVD	Removing roadway	Level 2 to None	2U to None	60 to 0	I support the change/Apoyo la modificación	[Public Meeting Comment] We would like to prevent the right of way at 500 Kemp from being developed into a road. The City of Austin has had no recent plan to develop it. The community doesn't feel it's a feasible option nor would it better our neighborhood. The Montop. Negro School future plan would have a better claim/use to this section of land which is adjacent to the school/property.	

GROVE BLVD	Removing roadway	Level 2 to None	2U to None	60 to 0	I support the change/Apoyo la modificación	[Public Meeting Comment] Creating a road along the right of way through a sensitive archeological site, a [indiscernible] & over a creek makes absolutely no sense. The right of way should be given to the Montopolis Negro School site and Ecology Action.	
GROVE BLVD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	May I suggest (and beg the city to conduct) re-leveling (not patching) the entire length and width of the roadway as there are dangerously aggressive potholes and uneven sunken asphalt. It is no fun and not safe to drive.	78741
GROVER AVE	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación	Grover is already a Level 2 connecting street serving numerous businesses. It is one of the widest ROWs in the entire neighborhood. If anything it needs to be expanded, not contracted! It is hard to explain some of these proposed changes without a) assuming the people behind them are simply not familiar with the neighborhood or b) corruption and kickbacks are afoot.	78757
GROVER AVE	Technical correction	Level 2 to Level 1	No change	70 to NA	I support the change/Apoyo la modificación	Grover is a residential street and should be downgraded from Level 2 to Level 1.	78756
GROVER AVE	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación	Grover is one of the widest streets in the neighborhood, is already a Level 2, is already used as a connecting street....so why on earth would you propose to reduce it to Level 1??? This change makes no sense, especially paired with other proposed changes, like making Payne Avenue a Level 2 (impossible without invoking eminent domain). Please put some more thought into these plans. Involving the local community before you put forth idiotic ideas would probably be a good start.	78757
GUADALUPE ST	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
GUADALUPE ST	Project update	No Change	4D to 2D	100 to 120	I support the change/Apoyo la modificación	Until the Orange Line is operational, Guadalupe should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of central Austin.	78731
GUADALUPE ST	Project update	No Change	4U to 2D	80 to 120	I support the change/Apoyo la modificación	Until the Orange Line is operational, Guadalupe should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of central Austin.	78731
GUADALUPE ST	Project update	No Change	4D to 2D	100 to 120	I support the change/Apoyo la modificación	Until the Orange Line is operational, Guadalupe should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of central Austin.	78731
GUADALUPE ST	Project update	No Change	4D to 2D	100 to 120	I support the change/Apoyo la modificación	Until the Orange Line is operational, Guadalupe should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of central Austin.	78731
GUADALUPE ST	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731

GUADALUPE ST	Project update	No Change	4U to 2D	No Change	I support the change/Apoyo la modificación	Personal car traffic should be removed from Guadalupe between MLK and Dean Keeton. This should be a pedestrian/bicycle/bus area only to facilitate better movement of people through the area. This should be implemented before construction of the Orange Line begins, because it will help ease congestion in this area for buses, allowing the buses to better keep to their schedules by avoiding car traffic.	78731
GUADALUPE ST	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
GUADALUPE ST	Project update	No Change	4U to 2D	110 to 120	I do not support the change/No apoyo la modificación	you don't seem to have enough ROW unless you do eminent domain. Eliminating car traffic here will make cars use the other streets.	78705
GUADALUPE ST	Project update	No Change	4U to 2D	110 to 120	I support the change/Apoyo la modificación	Personal car traffic should be removed from Guadalupe between MLK and Dean Keeton. This should be a pedestrian/bicycle/bus area only to facilitate better movement of people through the area. This should be implemented before construction of the Orange Line begins, because it will help ease congestion in this area for buses, allowing the buses to better keep to their schedules by avoiding car traffic.	78731
GUADALUPE ST	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
GUADALUPE ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
GUADALUPE ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	Project Connect stop should be here - 801/803 got it right. For locals, and the mega thousands of State employees.	78701
GUADALUPE ST	No change	No Change	No change	74 to 84	I support the change/Apoyo la modificación	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
GUADALUPE ST	No change	No Change	No change	78 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
GUADALUPE ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
GUADALUPE ST	No change	No Change	No change	78 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
GUADALUPE ST	Project update	No Change	4U to 2D	80 to 120	I support the change/Apoyo la modificación	Until the Orange Line is operational, Guadalupe should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of central Austin.	78731
GUADALUPE ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
GUADALUPE ST	Project update	No Change	4U to 2D	No Change	I support the change/Apoyo la modificación	Until the Orange Line is operational, Guadalupe should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of central Austin.	78731

GUADALUPE ST	Project update	No Change	4D to 2D	110 to 120	I support the change/Apoyo la modificación	Until the Orange Line is operational, Guadalupe should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of central Austin.	78731
GUADALUPE ST	No change	No Change	No change	60 to 72	I support the change/Apoyo la modificación	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
GUADALUPE ST	No change	No Change	No change	60 to 72	I support the change/Apoyo la modificación	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
GUADALUPE ST	No change	No Change	No change	70 to 84	I support the change/Apoyo la modificación	This section of Guadalupe needs sidewalks on both sides of the street with street trees. The sidewalk on the east side of the street is too narrow and not handicap accessible. The newly installed DPS fencing is encroaching on the pedestrian right of way. If there are two people walking on the sidewalk, you are forced into the bike lane to pass. The west side of the street does not have a sidewalk at all so this is the only sidewalk on the street and it is not adequate. The city right of way needs to include street trees.	78752
GUADALUPE ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Guadalupe from 45th to Morrow should be designed as a bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at 51st, Koenig, and Airport.	78731
HANCOCK DR	Technical correction	No Change	3U to 2D	74 to 80	I do not support the change/No apoyo la modificación	The bike lanes in both directions should be protected with raised curbstones to prevent drivers from using the bike lanes dangerously. The right turn lane from eastbound Hancock to southbound Bull Creek should be removed, and right turns on red should be prohibited for the safety of cyclists using the bike lane. I have personally seen impatient drivers use the right turn lane to pass a car using the straight lane through this intersection. Though illegal, I'm sure they weren't caught or punished, so it is the job of road design to make these dangerous maneuvers impossible.	78731
HANCOCK DR	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	We have a dangerous street flooding issue on this side of Hancock Dr that regularly produces a current swift and wide enough to easily sweep someone off their feet. Building a sidewalk here without addressing the flooding issue will create an even more dangerous situation. Our neighborhood has reported this problem repeatedly over the years, but the city departments have not taken action.	78731
HANK AVE	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		
HAROLD GREEN RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	Make Tesla pay their fair share of taxes before we build roads for them. Musk has enough money already, we shouldn't be gifting him more.	78731

						<p>Enabling higher capacity for ANY traffic will create additional safety liability for kids, parents, teachers, and staff at Lee Elementary school.</p> <p>Currently this road self regulates. Most of the day and night there is very little traffic - often you can just walk down the middle of Harris from Red River to Duval.</p> <p>The speed limit is 25mph. The few cars and bikes that do come through on their way to their home on Harris are often traveling at the same rate of speed in the common single middle lane. It works since speeds are low and drivers (cars and bikes) are looking out for each other, often waving as we pass since we are mostly all neighbors.</p> <p>During morning and evening school drop off, traffic slows / stops. To the point that the principal comes out to help direct traffic and ensure safety.</p> <p>Consider for a moment that this is actually a good thing. This section of road self regulates its speed down when its needed most, when kids are present, crossing the road, getting out of cars. The pedestrians outnumber the slowed cars naturally and take directive priority.</p> <p>Why would we want higher capacity resulting in higher speeds of ANYTHING on wheels in this area?</p>	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Clearing additional lanes for cars, and creating dedicated bike	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I do not support the change from a level 1 to a level2 street. The street does not meet your definition of a level two street.</p> <p>Evidently the only thing that would be level two is a proposed bike path. One lane of bike path for the students to use going to and from Lee elementary school would be nice, but that can be achieved without widening the right of way. 32nd street is one long block away and already has two bike lanes. A fully realized level two project would not connect neighborhoods, it would cut right through the middle of our neighborhood.</p>	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I do not support the change of Harris Avenue from a level 1 street to level 2 street. It will solve no problems, and is a waste of money, particularly in that the City just completed new sidewalks on Harris. Further, it is unacceptable for the City staff, Mayor and Council to</p> <p>sprng these changes, not only on residents of Harris, but residents of streets across our community in the manner in which it has: residents would have to be very watchful experts to be aware of what the City is planning for their neighborhoods, and most are not. Notification of such changes to streets and other amendments effecting residents should be notified by</p>	78705

HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I am STRONGLY against the proposal to change Harris Ave just North of the University to a Level 2 road. I have lived here for 37 years, bought my house, worked hard to pay it off and now my monthly property taxes are more than what my monthly mortgage payment was. I am 72 years old. I did not work myself crazy to pay off a house just to sell it because I can't afford property taxes. I have the waivers and I don't want to sell no matter how much the house increased in value. ALONG with that, I want peace and quiet and fewer cars not more. I have pets, there are kids, there is an elementary school on Harris and it is already a major street with cars speeding and cutting through the neighborhood. I was trying to cross the street the other day and a car came flying over the hill up by the Theology building and it came so fast, my dog and I had to run across the street. This is a neighborhood street. Duval is bad enough and Harris would become another Duval. And of course, Duval had to put in speed bumps because so many people especially students think a straight road is an invitation to go fast. The charm of Austin includes Lee Elementary. Nothing should be done to the exterior of that property but to keep it planted and lush. KEEP HARRIS AT LEVEL 1. I am a radio host and I will feel compelled to put this issue on the air. I FEEL that STRONGLY.</p>	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>There is no need to widen the street for cars. Increased traffic will create safety hazards for kids at Lee Elementary as well as pedestrians. The current sidewalks are great and keep pedestrians out of the existing road. No changes are needed at this time.</p> <p>Harris Ave has always been a neighborhood street and should not become a thoroughfare. The intersection of Harris and Red River is partially blind which will increase the risk of accidents on that side.</p> <p>Adding bike lanes sounds like a good idea in aggregate, but in this case (and on other central Austin neighborhood streets), this is a bad idea and less safe. I bike to work regularly and neighborhood streets like Harris are safer than level 2+ streets that have bike lanes because there is less traffic, the traffic moves at a slower pace, and the drivers are part of the neighborhood; showing respect for their neighborhood. There are east/west bike lanes 2 blocks south on 32nd street. There is NO REASON to add bike lanes on Harris.</p> <p>Parking - Taking the easement from residents for street parking makes no sense. Most houses have 1-2 off-street spots in front of their houses. At least one of those will be taken by the widened street. At best, this is a zero-sum game - meaning that there might be more space for parking cars, but not there are more cars in the street.</p>	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Summary - this plan does not yield any recognizable benefit for</p>	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I have lived on Harris Ave. for 5 years now and see no need to change the size of the street. It will only make the street more dangerous to pedestrians as there will be an increase in traffic. Additionally, the street has great sidewalks for the Lee elementary kids and its residents. I believe it is best to keep Harris at a level 1.</p>	78705

HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street has been greatly improved with the addition of the sidewalks for both schoolchildren going to Lee and for us, the residents. There are a lot more walkers and joggers now that feel safer here. Expanding this street would mean increased traffic and more congestion that is unnecessary. Please leave this updated and improved street just as it is as it is functioning wonderfully for the community here and at large (school families). Thank you.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Harris Ave should remain Level 1 and NOT Level 2. The change would increase traffic moving at higher speeds which will decrease safety for Lee Elementary kids and neighborhood. Sidewalks are necessary for the area as there are many pedestrians for school. Harris Ave is a neighborhood street and should not be modified into a transportation thoroughway (which would inevitably occur if it changed to Level 2). Safety for kids and people should be a priority and there are alternative ways to create that without widening the street. Parking could be limited to one side of the street (similar to north Duval area). Keeping Harris a Level 1 street would be the safest option for the neighborhood and local school.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una mod	I highly support the technical correction of Harris Ave as a Level 2 street, prioritizing neighborhood connection and pedestrian access over travel speeds and traffic volumes. I would like to suggest that on-street parking is the lowest priority on this street in favor of designated pedestrian and bike paths and planting zones.	78751
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	We live two blocks away. This is shocking to suggest. The street is wider than others in our neighborhood, which does increase some travel on it, but, why would you alter this particular road to further increase traffic? I agree with many of my neighbors that have already commented. It would be a waste of tax payer funds, irritate the owners and denigrate their properties, decrease safety for kids going to Lee Elementary. It serves no purpose to lay out a grid and overlay some kind of "rules" to create a traffic plan without looking at the actual context and character of the neighborhood. These are homes and people, not gridlines.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Parent of two students at Lee Elementary and homeowner in the neighborhood. Walk to and from Lee daily with my young children and would like Harris ave to remain a level 1 street. Losing sidewalks for pedestrian traffic in this neighborhood is a terrible idea. Student safety should be the absolute priority and as others have mentioned traffic standstills on Harris are limited to morning and afternoon pickups. Can't speak for those who actually live on Harris but it seems like parked cars and sidewalks would be preferable to an increase in vehicle traffic speed and use.	78705

						<p>This is quite a crazy plan that would actually make whatever is sought to be improved, much worse.</p> <ul style="list-style-type: none"> - There would be a huge safety issue for the kids if the ROW were expanded. - It would wipe out new sidewalks. - it would wipe out trees and yards and the Lee garden and much of its parking. this area is in the flood zone - we need more trees not asphalt. - Bike safety for the kids should be the priority. - If a bike lane is wanted by the neighbors, there is plenty of room for a 9-foot lane if parking were eliminated on one side. - The pavement is 30 feet wide, and taking away 9 feet would leave 21 feet for cars. Duval has a 20-foot car lane. <p>In school months, the kids will naturally reverse the flow morning and afternoon, and there would be little 2-way conflict.</p> <ul style="list-style-type: none"> - If adult bikers want to have a lane for east/west travel, they should use the 32d Street lanes, just one block to the south. 	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
						<p>Harris Avenue should remain level 1:</p> <ul style="list-style-type: none"> . It serves Lee Elementary and level 2 would wipe out brand new sidewalks, trees and yards. Not to mention the Lee garden and much of its parking. . There is already space for a bike lane for Lee students if parking were eliminated on one side of the street. There is one way flow on the way to school in the morning and reverse flow in the afternoon by Lee students. Adult bikers could use 32nd Street. .Level 2 could be the start of up-zoning for future apartments. It would ruin our old and historic neighborhood and cause more traffic and congestion. And less safety. .Planners need to walk Harris Avenue themselves to see the obvious reasons level 1 should remain and why level 2 is not required to add a bike lane for the safety of Lee Elementary students. 	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
						<p>Another Harris Ave resident -- cars already FLY down this street because it's a connector between red river and duval without a light -- widening the street will exacerbate this issue. We just got new sidewalks to make it more walkable, and other than the mentioned issues around Lee Elementary causing back-ups at very specific and avoidable times of day there's never a traffic problem on Harris. Leave it alone, and worry about 32nd or 38th as through-fares. There's no reason Harris needs to be anything more than a neighborhood Level 1 street, and if anything could use more speed mitigation than widening. As far as parked cars blocking views - sure this happens but again widening the street isn't going to change anything about that. Limiting new multi-family development without adequate parking would...</p>	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
						<p>Protected bike lanes would be great here for kids to ride to Lee Elementary. Currently it's just not safe. Cars are going fast and the cars parked left and right often limit visibility, especially of the intersection at Woodrow Street.</p>	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una mod		78705
						<p>My wife and I owner/occupy our house on Harris Ave and do not see the need for this change.</p>	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705

HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This change is not needed and does not make sense. The street functions fine for motorists, pedestrians, and bikes.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	i do not support this change. While this street connects Red River and Duval, it is a neighborhood street and if anything, traffic calming measures like speed humps would be more appropriate as was done on 32nd street, which is the next street south that connects Red River and Duval. Harris Ave recently received new sidewalks, which many pedestrians make use of day and night. The only traffic issue is Lee Elementary during drop off and pick up, and is short lived, and a part of any school; and, and this can be avoided by using 32nd street.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	You want to widen a street so people can get to Red River or Duval a minute faster while increasing risk of elementary school children? Also, if self driving vehicles become the rage, there should be less cars on the roads. It may be a good idea to have a traffic circle at Harris/Hampton. You could widen Harris Ave at around the Lee library to improve loading and unloading students.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Something needs to be done about Harris Ave, but making it a level 2 is probably not it. The traffic a peak times (when school starts and lets out) has gotten so bad that it causes backups on Red River. Everyone going to Lee agreeing to all travel one way and having the principle play traffic cop isn't a sustainable answer. It is not safe for pedestrians and bikers when school traffic is trying to make its way through.	78751
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	1/ This area is in the flood plain. You'd a) increase impermeable cover by widening the right of way; b) eliminate front yards so that floodwaters would go right to people's front doors; c) cause lower lying houses to get flooded; d) change how water drains into the creek here. This is a terrible idea! 2/ Even suggesting this is a waste of the City's resources. You will lose the inevitable imminent domain lawsuits because this is not critical to solve a traffic problem.	78705

HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>You are taking a neighborhood that's very walkable/bikeable and making it unsafe! Eastwoods/Hancock/Hyde Park is already one of the most walkable neighborhoods in the city — where you can get to museums, grocery stores, parks, bars, schools, university, and restaurants. Kids can safely ride their bikes. Turning Level 1 streets into Level 2 streets would be reversing progress.</p> <p>1) Decreases safety. Would make it a dangerous thoroughfare between Red River and Duval. It would make it unsafe for kids to walk to Lee Elementary.</p> <p>2) It doesn't solve a problem. There are no congestion problems right now. School drop-off lasts for a short amount of time each day and is easily managed as-is. 38th and 32nd are close enough to handle through traffic.</p> <p>3) Increasing impermeable cover in an area near a creek is foolhardy. Especially since flooding events are supposed to increase in the next 50 years.</p> <p>4) Expanding the ROW would require cutting down heritage trees and native landscaping or paving over critical root zones. This runs counter to the City's climate goals — this tree cover is critical. Plus, it's invaluable culturally and aesthetically.</p> <p>5) Expanding the ROW would mean eliminating setbacks/front yards. This would ruin the historic neighborhood's aesthetic. it would also increase crime, as studies show that larger setbacks cut down on petty theft and porch piracy.</p> <p>6) This contradicts other City plans, like VisionZero and the Climate plan. You're encouraging more car use and in a dangerous way. It reverses all the money the City has just spent on new sidewalks. This is a waste of money.</p>	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	<p>I'm excited to see pedestrian and bicycle improvements on Harris Park.</p> <p>It appears that there are not additional vehicular lanes proposed, which I would NOT be in support of.</p>	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The comment below was meant to be DO NO support.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I strongly oppose expanding Harris Avenue. it is a minor roadway through an historical neighborhood and passes by Lee Elementary School. It does not connect any major thoroughfares to warrant destroying the neighborhood or bringing higher speed, heavier traffic. The City just finished new sidewalks on both sides so pedestrian mobility to the school is not an issue.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	There is nothing positive to be gained by expanding Harris Ave between Duval and Red River. Congestion is currently not a problem on the street; school drop-off congestion lasts for about 15 minutes in the morning and isn't a burden on any of the residents. Expanding the street would only encourage more people to use it as a thoroughfare between Duval and Red River, resulting in increased danger for the children walking to and from school and for the many walkers and bikers that use the quiet neighborhood streets for recreation. In addition, increasing the width of the street would ruin the current neighborhood aesthetic, reducing what are nice front yards with houses set back a reasonable distance from the street to a neighborhood with houses right up against the roadway. I am strongly opposed to this proposed change.	78705

						The side of my house and driveway face Harris Ave. I strongly oppose widening Harris Ave. and increasing the amount of vehicular traffic through the Hancock neighborhood. While this expansion would impose on my property, my primary concern is the safety of the children attending Lee Elementary. There are tons of kids who walk and ride their bikes to this school, something that the school actively encourages. This would likely no longer safe with a wider street. And traffic would likely be terrible since everyone would stop walking and biking to the school! Hancock is a very walkable neighborhood. Many of us who live here walk to work or school at UT and value our ability to do so. We also value our tree cover and modest-sized front lawns and do not want an expanding street to take these things away from us. This plan is a terrible idea.	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
						I do NOT support this change. This measure would completely compromise the safety of all the children in the area as well as the look and feel of this historic neighborhood. This should stay a Level 1 Street.	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
						Keep Harris Avenue "Level 1." I live on Harris Avenue and have for years (I went to Robert E. Lee [beginning with first grade in 1954], my children went to Robert E. Lee, and my grandchildren go to [now] Russell Lee Elementary). Harris Avenue is one of Austin's sweetest streets, in a legacy neighborhood - what people enthuse about when they speak of the "streets and alleys of the pre-suburb Old Austin." Any proposal to widen Harris Avenue would be counter-productive. Historic bridges over Waller Creek, majestic trees, and a cherished "neighborhood" would be destroyed for a ill-considered reason. Only a year ago, the City just spent a FORTUNE of bond money on Harris Avenue replacing old sidewalks and house driveways, and installing NEW sidewalks on the north side of Harris Avenue. And three (3) groups of companies installing underground fiber-optic lines have followed digging up (and re-finishing) the street, sidewalks and yards doing and re-doing wifi lines. Does the City's "planning department's" right hand not know what its left hand is doing? Harris Avenue traffic only is "busy" for a half-hour in the morning and a half-hour in the afternoon, school opening and school closing, both of which are a known part of the Lee experience. The journey to Lee Elementary is part of the magic of AISD's small, hidden neighborhood school, secluded in an old University area where walking and bicycling to Lee Elementary is part of its mystic. We older people (WHO VOTE) remember the government's mis-guided explanation that, "We had to destroy Vietnam to save it." I thought we Progressives had learned from past mistakes? We can only hope that the City of Austin bureaucracy will focus on the suburbs in its street-widening zeal, while letting the really charming neighborhoods alone, leaving	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
						Homeowner on Harris, not in favor of modification of this street. Any additional traffic would compromise the safety of elementary kids.	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
						I do NOT support the change.	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	We do not need any more traffic on Harris Ave.	78705

HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Are you out of your minds?? This is a quiet residential street that is only busy in the morning and afternoon when parents drop off or pick up their kids from Lee Elementary. Making it an 84' ROW would bring a 4-lane highway to my front porch. It will destroy our quality of life and lead to neighborhood decline. Other cities would love to have viable central city neighborhoods like ours - protect them!	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I live in this neighborhood and walk in it extensively. Harris Avenue should not be expanded and a fortune was just spent upgrading the sidewalks on this street. Other than in the morning with the heavily pedestrian Lee Elementary drop off and pick up there is not a problem here. Expanding this street to 84' would destroy the neighborhood along here including older historic homes. And this expansion and heavier traffic would endanger the lives of the parents and children walking to the elementary school each day. Anyone who walks and lives in this neighborhood knows this is a ridiculous street expansion idea.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I'm a planner/ new urbanist and lived on this street for 30 years but it helps to physically visit and view the actual street and traffic patterns, which has not been done here. Outside of Lee elementary drop off & pick up- this street is nowhere near capacity today. Wider streets is not the answer- in fact it will only increase our reliance on cars. The new sidewalks work perfect for pedestrians, it's a main route for bikes (I bike all the time) and there are no issues. Any consideration given to the actual costs (think taxes)?	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do NOT support the change. This street is a short street that is used by Lee School students and their parents when walking to school. AND it would mean the wider road would come right up to the door steps of the houses on the street and right up to the school library wall. I have lived on Harris Avenue for 52 years and this is the most ridiculous suggestion for improvement I have ever heard of. Come walk down the street and see for yourselves.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I do NOT support the change/No apoyo la modificación. This is a terrible idea to Harris Ave.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Harris Ave should not be expanded. We live on Harris Ave and went out today and measured the width of the street. Currently, Harris Ave is ~29'4" curb to curb and tack on 7" on either side for the ride of way. So we are talking a current width of ~44' of city owned ROW property. Taking Harris from 44' to 84' essentially doubles the size of the current street. This implies significant imminent domain take over of current private property...not to mention the curb of the new street would be on my front steps. The proposal certainly seems to encourage the removal of single family homes (including historic homes) along Harris Ave. The impact of expanding Harris Ave to Lee Elementary would put the curb of the new street up close to the wall of the current school library. Furthermore, our street's traffic does not warrant a street this wide and this proposal threatens the safety of our children who live on Harris, nearby streets and those attending Lee Elementary walking to and from school, etc	78705

HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am a property owner at the intersection of Harris and Hampton Road. While I understand the desire to widen the street to improve mobility, I do not see justification for doing so given that traffic congestion is only an issue between 7:25 and 7:45 Monday through Friday during the school year. Local residents, parents who drive their kids to school, and buses, have learned to navigate this peak driving time. The construction time and costs needed to widen this street to alleviate congestion for a mere 15 minutes per weekday (only during the school year) would be an enormous waste of resources at an enormous cost to property owners. It would also require demolishing and rebuilding a bridge that crosses Waller Creek. Here is a suggestion: impose no parking rules along the street for 7 a.m.--9 a.m. M-F during the school year and give residents along the street free parking permits and a modest tax break for the hardship.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The comment below was meant to be entered with Does not support sorry!	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I live along the proposed route and fear your changes will remove the yard in which my 5 kids play and enjoy outdoor time. There are trees and grassy areas and we'd lose this natural beauty to concrete and blacktop. There is ample parking on Harris and cross streets and any congestion is only in the am and pm for school drop off at Lee El. The neighborhood can live with that. It's apart of our community culture, as are walks and biking on the current roadway. I'm not clear on why this needs to be "improved." It's not in need.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Harris Ave should not be expanded. This is a neighborhood street next to an elementary school. An expansion would compromise the neighborhood and would introduce even more aggressive traffic in an area frequented heavily by children and pedestrians.	78751
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Harris Ave should remain the same and not be expanded to 84 feet. Such an expansion would run alongside an elementary school, likely consuming school property and presenting safety issues for its young students and their families, many of whom walk to school, and it would decimate the character of the neighborhood, by consuming the front yards of the neighborhood's characteristic bungalows and fragment the neighborhood further by expanding its only smaller cross street. Moreover, and most importantly, another expanded cross street is wholly unnecessary since 38th Street is just three blocks to the north and 32nd Street is just one long block to the south.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This should stay level 1. It's a neighborhood street next to an elementary school. Houses would have to be destroyed, which would destroy this peaceful neighborhood. Very inappropriate for this street.	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Very inappropriate for a neighborhood street. Should be level 1. Not enough room for level 2 ROW without eminent domain. Structures are single family. Should not become a mixed use corridor--would be against neighborhood plan.	78705

						My husband and I have owned a home on Harris Avenue since 1991. We are alarmed at both the substance of the proposed change as well as the bad faith apparent in this feedback process. Neighbors have spent way too much time trying to understand the proposal, notifying each other about it, and then trying to figure out how to comment on this page. The proposal presents serious safety issues for Lee Elementary students, neighborhood kids and other pedestrians. Traffic in this short street needs to remain slow, not faster and more congested as this project would encourage. Reducing the depth of many of our front yards by a half will destroy new sidewalks, as well as the old trees and gardens that contribute to the character of our neighborhood. We do not support this change.	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	harris Blvd is a neighborhood street that runs by an elementary school and is not appropriate as a level 2 large right of way street	78756
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I object to the development of R 34th St. and Harris as an East-West thoroughfare. 34th St. should not be reclassified as a Level 2 street and its ROW should not be expanded to 84 feet. This is a neighborhood street with single family houses, and the sections of 34th St. and Harris are not contiguous, which would require unsafe turns for what you are encouraging as increased East-West through car and bicycle traffic. Your proposed expansion appears to be in backhanded support of destruction of the neighborhood and its historic structures, to hand development profits to real estate developers. This plan would increase car traffic and make the area less safe for in-neighborhood bicycle use as well. I object very strongly to the expansion of paving and destruction of mature trees and historic structures that this would entail!	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street should remain as is. it is ludicrous to suggest widening this street in any form or fashion.	78751

HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I do NOT support the upgrade of Harris Ave to a Level 2 Street. It makes no sense. This is a 4-5 block street (depending on whether the long block crossing the creek counts as 1 or 2 blocks) that doesn't connect to other east-west streets either at Duval or Red River. It is an entirely residential street except for the elementary school, which means that there are children and families walking, riding and skating. It is not a street that "connects neighborhoods to each other" nor is it a street with "a significant need for accommodation of high levels of use for all traffic modes." Except during school drop-off/pick-up time, there is limited traffic (of all types) on the street, and I can't image that will change much over time given that it is only 4-5 blocks in length.</p> <p>If the goal is to add bicycle lanes, which would be nice for the elementary school, that could be done now, without the expense or disruption of the plan: Simply ban parking on the street and paint bike lanes. If separation from cars is desired, rows of white polls could be added, as has been done in other places. It is not a sufficiently busy or high speed street that wide concrete islands are needed. Moreover, it's unclear why Harris Ave is so desirable as a bicycle route (except for those trying to reach the elementary school) because anyone seeking to travel on an east route will have to turn onto both Duval and Red River and then turn off, with one of those turns being a left turn across traffic.</p> <p>Harris Ave certainly does not need to be expanded to accommodate four lanes of cars, two for parking and two for driving. The street is not currently 4 lanes wide; when there are</p>	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I am commenting a second time, strosngly opposing this street upgrade, because the first time I was alerted to this comment page, the codes were not visible so that anyone could understand what they meant (they are still not visible at the bottom of the window you x out to get to the map and you have to scroll down to see them in the first place) and we STILL haven't heard from the city as to why they would expand the right-of-way on Harris Ave., when we already have speed and pedestrian safety issues alongside Lee Elementary School. Of course, the 84 foot right-of-way might eliminate the need for an elemlentary school if the increased street level designation is actually meant to raze this neighborhood for high-rises that no family could afford to live in. No thanks.</p>	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>The proposed change is so amazingly stupid I find it offensive that it ever made it through the planning process. The comments already here cover in detail all the litany of problems (more cars when we need less, directly threatening the health and safety of children...) Why did you waste our precious public funding on this study to give us a cowardly backwards vision of our city. You should be ashamed to present something like this.</p>	78705

HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I strongly oppose the proposed change to Harris Avenue from a Level 1 street to Level 2. Harris Ave does not meet your definition of a Level 2 street: it does not “connect neighborhoods to each other.” I lived on Harris Avenue for ten years while my children were little. I still live within two blocks of Harris Ave. It was a neighborhood, tree-lined street then, and remains one now. Two blocks to the south is 32nd Street and two blocks to the north is 38th Street, both of which are the main east-west streets. They both have traffic lights at Duval and Red River, and are set for higher traffic loads. We do *not* need Harris Avenue to be another. To do so would obliterate green space and replace it with concrete.</p> <p>Designating Harris Avenue as a Level 2 street would be devastating to the street and the neighborhood. The right-of-way would be at the existing house’s doorsteps, and in some cases, extend into their living rooms. Trees would be lost. The bridge over Waller Creek lost. The playground at Lee Elementary would be greatly impacted, and a parking lot for the school staff lost. The children of Lee Elementary would face a more dangerous walk to school - Lee does promote student health by walking or biking to school. They encourage parents who drive their children to school to park a couple blocks away and walk the extra distance. This is a walking neighborhood. We use the existing (new!) sidewalks.</p> <p>Your documentation specifies Level 2 streets show “significant need for accommodation of high levels of use for all travel modes.” I am strongly opposed to designating Harris Avenue as</p>	78705
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						<p>(I am submitting this comment a second time, because after 24 hours after I first submitted it, it does not appear here. I understand that maybe comments are posted manually by staff, but this is the last day to comment, so I am posting again. Will you keep all of our comments alive so other neighbors can read them?)</p> <p>I oppose this plan both as it affects Harris Ave and the city at large.</p> <p>First, the comments entered before mine are overwhelmingly opposed to this amendment as it relates to Harris Ave, and I subscribe to almost all of them. Keep Harris at level 1.</p> <p>Safety for the kids should be the priority. If a bike lane is wanted by the neighbors, there is plenty of room on existing pavement for a 9-foot lane if parking were eliminated or restricted on a time basis on one side. If adult bikers want to have a lane for east/west travel, they should use the two existing 32d Street lanes, just one block to the south. There, they are protected by stop lights at Duval and Red River.</p> <p>The plan would obliterate homes on Harris, waste expensive recent sidewalks, wipe out a good portion of the school yard, and require an expensive bridge over Waller Creek. Did any of you actually walk Harris on the ground before posting this plan?</p> <p>You don't meet the plan's criteria. It says, "Level 2 streets connect neighborhoods to each other. They balance mobility</p>	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	connect neighborhoods to each other. They balance mobility	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I just now was misdirected by this feature to indicate that I support the plan. I DO NOT support it. Please quit trying to manipulate public opinion .</p>	78705

HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I write to you as a citizen of Austin against the proposed 2021 Austin Strategic Mobility Street Network Amendment that could widen the allowed right of way on Harris Avenue. I live on Harris Avenue. The proposed changes would vastly diminish the quality of my life and negatively impact the neighborhood. Harris Ave should remain Level 1 and not Level 2.</p> <p>The proposed amendment would result in transforming Harris into a transportation thoroughway. This would increase traffic moving at higher speeds. Traffic entering Harris off of Red River would enter Harris quickly and, thus, would decrease safety for those in the neighborhood and for Lee Elementary children. If the Row was expanded, it would wipe out recently constructed new sidewalks. Currently, cars move more slowly due to parked cars; widening of the avenue would only encourage faster traffic. Duval is near by and offers the option for faster transit times and bikers use the lanes on 32nd street.</p> <p>The personal impact on my property and myself would be great. I would lose most of my front yard where I have box gardens, a hedge, and trees. It would reduce the value of my property. I have lived in Austin for 35 years and on Harris Avenue for ten years come late 2022. I was recruited to Austin in the late 1980s to teach graduate students who wanted careers as public librarians. Thousands of my students have graduated and those who chose careers in public librarianship are making a great difference in the world. I, myself, received four awards for excellent teaching and advising as well as awards for leadership, promoting equality, and contribution to positive social change. I was elected to serve as President of my professional association of nearly 60,000 members. I am a writer and my home on Harris</p>	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This is a terrible idea. This road is not a thoroughfare and should not be. The road jogs at Duval and Red River and would be very strange for traffic. Making it 4 lanes will destroy its character neighborhood character. It will also make the street less safe. This street goes past an elementary school and it would be unsafe to have more traffic on it. If a street needs to be expanded it should be 38th street.</p>	78705
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Changing the ROW on this street makes no sense in the vicinity of an elementary school endangering children who are walking and biking to school. Residences in the neighborhood, as well as Lee Elementary, will have much of their property taken in order to implement this unwise proposal.</p>	78751

						The ASMP plan to expand Harris Ave from a Level 1 to a 84' Level 2 street prioritizes making room for bike lanes and parked cars on Harris Ave over the existing heritage trees, recently built sidewalks (last year or so), and front yards/ porches that would have to be demolished to support this plan. This plan takes a quiet single lane neighborhood street and turns it into a 2 lane noisy transportation thoroughway. Furthermore, this plan will make the street much less safe for all of the residents that live here and the many kids that walk and ride to school each day at Lee Elementary. Harris Ave is a neighborhood street and should not be modified into a transportation thoroughway which will enable cars to move faster and increase the likelihood of pedestrian accidents/deaths. Safety for the existing residents and kids going to Lee Elementary has to be the priority. To be clear, we don't support your plan for Harris Ave or any changes to the existing footprint of Harris Ave or any technical corrections that would increase the Harris Ave ROW or any visions (now or in the the future) that seek to increase the Harris Ave ROW. Keep Harris Ave as a safe Level 1 neighborhood street.	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
						The ASMP plan to expand Harris Ave from a Level 1 to a 84' Level 2 street prioritizes making room for bike lanes and parked cars on Harris Ave over the existing heritage trees, recently built sidewalks (last year or so), and front yards/ porches that would have to be demolished to support this plan. This plan takes a quiet single lane neighborhood street and turns it into a 2 lane noisy transportation thoroughway. Furthermore, this plan will make the street much less safe for all of the residents that live here and the many kids that walk and ride to school each day at Lee Elementary. Harris Ave is a neighborhood street and should not be modified into a transportation thoroughway which will enable cars to move faster and increase the likelihood of pedestrian accidents/deaths. Safety for the existing residents and kids going to Lee Elementary has to be the priority. To be clear, we don't support your plan for Harris Ave or any changes to the existing footprint of Harris Ave or any technical corrections that would increase the Harris Ave ROW or any visions (now or in the the future) that seek to increase the Harris Ave ROW. Keep Harris Ave as a safe Level 1 neighborhood street.	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705

						<p>I find the proposed change to be offensive and cannot believe the city would suggest increasing traffic density next to a school, this change would literally destroy part of their playground and put cars there instead (so what is the city's priority?) The higher exposure to pollution and risks of injury from cars is unacceptable.</p> <p>Beyond the stupidity of putting a higher traffic road directly next to an elementary school the massive road would destroy people's front yards, damaging there ability to spend time outside and interact with there community. It would kill numerous large trees, further environment damage. It would destroy a historically significant bridge (and cost tax payers a huge amount of money to build a new bridge)</p> <p>It would put a major construction project with the pollution, noise and disruption next to a school, disrupting the learning of kids who have already had enough problems in the last years.</p> <p>And for what? Making it easier for cars to cross the city? Seems unlikely as the street dead ends at both Speedway and Duval, so lights there (and more waiting at lights?) The goal should be to get cars off the roads and make them safer for bikes and pedestrians. Very disappointed with this negative car filled vision of city, a true lack of vision on bravery.</p>	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
						<p>I do not support this change. Children will be at greater risk when walking or biking to Lee Elementary. There will also be an increase in exhaust, another risk factor. Green space will be taken away, including mature trees (which help clean the air). There is also the old bridge which would be taken out. It is architecturally significant to the neighborhood history. The greatest concern is the children. Children who need green space and fresh air. Widening the street is unhealthy and unsafe.</p>	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
						<p>I do not support the proposed changes on Harris Av. The changes would negatively impact the heart of the Lee Elementary neighborhood plus actually make the street less safe. School children now safely walk and bike to the school.</p>	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación		78705

						<p>I oppose this plan both as it affects Harris Ave and the city at large.</p> <p>First, the comments entered before mine are overwhelmingly opposed to this amendment as it relates to Harris Ave, and I subscribe to almost all of them. Keep Harris at level 1.</p> <p>Safety for the kids should be the priority. If a bike lane is wanted by the neighbors, there is plenty of room on existing pavement for a 9-foot lane if parking were eliminated or restricted on a time basis on one side. If adult bikers want to have a lane for east/west travel, they should use the two existing 32d Street lanes, just one block to the south. There, they are protected by stop lights at Duval and Red River.</p> <p>The plan would obliterate homes on Harris, waste expensive recent sidewalks, wipe out a good portion of the school yard, and require an expensive bridge over Waller Creek. Did any of you actually walk Harris on the ground before posting this plan?</p> <p>You don't meet the plan's criteria. It says, "Level 2 streets connect neighborhoods to each other. They balance mobility with access by providing good access to neighborhood-serving business districts, retail, and services". Harris Ave is 6 or 7 blocks long and dead ends into Red River on the east and Duval St on the west. It does not connect to businesses, retail, or services. In addition, the current map in the About section (ASMP Street Network Map - Adopted) refers to Level 2 streets as "collectors". Harris Ave is not a collector.</p>	
HARRIS AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78705
HARRIS BLVD	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación	<p>I can find no code explanation for terms such as 2U-OP or TCM so there is no way I can evaluate why Harris Blvd.. is marked. This map seems designed to obfuscate the city's road plan and confuse citizens so that they won't comment. I want our neighborhood streets paved, broken sidewalks fixed, traffic lights replaced when they burn out, consistent ADA ramps on heavily walked streets---none of which seems to happen unless the request is escalated, if then.</p>	78705
HARRIS BLVD	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación	<p>What do the proposed changes to Harris Blvd. and 29th street really mean? Sufficient information is not available to understand what is proposed. Until that information is readably available, no change should be made!</p>	78703
HARRIS RIDGE BLVD	No change	No Change	No change	96 to 116	I do not support the change/No apoyo la modificación	<p>This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.</p>	78731
HAWKINS LN	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I support the change/Apoyo la modificación	<p>In addition to "close calls" vehicles have actually been damaged by large trucks cutting through the neighborhood both from Dalton Lane and Hwy 71 to get to local business on Hergotz Lane, etc.</p>	7872

HAWKINS LN	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I would like to suggest a change/ Me gustaria sugerir una mod	This poor street is used daily by all the mining companies and industrial businesses on Dalton Ln to cut through to get to HWY 71. The "no trucks" signs don't work so the streets in Richland Estates are constantly covered by rocks, nails and even tree limbs from the big trucks hitting our trees. Not to mention the several close calls of hitting cars parked in the street. Speed bumps or some kind of traffic mitigation is needed for this street to deter cut through.	78742
HEATHROW DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Heathrow Drive is a quiet, purely residential street, one block long. It is a Level 1, 58' ROW street, and all homes are 2 stories or less. Allowing for widening the street from its existing 30 feet wide to potentially 84 feet would cause irreparable harm to the residents on the street, and is totally unnecessary. The next street over, Shakespearean is already a Level 2 street, and it connects two major roadways, Spicewood Springs Road and Barrington Way. This "Technical Correction" does NOT align with the street's character.	78759
HEATHROW DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Heathrow Drive was never intended to be anything more than a Level 1 street. It is strictly residential & we already have speed issues which the city has failed to handle when the light on Spicewood Springs Rd was installed. Changing the street to level 2 with the possibility of increasing width to 64 to 84' would be detrimental to the residences & harm the neighborhood.	78759
HIGHLAND HILLS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a neighborhood street that should not have through car traffic. It should not be upgraded to level 2, unless that distinction is necessary to provide a bike lane.	78731
HIGHLAND HILLS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This makes no sense, it's a residential neighborhood with some many families. This improves nothing and endangers kids when there are major roads around	78731
HIGHLAND MALL RD	Removing roadway	Level 2 to None	2U to None	60 to 0	I support the change/Apoyo la modificación		78705
HOLLY ST	No change	No Change	No change	74 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Can you add a stop sign at Holly and Navasota? there have been multiple accidents at this corner since it is hard to see and very hard to cross on foot during the day.	78702
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	We desperately need this extension for safety, prevention of cutting through businesses, improved access to SW Parkway for the new fire/EMS station, and dramatically improve access to 290 from SWP. The intersection at SWP and 290/mopac is awful and dangerous. Boston In cutthrough is also bad and always backed up. PLEASE DO THIS!!!	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	With explosive business/residential growth in Southwest Austin, we need more north-south corridors between Southwest Parkway and 290 to alleviate the congestion. During afternoon traffic Boston Lane can be backed up all the way to 290, creating a hazard on the 290 access road. The new firestation needs better/faster access to Southwest Parkway. Lastly and very importantly for Strategic Mobility....the neighborhood of Travis Country (7000 residents) has no bicycle/pedestrian access to South Austin. A safe crossing over Southwest Parkway would allow us bike/pedestrian access to the network of trails in Circle C and beyond. The most logical location for this crossing would be an extension of Industrial Oaks to Mission Oaks Blvd. Thanks	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	This is a critical artery that needs to be completed to improve safety, access, reduce traffic, help with the new fire station getting over to Southwest Parkway. Please please please do this extension as soon as possible.	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	This is necessary, especially with the new fire station right there.	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	Great idea, can't wait.	78735

						As more and more folks move out to SW parkway, this proposed access road becomes increasingly critical. Traffic currently is a nightmare, and first responders often have difficulty accessing the SW parkway area.	
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	We respectfully ask that this project be prioritized.	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	This is critical for this area. Please approve funding!	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	Please do this extension. We need it badly in this area.	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	This is a no brainer. The residents and businesses all along SW parkway desperately need this! Please fund this project!!!!	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	PLEASE DO THIS EXTENSION!!!! Traffic is nightmarish in this area and this will prevent cutthroughs in businesses, improve first responder access, and shorten everyone's access to 290 and Mopac from SW Parkway. This must be a priority!	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	This Industrial Oaks extension over to Southwest Parkway is desperately needed for so many reasons. It will improve access for first responders including the new fire station, it will dramatically reduce traffic that is cutting through businesses as well as on the tiny road, Boston Lane, to get over to 290 from Southwest Parkway and vice versa. This road must be moved up in terms of priority for funding. There are literally over 10,000 residents that would benefit from this change.	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	Please move this project up in priority. The traffic on Southwest Parkway is increasing dramatically as residents travel to/from homes and offices. This extension will provide an option to move traffic to and from US 290 more quickly than either William Cannon, which will be tied up with construction for months or Boston Lane. In addition it will open up a more direct access from the new fire station.	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	The new fire station on 290/71 needs better access to Southwest Parkway. Extending Industrial Oaks will eliminate miles of extra travel for fire trucks, ambulances, and regular folks. Currently there are so many cars and trucks on Boston lane that sometimes the whole length of Boston Lane is filled with stopped cars that occasionally extend onto the 290/71 service road stopped waiting to turn onto Boston Lane when space	78735
INDUSTRIAL OAKS BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	Industrial Oaks is very much needed for safe and convenient access between Southwest Parkway and US290. High traffic demand is currently passing through private roadways and the very overloaded Boston Lane. Recent and current development in the area has skyrocketed demand for this access.	78735
JAMES CASEY ST	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación		
JANES RANCH RD	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Pavement section is too wide. Would have loved for this to be designed like a proper Level 1 street.	78744

						Jefferson St from 35th St to Preston Ave: The segment from 35th St to Preston Ave should be a Level 1 and not a Level 2 based on the dimensions of its ROW. South of 34th St to Mohle Dr. Jefferson street narrows (the mean of the Mean ROWs in this segment is 51.45 ft) making it even narrower than the 58 ft and 64 ft ROWs in the TCM for Level 1 streets. You need to add a Level 0 to your categories to accommodate the narrower streets. The required ROW of 70 ft for proposed sidewalk and bicycle facilities will require a “taking” of private property. The “suggested ROW” of 84 ft is an extremely aggressive “taking” in a residential neighborhood. At least twice a day traffic can get a bit heavy on Jefferson (pre-COVID) as drivers seek the Mopac ramps at Westover. The speed bumps and cushions on Jefferson work well to slow car traffic. The shared lanes (sharrows) also work well. Sidewalks (which bicyclists are allowed to use in Texas) should be considered for the East side of Jefferson. If Jefferson St, W 29th ST and Northwood Rd remain as Level 2 streets then their intersection will require 98 ft ROW which is excessive for a residential neighborhood.	
JEFFERSON ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod		78703
JEFFERSON ST	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	The entire length of Jefferson St from West 35th to Preston Ave should be Level 1 as explained in a previous comment for this segment of Jefferson.	78703
						The segment from 35th St to 34th St should be a Level 1 and not a Level 2 based on the dimensions of its ROW. South of 34th St to Mohle Dr. Jefferson street narrows (the mean of the Mean ROWs in this segment is 51.45 ft) making it even narrower than the 58 ft and 64 ft ROWs in the TCM for Level 1 streets. You need to add a Level 0 to your categories to accommodate the narrower streets. The required ROW of 70 ft for proposed sidewalk and bicycle facilities will require a “taking” of private property. The “suggested ROW” of 84 ft is an extremely aggressive “taking” in a residential neighborhood. At least twice a day traffic can get a bit heavy on Jefferson (pre-COVID) as drivers seek the Mopac ramps at Westover. The speed bumps and cushions on Jefferson work well to slow car traffic. The shared lanes (sharrows) also work well. Sidewalks (which bicyclists are allowed to use in Texas) should be considered for the East side of Jefferson. If Jefferson St, W 29th ST and Northwood Rd remain as Level 2 streets then their intersection will require 98 ft ROW which is excessive for a residential neighborhood.	
JEFFERSON ST	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod		78703
JEFFERSON ST	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	The 60 ft required ROW should be maintained.	78703
JINX AVE	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I do not support this road expansion as it is harms individual property rights and is unnecessary to put 4 lane highways thru the existing neighborhoods. In a short time, there will be complaints about speeding thru these areas.	78745

JINX AVE	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	This change to the roads in this area is so unnecessary and destructive. It will change the entire character of this neighborhood. This is a small community that in no way affects the traffic patterns of the main thoroughfares. All this will do is increase traffic and deprive people of their property rights. Taking such a large stretch of people's land will put pedestrians walking under people's windows. In fact it will be necessary to remove structures on some lots. The very idea of taking 1/3 of people's land is outrageous. At least one I saw will lose their entire driveway. They do not need a 4 lane street cutting through their neighborhood. Stop this unnecessary nonsense and find a better way to accomplish whatever it is you feel needs done. This is governmental overreach at it's finest.	78745
JINX AVE	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		
JINX AVE	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		
JOHNNY MORRIS RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	Johnny Morris Rd should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
JOLLYVILLE RD	No change	No Change	No change	104 to 116	I support the change/Apoyo la modificación	With few traffic lights and commuter traffic bypassing 183, Pedestrian Refuge Islands in the center lane would protect pedestrians during busy traffic. For the same reason, street level barriers near busier intersections and driveways (mostly between Great Hills and Duval) would be beneficial. Near Braker is where I've had the most close encounters.	78759
JOLLYVILLE RD	No change	No Change	No change	104 to 116	I support the change/Apoyo la modificación	The replacement of the center turn lane with a median would be a welcome improvement to Jollyville Rd. A protected bike lane would also be a welcome addition, as no similar route anywhere near here is available.	78731
KENNELWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is an interior neighborhood street. Leave it at Level 1.	78703
KENNELWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a small interior neighborhood street. It DOES NOT FIT THE LEVEL 2 CRITERIA. Keep Kennelwood Rd. a LEVEL 1 St.	78703
KENWOOD AVE	No change	No Change	NA to 2U-OP	No Change	Other/Otro	I support no change.	78704
KRAMER LN	Technical correction	No Change	3U to 2D	92 to 80	I support the change/Apoyo la modificación	There should not be two lanes leaving the Burnet intersection going east on Kramer. Only one lane of traffic turns this direction, and all should do so into a single lane. A protected bike lane should be added to allow a connection from Braker farther east to the Domain. This should be done at the expense of the center turn lane along Kramer, which is unnecessary.	78731
KRAMER LN	Technical correction	No Change	3U to 2D	78 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	We need safe pedestrian crosswalks along Kramer. There should be a safe way to cross midway between Parkfield and Metric, as traffic increases due to light rail, Q2 stadium, additional apartments and other businesses in the area, it will become increasingly difficult to cross North to South and vice versa on Kramer.	78758
KRAMER LN	Technical correction	No Change	3U to 2D	78 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Please make Kramer Lane 4 lanes again, two in each direction. Having only one lane in each direction cause more engine idling and traffic congestion (more pollution) and encourages reckless driving by those who get irritated by the congestion. I live two blocks off Kramer.	78758
KRAMER LN	Technical correction	No Change	3U to 2D	78 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	The bike lanes on Kramer should not merge into the turn lanes. Bikes should continue to have their own lane for safety.	78731

LA CALMA DR	No change	No Change	NA to 2U-OP	No Change	Other/Otro	La Calma is not a level 1 street. Cars come off the freeway access road driving fast and they don't slow down for pedestrians. There are no bike lanes and bicycles do not share the street with cars. There is a median. This street is at least a level 2. The cars drive too fast and it is not safe for pedestrians. There are a fair number of pedestrians from the office parks and nearby apartment complexes.	78752
LA CROSSE AVE	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
LA CROSSE AVE	Technical correction	Level 2 to Level 3	No change	78 to 96	I do not support the change/No apoyo la modificación	This is a heavy traffic area during school drop off and pick up, but is currently working well as is. Neighborhood will likely oppose change.	78739
LA CROSSE AVE	Technical correction	Level 2 to Level 3	No change	78 to 96	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
LA CROSSE AVE	Technical correction	Level 2 to Level 3	No change	78 to 96	I do not support the change/No apoyo la modificación	There is absolutely no reason to take an additional 18 feet from the ROW on that street. That street is not wide enough for that, while keeping the street from encroaching on the houses that line the street.	78739
LA POSADA DR	No change	No Change	NA to 2U-OP	No Change	Other/Otro	La Posada is not a level 1 street. Cars come off the freeway access road driving fast and they don't slow down for pedestrians. There are no bike lanes and bicycles do not share the street with cars. There is a median. This street is at least a level 2. The cars drive too fast and it is not safe for pedestrians. There are a fair number of pedestrians from the hotel, office parks, and nearby apartment complexes.	78752
LADERA NORTE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78731
LAKE AUSTIN BLVD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	This street needs better barriers between cars and bike lane	78704
LAKE AUSTIN BLVD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	There needs to be better barriers between the bike lanes and this very high speed road!!!!!! I leave nearby and do not feel safe using these bike lanes, but I would love to be able to use them.	78703
LAKELINE BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
LAMPLIGHT VILLAGE AVE	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Cross-section is too large for a residential collector. Traffic can be accommodated with one lane in each direction with dedicated bicycle facilities.	78758
LATTA DR	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Despite recently lowered speed limits on Latta Drive speeding continues to be a problem. I live on this street and basically no one is adhering to the speed limit - most exceed by 10 mph or more. This street receives a lot of neighborhood pedestrian traffic and would benefit from additional traffic calming.	78749
LEMONWOOD DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Do any residents of Lemonwood know you are planning to more than double the width of the pavement of their street, removing just about all of their front yards, way beyond the ROW?	78731
LEON ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	Absolutely not needed!	78701
LEON ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	Leave this street as it is today.	78701
LEON ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	Leave this street as it is today.	78705
LEON ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	Leave this street as it presently exists.	78701
LEON ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	Leave this street as it is today.	78701

LEONA ST	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Both Leona & Comal have free parking and are very busy and dangerous. Both need traffic calming and speed limit signs. Comal has one speed sign hidden by Crepe Myrtels. Frequently used for street racing. Cars come at speed though cemetery and are immediately in a family neighborhood. Would recommend a roundabout at cemetery entrance to slow down traffic (could have a memorial to the unmarked graves discovered in cemetery a couple years ago.)	78702
LIBERTY ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I can find no code explanation for terms such as 2U-OP so there is no way I can evaluate why Liberty St. is marked. This map seems designed to obfuscate the city's road plan and confuse citizens so that they won't comment. I want our neighborhood streets paved, broken sidewalks fixed, traffic lights replaced when they burn out, consistent ADA ramps on heavily walked streets---none of which seems to happen unless the request is escalated, if then.	
LIGHTSEY RD-BARTON SKWY CONNECTOR	No change	No Change	No change	92 to 84	I do not support the change/No apoyo la modificación	This should be for bike/pedestrian traffic only. It is a vital connection but, unless more car connections will be made across the tracks and a more complete grid created, in general, it would be unsafe to put more car traffic just on Lightsey/Barton Skyway.	78704
LIGHTSEY RD-BARTON SKWY CONNECTOR	No change	No Change	No change	92 to 84	I do not support the change/No apoyo la modificación	I agree that this should be bike/pedestrian walkway only. This would add additional vehicle and cut through traffic to quiet neighborhood area. There is no need to route cars through this area	78704
LIGHTSEY RD-BARTON SKWY CONNECTOR	No change	No Change	No change	92 to 84	I do not support the change/No apoyo la modificación	This connection should be added for bikes and pedestrians only, over the tracks. The addition of car lanes would add car traffic to the neighborhood.	78731
LONG BOW LN	No change	No Change	NA to 2U-OP	No Change	Other/Otro	On this Public Feedback Map, you have Long Bow Ln. designated as Level 1 with no change. I support that. On the Level 2 map it has an orange line. Was the orange line added in error? As a neighborhood resident of 27 years, I can attest that Long Bow Ln, like all the streets in Sherwood Forest neighborhood, has hardly any traffic. It most certainly does not merit a Level 2 designation.	78704
LONGHORN BLVD	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
LONGVIEW ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	Please leave Longview Street between 22nd Street and 24th Street as it presently exists.	78705
LONGVIEW ST	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	I support leaving the street as it presently is. No bike lanes please.	78705
Loop 1 N HOV	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	One of your maps suggests that this stretch of MoPac from Northwood to 35th St. is part of the TPN. That is impossible. There is no access to it. There is a sound wall. MoPac cannot be designated as TPN and it is misleading to do so here.	78703
LUNAR DR	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Recommend some form of calming. Despite a few rounds of temporary electronic/radar speed signs on this road, vehicle speeds are still way above what is safe for a residential street. Alternately, could Lunar be interrupted at some point so that it is not used by traffic cutting through the neighborhood? Possibly at Blackberry near the pipeline ROW?	78745
MADONNA DR	Adding roadway	Level <Null> to Level 1	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I absolutely do not support the proposed changes to Madrona. This is currently a quiet neighborhood street. Widening the street will change the character of the neighborhood and lower the property values!	78731

MADRONA DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change. Should be left as Tier 1 as should Edgemont and Glen Rose. This is a quiet, tree-lined, residential neighborhood with walkers, cyclists and families with young children. Traffic should continue to utilize Balcones which should remain Tier 2.	78731
MADRONA DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Madrona and Edgemont are quiet residential streets. We have already had one child hit on Madrona and to make a change from a neighborhood street to a thoroughfare is a crime. The city should be ashamed that this would even be a recommendation.	
MADRONA DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Madrina and Edgemont Dr more specifically we absolutely oppose designating Edgemont as Tier 2 street. We were informed by a neighbor and had no awareness this was being proposed. We are a tight community and will be alerting all neighbors that this is even being considered.	78731
MAHA LOOP RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
MAHA LOOP RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
MANCHACA RD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaría sugerir una modificación	Menchaca between South Lamar and 290 desperately needs a 4:3 road diet. The PER suggestions are crap. Where is a larger shared used path going to go? They JUST came through here to improved the sidewalks for ADA and added as much space as they could without taking out all the trees or using imminent domain. Take the outside lanes, add a turn lane, and put in bollard protected bike lanes. Yes, they'll be narrow lanes but they'll be so, so used.	78704
MANCHACA RD	No change	No Change	No change	100 to 116	I support the change/Apoyo la modificación		78745
MANOR RD	Technical correction	No Change	3U to 2D	No Change	I support the change/Apoyo la modificación	For the selection of the mobility hubs, I notice there's one at the MLK Jr Station as well as one in Mueller, but given two different BRT lines are expected to intersect here and both stop here, would it make sense to have one on Manor near Airport as well?	78723
MANOR RD	Technical correction	No Change	3U to 2D	No Change	I do not support the change/No apoyo la modificación	This section of Manor should not be widened. Due to the large number of driveways and large volume of turning traffic, this should not be considered a major through street for vehicles, and should not be designed as such. I would support changing the roadway to 2D, but not 3U.	78731
MANOR RD	Technical correction	No Change	3U to 2D	No Change	I support the change/Apoyo la modificación	I agree that Manor should not be widened (it does not look like that's the intention here). I wanted to second the suggestion that the flex posts be replaced with solid barriers. This would not only create real protection for bikers (instead of perceived protection), but would also contribute to traffic calming on Manor road. The percentage of flex posts that have been destroyed or severely damaged is evidence of this need.	78722
MANOR RD	Technical correction	No Change	3U to 2D	No Change	I support the change/Apoyo la modificación	Please provide hardened protection for bike lanes along Manor Rd. The current reflectors are great but are regularly run over by cars! Also need to add more safe pedestrian crossways (ex. across from Bird Bird Biscuit and/or Love Supreme)	78722

MANOR RD	Technical correction	No Change	3U to 2D	No Change	I support the change/Apoyo la modificación	I'm in favor of smart changes that promote density, biking, and moderate upzoning, provided that infrastructure such as waste collection can be implemented without having dozens of bins everywhere. Manor Rd may also require additional crosswalks and/or stop lights to make it more pedestrian friendly, help local businesses	78722
MANOR RD	Technical correction	No Change	3U to 2D	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	This section of Manor should not be widened. Due to the large number of driveways and large volume of turning traffic, this should not be considered a major through street for vehicles, and should not be designed as such. I would support changing the roadway to 2D, but not 3U.	78731
MARCY ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		
MATTHEWS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Interior neighborhood street. Some parts on the north end are little more than an alley. Leave at Level 1.	78703
MATTHEWS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Matthews is a strictly residential street that has had far too much thru traffic from construction trucks and vehicles as well as commuter vehicles cutting through our neighborhood. These drivers do not slow down and are a danger to our children and pedestrians. Changing the designation will only make the problem worse. This is a neighborhood and will be destroyed if you try to change quiet residential streets into through streets.	78703
MATTHEWS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	WHY on earth would the City want to change Matthews Dr. to a Level 2 St.? This street fits the ASMP definition of a LEVEL 1 ST, not LEVEL 2: "Level 2 Streets connect neighborhoods to each other. They balance mobility with access by providing good access to neighborhood-serving business districts, retail, and services. Typically, they have lower travel speeds and traffic volumes than Level 3 and 4 Streets. They tend to connect to other Level 2, 3, and 4 Streets. They have a significant need for accommodation of high levels of use for all travel modes." Level 2 is NOT APPROPRIATE for Matthews Dr. It does not fit any of your criteria. Keep it at Level 1.	78703
MC KALLA PL	Removing roadway	Level 2 to None	2U-OP to None	92 to 0	I would like to suggest a change/ Me gustaria sugerir una modificación	The map is showing the removal all the way to Braker. But isn't there a section already build, Aguilar?	78757
MC NEIL DR	No change	No Change	No change	104 to 120	I support the change/Apoyo la modificación	This is a touch section of McNeil given the amount of traffic and speed. Several sections the bike lane is obscured. More pronounced demarcation would help this area, but probably not that much. Physical barriers near busy driveways and intersections would be more helpful. Due to the amount of commercial property along this section, its not easy to bypass this busy road for parallel residential streets as we can in other areas.	78759
MC NEIL DR	No change	No Change	No change	104 to 120	I would like to suggest a change/ Me gustaria sugerir una modificación	This section of McNeil road has no sidewalks, and the small section of bike lane is unprotected. At the very least, a protected mixed-use path should be added to facilitate non-motor-vehicle travel in this area.	78731
MC NEIL RD	No change	No Change	No change	130 to 154	I would like to suggest a change/ Me gustaria sugerir una modificación	This should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731

MEADOW LAKE BLVD	No change	No Change	No change	70 to 84	I support the change/Apoyo la modificación	MUCH MORE Information is needed regarding ALL of Meadow Lake Blvd. How is the required ROW going to impact the single-family residential area? What type of displacement is going to occur? What type of targeted outreach did the City do to alert these residents of the ASMP?	78744
MESA DR	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una modificación	<p>Fully protected bi-directional bike lanes should be added on Mesa between 2222 and Jollyville Rd. Preferably, both directions of bike lane would be along the eastern side of the roadway, to provide easier access to Anderson High School along the eastern side of Mesa.</p> <p>Where road width allows, the road should assume the following cross-section, from east to west: northbound bike lane, southbound bike lane, raised curbstones, parking lane, northbound travel lane, southbound travel lane. In narrower sections, the parking lane should be eliminated. This will prevent cars from parking in the bike lane, which is a significant problem along this section of roadway, which endangers cyclists having to swerve out to the car lanes to avoid parked cars. There is more than enough parking on this roadway for one parking lane to be more than sufficient.</p> <p>It would be helpful for the connectivity of the neighborhood south of Jollyville Rd if this bike lane could continue onto a bike/pedestrian bridge across 183 to the Gateway shopping center, which is currently accessible only by car (or bus, which requires at least two transfers between bus routes that operate at frequencies worse than 30-minute headways, which makes such a trip infeasible). This connectivity could be improved further with bike lanes on Stonelake.</p>	78731

MESA DR	Technical correction	Level 2 to Level 3	3U to 2D	96 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Fully protected bi-directional bike lanes should be added on Mesa between 2222 and Jollyville Rd. Preferably, both directions of bike lane would be along the eastern side of the roadway, to connect more fluidly with the southern section of the bicycle lanes south of Far West (reasoning described therein).</p> <p>Where road width allows, the road should assume the following cross-section, from east to west: northbound bike lane, southbound bike lane, raised curbstones, parking lane, northbound travel lane, southbound travel lane. In narrower sections, the parking lane should be eliminated. This will prevent cars from parking in the bike lane, which is a significant problem along this section of roadway, which endangers cyclists having to swerve out to the car lanes to avoid parked cars. There is more than enough parking on this roadway for one parking lane to be more than sufficient.</p> <p>The dedicated bike lanes approaching the intersection of Mesa and Spicewood Springs from the north and south should continue through the intersection (along the eastern side). To make space for this, the two lanes leaving the intersection northbound and southbound should be reduced to one. The two northbound straight lanes approaching the intersection should be replaced with one straight lane and one right turn lane. Right turns on red in this direction should be prohibited to protect cyclists in the bike lane. The two southbound straight lanes approaching the intersection should be replaced with one straight lane and one right turn lane.</p>	78731
MESA DR	No change	No Change	No change	78 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Fully protected bi-directional bike lanes should be added on Mesa between 2222 and Jollyville Rd. Preferably, both directions of bike lane would be along the eastern side of the roadway, to provide easier access to Anderson High School along the eastern side of Mesa.</p> <p>Where road width allows, the road should assume the following cross-section, from east to west: northbound bike lane, southbound bike lane, raised curbstones, parking lane, northbound travel lane, southbound travel lane. In narrower sections, the parking lane should be eliminated. This will prevent cars from parking in the bike lane, which is a significant problem along this section of roadway, which endangers cyclists having to swerve out to the car lanes to avoid parked cars. There is more than enough parking on this roadway for one parking lane to be more than sufficient.</p>	78731

						<p>Fully protected bi-directional bike lanes should be added on Mesa between 2222 and Jollyville Rd. Preferably, both directions of bike lane would be along the eastern side of the roadway, to connect more fluidly with the southern section of the bicycle lanes south of Far West (reasoning described therein).</p> <p>Where road width allows, the road should assume the following cross-section, from east to west: northbound bike lane, southbound bike lane, raised curbstones, parking lane, northbound travel lane, southbound travel lane. In narrower sections, the parking lane should be eliminated. This will prevent cars from parking in the bike lane, which is a significant problem along this section of roadway, which endangers cyclists having to swerve out to the car lanes to avoid parked cars. There is more than enough parking on this roadway for one parking lane to be more than sufficient.</p> <p>The bike lanes approaching the intersection of Mesa and Far West from all directions should continue to the intersection. It is unnecessary to have two traffic lanes leaving the intersection when only one lane is allowed to proceed through the intersection in each direction, in addition to being dangerous when cars have to merge with bikes and with each other leaving the intersection in each direction.</p> <p>The dedicated bike lanes approaching the intersection of Mesa and Spicewood Springs from the north and south should continue through the intersection (along the eastern side). To make space for this, the two lanes leaving the intersection</p>	
MESA DR	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod		78731
MESA DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación		I do not su
						<p>I do not support the changing the width of Mesa. This is a residential area with many children, homes and heritage trees that will be impacted by widening. This will also encourage higher speeds from people cutting through, which can be dangerous to the families that live in the immediate area. Bike lines are fine but without the barriers that impact parking and garbage collection.</p>	
MESA DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación		78731
						<p>I do not support changing the width of Mesa. I do not support bike lanes with any sort of physical divide - I believe the addition of physical dividers on Shoal Creek has been problematic for everyone. Keep the bike lanes but keep them divided by painted stripes. This allows separated lanes for cyclists without the visual clutter and physical buildup of trash/leaves and problems for garbage pickup. It also allows flexibility for elderly visitors to be dropped off closer to homes. I find the visual clutter on Shoal Creek to be much more dangerous and distracting.</p>	
MESA DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación		78731

						<p>This road is too wide for a level 2, with too little traffic. It should be narrowed to one lane in each direction. Continuation of the bike lane further north on Mesa would be appreciated by the many cyclists who ride up and down Mesa daily, as separation from traffic would make this much safer.</p> <p>The dual-left turn lanes from Mesa onto eastbound 2222 are dangerous and turning cars frequently do not turn into the correct lane. This could be fixed by reducing to a single left-turn lane. This would not significantly impact traffic flow, as there are never enough cars attempting to turn left that some would be "left behind" if there were a single turn lane.</p> <p>Traffic on 2222 frequently ignores this red light and will cruise through at 60mph, which is incredibly dangerous. Lengthening the red-light cycle on 2222 and making light changes less frequent would reduce the number of potential conflicts at this intersection. But the only real solution is red light cameras to significantly punish those who do not follow the most basic driving rules. If enforcing fines isn't enough to discourage this behavior, perhaps dangerous drivers should lose their licenses.</p>	
MESA DR	Project update	Level 2 to Level 3	5U to 4D	60 to 116	I would like to suggest a change/ Me gustaria sugerir una mod		78731
						<p>Fully protected bi-directional bike lanes should be added on Mesa between 2222 and Jollyville Rd. Preferably, both directions of bike lane would be along the eastern side of the roadway, to minimize opportunities for right-turning drivers headed downhill (south) along Mesa south of Cat Mountain Dr to cut off (or right-hook) cyclists also heading downhill in the bike lane. If the bike lanes are instead built on the eastern side of Mesa, drivers headed downhill (south) will have to slow down to look for oncoming car traffic, and will have more of an opportunity to see cyclists heading downhill at speeds similar to cars.</p> <p>Where road width allows (most of the road, with the section between Cat Mountain Dr and Ledge Mountain Dr being the primary exception), the road should assume the following cross-section, from east to west: northbound bike lane, southbound bike lane, raised curbstones, parking lane, northbound travel lane, southbound travel lane. In narrower sections, the parking lane should be eliminated. This will prevent cars from parking in the bike lane, which is a significant problem along this section of roadway, which endangers cyclists having to swerve out to the car lanes to avoid parked cars. There is more than enough parking on this roadway for one parking lane to be more than sufficient.</p> <p>The bike lanes approaching the intersection of Mesa and Far West from all directions should continue to the intersection. It is unnecessary to have two traffic lanes leaving the intersection when only one lane is allowed to proceed through the intersection in each direction, in addition to being dangerous</p>	
MESA DR	No change	No Change	No change	60 to 72	I support the change/Apoyo la modificación		78731
MESA DR	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación		78732
						<p>Metric should have a protected bike lane for the entire length. Currently, some sections have painted lines, and some have nothing at all. This is an important travel corridor for bikes, as the surrounding roadways offer no infrastructure either.</p>	
METRIC BLVD	No change	No Change	No change	104 to 116	I would like to suggest a change/ Me gustaria sugerir una mod		78731

METRIC BLVD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Metric should have a protected bike lane for the entire length. Currently, some sections have painted lines, and some have nothing at all. This is an important travel corridor for bikes, as the surrounding roadways offer no infrastructure either.	78731
METROPOLITAN DR	No change	No Change	No change	92 to 84	Other/Otro	I think this map is slightly confused. This roadway does not exist north of Denton Dr.	78731
MONTANA ST	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	I think this street should be extended to Airport commerce drive, to allow access to this neighborhood on less busy streets, and maybe connect to the open street end of the neighboring neighborhood	78702
MONTOPOLIS DR	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	[Public Meeting Comment] We do need better sidewalks & bike lanes on Montopolis in between Ponca & Riverside	
MONTOPOLIS DR	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	[Public Meeting Comment] We like the improvements to 183 for the bottle neck that was happening at the river crossing. We appreciate the conservation of the Montopolis Bridge and the school. These are things that enrich the neighborhood and empower it. We need more convincing that Montopolis Drive can't be upgraded to meet the traffic needs of this area. We consider Circle Acres a neighborhood treasure and go there practically every day. It would be a great shame to lose this very special green space.	
MONTOPOLIS DR	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	[Public Meeting Comment] Bike lanes (protected) on Montopolis Drive. Wider & tidier sidewalks on Montopolis Dr. It'd be neat if the Montopolis Neighborhood School land was incorporated as part of a transportation hub in the area.	
MONTOPOLIS DR	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I also suggest (and beg the city to conduct) re-leveling (not patching) the entire length and width of the roadway as there are dangerously aggressive potholes and uneven sunken asphalt.	78741
MORGAN LN	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación		78745
MORROW ST	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Foster / Northcross / St Joseph / Morrow from Shoal Creek to Guadalupe should be designed as a cross-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Burnet, Woodrow, and Lamar.	78731
MORROW ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Foster / Northcross / St Joseph / Morrow from Shoal Creek to Guadalupe should be designed as a cross-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Burnet, Woodrow, and Lamar.	78731
MORROW ST	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Foster / Northcross / St Joseph / Morrow from Shoal Creek to Guadalupe should be designed as a cross-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Burnet, Woodrow, and Lamar.	78731
MORROW ST	No change	No Change	No change	96 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Foster / Northcross / St Joseph / Morrow from Shoal Creek to Guadalupe should be designed as a cross-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Burnet, Woodrow, and Lamar.	78731
MORROW ST	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	I agree with the other poster that Morrow needs to be designed as a cross-town bike-friendly route. This section needs more bicycle and pedestrian infrastructure.	78757
MORROW ST	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Foster / Northcross / St Joseph / Morrow from Shoal Creek to Guadalupe should be designed as a cross-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Burnet, Woodrow, and Lamar.	78731
MORROW ST	No change	No Change	No change	60 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Foster / Northcross / St Joseph / Morrow from Shoal Creek to Guadalupe should be designed as a cross-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Burnet, Woodrow, and Lamar.	78731

MORROW ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Foster / Northcross / St Joseph / Morrow from Shoal Creek to Guadalupe should be designed as a cross-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Burnet, Woodrow, and Lamar.	78731
MORROW ST	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	I do not support this changes to Morrow at all - this street is already a HEAVY traffic street for a residential neighborhood and this will just bring more traffic. NO! We were already promised that the gate at that new subdivision on Morrow would never be opened and now it's open and the traffic has increased significantly. STOP MESSING WITH OUR NEIGHBORHOOD.	78757
MOUNT BONNELL DR	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	This one is ridiculous. Let's upgrade a small strip to Mt Bonnell and deadend into Balcones which someone obviously paid \$\$ to get bypassed. This seems like something worth investigating or highlight for someone to investigate on how this decision was made.	78731
MOUNT BONNELL DR	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación		
MOUNT BONNELL RD	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	Beautiful drive with little traffic. Please leave it alone.	78731
MOUNT BONNELL RD	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación		78731
MOUNT BONNELL RD	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación		78731
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This type of change is not necessary and would be very destructive to the existing neighborhood's yards, foliage, and properties.	78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street is fine as it is and doesn't need any sort of modification or additional room.	78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street is already incredibly bike friendly... My wife and I live on Plateau Circle and regularly bike to Central Market using this street. We have never felt even slightly unsafe. Redd St is an incredibly bike friendly street already. It seems to be a certainty that the proposed change directly takes property from about 12 properties. It also looks like this would require the removal of multiple heritage trees, which further impacts the market values of our properties. Generally, I am in favor of projects like this, but for this proposed change I cannot see what the function is. Mount Vernon is already a very safe street. I think you can get way more impact by putting a 4-way stop sign on the intersection of Redd/Mt. Vernon.	78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this. Our street does not have traffic issues and does not need more parking space, it's a quiet street. This change will just take away our yards and negatively impact the quality of life in our neighborhood.	78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support losing 30 1/2 feet of property, trees, my memorial garden to my grandmother, driveway space, my little library, my fence. Not conducive to property.	78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This change isn't necessary, and does not make sense.	78745

						<p>This proposed change is nonsensical, unnecessary, and lacking understanding of this street and neighborhood. There is absolutely no traffic issues on Mt. Vernon and certainly zero justification to expand the street for more cars or parking spots. Apart from infringing upon neighbors' yards and ruining properties, this proposed change would decrease the quality of life here and destroy the neighborhood. There is absolutely no positive side to this change.</p> <p>Please do not propose this.</p> <p>I clicked the "Vote" button but it only allows you to vote for a change. To be clear, I am trying to vote AGAINST. I do not support this change.</p>	
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>As a homeowner on this stretch of Mount Vernon, I absolutely do not support or endorse this proposal. There are no traffic issues on this street today, and I do not understand why (or how!) this is being proposed. How would you even reach an 84' ROW without cutting into yards significantly? Spend this taxpayer money somewhere its actually needed. I have plenty of ideas if you need them. Do not widen this street!</p>	78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This is completely unnecessary. There are no traffic issues - but this change will certainly CAUSE issues. The better solution would be to put a 4 way stop sign on Redd/Mount Vernon intersection.</p>	78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I'd not not support the change. This is completely unnecessary as there are no traffic issues in the area. This would only negatively impact current residents.</p>	78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>There are no problems in this area that the proposed change would address. It would also negatively impact the residents living there.</p>	78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I absolutely do not support this proposed change. It is an absolute waste of time, money, and effort. There is no need whatsoever to make this change, and it will only hurt the residents by taking away their private property. With no traffic jams and no parking issues, what sense does this make? All I can think is that the person who proposed this wants to make money somehow. Shame on you.</p>	78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	<p>Do not widen Mt. Vernon for more cars.</p> <p>Neither the ones speeding through nor an increase in parallel parking of empty cars on our public street. What a waste of time, money, and our neighbors private property.</p> <p>We want bike lanes and sidewalks.</p> <p>Not more auto traffic and on street parallel parking.</p> <p>Just doesn't make any sense.</p> <p>We should be steering towards less not more autos on our neighborhood streets.</p>	78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This change appears completely unnecessary and arbitrary. Did someone who has never been to this location propose the change? I've never seen a traffic jam at the location ever, and there are never issues with parking. It is the definition of a Level 1 road, as defined by the city. Bike lane? Cool. But why incentivize more cars coming through if we want to be a city that is serious about being green.</p>	78745

						This proposed change seems absolutely unnecessary and would significantly/negatively impact many longstanding neighbors in this neighborhood (and new neighbors, as many homes are newer too). There is no reason to change this tiny roadway whatsoever. The neighborhood is quiet, there are no traffic jams, parking has never been an issue. You would be destroying and devaluing properties, yards, and infringing upon residents' space. Why would the city want to do that? Please do not propose this. You would be seriously negatively affecting the quality of life of people who live in this neighborhood and actually care about it.	
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
MOUNT VERNON DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		
MOUNT VERNON DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78745
MOUNT VERNON DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		
MOUNT VERNON DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	This proposition directly impacts me and steals my property. I've lived here for years and there are no traffic issues. This expansion will only ADD traffic and lower property values (which will impact THE ENTIRE neighborhood). This is a waste of tax payer money. DO NOT DO THIS.	78745
MOUNT VERNON DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I feel like expanding this roadway would not be helpful go solving traffic issues. The road is never congested. I would instead suggest placing a 4-way stop at Mount Vernon and Redd to slow the speed of traffic on Mount Vernon.	78745
MOUNT VERNON DR	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78745
MOUNTAIN SHADOWS DR	No change	No Change	No change	64 to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735
MOUNTAIN SHADOWS DR	No change	No Change	No change	64 to 72	I do not support the change/No apoyo la modificación	This should NOT be expanded to 2 cars in each direction or bicycle lanes. There is no use for a bicycle lane you have to be in a car to get here. There is no bus route. The expansion of the ROW encroaches on private property.	78735
MOUNTAINCLIMB DR	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación	This should remain instead of the inefficient re-rerouting through a hilly neighborhood street. This makes no sense as a	78731
MOUNTAIN SHADOWS DR-W SH 71 CONNECTOR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735
MOUNTAIN SHADOWS DR-W SH 71 CONNECTOR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	This is not a public road. I do not support any changes to the current status.	78735
N IH 35 NB	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I-35 should be completely buried and out of view from ground-level. A boulevard with dedicated protected bicycle lanes should be installed instead, designed for low speed limits (25mph) and pedestrian/bicycle priority both along and across the boulevard. Additional lanes should not be added to the buried main lanes, as that only will induce demand, and will hurt the goal of reducing personal car traffic through Austin.	78731
N LAMAR BLVD	No change	No Change	No change	120 to 155	I support the change/Apoyo la modificación	This area is congested and needs to be widened.	78757
N LAMAR BLVD	No change	No Change	No change	120 to 155	I support the change/Apoyo la modificación	Until the Orange Line is completed, this section of Lamar between the Triangle and Rundberg would benefit greatly from a dedicated bus lane, allowing faster transit access. Buses currently are held up significantly by car traffic, especially northbound during the afternoon rush hour.	78731
N LAMAR BLVD	No change	No Change	No change	120 to 155	I would like to suggest a change/ Me gustaria sugerir una mod	Add bus pullouts. A dedicated lane would be neat, but pullouts would be cheap and effective.	78756

N LAMAR BLVD	Project update	No Change	6D to 4D	130 to 155	I would like to suggest a change/ Me gustaria sugerir una mod	Vehicles traveling northbound on North Lamar at the intersection with Morrow St. have 2 lanes on the left to continue on Lamar and 1 lane on the right to go up to Hwy 183. At this split, many cars jump the line or push their way to the right to avoid waiting in the long line to go right. Two lanes should go right (the more popular direction) and one lane should go left (the less popular direction).	78723
N LAMAR BLVD	Project update	No Change	6D to 4D	130 to 155	I support the change/Apoyo la modificación	Until the Orange Line is completed, this section of Lamar between the Triangle and Rundberg would benefit greatly from a dedicated bus lane, allowing faster transit access. Buses currently are held up significantly by car traffic, especially northbound during the afternoon rush hour.	78731
N LAMAR BLVD	No change	No Change	No change	130 to 176	I support the change/Apoyo la modificación	Until the Orange Line is completed, this section of Lamar between the Triangle and Rundberg would benefit greatly from a dedicated bus lane, allowing faster transit access. Buses currently are held up significantly by car traffic, especially northbound during the afternoon rush hour.	78731
N LAMAR BLVD	No change	No Change	No change	130 to 116	I support the change/Apoyo la modificación	Until the Orange Line is completed, this section of Lamar between the Triangle and Rundberg would benefit greatly from a dedicated bus lane, allowing faster transit access. Buses currently are held up significantly by car traffic, especially northbound during the afternoon rush hour.	78731
N LAMAR BLVD	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	Until the Orange Line is operational, Lamar should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of central Austin.	78731
N LAMAR BLVD SVRD NB	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	Until the Orange Line is completed, this section of Lamar between the Triangle and Rundberg would benefit greatly from a dedicated bus lane, allowing faster transit access. Buses currently are held up significantly by car traffic, especially northbound during the afternoon rush hour.	78731

N MOPAC NB TO 35TH EB RAMP	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	<p>Ramp This road segment is a single lane highway ramp, not a service road and merges into Eastbound W 35th. It's also hemmed in on one side by Sound Walls. Cap Metro's #335 bus is using a lane of MoPac as a passthrough to W 35th St. and is including it in the Transit Priority Network. Since there are no bus stops or pedestrian access to this roadway, it should not be part of the Transit Priority Network. There is no rationale for designating road Levels on roads the city has no jurisdiction over.</p> <p>. I object to the designation of West 35th Street as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to "connect", particularly with high frequency bus service (15 minute intervals). Cap Metro's 2019 Remap ("Connections 2025") project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a "gap" in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the "gap" with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro's stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd</p>	78703
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						<p>I oppose the Level 4 designation for this single lane highway ramp and for its inclusion in the Transit Priority Network. Cap Metro's #335 bus is using most of it as a passthrough to 35th St. There are no bus stops on this ramp. There is no rationale for designating road Levels on roads the city has no jurisdiction over.</p> <p>I object to the designation of West 35th Street as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to "connect", particularly with high frequency bus service (15 minute intervals). Cap Metro's 2019 Remap ("Connections 2025") project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a "gap" in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the "gap" with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro's stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes "unnoticed" by Cap Metro's data collectors. (Public transportation should be scaled to demand). The Transit Priority Network on West 35th St is being used to push density ½ mile</p>	
N MOPAC NB TO 35TH RAMP	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación		78703
N PLEASANT VALLEY RD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Pleasant Valley should be restriped for a bus-and-bike-only lane in each direction to give the new MetroRapid route the best chance of success at providing connectivity without car traffic.	78731
N PLEASANT VALLEY RD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Pleasant Valley should be restriped for a bus-and-bike-only lane in each direction to give the new MetroRapid route the best chance of success at providing connectivity without car traffic.	78731
N PLEASANT VALLEY RD	Technical correction	No Change	3U to 2D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	The bike lanes along Pleasant Valley between 7th St and 12th St should be protected with curbstones.	78731
N PLEASANT VALLEY RD	Technical correction	No Change	3U to 2D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	The bike lanes along Pleasant Valley between 7th St and 12th St should be protected with curbstones.	78731
N PLEASANT VALLEY RD	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Ideally, a new bike/pedestrian bridge should be built parallel to the existing dam, to better connect the hike&bike trail and keep it separated from vehicular traffic. If this occurs, one lane in each direction of Pleasant Valley should be bus-only to prevent MetroRapid buses (and other routes) from being stuck in car traffic. Barring this, the recent changes to include a bike/pedestrian lane on the bridge should be retained, and made permanent with better protection of the bike lane from cars.	78731
N PLEASANT VALLEY RD	No change	No Change	No change	78 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	The bike lanes along Pleasant Valley between 7th St and 12th St should be protected with curbstones.	78731
N PLEASANT VALLEY RD	Technical correction	No Change	3U to 2D	92 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	The bike lanes along Pleasant Valley between 7th St and 12th St should be protected with curbstones.	78731
NALIDE ST	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	I would like to see Nalide street extended to meet Lennox drive either over or under the railroad, to make it easier to get to first	78702
NAVASOTA ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		

						I do not support the proposed change. Please keep this road at Level 1. It is more appropriate for the context, roadway width, and speed.	
NAVASOTA ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street easily accommodates bicycle facilities and separate lanes are not necessary given the traffic, volume, and speed.	78702
NAVASOTA ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the proposed change. Please keep this road at Level 1. It is more appropriate for the context, roadway width, and speed.	
NAVASOTA ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street easily accommodates bicycle facilities and separate lanes are not necessary given the traffic, volume, and speed.	78702
NAVASOTA ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	Navasota is an important collector street for multiple neighborhoods in Central East Austin; bike lanes and sidewalks would help make this street safer for multi-modal neighborhood use.	78702
NAVASOTA ST	Adding roadway	Level <Null> to Level 1	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	Please add stop sign at Navasota and Holly	78702
NEEDHAM LN	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	Adequate ROW and removal of street parking here will be difficult and likely opposed by neighborhood.	78739
NEENAH AVE TO N FM 620 RD SB CONNECTOR	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una modificación	This should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
NEWNING AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The proposed widening of Newning is entirely inappropriate. This seems like an intentional assault on the surrounding historic neighborhood to destroy its scale and character and diminish public safety. I oppose this proposed change.	78704
NEWNING AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am firmly opposed to the widening of Newning Avenue. This is one of the worst ideas I have heard of from the City of Austin. The street is currently 32.5 ft wide, and your proposed widening to Level 2, cross section 2U-OP would destroy the historic character of the street and two heritage trees in my yard and probably also take the heritage trees in my neighbor's yard across the street. Also, it is incomprehensible how you could propose to make these changes without notifying the property owners directly (as in send a damn letter). I was alerted to this proposed destruction tonight, by word of mouth, from somebody who read about it on NextDoor, and tonight is the deadline for comment!! How in the world do you think this is fair or a good way to get public comment?	
NEWNING AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Newning Ave is a NEIGHBORHOOD street in the National Register District: Travis Heights/Fairview Park. Filled with historic homes, protected heritage trees near the street, established yards, gardens, and private (and much loved) property. I oppose any "eminent domain" exercise for Newning Ave. I oppose increasing the traffic in any way.	78704
NEWNING AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78704
NEWNING AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change. This corridor is much too narrow for the proposed change in ROW width.	78704
NEWNING AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the proposed changes to Newning. This is a residential street with many historic homes. The existing street is part of the Historic charm of the neighborhood. I am disappointed that the residents along Newning did not receive a timely notice of this proposed change.	78704

NEWNING AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Newning is a residential street with small lots. Widening the street would take the street practically to some homes' front porches, which would illegally lessen value of properties.	78704
NEWNING AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street has many curves and is narrow with blind corners. Heritage trees grow in the current ROW. In addition this is a historic district listed in the National Register of Historic Places called "Travis Heights – Fairview Park Historic District." This region is bound by Edgecliff Terrace (just north of East Riverside Drive and home to the Norwood Estate) to the north, East Live Oak Street to the south, I-35 to the east, and South Congress Avenue to the west. According to the nomination draft document approved by the State Board of Review, this defined district contains a total of 1,273 buildings, with 838 of those considered as contributing to the neighborhood's historic merit.	78704
NEWNING AVE	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I oppose anything that would encroach on existing residential structures. Widening Newning would unreasonably contract usable space of the residents' property and especially penalize those with small front yards. Please keep our neighborhood a neighborhood.	78704
NEWNING AVE	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I do not support this change. As a 30-year resident of Newning I want to live in a neighborhood, not a busy thoroughfare. Newning is routinely full of walkers, runners, children and dogs. It has become a common "cut-through" between Riverside and 35 south. Newning is curvy and has limited visibility in many areas. We do NOT want Newning to further encourage traffic from other parts of town, adding to speed, noise and pedestrian challenges.	78704
NEWNING AVE	No change	No Change	NA to 2U-OP	No Change	Other/Otro	I support no change to Newning Ave - as listed here. The street is residential with families with children, and widening the street would increase traffic and not be conducive to the residential area. Thank you for not widening the street. However sidewalks would be a nice addition.	78704
NEWTON ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I understand the city is growing, but this is not how you go about changing neighborhoods. No one from the city has connected with the individuals that live here to discuss the proposed plans. The lack of thought and care for us makes me not trust the changes that the city proposes. Our neighborhood is quiet and safe, and this proposed change will bring more traffic and change the dynamic of our community.	78704
NEWTON ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I DO NOT SUPPORT THIS CHANGE!!!! I will protest. This is a quiet neighborhood and there is not too much traffic. As a parent with young children, I do not want more traffic drawn to this quiet and safe street.	78704
NEWTON ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	As a tenant at the corner of Newton and W. Monroe, I walk and drive daily in this neighborhood. The on-street parking and density of traffic is already greater than the neighborhood can handle, due to the development of new housing and the high traffic density. The proposed changes would make this situation worse. It would contribute further to the traffic accidents we already witness on these streets, and it would make it even more unsafe for pedestrians, of which there are many, both those who reside here as well as those coming to the popular shopping and dining areas on S. Congress and S. First.	78704

NEWTON ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Who thought this up? Obviously whoever did lives in the suburbs where lots are spacious and nobody parks on the street because they have garages. For our little bungalow, the ROW will mean we have less than 10' of property we can control beyond our front door. I guess that will mean the end of our little picket fence and most the landscaping if the City thinks they need it it widened the road and put even more traffic on our neighborhood streets.	78704
NEWTON ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Newton St cannot support the traffic that "level 2" is intended to allow. The lots on both sides are very small and taking additional ROW from them will bring city/utility entitlements right to our front doors. There is no need to provide for additional through-traffic in this residential area. Better to make each intersection a 4-way stop to cut down on speed, and to make Newton St. a one-way street so there's room for traffic to pass safely between the cars parked on both sides of the street. Also, I note that the proposed map change was dated November, 2021. How is this adequate notice of such a major change to our property?	78704
NEWTON ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a residential street with small homes on small lots. Widening the street would practically place the front doors on the street and lessen the property values illegally.	78704
NEWTON ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	We have lived on Newton for 20 years and by taking an extra 14 feet for the city, it will reduce our lot size to just under 7000 square feet which makes it not eligible for building a duplex. This is the case for several properties. As you can imagine this will change the value of our land in the long term. The code department seems to have it in for Newton Street. As part of the failed Code Next, they were trying to divide the street with more development (More multifamily) added on the west side as oppose to the east with only duplexes. Why has this not been made more public and why is it so difficult to find the comments section? This potential widening is a travesty for our street. We do not need to make it easier to for MORE traffic to flow down Newton. There is already too much cut through traffic when Congress backs up. Please do not approve this change. Also, we implore you to extend the feed back time so that we can let more property owners know about this. We will be reaching out to the Mayor and City Council about this. Thank you.	78704
NEWTON ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Newton St is full of families and peoples primary residences. The heavy traffic already stemming from S1st and Soco is consistent. With children and families and limited sized lots as/is - this is absolutely unacceptable. It would affect the neighborhood and blocks of homes tremendously. DO NOT do this PLEASE!	78704
NEWTON ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	1600 block of Newton is a residential community with a lot of young children who walk and play in the neighborhood, increasing traffic in the area with severely impact safety. It's ridiculous that new commercial construction is allowed on Congress without requiring these companies include adequate parking to support the use, it's ruining the neighborhood and community feel in our area with multi-generational residents.	78704

NEWTON ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The lots at the north end of the 1400 block of Newton St. (across from the School for the Deaf) are already only 80 feet deep. If you lop off 14 more feet they will be unbuildable! If you have to add ROW, take it ooff the School for the Deaf. They have lots of land. And the State will eventually sell it for commercial development	78704
NORTH CREEK DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una mod	The dead end should be 60 ft, Level 1? It doesn't connect to anything, and doesn't need to because the bike/ped connection goes through the school grounds. In a strategic timeframe, even could rework the blob at the end to provide a few street parking spaces and a lovely rain garden for water quality.	78753
NORTH HILLS DR	Technical correction	Level 2 to Level 1	No change	70 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	Due to proximity to two schools, this section should have traffic calming to prevent drivers from speeding in this area and endangering children.	78731
NORTH SHIELDS DR	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación		78727
NORTHCROSS DR	Technical correction	Level 2 to Level 3	No change	60 to 80	I do not support the change/No apoyo la modificación	This area has already had the intersection at Foster and Shoal Creek Blvd NARROWED by the installation of drive-over curbs, which have been hazardous to drivers trying to navigate that section of the road. Take out the drive-over curbing and you wouldn't need to widen the Street. Plus, the bollard and turtles for the bike lane on Foster south of Anderson are already restricting the roadway; if you remove those it would not be necessary to widen the street and take out private property to do it. Also this stretch of Foster does have trees that would evidently be removed, which is detrimental to the green canopy Austin needs for climate cooling.	78751
NORTHLAND DR	No change	No Change	No change	130 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	The driveway from the Starbucks parking lot to Northland should be removed. Traffic turning into and out of this parking lot is the cause of several near-accidents daily, both by turning cars and caused by other cars swerving into the next lane to avoid turning cars. Access to the Starbucks should instead be via the "street" connecting Northland to the Randall's parking lot and the Bank of America building.	78731
NORTHLAND DR	No change	No Change	No change	104 to 120	I support the change/Apoyo la modificación	Drivers here frequently ignore the "no right turn on red" signs from Northland to 2222. This is especially dangerous because of lack of visibility of the main intersection once you're in the turn lanes. Perhaps additional flashers or red-light cameras are needed to prevent this dangerous behavior. I support the change from 5U to 4D. Drivers frequently use the left turn lane for passing in dangerous ways.	78731
NORTHLAND DR	No change	No Change	No change	104 to 116	I do not support the change/No apoyo la modificación	The map shows the city has no jurisdiction over the roadway at the western end of the segment west of this stretch where the widened roadway is proposed here. Widening the roadway eastward is of no use to aid in traffic flow and would take away from private property and remove trees that contribute to the green canopy for Austin climate protection.	78757
NORTHLAND DR	No change	No Change	No change	104 to 116	I do not support the change/No apoyo la modificación	The map shows the city has no jurisdiction over the roadway at the western end of where the widened roadway is proposed. Widening the roadway eastward from that point is of no use to aid in traffic flow and would take away from private property and remove trees that contribute to the green canopy for Austin climate protection.	78757
NORTHWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	An interior neighborhood street that should remain at Level 1.	78703

						<p>This segment should be a Level 1 and not a Level 2 based on the dimensions of its ROW. The ROW of this 2-way residential street is just under 60 feet. When vehicles are parked on the street drivers must pull over, a situation illustrated at the top of the 58 ft ROW. The required ROW of 70 ft for proposed sidewalk and bicycle facilities will require a “taking” of private property. The “suggested ROW” of 84 ft is an extremely aggressive “taking” in a residential neighborhood. In addition, the proposed buffered bike lane for “all ages and abilities” would be only two blocks South of the proposed buffered bike lanes on W 29th St. Both Northwood and W 29th experience increased vehicular traffic during rush hour. Why add bicycles to that mix? The neighbors may appreciate sidewalks (which bicyclists may also use). If Northwood Rd and Jefferson St both remain as Level 2 streets then their intersection will require 98 ft ROW which is excessive for a residential neighborhood.</p>	
NORTHWOOD RD	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod		78703
						<p>Northwood Rd from Harris Blvd to Jefferson St: This segment should be a Level 1 and not a Level 2 based on the dimensions of its ROW. The ROW of this 2-way residential street is just under 60 feet. When vehicles are parked on the street drivers must pull over, a situation illustrated at the top of the 58 ft ROW. The required ROW of 70 ft for proposed sidewalk and bicycle facilities will require a “taking” of private property. The “suggested ROW” of 84 ft is an extremely aggressive “taking” in a residential neighborhood. In addition, the proposed buffered bike lane for “all ages and abilities” would be only two blocks South of the proposed buffered bike lanes on W 29th St. Both Northwood and W 29th experience increased vehicular traffic during rush hour. Why add bicycles to that mix? The neighbors may appreciate sidewalks (which bicyclists may also use). If Northwood Rd and Jefferson St both remain as Level 2 streets then their intersection will require 98 ft ROW which is excessive for a residential neighborhood.</p>	
NORTHWOOD RD	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod		78703

						<p>I object to the designation of Northwood Rd as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro’s stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority Network is being used to push density ½ mile into our neighborhoods.</p> <p>In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin where the majority of riders are bus dependent People of Color.</p>	
NORTHWOOD RD	No change	No Change	No change	0 to NA	I do not support the change/No apoyo la modificación		78703
NUECES ST	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	Nueces, along with many other downtown streets, should be downgraded from level 3 to level 2. It should be converted to 2-way with limited or no parking and wide sidewalks to encourage growth at ground level.	78731
OAK MEADOW DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This should NOT be expanded to 2 car lanes in each direction. Please keep the traffic on the highway.	78735
OAKCLAIRE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	Gaines Ranch Road is in much worse shape and more in need of the upgrade.	78739
OAKMONT BLVD	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	This green line is not a level 4 street. It should be level 1	78703

OAKMONT BLVD	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>I oppose the Level 4 designation for this road and for its inclusion in the Transit Priority Network. It should be a Level 1 road like the rest of Oakmont Blvd. This segment of Oakmont is a single lane road along residential properties and is not a highway service road. Cap Metro's #335 bus is using it a passthrough to 35th St. There are no bus stops on this road. There is no rationale for designating road Levels on roads the city has no jurisdiction over.</p> <p>I object to the designation of West 35th Street as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to "connect", particularly with high frequency bus service (15 minute intervals). Cap Metro's 2019 Remap ("Connections 2025") project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a "gap" in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the "gap" with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro's stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd</p>	78703
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OAKMONT TO MOPAC NB RAMP	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>This road segment is a single lane highway ramp, not a service road and merges into Northbound MoPac. It's also hemmed in by Sound Walls. Cap Metro's #335 bus is using a lane of MoPac as a passthrough to W 35th St. and is including it in the Transit Priority Network. Since there are no bus stops or pedestrian access to this roadway it should not be part of the Transit Priority Network. There is no rationale for designating road levels on roads the city has no jurisdiction over.</p> <p>. I object to the designation of West 35th Street as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to "connect", particularly with high frequency bus service (15 minute intervals). Cap Metro's 2019 Remap ("Connections 2025") project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a "gap" in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the "gap" with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro's stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd</p>	78703
OHLEN RD	Technical correction	Level 2 to Level 3	No change	78 to 80	I would like to suggest a change/ Me gustaria sugerir una modificación	Ohlen Rd should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
OHLEN RD	Technical correction	Level 2 to Level 3	No change	78 to 80	I would like to suggest a change/ Me gustaria sugerir una modificación	Ohlen Rd should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
OHLEN RD	No change	No Change	No change	78 to 84	I would like to suggest a change/ Me gustaria sugerir una modificación	Ohlen Rd should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
OHLEN RD	No change	No Change	No change	0 to NA	I would like to suggest a change/ Me gustaria sugerir una modificación	Ohlen Rd should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
OHLEN RD	No change	No Change	No change	78 to 80	I would like to suggest a change/ Me gustaria sugerir una modificación	Ohlen Rd should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731

OHLEN RD	No change	No Change	No change	100 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Ohlen Rd should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
OLANDER ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the proposed change. Please keep this road at Level 1. It is more appropriate for the context, roadway width, and speed. This street easily accommodates bicycle facilities and separate lanes are not necessary given the traffic, volume, and speed.	78702
OLANDER ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This proposed change makes no sense and is not based on any actual proven need. It seems random and a waste of resources, both human and financial. Level 1 is much more appropriate for the context, width, speed and popularity of the street.	78702
OLANDER ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Level 1 is more appropriate for the context, width and speed of this street.	78702
OLD BEE CAVES RD	Technical correction	No Change	3U-S to 2D-S	80 to 100	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735
OLD BEE CAVES RD	Technical correction	No Change	3U-S to 2D-S	80 to 100	I do not support the change/No apoyo la modificación	This should not be expanded to 2 cars in each direction or bicycle lanes. There is no use for a bicycle lane you have to be in a car to get here. There is no bus route. The expansion of the ROW encroaches on private property and a nature preserve.	78735
OLD BEE CAVES RD	No change	No Change	No change	90 to 116	I do not support the change/No apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
OLD BEE CAVES RD	No change	No Change	No change	90 to 116	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735
OLD BEE CAVES RD	No change	No Change	No change	90 to 116	I do not support the change/No apoyo la modificación	This should NOT be expanded to 2 car lanes in each direction. Please keep the traffic on the highway.	78735
OLD BEE CAVES RD	No change	No Change	No change	90 to 116	I do not support the change/No apoyo la modificación	This should not be expanded to 2 cars in each direction or bicycle lanes. There is no use for a bicycle lane you have to be in a car to get here. There is no bus route.	78735
OLD LOCKHART RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
OLD WALSH TARTLTON	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I support the change/Apoio la modificación	Very substandard street. The upgrade is needed.	78739
PACK SADDLE PASS	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I cycle Packsaddle Pass most days, and find the width and sidewalks are workable as is. I'd suggest saving money for improvements on other streets that are more discouraging and/or dangerous for some modes. The only changes I could see making are at either terminus, that is at the Ben White end (where more cycle protection could be implemented somehow) and the Jones road end (likewise). On most of the road, I would not be opposed to some low cost paint markings, but more than that seems uncalled for.	78745
PACK SADDLE PASS	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This seems somewhat larger in scope than is appropriate. Pack Saddle would be a good candidate for less intrusive measures.	78745

PALO BLANCO LN	No change	No Change	No change	70 to 84	Other/Otro	MUCH MORE Information is needed regarding ALL of Palo Blanco Ln. How is the required ROW going to impact the single-family residential area? What type of displacement is going to occur? What type of targeted outreach did the City do to alert these residents of the ASMP?	78744
PALO BLANCO LN	No change	No Change	No change	70 to 84	Other/Otro	MUCH MORE Information is needed regarding ALL of Palo Blanco Ln. How is the required ROW going to impact the single-family residential area? What type of displacement is going to occur? What type of targeted outreach did the City do to alert these residents of the ASMP?	78744
PANTHER TRL	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	I'd like to see Valley View Road connected to Panther trail. It looks to me like the space exists to do it without terring down any apartments or houses, and it would make Manchacha feel less like a drag race track.	78702
PARK BLVD	No change	No Change	No change	70 to 84	I support the change/Apoyo la modificación	Anything you can do to make this accomodate more traffic of all kinds - pedestrian, bike, car, bus - is all good and very important given the golf course will eventually (hopefully soon!) become something that is used by more people. A mixed use walkable park / commercial /residential would be my dream!	78751
PARK BLVD	No change	No Change	No change	70 to 84	I support the change/Apoyo la modificación	I highly support the proposed improvements to increase sidewalks, bike lanes, and planting zones along Park Blvd. I would suggest that this would be even better if the pedestrian connection through the Hancock mobility center is considered with a small area plan to connect through the super block to other portions of the neighborhood.	78751
PARK BLVD	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	1/ This area is in the flood plain. You'd a) increase impermeable cover by widening the right of way; b) eliminate front yards so that floodwaters would go right to people's front doors; c) cause lower lying houses to get flooded; d) change how water drains into the creek here. This is a terrible idea! 2/ Even suggesting this is a waste of the City's resources. You will lose the inevitable imminent domain lawsuits because this is not critical to solve a traffic problem.	78705

						<p>You'd be turning one of Austin's most walkable neighborhoods into a traffic thoroughfare. Park sees a ton of pedestrian use and doesn't have any traffic congestion (or hardly any car traffic at all -- that's why it's heavily used by pedestrians). Changing this to a Level 2 street would decrease the neighborhood's walkability and not solve any traffic problems.</p> <p>1) Decreases safety. Would make it a dangerous thoroughfare between Red River and Duval making it unsafe for pedestrians (especially all the young kids) and cyclists.</p> <p>2) It doesn't solve a problem. There are no congestion problems right now in this area.</p> <p>3) Increasing impermeable cover in an area near a creek is foolhardy. Especially since flooding events are supposed to increase in the next 50 years.</p> <p>4) Expanding the ROW would require cutting down heritage trees and native landscaping or paving over critical root zones. This runs counter to the City's climate goals — this tree cover is critical. Plus, it's invaluable culturally and aesthetically.</p> <p>5) Expanding the ROW would mean eliminating setbacks/front yards. This would ruin the neighborhood's aesthetic. it would also increase crime, as studies show that setbacks cut down on petty theft and porch piracy.</p> <p>6) This contradicts other City plans, like VisionZero and the Climate plan. You're encouraging more car use and in a dangerous way.</p>	
PARK BLVD	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación		78705
PARK BLVD	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	<p>Park Blvd has no room to widen for cars without destroying the very nature of this charming residential street.</p> <p>In fact, I would prefer to make it more of a pedestrian "boulevard," closing off the entrance from Red River.</p>	78751
PARK BLVD	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	<p>Very inappropriate for a neighborhood street. Should be level 1. Not enough room for level 2 ROW without eminent domain. Structures are single family. Should not become a mixed use corridor--would be against neighborhood plan.</p>	78705
PARMER LN-SAMSUNG BLVD CONNECTOR	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	<p>This connector should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.</p>	78731
PATTON LN	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Suggest allowing street parking on only one side of Patton Lane. There's been a sudden increase in the number of cars parking on the street, parking on both sides, and vehicles typically speed when driving down the road (no speed humps). Also suggest right turn only from Patton onto Berkman Drive because it's hard to turn left & have seen many near-misses of auto-pedestrians at the new crosswalk because drivers turning left get impatient and frustrated.</p>	78723
PAYLOAD PASS	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	<p>I would like, if the apartments ever get redeveloped, to see a road connect directly between St. Eds and the Walmart, to lett college kids get groceries much more easily by foot or bike.</p>	78702
PAYLOAD PASS-E ALPINE RD CONNECTOR	No change	No Change	No change	78 to 84	I support the change/Apoyo la modificación	<p>Accessing this Walmart is very frustrating, having a way that doesn't require the service road would be amazing</p>	78702

PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	Downgrading Grover Avenue to a Level 1, while upgrading Payne to Level 2, makes no sense whatsoever. First of all, the right of way on Payne is not wide enough to make a Level 2 street with bike lanes as shown in your plans. Will you be seizing property by imminent domain all along Payne Avenue? How much will that cost? Grover Avenue, on the other hand, is currently a Level 2 Street and the right of way is already wide enough to create bike lanes and proper sidewalks. Why on earth would you downgrade the wider street while upgrading the narrower street, thus making the project much more expensive and disruptive to residents than it needs to be??? As other commenters note, there is simply no need for this particular change. The city would be foolish to push for it. Residents of Payne Avenue will fight it tooth and nail with lawsuits etc. Our household supports improving transportation but in a rational manner that does not further subdivide existing neighborhoods.	78757
PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	The segment of Payne Ave shown here does not exist. Payne does not connect to Lamar. Whoever drew this map overlay was pretty negligent - the overlay shows Payne running through an occupied building on Lamar. By the way, the map also shows Wallingford running through a set of occupied businesses on the west side of Lamar. This is also not accurate. Westbound Wallingford ends at Lamar. But I'm primarily interested in commenting on Payne Avenue, where I have lived for 15 years. I can look down Payne from here and see that it still ends at Wild Ave, same as ever. And that Wild Ave is not a thoroughfare, same as ever. Check your map, it's wrong!	78757
PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	As relatively new additions to the Brentwood neighborhood, we were drawn to the community as well as the ease of access to other streets. Which is why we are scratching our heads at the rationale behind the proposed changes to Payne Ave. It seems as though we are solving an access problem that doesn't exist, while creating new problems in maintaining our sense of community interaction. We will reiterate the points of others in stating that nearby Justin Ln. and 2222/Koenig are both entirely adequate connector streets for this neighborhood that does not need to be further subdivided.	78757
PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	The Brentwood neighborhood does not need or want any additional through-streets, or Level 2 streets. I live on Payne Ave, and Koenig Ln and Justin Ln are both nearby Level 2 streets - just a 15 second drive or ~1 min bike ride between these already existing through streets. On that note, Morrow St does not need any changes either, as it is so close to W Anderson. Thank you for reading and considering the feedback of this resident.	78757
PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	The proposed changes to Payne Ave are NOT a good idea. There are other streets, Justin and Koenig, that drivers can use to 'connect' to neighborhoods. Please don't ruin our quiet, walking-friendly streets by increasing the size of Payne Avenue.	78757

PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	<p>I am a resident of Payne Avenue. This is a residential street where children play. This would have a huge negative impact on the residents of the neighborhood, as well as the businesses on Burnet and Lamar.</p> <p>Further, with Justin immediately to the North and Koenig immediately to the South, there is truly no need or reason to add another thoroughfare at this location.</p>	78757
PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	<p>As a resident of Payne Ave and a UT Austin educated Urban Planner, I am strongly opposed to the proposed plan to connect Payne to Lamar and upgrade its designation. Payne Ave should remain a slow, neighborhood road that is conducive to community interactions, children, animals, and street trees. This connection is completely unnecessary and would have an incredibly negative impact on all of the aspects that make a neighborhood a healthy place to live.</p> <p>Progressive cities around the world have realized that prioritizing vehicle travel damages the very fabric of a city. For too long more lanes and wider streets have been the norm, which has resulted in pollution, reduced community interaction, sedentary behaviors, and a toxic natural environment. The City of Austin claims to be an ecologically minded and progressive city, but this proposal and ones like it clearly show otherwise.</p> <p>Austin leaders, we are calling on you to make the right decision both in this neighborhood and in neighborhoods across Austin. Stop widening streets and adding lanes - it has been proven repeatedly to not improve congestion and only serves to damage communities and the environment.</p>	78757
PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	<p>this location. It makes no sense given the grade change and the existing building infrastructure here to make this additional connector to Lamar. We have ample access via Romeria and Brentwood (just a few streets north).</p> <p>Please don't do this to our quiet neighborhood and street. Trust the neighborhood comments. We live here and see the streets on a daily basis. Changing this street to a thoroughfare is a bad idea.</p> <p>For those reading comments there's additional mechanisms to protest the rezoning. You can email Adler and Pool OR click the red button on the top right of this rezoning protest site:</p> <p>http://communitynotcommodity.com/2022/01/11/is-city-staff-covertly-promoting-transportation-amendments-that-will-bring-back-transition-zones/</p>	78757
PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	<p>This seems like a lot of effort for minimal gain. I assume the purpose of this plan is to move traffic off of Koenig lane, right? Unfortunately I don't see how a cut through on Payne is really going to be that attractive to anyone going east/west on Koenig today. I have driven Koenig morning, noon and night and b/w Burnet and Lamar it's just not that busy. There are so many other screwed up intersections and backed up streets in Austin, it just seems to me you should spend the dollars somewhere else.</p>	78759

PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	Please do not ruin this quiet residential street.	78756
						I do not support the change for Payne Ave to a level 2. We, and other neighbors, intentionally made our lifetime investment into our homes on Payne Ave BECAUSE it is a quiet street without thru traffic. Children and families need safe neighborhood streets. There is no reason for this change on Payne Ave. Already the neighborhood has thru streets with increased traffic. Maintaining the integrity of neighborhoods is crucial to Austin. Our city needs to have an eye towards more than just attracting new industries.	78757
PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación		78757
						We do not need another connector to Lamar. Two blocks up is Brentwood St, three blocks down in Romeria, five blocks up is Justin Ln. Major E-W streets are Koenig, Justin, Morrow, W Anderson. The neighborhood has a good balance of connections and isolation. People can already quickly connect to other neighborhoods and regions of the city using the larger streets while the rest of the neighborhood streets are generally quiet and local traffic only. Adding this connector to Lamar would be detrimental to the neighborhood.	78757
PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación		78757
						This would increase traffic on Payne Ave, a residential street with many families with young children. In addition, there is little added benefit to the greater community as Koenig Ln and Justin Ln already provide transit between Burnet and Lamar.	78757
PAYNE AVE	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	We would like to prevent our neighborhood from being even further divided by traffic.	78757
PAYNE AVE	No change	No Change	No change	60 to NA	I support the change/Apoyo la modificación	I do not support this change	78757
						Expanding a street that has almost no vehicle traffic and even less pedestrian traffic is a waste of public funds. Payne doesn't even connect any major thoroughfares to justify the change. It dead ends into two other smaller streets.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Also, it is logically backwards to assume that making a street larger to accommodate more traffic would make it safer for pedestrians.	78757
						There are better, safer ways for vehicles to cross from Burnet to Lamar, that don't involve cutting through the neighborhood. This change will endanger lives and negatively impact homeowners causing them to move elsewhere, taking their tax revenue with them.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						I do not support this change. I have read the other comments and agree that this is a terrible idea. In my case, the sidewalk (assuming land on each side of the street is taken equally) would mean that the sidewalk would be 8.5ft from my front door. Totally unacceptable.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						I have lived in my house on Payne Avenue for 42 years and have paid taxes every one of those years. How can Austin take my HOME away from an old woman who has worked all her life to live where she does on Payne Avenue? Is this just a ploy to force me to sell so that a quadplex can be built on my lot in order to produce even more tax revenue for Austin? I will fight tooth and nail to my very last breath to keep my home on my quiet street. I WILL NOT MOVE. I WILL CHAIN MYSELF TO THE PECAN TREE IN MY FRONT YARD TO PREVENT THIS CHANGE FROM HAPPENING. Please discard this unnecessary change on Payne Avenue. These is no way I will cooperate with the city of Austin regarding this street change.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						I vehemently oppose the proposal to change Payne Ave to a Level 2 street. The street currently meets your definition of a Level 1 street exactly and does not meet the definition for a Level 2 street at all. It is a fully residential street with no businesses. The neighborhoods in the area are already connected east to west by Level 2 streets in Koenig Ln (6 blocks south) and Justin Ln (6 blocks north). By your own classifications and definitions there is absolutely no reason to make Payne Ave a Level 2 street. In addition to this not being a needed change, it would be very destructive to the neighborhoods yards, properties, heritage trees and property values. Homeowners would lose nearly their entire front yard (each homeowner losing approximately 27 ft. of front yard) and many of the heritage trees that have been protected and which make Austin unique, would be destroyed. With the street being moved to steps outside our front doors, property values will plummet. This is a	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						The space for such a street of such importance is not large enough. This change will take away most of the properties front yards, the houses will be directly on the roadway. It will devalue properties and create a much busier and noisier environment. People bought in that area because they were looking for a quiet and safe area.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						I do NOT support the change of Payne Ave from a level 1 to a level 2. There are little to no benefits, it will ruin property values, be dangerous to children, pets, and people that simply want to walk through their neighborhood. There are already Justin and Woodrow cutting through the Brentwood neighborhoods and adding another will absolutely do more harm than good.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						There is an elementary school close to this street and many students will walk to school. Many of the people in the neighborhood walk as well. For safety reasons, and the fact that there are already other major roads that are accessible, it is unnecessary to develop Payne into a level 2 street. I agree with all the other comments as well about decreasing property values and impacting families homes.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						I cannot support the technical correction to a Level 2 street for Payne Avenue. The proposed changes would cut our yard in half, killing our property value. Payne doesn't connect to Lamar or Burnet. We also have several ways of traveling East to West. This proposal doesn't make sense.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						I've owned my home on Payne Avenue for 20 years, and the possibility that the investment could be made almost worthless is horrifying. The street does not connect directly to Burnet Rd or N Lamar, so the idea that it should be widened to become a thoroughfare handling heavier traffic seems ridiculous on its face. Perhaps the city plans to eventually make the street connect directly to those larger roads. If so I believe all of us who live on this street and love our quiet neighborhood will fight against that in any way that we can.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						I have reviewed my neighbors comments. I agree with their assessments. As a longtime resident I'm appalled but not surprised that those actually affected did not receive notice. This change would ruin the neighborhood. Woodrow has already been turned into a major thoroughfare. Change is not always good. Stop ruining neighborhoods!!!	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I have young children, one of which just started trying to walk to school by herself. Increasing traffic on Payne would greatly hinder her safety and that of all the other children that walk to Elementary, Middle school, or High school in our neighborhood. The sheer number of young children in our street indicates that a large number of families would be affected by this change for almost two decades to come.</p> <p>Also, taking the least invasive option of 72 feet width implies not a single front yard would be left with even half its current size in our street. Many of those front yards include very old protected trees that would constitute a crime to touch or affect.</p> <p>It is very unfair not to consult the affected families directly. Many would probably choose to relocate, which in the current real estate market, would mean they leave the neighborhood completely. It is tragic to think of uprooting a whole street without more discussion than scattered comments on a map. This is terrible city planning behavior.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>As a resident of this street, the thought of it turning into a busy traffic thoroughway akin to nearby Justin Lane turns my stomach. I can imagine even deciding to move should this change happen and bring lots more speedy traffic to our quiet street. We already have other thoroughway streets - not just Justin Lane, but also Anderson and Koenig. Shouldn't we be making Austin more pedestrian- and transit-friendly, not more car-friendly?</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I DO NOT support the change to a level 2 street. It simply does not make sense as Payne Ave does not go through to either Lamar or Burnet. The change would also take most of our front yard that our children use. And we do not need more traffic- our street has children in almost every household. It is unsafe and there is no need to waste money or take our property.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	<p>I do not support the change. Recent information about the 84 foot span is even more alarming. 84 ft. is doorstep to doorstep. Every concern I have previously listed in a post as well as concerns listed by others is accelerated. It doesn't make sense when the corridor does not include property directly adjacent to Lamar or Burnet Rd. Furthermore if there are no bike lanes on Lamar or Burnet Rd. what is the specific advantage of this corridor for bikers? Please think of our neighborhood children and all who walk the Arroyo Seco. Safety, especially at Arroyo Seco and Payne intersection is primary.</p>	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I do not support the suggested change to Payne Ave. I live on Payne, and the changes being suggested would ruin my property value that I have spent 15 years investing in by paying for my home. I purchased my home with the future thinking vision that one day it would be valuable to me if I needed to sell it. Having a four-lane road directly in my front yard will ruin that possibility. In addition to that, in order for the street to be as wide as they are suggesting, the street would come practically to my front door. This is incredibly unsafe, and I have no doubt that eventually, a car accident would end up in my living room. Does the city foresee moving my home back from the street? I doubt it. And where will street parking go? My home has a one-car parking pad, and my other car parks on the street. What happens to my second car when there's nowhere to park?</p> <p>In addition, making Payne a through-street between Lamar and Burnet seems unnecessary to me given that Koenig, Justin, Anderson are already through streets. Putting another one that close to Koenig feels unnecessary.</p> <p>I strongly oppose this suggested change. It will destroy the value of what I've spent a long time paying for, and paying very high property taxes for. Please do NOT make Payne a 4-lane road.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Totally against turning Payne into a bigger street. Would be horrible for the neighborhood and for what? There are already other major streets that go east west.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>As a resident of Payne, I oppose this plan. What would the plan be for residential parking if this was implemented? This would destroy the safe environment for homeowners and their guests by forcing them to park 6 or more blocks away from any given address. Your level 2 plan would only encourage tribalism, with theft and vandalizing of residents and their guest's automobiles as a result since they would no longer be able to park within the proximity of their own homes.</p> <p>We already have established footpaths and they are plentiful and safe. Your proposed plan would destroy footpaths and make them less safe.</p> <p>Multiple routes go east and west, Anderson lane, Justin Lane, and Koenig lane. What this area and the whole of Austin desperately needs is to have all traffic lights on sensors instead of timers. East and West traffic flow has always suffered in Austin due to the lack of moderated signaling. Your proposed plan would only result in more congestion for the neighborhoods of Crestview.</p> <p>This proposed level 2 plan is simply absurd and is without merit. It would only encourage tribalism and make this area less safe for homeowners, their families and guests, and their property.</p>	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>As residents of Payne avenue we vehemently oppose this change. Our neighbors have already very clearly stated all of the obvious reasons why, but in case you need a few more:</p> <p>I can count at least ten children under the age of 9 on just our little block. All of them patiently waiting to be able walk to (newly renovated) Brentwood Elementary next year — including our own 4 & 6 year old.</p> <p>We have lived in Austin for 20 years and on Payne avenue for 7 of those years. Part of what makes Austin so special is the character of its neighborhoods. It's why people move here — to have safety, walkability, shade from the live oaks, yards, and so on. Turning Payne into a level two wouldn't just affect its direct residents, but the whole neighborhood. Please do your job to preserve the character of our city and its neighborhoods.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>It is not logical to work to make payne a through street encouraging more traffic through the neighborhood. The neighborhood already has connectors just a few blocks north (Justin) and south (Koenig). Breaking up a neighborhood hurts our city as a whole. Calling Payne Level 2 is the first step in eventually widening the street and saying “cut through here commuters!” Why would the city encourage that? There is absolutely nothing to be gained and lots to be lost (identity). Also, how does this fit in with the survey you have associated with the strategic planning for more community use of streets?!? It doesn't. They are in direct conflict. Get real. Leave neighborhood streets alone.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Why is the default above that we support this change??!! I strongly oppose changing Payne to allow for and encourage more traffic. This is a very quiet neighborhood street that encourages children playing, neighbors gathering, little ones learning to ride their bikes, etc. Our neighborhood does NOT need to be chopped up with kore busy streets.</p>	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Payne Avenue does in no way fit your own definition of a level 2 street</p> <p>"Level 2 Streets connect neighborhoods to each other." Payne Does not connect neighborhoods, this route is simply replicating a route available via W Koenig, W Anderson and Justin lane.</p> <p>"They balance mobility with access by providing good access to neighborhood-serving business districts, retail, and services." There are no businesses or services on Payne, nor are there any spaces where a business district could be set up.</p> <p>"Typically, they have lower travel speeds and traffic volumes than Level 3 and 4 Streets. They tend to connect to other Level 2, 3, and 4 Streets." Payne does not connect to either Burnet or Lamar.</p> <p>"They have a significant need for accommodation of high levels of use for all travel modes." As pointed out, there are 3 routes for cars and 1 for traffic in the immediate vicinity. The road is already suited to bike and foot traffic.</p> <p>The plan would cost a significant amount, would have a terrible effect on residents and would benefit nobody</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	<p>Payne Avenue does in no way fit your own definition of a level 2 street</p> <p>"Level 2 Streets connect neighborhoods to each other." Payne Does not connect neighborhoods, this route is simply replicating a route available via W Koenig, W Anderson and Justin lane.</p> <p>"They balance mobility with access by providing good access to neighborhood-serving business districts, retail, and services." There are no businesses or services on Payne, nor are there any spaces where a business district could be set up.</p> <p>"Typically, they have lower travel speeds and traffic volumes than Level 3 and 4 Streets. They tend to connect to other Level 2, 3, and 4 Streets." Payne does not connect to either Burnet or Lamar.</p> <p>"They have a significant need for accommodation of high levels of use for all travel modes." As pointed out, there are 3 routes for cars and 1 for traffic in the immediate vicinity. The road is already suited to bike and foot traffic.</p> <p>The plan would cost a significant amount, would have a terrible effect on residents and would benefit nobody</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Proximity to an elementary school (two blocks) and intersection with a street (Arroyo Seco) that has bike & pedestrian infrastructure and runs directly past the school means that small children walking/biking to school would have to navigate a intersection with increased traffic.</p>	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Frankly, this is an absurd suggestion. It would ruin the lives of residents on a family-friendly street for absolutely no benefit to drivers or cyclists. I have just measured the street (which is suspect is more than you have done), an 84ft wide street would entirely remove the front yard, off street parking and trees of every single property on the street.</p> <p>This absurd cost would deliver absolutely no benefit.</p> <p>Firstly, given the point of the project, Payne Avenue does not connect to either Burnet Road or Lamar Boulevard. It is very much a level 1 street. This plan would result in severe congestion on Burnet Lane and Wild Street, would not reduce the journey time between Burnet/Lamar, and would make the street less suitable for foot and bike traffic.</p> <p>Second, given this plan would remove at least one parking space from each yard on the street, what is the plan for parking? Where do you think the 100+ cars will go?</p> <p>Third, there are two easy traffic routes to the North (Justin Lane. West Anderson) and one to the South (West Koenig). Justin Lane also includes a bike lane which is very rarely congested. There is no need for additional capacity.</p> <p>Forth, This will result in more traffic and congestion along and around Arroyo Secco and Brentwood Elementary.</p> <p>Given the impact to residents and the lack of benefit delivered (at significant cost to the public), I would not hesitate to take</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Koenig, Justin, Anderson Ln, The neighborhood already has a large number of E/W cross streets.</p> <p>In a time when the city of Austin is taking streets and shutting them down to encourage foot traffic I question the routing of more traffic onto Arroyo Secco.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I live on Payne and am strongly against this Level 2 change and would support legal action if necessary to block this change.</p> <p>There is already a Level 2 street slightly up the road on Justin and it's never heavily congested.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This is a bad idea coming from a resident on Payne. It's not needed as it doesn't even connect to Lamar. It will also take away my whole yard and two big trees.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I am a homeowner & resident on Payne Ave and I strongly do NOT support this change to Payne Ave. We have many kids & families that live and walk near our streets & more traffic (even with additionally sidewalks & bike liens) would be dangerous & a waste of money and time. Please allow Payne Ave to remain a family-friendly street that does not connect to Burnet or Lamar. Moreover, our Brentwood neighborhood is currently broken up with East-West streets: Justin Ln to the north [by 6 streets] and W. Koenig Ln to the south (in addition to Romeria Dr [3 streets south of Payne] which does cut through to Burnet & Lamar). Our neighborhood community truly values visiting our neighbors across our street without the dangers of increased traffic. This change would be a wasteful decision & lower the quality of life in our tiny neighborhood.</p>	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	As a homeowner on Payne Ave I do not support this change. Payne Ave does not connect neighborhoods and does not connect to Lamar or Burnet. This change would likely take away the vast majority of my front yard and driveway parking so my family would have to rely on street parking. Allow Payne to remain a street where families can safely walk and bike, not yet another unnecessary cut through for Lamar/Burnet. This plan does not benefit residents or the city.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am an owner/resident along Payne Avenue and am vehemently proposed to this change, which seems not to have been thought through. Payne is the definition of a residential street. There are zero businesses located on Payne Avenue. Zero. Payne Avenue does not currently connect to Lamar or Burnet. Why these engineers chose Payne Avenue for widening is beyond me. I doubt they have ever driven it. Frankly, the city has done itself a real disservice by putting forth a half-baked plan that makes no sense, would require bulldozing houses along one side of Payne Avenue to make the proposed ROW feasible, will be resisted strongly by residents...I could go on but read the other comments and correct your mistake. This is just foolish.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	There are already multiple East-West corridors (Romeria, Brentwood, Justin) within a very short distance of Payne. Funding to make those corridors (plus major N-S corridors like Grover) safer, more accessible to pedestrians, etc would seem to be a common sense place to improve all forms of mobility in the neighborhood. Payne is not a through street to Lamar or Burnet, so there's no transparent logic for what mobility or connection the Level 2 change would yield. An example of the sort of question that should be clearly answered with the proposed change: How does this change improve access to transit by creating a street with what will inevitably have higher speed car traffic where there are already multiple obstacles to safe access to pedestrians? At minimum, presenting this sort of change for comment without extensive details on safety impacts, cost-benefit, mitigation of risks, etc is just poor practice of public policy and erodes trust between citizens and the city.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change. There are other streets within very reasonable distance that can support east/west traffic movement. This will be very disruptive to the neighborhood.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I absolutely do NOT support. This is an entirely residential street! payne does not connect neighborhoods! There is not enough room for an 84 foot street. You would have to take over substantial portions of our land. The street would be touching my front porch! There would be tremendous street noise with any increase in traffic. I bought this house because it did not connect to Lamar or Burnet and therefore would have less traffic than Justin or 2222. This has no gain and greatly devalues our properties! Whoever came up with this idiotic plan should be fired. Is there anyone with a brain actually in charge? Every week there is a street torn up, patched up and then torn up again! Just look at Brentwood Ave! It's been under construction for a year! Morons in charge of Austin!	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is an awful idea. This would hurt the neighborhood. This is not something that people that live in the neighborhood want. Dividing up neighborhoods like this is how you ruin neighborhoods. Terrible terrible terrible idea.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Cannot say enough, and without being rude how much I oppose this recommended change. It's without merit, and without thorough community involvement or insight, and seems to be as noted by others totally unfeasible. As a current resident/homeowner on Payne Ave, it would leave me with less than @ 6 feet of front yard from the where the proposed buffer/sidewalk to my existing porch (I'm not allowing for steps). Payne is not a neighborhood connecting street, As noted in the comment below, the map is wrong in suggesting Payne connects to Lamar, it does not I do not know where ASMP project team came up with these ideas or proposals, but it definitively did not include people who live on Payne Ave or in the Brentwood/Crestview neighborhood....this seems to go against what I would consider as safer community....	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This map contains what looks like a significant error. It seems to say that eastbound Payne Avenue somehow connects to Lamar Blvd. It does not. Payne ends at Wild Street (not a through street) on that end. Payne does not currently connect Lamar Blvd to Burnet Rd. There is no value in widening Payne. But there is a tremendous downside. I can only guess that whoever proposed this update has never actually seen Payne Avenue. It's 100% residential and cannot accommodate an 84' road width under current setback rules. Unless the city proposes to buy and demolish every single house on Payne Avenue, this proposed change is clearly infeasible. I have been living on Payne for 15 years. From my front yard I can see that Payne does NOT connect to Lamar.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Turning Payne into a through street is a poor solution to the problem of traffic on current through streets. It is a narrow street with modest single family homes that would have to be radically modified to accommodate more traffic. In addition it is only valuable for cars moving between Arroyo Seco and Lamar. To use it as a through street a driver would have to detour from a larger through street, like Allendale and then detour back to their original route. The benefit from this is not worth it considering the nature of the neighborhood it would be disrupting and the negative effects it would have on the property owners on Payne. I strongly disagree with this plan.	78731
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I incorrectly did not use the drop down menu to indicate that I do NOT support the change - the previous comment should indicate I do NOT support.	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I have been a resident of Payne Ave since 2003. I do not support the change. Payne Ave does not connect with Burnet Rd or Lamar. Payne Ave crosses two bike lanes, and any increase of traffic (particularly crossing Arroyo Seca, which is heavily used by walkers, pet owners and parents with baby strollers) would certainly result in an unsafe situation. Over the last decade or so, we've observed quite an increase of families with young children moving into the neighborhood, and increasing traffic surely leads one to believe that only unsafe conditions would result. Instead of creating a change that would result in more cars, we need the city to install speed bumps, particularly between Woodrow and Grover. There are MANY young children on this block, and speeders are often observed driving through. Why not create a plan where traffic is calmed, walkers and bikers are safe, and children can safely play in their own neighborhood?	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am a resident of Payne Ave. with small children and pets. We bought our house in this neighborhood on a non-through street very intentionally because we want safety as well as connection with our neighbors and the outdoors. We already have too many cars (both parked and driving through) and young children that play in the front yard and street are at risk. If anything, we need stop signs at the multiple cross streets for the many walkers and bikers in the neighborhood. Furthermore, Brentwood neighborhood has not one, not two, but THREE schools that have many young students walking and biking to and from. In fact, this plan is the OPPOSITE of what this street needs. Instead of increased vehicle traffic, we desperately need sidewalks and space to bike and walk safely home. Additionally, Payne Ave. doesn't even meet the definition of this designation; it doesn't connect to Lamar nor Burnet Road directly and it certainly doesn't connect other neighborhoods and/or businesses. What's more, Justin Lane, 2222, Anderson, Morrow, and Woodrow all provide adequate connections. We value our quiet neighborhood and those of us on Payne do not wish to become a cut-through for speeding commuters who do not live here. Please respect our efforts to keep our beloved neighborhood walkable and safe for all.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am a resident of Payne Ave. we bought our house in this neighborhood on a non-through street purposefully and do not wish to be on yet another "waze detour." We have young children that play in the front yard and street. Brentwood neighborhood has an elementary, middle, and high school that the kids all walk and bike to and from. We do not need increased vehicle traffic, but need our sidewalks and space to bike and walk safely home. Justin lane, 2222, Anderson, and Woodrow all provide adequate through streets. We may be a neighborhood in the city, but we value our quiet neighborhood. Please respect our efforts to keep our neighborhood a neighborhood and not a thoroughfare.	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I am a resident of Payne Ave.</p> <p>Payne should not be "upgraded" to a Level 2 street. Instead, efforts need to be focused on increasing the safe bikeability and walkability of our neighborhoods by having protected bike and walk lanes. Because of central location and easy access to busses, this is an ideal neighborhood to focus on Austin's plan of decreasing cars and traffic.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>The Brentwood neighborhood does not need or want any additional through-streets, or Level 2 streets. I live on Payne Ave, and Koenig Ln and Justin Ln are both nearby Level 2 streets - just a 15 second drive or ~1 min bike ride between these already existing through streets. On that note, Morrow St does not need any changes either, as it is so close to W Anderson.</p> <p>Thank you for reading and considering the feedback of this resident.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>We are against this plan. As a homeowner with kids and pets on Payne Ave., we already struggle with both the amount of cars and the speed they travel. This plan would create increasing unsafe conditions for everyone, especially pedestrians, kids and pets. We are interested in working on solutions to decrease the traffic and speed on our neighborhood road.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Way too much cut through traffic on this street already. Safety issue for the families that live on this street.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Who comes up with these harebrained schemes? From your own policy, Level 2 streets "balance mobility with access by providing good access to neighborhood-serving business districts, retail, and services." Payne does not provide good access to any business or services. It makes no sense to make this street Level 2.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This is a BAD idea that is not supported by residents of the neighborhood and would be a waste of money.</p> <p>I am a resident of Payne Ave and consider myself an urbanist. However, in considering the intent of Level 2 streets, Payne does not meet the needs. It objectively does not connect neighborhoods, hitting neither Lamar or Burnet. No one in the neighborhood ever talks about needing another connector street. We are sufficiently connected with Koenig, Justin and Anderson. Another connector would bring danger, speeding cars and reduced parking -- forcing residents to increase impervious cover on their property to create more parking spaces. On our block alone there are more than a dozen children, with more on the way. Our community values visiting with our neighbors across the street without the danger and burden of increased traffic.</p> <p>Please do not make an unnecessary, wasteful decision that will not add any value to the residents of this neighborhood. It would lower our quality of life and I don't believe would be a sacrifice</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	<p>I support this because I think more east west routes will lessen the burden on Morrow.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>We don't need this additional artery or the increased traffic it would bring.</p>	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Bad idea. The Level 2 crossection may look nice on paper but where's the recommended 84' ROW going to come from? Instead of the beautiful illustration we'll end up with a Justin Lane-type Level 2 street: sidewalks at the back of curbs, no landscape strip, segregated bicycle lands, and on street parking on only one side of the street. Please don't turn a vibrant street where people walk, jog, ride bicycles with their children and even play pick-up ball in the street into a sterile mobility facility.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Also from someone who lives on Payne Ave, I appose and wonder why you want to bring more traffic into a residential neighborhood, that would even greater from less traffic. This seems counter intuitive to a safer street and neighborhood. Austins growth has naturally pushed traffic into our neighborhood, and expanding these streets will increase the traffic...increasing the possibiltiy for accidents with cars/pedestrians/bicycles, etc. This does not seem to be in the best interest of Brentwood/Crestview...Seems like you are serving the interests of business and industry (along Burnet and Lamar) to eventually create another pass through the neighborhood...	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Also from someone who lives on Payne Ave, I appose and wonder why you want to bring more traffic into a residential neighborhood, that would even greater from less traffic. This seems counter intuitive to a safer street and neighborhood. Austins growth has naturally pushed traffic into our neighborhood, and expanding these streets will increase the traffic...increasing the possibiltiy for accidents with cars/pedestrians/bicycles, etc. This does not seem to be in the best interest of Brentwood/Crestview...Seems like you are serving the interests of business and industry (along Burnet and Lamar) to eventually create another pass through the neighborhood...	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I cannot support the change in the status of Payne. As this neighborhood changes more and more small children are being seen on the streets, including Payne. Any change that might increase traffic flow will result in a more dangerous street, one that since it was first constructed has been used for NOTHING but local traffic. Given the definition of a Level 2 street, Payne does not qualify as it simply does NOT connect one neighborhood to another.	78759
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a horrible idea. Payne runs into the back of burnet. Why would you expand this street that dead ends into other smaller streets? It also has numerous pedestrian crosses at laird, hall, goodnight, arroyo seco, woodrow and grover. If you do this, do it to a street that actually connects larger thoroughfares. Romeria connects Burnet to lamar, Brentwood connects to lamar, Pasadena connects to Burnet. This is the most random, ill planned expansion. As a traffic engineer I am extremely worried about how this will lead to a severe increase in car/pedestrian collisions due to all the crossings.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	As a neighborhood resident I do not support his change.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I DO NOT support this change. It would make more sense to do this to romeria which connects directly to burnet and lamar	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	DO NOT support! There are several other logical choices for cut through in the neighborhood and there is no reason to add another.	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support. Payne should not be turned into a busy road when drivers have other logical options.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this. There are already highly trafficked connector streets between neighborhoods in close proximity to Payne, including Justin and Romeria. And unlike these other two streets, Payne doesn't terminate at North Lamar. It's not a logical choice and should remain a level 1 residential street.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	It is a dangerous idea that puts walkers, bikers and children at risk! With climate change why in the world would you replace a pedestrian and bike-centric street with a car infested road that puts residence in danger! In addition it would cross two heavily utilized bike lanes (Woodrow & Arroyo Seca!). STOP before someone gets killed and you ruin a safe and quiet neighborhood!	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Bad idea. Check out the traffic patterns at Laird and Payne and Arroyo Seco and Payne. Increased capacity will lead to a mess of accidents at those two intersections. Particularly as one other commenter noted, the Arroyo Seco walking and biking lanes are heavily used (by families, kids on bikes, people walking dogs, etc.) and Payne needs to remain slow and small.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Protest the rezoning below. Red button, top right: http://communitynotcommodity.com/2022/01/11/is-city-staff-covertly-promoting-transportation-amendments-that-will-bring-back-transition-zones/	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change at all. Living close to the intersection of Arroyo Seco and Payne we frequently see that the speed of cars is in violation of the speed limit on Arroyo Seco AND the amount of almost-accidents at this intersection (ALONG WITH HIGHLY TRAFFICED PEDESTRIAN AND BIKE LANES) only increases the chances for accidents to occur. We have two young boys and moved to this neighborhood because it is a "slow" neighborhood". The Bike and Pedestrian Lane on Arroyo Seco was a great idea. Increasing the width for traffic along Payne is a horrible idea as this would make an interior, neighborhood street a thoroughfare and decrease the safety of the children in the neighborhood. Additional reasons would be the power number of power poles along the northside of Payne AND the copious amounts of Heritage (protected) trees that affront Payne on the north and southside of the ROW. Trust the residents who live on the street and see the activity daily. If the lack of support isn't a hint enough. Keep Payne as-is. No change is needed here.	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>As a resident of Payne Ave and a UT Austin educated Urban Planner, I am strongly opposed to the proposed plan to widen Payne and upgrade its designation. Payne Ave should remain a slow, neighborhood road that is conducive to community interactions, children, animals, and street trees. Widening Payne would have an incredibly negative impact on all of the aspects that make a neighborhood a healthy place to live.</p> <p>Progressive cities around the world have realized that prioritizing vehicle travel damages the very fabric of a city. For too long more lanes and wider streets have been the norm, which has resulted in pollution, reduced community interaction, sedentary behaviors, and a toxic natural environment. The City of Austin claims to be an ecologically minded and progressive city, but this proposal and ones like it clearly show otherwise.</p> <p>Austin leaders, we are calling on you to make the right decision both in this neighborhood and in neighborhoods across Austin. Stop widening streets and adding lanes - it has been proven repeatedly to not improve congestion and only serves to damage communities and the environment.</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>I am vehemently opposed to this plan for several reasons.</p> <p>1. Payne Ave is a neighborhood street that frequently sees children and families walking, biking, and playing along and in it. Additionally, squirrels, cats, and other animals frequently cross the road. Increased car traffic would jeopardize the safety of all the residents of Payne. Along with increased car accidents, more cars bring air and noise pollution into a neighborhood. We cannot avoid all pollutants but not having a steady stream of cars and trucks going past your bedroom window is a big help.</p> <p>2. Climate change is the number one problem facing us. Austin is particularly susceptible to climate change given its already extremely hot summers. Widening Payne ave by 26 feet to 84 feet of ROW would result in the destruction of many mature trees that line the Ave along with decreased grass and other natural coverings as the front yards of residents were obliterated and replaced with an additional 26 feet of pavement. Instead, of our current natural and environmental beauty we would have more pavement.</p> <p>Pavement at the expense of green has been shown to increase the heat of cities, increase flood risk, decrease neighborhood quality. Austin is committed to fighting climate change. Widening residential streets, decreasing tree and grass cover, and increasing car traffic is 100% the opposite of fighting climate change.</p> <p>Please do everything in your power to stop Payne Ave in the</p>	78757

						<p>This change is a terrible idea! Why are we even considering making it easier for drivers to cut through already small neighborhoods in Austin? This is the kind of nonsense that results in families not wanting to live here anymore.</p> <p>The neighborhood has enough higher-traffic Level 2 street access. We need to focus development & dollars on improving pedestrian and bike infrastructure on those existing Level 2 streets (like Justin & Koenig) as they are designated instead - let's start with making those Level 2+ streets safer before we even consider the idea of "upgrading" (who came up with that term) any Level 1s.</p> <p>How about separated bike lanes on Koenig and Anderson instead? How about "downgrading" streets to make it harder for drivers to use neighborhoods to cut through as they commute through?</p>	
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Don't do it.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	NO! Dumb recommendation to even consider. Payne is not even a connector street. Completely unnecessary and a waste of money and time.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change. This would turn a street that is a family oriented street where kids ride their bikes down the street into a through street like Justin. Justin divides the neighborhood. One of the great things about Brentwood/crestview is the large area and small number of busy streets, it creates a great residential zone and family neighborhood. Dividing up neighborhoods with busy streets is	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This change would physically divide the community, create an unsafe street for children, and not even do much to help the greater region's traffic. I do not support connecting Payne to Lamar or turning Payne into a level 2 street. There are already several connectors streets into, around, or through the neighborhood (Koenig, Romeria, Brentwood, Justin, Morrow, W Anderson). Some of those streets are already level 2 (or part level 2) and a better focus would be to improve those existing connectors rather than adding an unsafe road for people to speed through the neighborhood.</p> <p>I do not want Payne Ave to become a street like Justin Ln. Justin Ln physically divides the neighborhood (into Brentwood and Crestview), has a lot of traffic noise, has no safe areas for children to play, and is avoided by pedestrians (people typically walk a block up or down to avoid the 'busy' street). Adding another street like Justin Ln would be detrimental to the local community for minimum benefit for the larger region (because the through roads already exist).</p>	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I do not support the PAYNE expansion. I don't understand the need for an additional through street and expansion, we have JUSTIN, and KOENIG that go THROUGH EAST/WEST. Payne doesn't even connect directly with Lamar or Burnet. The twists and turns to get through would back things up and create more unsafe conditions.	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I do not support the PAYNE expansion. I don't understand the need for an additional through street and expansion, we have JUSTIN, and KOENIG that go THROUGH EAST/WEST. Payne doesn't even connect directly with Lamar or Burnet. The twists and turns to get through would back things up and create more unsafe conditions.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Payne Ave is not a connector road between neighborhoods. Neither of the ends of Payne Ave connect to a main thoroughfare. Justin Ln, Anderson Ln and Koenig Rd already connect neighborhoods, so this level 2 proposal for Payne Ave is unnecessary.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Payne very much fits into the level 1 definition and is not needed as a "connector" street between neighborhoods. And, by the way, it doesn't connect. On either end! So, that is a silly designation. Also, we already have connector streets through the neighborhood (Anderson, Justin and Koenig) and we don't need to divide up the neighborhood anymore than it already is. Divide it up more = lose the neighborhood because it's in such small chunks. Finally, the rationale for adding more connector streets can only be to encourage more cars to cut through neighborhoods. That's crazy! Why would anyone want that - except for maybe commuters who don't live in the neighborhood. Commuters chose to live where they do. Cutting through neighborhoods is NOT a smart solution to traffic congestion due to commuting. It's a recipe for destroying the flavor of a city.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the change. There is negative impact to neighborhood with little benefit to greater community. Negative impact - it further divides our neighborhood and increases traffic on roads where many families have young children. It also decreases street parking availability, which is already limited. Little benefit to greater community - Koenig (6 blocks south) and Justin (6 blocks north) already provide transit from Burnet to Lamar. Payne doesn't even connect these two roads, so what is the benefit?	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	There is too much traffic on Payne Ave now and too many cars parked in front of houses. It is hard to get out of your driveway. Would this option help? I don't see how.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Payne seems to currently meet the Level 1 criteria. Adding and/or improving sidewalks on this street would be a positive change but not increasing thru traffic or size.	78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una modificación	Payne is not an appropriate Level 2 street. Payne would be a good Level 1 64' ROW west of Arroyo Seco with speed cushions. I'm not callus to moving the curb 7' back into people's yards, but to get the parking out of the way of east-west traffic could be a benefit to the Payne resident. Payne functions as a feeder into the neighborhood to successfully serve internal residences and local collector level roads such as Arroyo Seco, Woodrow, and Grover. Via those routes thru traffic can move to intersections with Lamar via Romeria and Brentwood as well as intersections with Justin and Koenig. A direct route between Lamar and Burnet Rd would be unsafe to the great number of walkers and joggers along Arroyo Seco and pedestrians and cyclists in general. It would encourage fast cut-through traffic. That's available at Justin already. Additionally, new intersections of a Level 2 Payne at Burnet and Lamar would be yet another 3-legged light intersection on each those north-south arterials, Lamar and Burnet. Add that to the likes of Romeria and Justin at Burnet, and Denson and Brentwood at Lamar, and those arterial roads become less efficient.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I do NOT support this change. Payne is NOT a connecting street between Lamar and Burnet.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Payne doesn't even intersect with Lamar or Burnet, so this change does not make sense.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	No way can you think about changing Payne Ave. to a level 2 street. You will be destroying the neighborhood that I've lived in for 38 years. Please reconsider.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Please do not make this change. It would get natively impact the neighborhood by breaking it up. We have enough unsafe, speeding traffic in other parts of the neighborhood.	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Agree with other comments here. This proposal is absurd. I too understand the need to reduce traffic congestion, but making Payne Ave a Level 2 street makes no sense. There is currently very little room on this street and very little room in all of our front yards. We live on a side of Payne Ave without a sidewalk and any more supposed road improvements into our property line will put our front door ever so closer to the street (it is not more than 20 feet already). It would also endanger our children and families in the neighborhood by turning this residential street into a thoroughfare pass through. There are plenty of streets in the Brentwood and Crestview areas that connect to the major streets (Burnet, Lamar, etc.). Please dont do this. Thank you	78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the increase to level 2 and row of way of 80+ feet on the solely residential payne avenue that does not intersect with lamar or burnet. This is a solely residential street	78756
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Widening Payne is a terrible idea. It will destroy yards, heritage trees, and communities. This plan shows an astounding lack of vision — we need fewer cars and more walkable sidewalks and bike-able routes.	78757

						<p>I do not support this dystopian urban nightmare plan that the City of Austin wishes to force upon the residents of the quiet and peaceful neighborhood comprised of roughly 268 households that make up Payne Avenue. It would be a costly and unnecessary waste of taxpayers funds. There are already 28 feeder streets that connect from Burnet road and N. Lamar which allow for navigation between both of those streets.</p> <p>This proposed plan would not only destroy Payne Ave. but the surrounding neighborhoods as well. It will have an impact on the safety and well-being of the people that not only live there but who walk cycle, and travel by car in the neighborhood. There will be an environmental impact on the area as it will increase the noise level and lower the air quality of the area.</p> <p>This plan would literally bring foot and street traffic to the front door of roughly 268 homes. Does the City of Austin plan on soundproofing all the homes that currently exist or are being built there?</p>	
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						<p>This proposal is absurd. I understand the desire to alleviate traffic congestion in Austin, but nothing else about this proposal to make Payne a L2 street makes sense. Payne does not connect to Lamar and even if it was made to, it would not connect to any residential neighborhood near Lamar. It does not currently even connect to Burnet. Taking this amount of property from Payne residents would destroy the value of the remaining property. The street would be feet from my front door and the doors of all my neighbors. It would endanger the lives of the many children and families on a purely residential street. And, it would force me and many in the neighborhood to do everything within legal means to oppose every step of this.</p> <p>(Also having the selection in this feedback tool default to "support" is exceedingly disingenuous).</p>	
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						<p>Payne is a quiet, low traffic street that is SOLELY residential, and for that reason I vehemently oppose the change. The change is unnecessary as there are already level 2 streets within a few blocks in all directions. This change would unfairly and needlessly affect current residents, it would prioritize cars over pedestrians and bicycles, and would physically divide the neighborhood.</p>	
PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757

PAYNE AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am opposed to this change in designation. Without connections to Burnett Rd and Lamar, it would not be effective. Either include the necessary acquisition of the commercial land in the plan or remove the proposed designation. As a city planner, I understand the need to model future traffic, but as a homeowner, I find it disingenuous that the plan assumes acquisition of property from all of the individual owners along Payne Avenue, but not from the commercial owners along	78757
PAYTON GIN RD	Technical correction	No Change	3U to 2D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Payton Gin should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
PAYTON GIN RD	Technical correction	No Change	3U to 2D	96 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Payton Gin should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
PAYTON GIN RD	Technical correction	No Change	3U to 2D	96 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Payton Gin should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
PAYTON GIN RD	Technical correction	No Change	3U to 2D	92 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Payton Gin should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
PEACEFUL HILL LN	No change	No Change	No change	64 to 72	I support the change/Apoyo la modificación	Peaceful Hill LN. is super narrow for the amount of traffic that goes through. There is only one sidewalk between Ralph Ablanado Dr. and Baldrige Dr. There is not enough safe walkability along that segment. Cars zoom by along this street even with traffic humps. It's unsafe for children to be close to the street. In addition, some neighbors park on the street on the sharp turn just before Baldrige Dr. which causes one way traffic and it can possibly cause a major accident. There should be a no parking sign on the west side of Peaceful Hill just before Baldrige Dr. Sidewalks should also be widen. I've seen neighbors on electric wheelchairs traveling along the street because the sidewalk is too narrow or is being blocked by overgrown plants.	78748
PEARSON RANCH RD TO NEW CONNECTOR	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
PECOS ST	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	Why is the suggested ROW 84' on Pecos when the required ROW is 70'? A ROW of 84' would cut into many peoples property along Pecos. Please keep the ROW at 70'	78703
PECOS ST	No change	No Change	No change	70 to 84	Other/Otro	Why is the suggested ROW 84' on Pecos when the required ROW is 70'? A ROW of 84' would cut into many peoples property along Pecos. Please keep the ROW at 70'	78703
PEGRAM AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una mod	This roadway is too wide. There is ample space for on-street parking, but it is almost never used. This space should be reclaimed, and the road narrowed to encourage safer driving.	78731

						PEGRAM (as well as Vine, Ardath, Daugherty and Twin Oaks) should remain a Level 1 street designed primarily for use within the neighborhood. The street has high use by pedestrians who would be displaced by proposed changes. Heritage live oaks would be threatened with larger ROW as well as other trees that would be lost at overall cost of Austin's tree canopy. Seizing many feet of ROW from front yards in an established neighborhood would be a tragic mistake.	
PEGRAM AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
PEGRAM AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street is already very wide. Sidewalks or bike lines could be added without the need to widen the street.	78757
PEGRAM AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I strongly oppose changing Pegram Avenue to level 2 with the allowed action of widening it to 84. I live on this street. It currently is plenty wide enough to accommodate bikes and pedestrians. This action would permanently alter the Green Acres neighborhood in a negative destructive way. I do not see there ever being a legitimate need to widen Pegram to 84 as a resident of this street. I would like to see evidence of road studies and have access to discussions as to why the city would want this road to turn into a large artery. As best I can tell, this is a drastic plan that will allow the city to take resident's front yards to allow for an 84 wide road on a quiet neighborhood street making it LESS SAFE for it's residents. This is not an example of a road that is needed to solve an issue of alternative access, so please leave it as a Level 1 street please!	78757
PEGRAM AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Pegram doesn't need to be widened and should stay at Level 1. I safely walk along it and bikes travel safely there too. There shouldn't be an expansion of the road for cars to cut through Allandale.	78757
PEGRAM AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	There is no need to create a thoroughfare through our neighborhood from Burnet to Shoal Creek. If people need to drive quickly between the two, they can use 2222. The street as it is currently is quiet and safe to walk and bike on.	78757
PEGRAM AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Pegram Ave - I am absolutely against the change.	78757
PENNSYLVANIA AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Level 1 is right for this street.	
PENNSYLVANIA AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Level 1 is best for most users.	78702
PONCA ST	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I think this street should be extended to meet Grove, so that you can get around omre easily	78702
PONCIANA DR	No change	No Change	No change	70 to 84	Other/Otro	MUCH MORE Information is needed regarding ALL of Ponciana Dr. How is the required ROW going to impact the single-family residential area? What type of displacement is going to occur? What type of targeted outreach did the City do to alert these residents of the ASMP?	78744
QUICKSILVER BLVD	No change	No Change	No change	70 to 84	Other/Otro	MUCH MORE Information is needed regarding ALL of South Pleasant Valley. How is the required ROW going to impact the single-family residential area? What type of displacement is going to occur? What type of targeted outreach did the City do to alert these residents of the ASMP?	78744
RAINEY ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Rainey Street should be closed to vehicular traffic, especially between Driskill St and River St. Car traffic here is very dangerous to pedestrians, only a narrow and crowded street.	78731
RALPH ABLANEDO DR	No change	No Change	No change	78 to 72	I support the change/Apoyo la modificación	Both sides of Ralph Ablanedo Dr. should have sidewalks and be wider were both pedestrian and cyclist can both use a safe	78748
RALPH ABLANEDO DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	

READ GRANBERRY TRL-BURNET RD CONNECTOR	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	This should not be built with 2 car lanes in each direction. If it is built at all, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
RED RIVER ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Red River between 41st and Medical Arts should have dedicated protected bike lanes at the expense of a car lane in each direction. The best design here would be a two-way bike lane on one side of the roadway, then a physical median, then one lane of traffic in each direction, with occasional turn lanes.	78731
RED RIVER ST	Technical correction	No Change	3U to 2D	No Change	I support the change/Apoyo la modificación	The addition of protected bike lanes would be very welcome and help connect non-car mobility in the neighborhood.	78751
RED RIVER ST	Technical correction	No Change	3U to 2D	No Change	I do not support the change/No apoyo la modificación	Should be level 2. Not enough room for level 3 ROW, and other portions of Red River do not have the ROW to support level 3. Why "spot zone" a small segment that can't be continuous to other similar level streets?	78705
RED RIVER ST	Technical correction	No Change	3U to 2D	No Change	I support the change/Apoyo la modificación	I support the change to straighten Medical Arts St to 32nd Street, which will eliminate the current format which requires a challenging left turn to continue north on Red River!	78705
RED RIVER ST	Technical correction	No Change	3U to 2D	No Change	I do not support the change/No apoyo la modificación	Red River between 41st and Medical Arts should have dedicated protected bike lanes at the expense of a car lane in each direction. The best design here would be a two-way bike lane on one side of the roadway, then a physical median, then one lane of traffic in each direction, with occasional turn lanes. A new roadway for cars should not be build between Medical Arts and 32nd. Car traffic should be expected to use Red River instead.	78731
RED RIVER ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see change along this section of Red River. I would like to see a divided street with planted median. I would like to see a dedicated mass-transit lane in each direction, making space for future light rail. I would like to see protected, dedicate bike lanes. I would like to see gracious sidewalks and planting zones. The current proposal is not good enough.	78751
RED RIVER ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	The addition of protected bike lanes would be very welcome and help connect non-car mobility in the neighborhood.	78751
RED RIVER ST	Technical correction	No Change	3U to 2D	74 to 80	I support the change/Apoyo la modificación	Consistent bike lane throughout would be great! Also please upzone my neighborhood as much as possible. YIMBY!	78751
RED RIVER ST	Technical correction	No Change	3U to 2D	74 to 80	I support the change/Apoyo la modificación	The addition of protected bike lanes would be very welcome and help connect non-car mobility in the neighborhood.	78751
RED RIVER ST	Technical correction	No Change	3U to 2D	74 to 80	I do not support the change/No apoyo la modificación	Very inappropriate for a street with this context. Should be level 2. Not enough room for level 3 ROW without eminent domain. Structures are single family & neighborhood plan does not plan for upzonings in this area.	78705
RED RIVER ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see change along this section of Red River. I would like to see a divided street with planted median. I would like to see a dedicated mass-transit lane in each direction, making space for future light rail. I would like to see protected, dedicate bike lanes. I would like to see gracious sidewalks and planting zones, especially on the west side along Hancock Gold Course. And I would support an increase in right of way to achieve all of this. There is plenty of municipal land to borrow space from in this segment. The current proposal is not good enough.	78751
RED RIVER ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	Red River has become a major thoroughfare and added and safer bike lanes and expanded sidewalks would be a big improvement	78705

RED RIVER ST	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	Unless it is for a light rail line.	
RED RIVER ST	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	The only consideration for extra ROW should be only for light rail and some bike lanes.	78705
RED RIVER ST	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	The city has been constructing new sidewalks in this section of Red River and they're almost done with widening the sidewalks to 7 feet in most areas. When we asked about planned changes for transit, the city official said no changes were in the works. I'd hate to see this expensive project immediately reworked after it was completed. Expanding the ROW further would take land from both the Hancock Golf Course and homes/apartments on Red River, many of which are already very close to the street.	78751
RED RIVER ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	The addition of protected bike lanes would be very welcome and help connect non-car mobility in the neighborhood.	78751
RED RIVER ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Red River between 41st and Medical Arts should have dedicated protected bike lanes at the expense of a car lane in each direction. The best design here would be a two-way bike lane on one side of the roadway, then a physical median, then one lane of traffic in each direction, with occasional turn lanes.	78731
RED RIVER ST	No change	No Change	No change	94 to 116	I support the change/Apoyo la modificación	The addition of protected bike lanes would be very welcome and help connect non-car mobility in the neighborhood.	78751
RED RIVER ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see the pedestrian and bike paths, and the planting zones continue north along Clarkson Ave to provide a connection to 51st and 53rd.	78751
REDBUD TRL	Technical correction	No Change	3U-S to 2D-S	No Change	I do not support the change/No apoyo la modificación	Red Bud should never be made a Level 3. This is a domino effect. Then Lake Austin Blvd carries more traffic to both Westlake Dr and Tarrytown neighborhoods and destroys both. NO, NO, NO!!! You cannot route traffic through neighborhoods.	78703
REDD ST	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	I haven't had time to attend the presentation, but from this feedback map, it appears Redd from Manchaca to Bannister isn't changing (which I fear may be incorrect). I bicycle and drive frequently in this area, and I find that the street network is generally friendly to regular cyclists that 1) figure out which roads are least traveled and/or 2) identify shortcuts on private property/alternate streets that take them off the main routes. However, the section of Redd/Western Trails Blvd from Westgate to Mount Vernon is intimidating and feels unsafe for many riders, to a point that it does discourage infrequent, inexperienced and/or cautious riders from venturing on that roadway, due to very close proximity to vehicular traffic. I'm hesitant to endorse a single-design cross section to fit the entire length, because it seems many singular compromises could be made in each section to give all users (pedestrians, cyclists, cars) some balanced changes without a harsh/ brutal outcome(s). I hope you will work at a granular level to proposed refined changes with careful tradeoff analysis on a block-by-block, house-by-house basis.	78745
REDD ST	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	I strongly oppose the proposed change. As drafted this would destroy the character of this small community as well as take property from long time homeowners. Our South Austin community is very happy currently. Increasing the ROW of Redd 4x between Menchaca and Bannister makes not sense.	78745
REDD ST	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	Did I vote on this...I don't remember this being made public and if so it was a poor job educating the community! Roads are fine. Community is happy as-is. Strongly oppose.	78745
REDD ST	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	This seems incredibly aggressive and intrusive. Are you sure your database is correct? This is a crazy proposal. Do not support	78745

REDD ST	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	I object to the increase of ROW on REDD ST between Menchaca and Bannister.	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I'd like to see speed pillows on this road - people are Speeding on this road a ton. It's crazy. Or we could use roundabouts. We need something to stop kids from speeding on this road all the time. It's dangerous.	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Putting in an 84 foot wide ROW down Redd is the most idiotic thing I have heard of in a while. EVEN BY THE ABYSMAL STANDARDS SET BY THE AUSTIN CITY COUNCIL. A Highway To Nowhere. An 84' ROW down Redd will require the demolition of several houses, and will end up flush with the face of several more. And for what? Guiding a bunch of traffic through a residential neighborhood? Pretty soon, you fucking morons will have paved over the entire city, and you'll sit there with your thumb up your ass, drooling and wondering where it all went wrong. I'LL TELL YOU WHERE IT WENT WRONG. BETWEEN YOUR EARS, THAT'S WHERE!!!! I see at least one human turd every day when I walk my dog. I see multiple vehicles exceeding the speed limit down Redd every day. This imbecilic plan of yours will bring the homeless turd-droppers within inches of my home, you mindless twit, and hurtling truckloads of construction equipment screaming down the street, two abreast. Maybe you would like to address actual problems instead of dreaming up projects to make your construction buddies richer.	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a neighborhood street which already has bicycle lanes on both sides and sidewalk. There is no need for on street parking (except for the limited stretch already designated for church hours). All homes along Redd have driveways and parking space on property. We who actually live here are satisfied with the current street. Leave our neighborhood alone!	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This section of Redd Street does not need this change. There's no traffic, it's a quiet neighborhood street. Parking isn't an issue. This would negatively impact the entire neighborhood and both old and new residents - specifically, it would take out 1/3 of my home of 30 years. I would have to move. Entirely unnecessary, I ask that you reconsider before changing Austin for the worse. This seems designed to benefit the developers that are changing the face of Austin one huge, "mac-mansion" at a time.	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Please do not propose this. Redd St does not have traffic or parking space issues. All that this will do is negatively impact current residents for no added benefit.	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	There is no reason to change. The neighborhood is perfect with plenty parking, plenty of bike lanes.	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Leave alone!	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745

REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Please do not widen redd street. It is a quiet neighborhood	78745
						Do not widen Redd St to accommodate parallel parking for empty cars. A stupid use of our money, time, street space, and neighbors private property. Who decided to widen Redd St for parallel parking of empty autos ???	
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	Can't fix stupid...	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
						This section of Redd Street does not need this change. There's no traffic, it's a quiet neighborhood street with great bike lanes. Parking isn't an issue. This would negatively impact the entire neighborhood and both old and new residents. Entirely unnecessary, I ask that you reconsider before changing Austinites' lives for the worse.	
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
						The Transportation Department admitted during a neighborhood meeting that they are just now looking at the Neighborhood Plans across Austin. The Southwood Neighborhood Association had to reach out to the ASMP to request a presentation at their neighborhood meeting. Why hasn't the ASMP reached out to all the Neighborhood Associations in Austin? Why has the Transportation Department/ASMP Team have so little respect for the citizens of Austin, their neighborhood Plans, and the Neighborhood Associations of Austin?	
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
						I do not support adding parallel parking lanes, moving the sidewalks, adding green strips or buffers, setbacks, or paved bike lanes to Redd Street between Banister and Mt. Vernon. All this increased impervious cover will lead to flooding in our neighborhood as well cause trees as old as the neighborhood to be cut down. The ASMP claims that the reason for choosing this section of Redd to increase to level two is because the street connects neighborhoods, but not if you destroy the neighborhoods with these changes. Our neighbors want to protect the lifestyle we chose when we moved here. We want to protect our heritage trees. We do not want pavement to replace our yards. We do not want to look out our windows and see sidewalks next to our houses or as close as our doormats.	
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
						I do not support increasing this section Redd Street from Banister to Mt. Vernon from level one to level two. The ASMP has verbally said that existing streets would not have the ROW increased by taking land from existing property owners and that the change of levels would be retrofitted to existing roads. This is not in writing in the Amendment Plan. The plan does not clearly explain that the roads will have their ROW increased when the roads "age out" and are rebuilt as has been verbally said by ASMP. The Plan does not clearly state that the land would be taken from property owners when the road is rebuilt in order to increase the ROW. There is a lot of conflicting verbal and written information about increasing the ROW and how or when it would happen. If the Transportation Department does not intend to take anyones property, then there is no need to change the street to Level 2 and have an 84 foot ROW for this street in the Plan. The Plan should be changed for this street.	
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		

REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The ASMP documents state that Level 1 has no RETAIL added and no proposed added bike lanes. The ASMP states with Level 2 bike lanes are possible but come with a burden of RETAIL uses added to quiet neighborhood streets. Do bike lanes require RETAIL uses? Redd st. from Vinson to Banister	78701
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the change to Redd St. Many homeowners have improved their lots and homes along this street on the North side. Widening the street therefore has the potential to displace homes along the South side of the street. There is little need for parallel parking and bike lanes on this street as there is little to no bicycle traffic in the 25 years I have traveled this street. Increasing traffic through this area will increase the potential for crime giving criminals easier access to Hwy 71/Ben White to the dismay of many homeowners who have invested in gentrified rebuilds of their homes in the Williamson Creek neighborhood. These new homeowners would prefer sidewalks for kids and pets throughout the neighborhood. Parallel parking along a widened 4 lane Redd St (from 2 lane) would be a recipe for disaster with accidents and children at play. Electrical supply on Redd St is power poles above street level. Any widening of the street would involve high costs to bury power lines while requiring changes to drainage that could be cost prohibitive to tightened city budgets. All of this commotion for what amounts to four blocks? I don't think this is a wise move for anyone.	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the upgrading of Redd street from level 1 to level 2 with the large increased right-of way. It is a neighborhood street.	78756
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I would like to share with you the sentiments of my 98 year old veteran neighbor. He said "I moved in here when I came home from overseas after the war. I gave them land when they put in the paved road. I gave them land when they put in the sidewalk. I can't give no more. No. I can't give no more." Shame on the city for threatening to expand the ROW into his property to add a parallel parking lane and bike lane that no one wants or needs.	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support you taking a third of my property to add parallel parking and bike lanes that are not wanted by our neighborhood. I say a third by being optimistic that the extension of the ROW would be evenly divided with both sides of the street. Worst case scenario would be that they take the additional 60 feet to get to your desired ROW all from my side of the street. Either way I will not willing sell or give you my land.	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I would in no way under any circumstances support taking anyone's property for sidewalks, bike lanes, or parallel parking.	78745
REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support the proposed change to Level 2. I do not support the increase to 84 foot ROW. The street should remain the existing width of approximately 24 feet including the painted bike lanes. I do not support adding parallel parking lanes because they are not needed. The only thing on Redd Street that would support would be adding a sidewalk on the side of the street that does not have one and possibly adding traffic calming devices or additional stop signs because it is a fairly straight long road.	78745

REDD ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I do not support the recommended change. It is not necessary. It would take away important landscaping and living space and negatively alter the quality of life on the neighborhood. What would be useful is to install a four way stop sign on Redd and Mt. Vernon.	78745
REDD ST	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	This street already has excellent bike lanes, and the proposed change to this street does not make any sense. Please do not recommend this change to City Council. It also directly impacts multiple properties on the street.	78745
REDD ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	This is a neighborhood street which already has bicycle lanes on both sides and sidewalk. There is no need for on street parking (except for the limited stretch already designated for church hours). All homes along Redd have driveways and parking space on property.	78745
REDD ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	This is a neighborhood street w/bicycle lanes. It doesn't need to have a divider lane or on street parking which was removed from the street in the last few years.	78745
REDD ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78745
REDD ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78745
REDD ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78745
REDD ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I do not support any changes on all of Redd st.	78745
REDD ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		
REPUBLIC OF TEXAS BLVD	Technical correction	Level 2 to Level 3	2D to 4D	78 to 116	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735
REPUBLIC OF TEXAS BLVD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	ROW of 82 here seems like a stretch	78739
RESEARCH BLVD SVRD NB	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Bollards or higher curbstones should be added to prevent cars turning from United Dr directly to the ramps to MoPac or northbound 183. It is dangerous for cars to cross multiple lanes of traffic like this.	78731
RESEARCH NB AT N MOPAC TRN	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	This section of bike sidewalk along the MoPac and 183 frontage roads is dangerous due to high speed vehicles passing in close proximity. Crossing the frontage roads is very dangerous, particularly at a blind corner. It would be helpful if the bike infrastructure were separated from the roadways by large barriers, and if the roadway were redesigned to force cars to drive at only 25mph or so.	78731
RICHMOND AVE	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación		78745
RIDGEWAY DR	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see Ridgeway Drive eventually extended to meet Harvey Street at 12th street. There is not currently a way to get from Eastboard 7th street to Eastbond 12th street without having to head west. It would be nice to be able to not have to backtrack. Aswell, it would be easier to get from 12th street to the ACC campus.	78702
RIO GRANDE ST	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Rio Grande, along with many other downtown streets, should be downgraded from level 3 to level 2. It should be converted to 2-way with limited or no parking and wide sidewalks to encourage growth at ground level.	78731
RIO GRANDE ST	Technical correction	Level 2 to Level 3	No change	No Change	I support the change/Apoyo la modificación	Rio Grande level 3? Of course - the question is why this entire section of NW Downtown isn't level 3? Please note, Project Connect passed in 11/2021 with overwhelming Downtown support. Appreciate all efforts to update plan accordingly in this unique area not limited by Capitol View Corridors!	78701
RIO GRANDE ST	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Please reduce the suggested Level 3 to Level 2 from ML King, Jr. Blvd to West 12th street	78701

ROBINSON RANCH RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	This should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
ROCKMOOR AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Revisited. I don't support the change. Interior neighborhood street.	78703
ROCKMOOR AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	Interior neighborhood street. Should stay at Level 1.	78703
ROCKMOOR AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Rockmoor is a neighborhood street, and does not fit the ASMP criteria for a Level 2 St. It should remain a Level 1 St.	78703
ROCKMOOR AVE	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to suggest more stop signs on this road. I've lived nearby for about 10 years have noticed that drivers race from the stop sign at Windsor to the stop sign at Stevenson, and then on to Cherry. And vice versa. It's getting really scary between the accelerating cars, street parked cars, walkers, joggers, cyclists and constructions vehicles.	78703
ROLAND JOHNSON DR	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	I don't understand why this street segment is shown in the network if the permitting and site plans are not enforced to retain the ROW? This specific section is now 90% built over with the new Volvo dealership that was site planned and construted in the past 3 years. Why was this ROW not preserved or allocated if the street network calls for this connection? I do support this connection, but it seems that the planning departments don't.	78752
ROMERIA DR	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Romeria should be a Level 2 street. It connects to Lamar and is one of the more heavily trafficked cut-through streets in the neighborhood.	78757
ROMERIA DR	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Make Romeria a Level 2 Street. Romeria, rather than Payne Avenue, is the logical choice to make Level 2, if another connector is desired. Frankly, the neighborhood has enough connecting streets and should not be further subdivided by adding any more! Expand and improve what we've already got.	78757
ROMERIA DR	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	This street should be changed to a level 2. It connects burnet to lamar	78757

						<p>I own the only residential property that will be substantially impacted by the proposed change on this section of Romeria. My property is at the corner of Romeria and Laird with residential driveway on Romeria.</p> <p>There have been so many ill-advised “improvements” made on this tiny bit of road in the past years. None have helped. Lamar Middle School (AISD) needs to solve their own problems with getting students to and from school vs shifting this burden to my residential street. Sidewalks, rain gardens, speed humps, it’s all been ridiculous. People just drive their cars in the ROW because of how stupid the “improvements” have made the traffic. It’s an accident waiting to happen.</p> <p>In this small stretch of road, there are 6 entrances and exits. To the strip mall, the alley and my residence. Delivery trucks can’t get into the alley, school buses and city vehicles (and private cars) drive at speeds close to 50 mph on this part of Romeria.</p> <p>Stop chipping away at my property value with no plan! You’ve killed my trees, I can’t get into my driveway during large parts of the day, you built a retention pond in the ROW (ie, my front yard)... which has been an eyesore. Just stop with this street! You do something every month and clearly have no idea what you’ve done to the people who live here. Stop.</p>	
ROMERIA DR	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	I am adamantly opposed to your plans for this section of street.	78757
ROMERIA DR	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	The entirety of Romeria should be made a Level 2 street. It is fairly heavily trafficked and hard to navigate with lots of cars parallel parked.	78757
ROSS RD-WOLF LN CONNECTOR	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
ROUNDUP TRL	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I often cycle Roundup Trail and cannot for the life of me see much benefit to an intrusive makeover. This reminds me of repaving cul-de-sacs in Southwood while leaving terrible condition roadways as-is. Move on to other roads that need it more e.g. Clawson/Del Curto. This is not one of them.	78745

						This street is currently about 30 feet wide. The proposed changes to a level 2 street would allow the City to widen it to 72 to 84 feet wide. This would require going 10 feet to 17 feet, respectively, beyond the existing 10 foot easement already in place. Either option would place the proposed improvements literally at our front door. The city would have to relocate and replace every private gas, sewer and water line and every connection to those utilities, as well as every driveway on the street and cut down almost every tree (most are heritage) in every front yard. I just don't see how it's feasible from a practical perspective. Not to mention the massive eminent domain suit that would need to be brought to seize property beyond the easement and the many, many, many millions of dollars required to compensate every homeowner on the street for the taking of their property and likely devaluation. Also, this is a residential street that literally dead ends on each side. There are currently only residential uses surrounding. I'm not sure what these changes are supposed to be doing. It's these kind of random, out of context, proposed use changes, arbitrarily applied to any street meeting a certain set of criteria, irrelevant of the practical, political and sociological considerations, that get the neighborhood hackles raised and ready to oppose any and every proposed change, no matter how beneficial (see ADUs). This proposed change seems impractical at best and poorly planned in terms of presentation.	
ROUNDUP TRL	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78745
ROUNDUP TRL	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Very bad idea to change this to a Level 2 street. We moved to this area because we enjoy our front yards and enjoy parking in our street. This would encroach entirely onto our easement. Currently there is no problem with folks walking and biking in the street so making this type of expensive and intrusive alteration is absurd on so many levels.	78745
ROUNDUP TRL	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I thought this was a typo, and still hope it is an error. I'm not sure who classified this as up for a change to Level 2/84, but you should drug test them as soon as possible. The street in question, is absolutely NOT suitable for the proposed activity, and is in no way currently the type of street described. I've read the preso twice now to be sure I fully understand, as I assumed my neighbors were completely misunderstanding what you've proposed. Should the city attempt this, I cannot imagine the level of vitriol, protest, not to mention lawsuits. Check your database specs, please. I am still hoping this is just a bad error.	78745
RUTHERFORD LN	Technical correction	No Change	3U to 2D	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see Rutherford extended across 35 to connect to Powell. Accessing the Walmart there is very stressful, as you have to either wait through the long light at 183, or make a turn on a hard to notice street right after exiting the highway. It would also allow going from that Walmart to north lamar without going through that same light or all the way up to rundberg.	78702
RUTLAND DR	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Rutland should have protected bike lanes for the full length of the road. Bike connectivity in this area is poor and should be improved. Rutland is probably the better option than Rundberg for bike lanes and reduced traffic.	78731
RUTLAND DR	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Rutland should have protected bike lanes for the full length of the road. Bike connectivity in this area is poor and should be improved. Rutland is probably the better option than Rundberg for bike lanes and reduced traffic.	78731

RUTLAND DR	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Rutland should have protected bike lanes for the full length of the road. Bike connectivity in this area is poor and should be improved. Rutland is probably the better option than Rundberg for bike lanes and reduced traffic.	78731
RUTLAND DR	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Rutland should have protected bike lanes for the full length of the road. Bike connectivity in this area is poor and should be improved. Rutland is probably the better option than Rundberg for bike lanes and reduced traffic. The slip lanes at the intersection of Rutland and Burnet should be removed, as they are dangerous. The left turn from southbound Burnet to eastbound Rutland should have a dedicated signal (paired with westbound traffic turning right onto northbound Burnet) to reduce conflicts in the intersection.	78731
RUTLAND DR	No change	No Change	No change	94 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Rutland should have protected bike lanes for the full length of the road. Bike connectivity in this area is poor and should be improved. Rutland is probably the better option than Rundberg for bike lanes and reduced traffic.	78731
RUTLAND DR	No change	No Change	No change	94 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Rutland should have protected bike lanes for the full length of the road. Bike connectivity in this area is poor and should be improved. Rutland is probably the better option than Rundberg for bike lanes and reduced traffic.	78731
RUTLAND DR	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Rutland should have protected bike lanes for the full length of the road. Bike connectivity in this area is poor and should be improved. Rutland is probably the better option than Rundberg for bike lanes and reduced traffic.	78731
RUTLAND DR	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Rutland should have protected bike lanes for the full length of the road. Bike connectivity in this area is poor and should be improved. Rutland is probably the better option than Rundberg for bike lanes and reduced traffic.	78731
RUTLAND DR	Technical correction	No Change	3U to 2D	92 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Rutland should have protected bike lanes for the full length of the road. Bike connectivity in this area is poor and should be improved. Rutland is probably the better option than Rundberg for bike lanes and reduced traffic.	78731
S 1ST ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	S 1st should have a protected bike lane for the entire length, at the expense of a car lane. The speeding car traffic here is very dangerous to cyclists and pedestrians. Traffic calming measures for the remaining one lane in each direction would be helpful.	78731
S 1ST ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	The 4U cross section will maintain this stretch of South 1st as the "South Austin Expressway" where half of the traffic is traveling at 40mph, and the other half is traveling at 55-60mph. I suggest something similar to the 2D cross-section between major intersections to calm traffic down and improve bicycle/pedestrian accessibility and safety. Adding left-turn bays at smaller intersections will move waiting vehicles out of the flow of traffic and reduce the dangerous driving behavior where drivers tailgate, then when someone in front of them is stopped for a left turn (or slowing for a right turn), they violently swerve into the other lane and accelerate out of frustration.	78745
S 1ST ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	I've seen a lot of runners, pedestrians with children and bikers use S. 1st. wider sidewalk and bicycle path are needed.	78748

S 1ST ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Please consider long time home owners and the elderly who have lived here for a very long time.</p> <p>The new apartments and condos popping up have increased the traffic terribly, and provide NO TURN LANES for SAFETY!</p> <p>I have had to call 911& Ambulances for 3 different MAJOR Accidents that ended up in my YARD, from speeding cars ,that would not slow down for people to get in & out of The Arts Apartments.</p> <p>The Newest Apartments being built on S.1st & Turtle Creek will make the problems much worse!</p> <p>All the impervious ground cover and NOT ANY Storm DRAINS on S 1st .has caused flooding numerous times!</p> <p>S. 1st was a fairly quiet street when i first bought my house...now it is a dangerous "mini IH 35"</p> <p>If there is trouble on the freeway, Congress & S.1st street take on the brunt of the Speeding cars, constant traffic, & noise.</p>	78745
S 1ST ST	Technical correction	Level 3 to Level 4	No change	140 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	<p>This stretch of S. 1st should remain Level 3, and the ROW should not grow, consistent with the adjacent portions of the street.</p> <p>This one block section of S. First is proposed to go from 3 to 4 when all of the connecting and surrounding streets are 3. I get that this block is a bottleneck with all the surrounding streets but I don't see how a level 4 makes sense not remotely connecting with other level 4 streets or meeting the definition of that level.</p>	78704
S 1ST ST	Technical correction	Level 3 to Level 4	No change	140 to 154	I do not support the change/No apoyo la modificación	<p>The dedicated bus lanes along Guadalupe and Lavaca should continue across the bridge to S 1st. This would reduce the impact of personal car traffic on bus timeliness and improve transit access for everyone south of downtown.</p>	78731
S 1ST ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>South first needs a 4:3 road diet with added bike lanes. At the very least, make the outside lanes bus/bike only. The incredibly dangerous speedway that is S 1st needs to stop!</p>	78704
S 1ST ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>I agree with the other comment proposing a protected bike lane. S 1st is a crucial north-south corridor and yet cannot be traveled safely by bicycle.</p>	78704
S 1ST ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>S 1st should have a protected bike lane for the entire length, at the expense of a car lane. The speeding car traffic here is very dangerous to cyclists and pedestrians. Traffic calming measures for the remaining one lane in each direction would be helpful.</p>	78731
S 5TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	<p>I support the changes to allow for a proper bike lane on this heavily used by cyclist road.</p>	78704
S 5TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This makes no sense at all. Level 2/84 for this portion of South 5th? There is only light traffic on this portion of South 5th. Even during rush hour there are only a couple of cars per minute. The plan would also require the taking of the front yards of many people's homes through eminent domain to widen the street, for no appreciable benefit to anyone. This would be a big waste of tax dollars better spent on areas that actually need improvements.</p>	78704
S 5TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Waste of time and money. Street is not a major crossroad</p>	78704
S 5TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This section of South 5th is for local traffic. No changes needed</p>	78704
S 5TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This is not a major thoroughfare. It is a small local road that doesn't need to be widened</p>	78704
S CONGRESS AVE	No change	No Change	No change	130 to 140	I support the change/Apoyo la modificación	<p>Until the Orange Line is operational, South Congress should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of South Austin.</p>	78731

S CONGRESS AVE	No change	No Change	No change	140 to 150	I support the change/Apoyo la modificación	There should be more wider sidewalk and bike path along congress.	78748
S CONGRESS AVE	No change	No Change	No change	140 to 150	I support the change/Apoyo la modificación	There should be more wider sidewalk and bike path along congress.	78748
S CONGRESS AVE	No change	No Change	No change	110 to 140	I support the change/Apoyo la modificación	Until the Orange Line is operational, South Congress should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of South Austin.	78731
S CONGRESS AVE	No change	No Change	No change	140 to 120	I support the change/Apoyo la modificación	Until the Orange Line is operational, South Congress should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of South Austin.	78731
S CONGRESS AVE	No change	No Change	No change	130 to 140	I would like to suggest a change/ Me gustaria sugerir una mod	The plastic pylons separating the bicycle lane from vehicle traffic seem like a good safety improvement (plus the "squeeze" put on vehicle traffic seems to have a calming effect). However, the design of these pylons at intersections and driveways eliminates a key safety feature that keeps cyclists and drivers safe. To make a safe right turn across a bike lane, a motorist should yield to cyclists and cross into the bike lane immediately before the turn, then yield to sidewalk traffic and complete the turn close to the right-hand curb. There is a myth that driving in the bike lane, even momentarily, is illegal - it is not - see Austin Code Sec. 12-1-21. Not only is this legal, it should be encouraged as it is part of safe and defensive driving/riding. In the event that the motorist does not see a cyclist, this gives the cyclist more time to react. In addition, the motorist "blocks" the bike lane momentarily so a cyclist does not pass a vehicle on the right that has already started a turning move. I suggest stopping the pylons shortly before driveways and intersections and clearly marking the bike lane with a broken line (just like many other locations in the city) to encourage drivers & cyclists to share the road at driveways and intersections.	78745
S CONGRESS AVE	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	Until the Orange Line is operational, South Congress should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of South Austin.	78731
S CONGRESS AVE	No change	No Change	No change	120 to 140	I support the change/Apoyo la modificación	Until the Orange Line is operational, South Congress should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of South Austin.	78731
S CONGRESS AVE	No change	No Change	No change	120 to 130	I support the change/Apoyo la modificación	Until the Orange Line is operational, South Congress should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of South Austin.	78731
S CONGRESS AVE	No change	No Change	No change	120 to 130	Other/Otro	I do not support widening the road. I do support underground Orange Line in this section.	78704
S CONGRESS AVE	Project update	No Change	6U to 5U	No Change	I support the change/Apoyo la modificación	Until the Orange Line is operational, South Congress should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of South Austin.	78731
S IH 35 SB	No change	No Change	No change	No Change	I support the change/Apoyo la modificación		78745

S IH 35 SVRD NB-FREIDRICH LN CONNECTOR	No change	No Change	No change	78 to 72	Other/Otro	This road doesn't exist	78744
S LAMAR BLVD	No change	No Change	No change	100 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This roadway needs more traffic lights. I see everyday dangerous turns from goodrich, oxford, kinney sts as cars try to get out in traffic on south lamar. Why does this street have so few car traffic lights? If they are synced together, then it will not impede traffic flow on south lamar, and greatly reduce accidents coming out of the streets turning on to south lamar.	78704
S PLEASANT VALLEY RD	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This new segment should be built as bus and bike only, no private cars.	78731
S PLEASANT VALLEY RD	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Pleasant Valley should be restriped for a bus-only lane in each direction to give the new MetroRapid route the best chance of success at providing connectivity without car traffic. A protected bike lane should be added.	78731
S PLEASANT VALLEY RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	Pleasant Valley should not be expanded for an additional general purpose travel lane. The only acceptable increase of pavement here would be to accommodate a bus-only lane to give the new MetroRapid route the best chance of success at providing connectivity without car traffic.	78731
S PLEASANT VALLEY RD	No change	No Change	No change	120 to 116	I do not support the change/No apoyo la modificación	This should not be built with 3 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
S PLEASANT VALLEY RD	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Pleasant Valley should be restriped for a bus-only lane in each direction to give the new MetroRapid route the best chance of success at providing connectivity without car traffic.	78731
S PLEASANT VALLEY RD	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Pleasant Valley should be restriped for a bus-only lane in each direction to give the new MetroRapid route the best chance of success at providing connectivity without car traffic.	78731
S PLEASANT VALLEY RD	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Pleasant Valley should be restriped for a bus-only lane in each direction to give the new MetroRapid route the best chance of success at providing connectivity without car traffic. The bike lane south of Lakeshore Blvd should be protected. (No bike lane is necessary north of Lakeshore because of the parallel and easily accessible hike&bike trail)	78731
S PLEASANT VALLEY RD	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Bring the bicycle lane to life soon! Consider a two-lane cross-section with appropriate turn lanes at intersections.	78744
S PLEASANT VALLEY RD	No change	No Change	No change	120 to 116	Other/Otro	MUCH MORE Information is needed regarding ALL of South Pleasant Valley. How is the required ROW going to impact the single-family residential area? What type of displacement is going to occur? What type of targeted outreach did the City do to alert these residents of the ASMP?	78744
S PLEASANT VALLEY RD	No change	No Change	No change	100 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Bike lanes needed near schools! I support safety improvements in this area.	78744
S PLEASANT VALLEY RD	No change	No Change	No change	100 to 116	Other/Otro	MUCH MORE Information is needed regarding ALL of South Pleasant Valley. How is the required ROW going to impact the single-family residential area? What type of displacement is going to occur? What type of targeted outreach did the City do to alert these residents of the ASMP?	78744
S PLEASANT VALLEY RD-SUNRIDGE DR CONNECTOR	No change	No Change	No change	78 to 72	I support the change/Apoyo la modificación	We should not be building any more roads. An all ages/abilities bike and pedestiran path would be nice here and could help the many bike commuters who work south of Ben White.	

S PLEASANT VALLEY RD-SUNRIDGE DR CONNECTOR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	This would be an awful interruption to the greenbelt and would heavily impact traffic on the neighborhood streets. Traffic/vehicle speed is already an issue with large hills and blind curves without nice sidewalk infrastructure to support a pedestrian friendly neighborhood. Most pedestrians, and especially strollers and wheelchairs are forced to use the street.	78741
S PLEASANT VALLEY RD-SUNRIDGE DR CONNECTOR	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	I would not support Allison Drive being extended and connecting to South Pleasant Valley Road. This road would run through and disrupt existing park land, the Country Club Creek Greenbelt.	78741
S PLEASANT VALLEY RD-SUNRIDGE DR CONNECTOR	No change	No Change	No change	78 to 72	I support the change/Apoyo la modificación	A road is unnecessary and creates an unsafe traffic flow for the neighborhood. Ditto another comment: "This should remain a natural area with bike and pedestrian paths, not a road."	78741
S PLEASANT VALLEY RD-SUNRIDGE DR CONNECTOR	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	This proposed street runs through parkland: the Country Club Creek Greenbelt. This is the only parkland area for the residents of this area. There should not be a street built through the greenbelt.	78741
S PLEASANT VALLEY RD-SUNRIDGE DR CONNECTOR	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	This should remain a natural area with bike and pedestrian paths, not a road.	78741
SABINE ST	Technical correction	Level 1 to Level 3	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	Sabine, should remain level 1. It should be converted to 2-way with limited or no parking and wide sidewalks to encourage growth at ground level. Sabine should be a dead-end north of 4th street, which should not carry any motorized traffic alongside the tracks.	78731
SAN ANTONIO ST	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	San Antonio, along with many other downtown streets, should be downgraded from level 3 to level 2. It should be converted to 2-way with limited or no parking and wide sidewalks to encourage growth at ground level.	78731
SAN ANTONIO ST	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	San Antonio, along with many other downtown streets, should be downgraded from level 3 to level 2. It should be converted to 2-way with limited or no parking and wide sidewalks to encourage growth at ground level.	78731
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	Level 2 is and ROW 80 ft is too intense for this quiet street that goes to a dead end. Taking the neighborhoods' personal property to be used as a park, exercise etc space for the public is ill-advised on San Gabriel Street at 17th, 18th and MLK. This area is minutes away from Pease Park. The extra taking of 14 ft of ROW for the corner at San Gabriel at 17th will imperil a Landmark house, a 300 year old live oak tree and 2 magnificent houses from 1920's	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	re: San Gabriel between 17th Street and MLK Blvd: This seems to be a totally inappropriate request. These 2 narrow blocks are lined with heritage trees and city and state landmarked historic homes occupied by families, many with children. I am asking that you remove San Gabriel Street from consideration.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	For the part of San Gabriel between MLK and 17th Street there is a corner and 2 dead end streets. This is not a good place for a through street and an 80 ft. ROW. Please remove San Gabriel from the Level 2 list. Thank you	78701

						RE: 2 blocks of San Gabriel between MLKing, Jr Blvd and 17th A new family will be soon moving into their house, with not yet completed extensive renovations, at the corner of 17th Street and San Gabriel St. As a consequence they have not yet had the opportunity to comment. However the suggested 80 ft ROW and additional 14 feet for the corner will wipe out their planned yard renovations and part of their house, putting the house almost in the road. I object to the suggested change to Level 2 on their behalf.	
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación		78701
						I do NOT support the change. And I made a mistake in the below post. Enlarging the ROW from 30 to 80 ft ROW is too large a taking. Building such a large expensive road might hamper some future developments, depending on the ASMP's definition of development and the negotiations with the Development division.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación		
						Enlarging the ROW from 30 to 80 ft ROW is too large a taking. Building such a large expensive road might hamper some future developments, depending on the ASMP's definition of development and the negotiations with the Development division.	
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I support the change/Apoyo la modificación		
						Expanding the ROW along San Gabriel Street [between MLK and 17th Street] will NOT accomplish the goal of creating a safe connection -- for vehicles, pedestrians, or bikers -- between neighborhoods. The descriptor for Level 2 reads "Level 2 Streets connect neighborhoods to each other. They balance mobility with access by providing good access to neighborhood-serving business districts, retail, and services." Expanding the ROW will only encourage extremely dangerous distracted drivers seeking to use this street as a cut-through only to find that it dead-ends to 17th Street. This is not a pass-through street that connects business districts, retail, and services.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación		
						The ASMP does not provide bike lanes in Level 1 and Level 1 has no retail. Level 2 has bike lanes and allows retail. I do not think that bike lanes should be dependent on retail.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación		
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I support the change/Apoyo la modificación	Have you ever done MLK? Is there a question here?	78705
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I support the change/Apoyo la modificación	Have you ever done MLK? Is there a question here?	78705
						Please put a protected bike lane in front of my house at 1802 San Gabriel. Neighbor next door at 1810 I can get to agree to sign off. My daughter was seriously hospitalized biking from a local driver at fault. My ex-wife gave up her new bike after a near death experience on San Gabriel. How many live before we prioritize them over privilege?	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I support the change/Apoyo la modificación		
						Please fix asap. Disaster zone for walkers and bikers, and even drivers with pot holes. We should be able to walk our dog south of MLK with sidewalks. Ride our bike with protected lanes. It's like 2022, right?	78705
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I support the change/Apoyo la modificación		

SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	The proposed ASMP for expanded ROW along San Gabriel Street [between MLK and 17th Street] is not compatible with the neighborhood streetscape. San Gabriel is currently 32-feet [approx.] from curb to curb. Widening it to the suggested 80-feet width would prove disastrous to property owners' yards, including the inevitable damage/destruction of heritage trees along this corridor. In addition, a widening of this significance would bring the curb right up to the front door of some homes.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	Surely the city could figure out how to put bike lanes on a street without changing the designation to Level 2 and listing a very large right-of-way request	78785
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I support the change/Apoyo la modificación	The west side of San Gabriel, between MLK and 17th, had RPP installed circa 1998- mostly for safety of downhill residents & others as the accessed the limited visibility street. This entire 2 block stretch has only 4 curb cuts, having dedicated bike space would be a safety enhancement for residents, the parking % is borderline nil, but could be easily offset by opening up the west side of San Gabriel that has "unique" parking restrictions - for ancient personal preferences, and no reason that is related to 2022 code.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I support the change/Apoyo la modificación	The segment of San Gabriel north of MLK has recently had installed needed sidewalks on the west side. Bravo. This is the only through street to the Downtown grid though, and the interchange south is desperately in need of safety lanes for bikes + peds. Rio Grande is 3 blocks east, dog walkers, runners, bikers - shouldn't have to risk safety vs. huge inconvenience.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I support the change/Apoyo la modificación	This connection - between West Campus and Downtown - has to be among the most important corrections in the map. This areas population has exploded like almost no other, but infra is 1950's. We need dedicated bike space - consistent with that plan. We need sidewalks - consistent with that plan. This is where 50/50 by 2040 has to happen in a big way. Kuddo's to all for the catch!	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	My family's home sits at the corner where San Gabriel deadends into 17th St, and we are adamantly opposed to expanding the ROW or introducing retail on the stretch of SG between there and MLK. This is a quiet residential neighborhood--one of the oldest in Austin, right?--with tree-lined streets shaded by a thick canopy and a lot of little kids playing. Clearing the land for the expanded ROW, and encouraging retail and that kind of traffic increase, would destroy that.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	No I do not want the change to Level 2 on San Gabriel St. between MLK and 17th I cannot make comments on my Iphone, so I'm borrowing a friend's computer.	78709
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	The suggested designation is not compatible with the neighborhood streetscape, nor for the residential use on this street	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	Our neighborhood streets are already very safe for walking, biking, children and pets. This expansion would significantly effect our property. Our property has an extremely old heritage tree that is registered with City-the CRZ would be severely impacted by this road expansion. The neighbors across the street would lose a massive amount of their yard.	78701

						The troublesome recommendations of 80FT right of way and introduction of retail for the Judges Hill Neighborhood is entirely not compatible. Additionally, the auto, biker and pedestrian danger that would be introduced by encouraging non-signalized intersection crossing at the intersections of 1) MLK and San Gabriel and 2) West Avenue at 17th are significant hazards given the lack of sight lines for oncoming cross traffic putting lives at risk. This recommendation serves no purpose and invites the decimation of our historic fabric and heritage trees that enhance the livability of Austin.	
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación		78701
						Suggested designation is not compatible Austin's Oldest Historic Down Town Single Family residential neighborhood. This inappropriate recommendation for Level 2 would allow for increased Right of Way (ROW) of 80ft to include retail (a backdoor development Grab), destroy some of the oldest Tree Canopy in the City of Austin that currently cool hot streets, absorb pollution, improve air quality, limit storm water run-off, prevent erosion, enhance the physical and mental health of human beings, and provide desperately needed habitat for wild-life. Preserving this historic neighborhood and these trees (a public good) is a no-brainer for municipal leaders. It is obvious that whoever designated these streets as Level 2 has not either individually or collectively walked these streets to observe the impact of these troublesome recommendations.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación		78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	The designation you suggest is not compatible with the residential use of this street nor its residential neighborhood character	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	The area on San Gabriel between 24th Street and MLK, Jr. should remain as it presently exists.	78705
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	Please do not change from Level 1 to Level 2.	78701
						To change this street to a level 2 would cause multiple problems for the community and street traffic. I also do not wish to have bikes on this street.	78705
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación		78705
						This 2 block long street within Judges Hill deadends into W 17th st. It does not connect to any other neighborhood. It is canopied with multiple trees that are appropriate protected by the Austin Tree Ordinance. Multiple historic homes line the street. It already is safely used by any bikers (not many actually use it). Walkers safely walk within the street pavement area.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	San Gabriel is an old quiet residential street. The 80 foot ROW would cause many front yards to be demolished. There are children, pets, and very expensive properties here. In addition the street dead-ends at 17th street which is also residential. Please do not expand this section of San Gabriel.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	I just filed the prior comment but did not realize that it would be registered as support. I DO NOT SUPPORT THE CHANGE	78701
						This 2 block long street within Judges Hill deadends into W 17th st. It does not connect to any other neighborhood. It is canopied with multiple trees that are appropriate protected by the Austin Tree Ordinance. Multiple historic homes line the street. It already is safely used by any bikers (not many actually use it). Walkers safely walk within the street pavement area.	78701
SAN GABRIEL ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I support the change/Apoyo la modificación		78701
SAN JACINTO BLVD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	San Jacinto and Trinity should have bus-only lanes to allow transit to move faster than adjacent traffic. This should be restriped to 2 general purpose lanes and one bus lane.	78731

						The 5-way intersection of 30th, San Jacinto, and Speedway is poorly marked and dangerous. It's a heavily-used pedestrian area. However, the lane markings and signage for cars is confusing. Cars don't know what to do and turn left from the right lane of west-bound San Jacinto.	
SAN JACINTO BLVD	No change	No Change	No change	92 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	This area is ripe for a traffic circle.	78705
SAN JACINTO BLVD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	San Jacinto and Trinity should have bus-only lanes to allow transit to move faster than adjacent traffic. This should be restriped to one general purpose lanes and one bus lane.	78731
SAN MARCOS ST	No change	No Change	No change	60 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see San Marcos Street realigned so that I can cross without turning onto 7th street. It would make getting home from the Target much easier	78702
SAN MARCOS ST	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Can we get a stop sign at San Marcos and Willow? Drivers cut thru Willow regularly and it is hard to see at this intersection.	78702
SAN MARCOS ST	No change	No Change	No change	60 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see San Marcos Street realigned so that I can cross without turning onto 7th street. It would make getting home from the Target much easier	78702
SCENIC BROOK DR	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use. The speed limit is 25 miles per hour and should remain that way for many years to come.	78735
SCENIC DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This isn't going to work well. All of Scenic Drive, Cherry, Rockmoor, Kennelwood and Matthews have constraints. And these are interior neighborhood streets that need to remain Level 1.	78703
SCENIC DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Scenic is a residential street and does not fit the description of a Level 2 street. It is a street I have walked on with my dogs from the lake safely for years. Reclassifying Scenic and trying to send more traffic through will destroy our neighborhood.	78703
SCENIC DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am opposed to changing Scenic Drive to a Level 2 Street. It does not and cannot fit the Level 2 criteria as defined in the ASMP. This is a narrow neighborhood street and should remain LEVEL 1.	78703
SCENIC DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Again, this is an interior neighborhood street; som parts are no more than a paved alley.	78703
SCENIC DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a strictly residential and most unique (why it's called Scenic Drive) street in our neighborhood for it's views and beauty. It is not and should never be turned into a throughway for trucks and commuters or other traffic. Changing its designation will destroy the peace, tranquility and beauty of Scenic and our neighborhood.	78703
SCENIC DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Scenic Drive should remain a Level 1 Street. This is a neighborhood street that is very narrow in some places, and CANNOT have a ROW of 84' without taking away parts of people's property. The suggested ROW is impossible.	78703
SCHIEFFER AVE	Technical correction	Level 2 to Level 1	No change	74 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	It is very frustrating that you cannot cross from Wilshire to Zach Scott. There are a lot of places in Mueller I like to visit and it would be nice to be able to get there without going onto airport	78702
SENDERA MESA DR	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
SH 45 - MCNEIL RD CONNECTOR	No change	No Change	No change	120 to 116	I support the change/Apoyo la modificación	This should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731

SH 45 - MERRILTOWN DR CONNECTOR	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
SH 45 SW	No change	No Change	Defer to TXDOT to NA	No Change	I do not support the change/No apoyo la modificación	This section should not be built, as it will add traffic to MoPac. Through traffic through Austin should be required to take 130 around the city instead of 35 or MoPac through the city.	78731
SH 71 FR-FM 973 CONNECTOR	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This development should be built as a transit-first development, with minimal car traffic lanes only for limited use and deliveries. A 4-lane road (even divided) discourages pedestrian use and encourages car use, which we should be trying to discourage.	78731
SHOAL CREEK BLVD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	More bikes and not more cars.	78705
SHOAL CREEK BLVD	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	108 foot ROW on edge of a n'hood is over reach. Some developer must be waiting in the wings. It will require major condemnation of apartments and businesses. This must be a newbie engineer mistake or a planner playing w/ crayons.	78731
SHOAL CREEK BLVD	No change	No Change	No change	78 to 84	I do not support the change/No apoyo la modificación	Shoal Creek residents have told you twice that they do not want bikers in their front yard or along the creek. You are facing major condemnation hearings with lawyers who live in homes on the creek.	78731
SHOAL CREEK BLVD	No change	No Change	No change	78 to 84	I do not support the change/No apoyo la modificación	The homeowners on SCB have taken enough of a beating from the installation of bollard poles and turtles to create a two-way bike lane which is unsafe. The street parking has been restricted to only the east side. The two-way bike lane on SCB needs to be reconsidered for a number of safety reasons, especially considering the increased risk for bike-vehicle collisions at intersections. The narrowing of SCB for the two-way bike lane has narrowed the street unsafely for firetrucks and ambulances to navigate the roadway, as well as delivery and service vehicles. It makes no sense to widen SCB after narrowing it to create the two-way bike lane, then take part of the lots and trees of the private property owners on SCB, impairing the value of their remaining properties and removing green canopy. It would increase noise near the residences and decrease safety for use of children and pets in their front yards, and increases car exhaust in the neighborhood. It would be self-defeating to narrow the street then widen it; this isn't a commute-to-work route for bikers and it wasn't designed to be a route for bike racing. It is an established neighborhood in zip 78757 where people live, pedestrians walk, and parents raise their children.	78757

SHOAL CREEK BLVD	No change	No Change	No change	78 to 84	I do not support the change/No apoyo la modificación	The homeowners on SCB have taken enough of a beating from the installation of bollard poles and turtles to create a two-way bike lane which is unsafe. The street parking has been restricted to only the east side. The two-way bike lane on SCB needs to be reconsidered for a number of safety reasons, especially considering the increased risk for bike-vehicle collisions at intersections. The narrowing of SCB for the two-way bike lane has narrowed the street unsafely for firetrucks and ambulances to navigate the roadway, as well as delivery and service vehicles. It makes no sense to widen SCB after narrowing it to create the two-way bike lane, then take part of the lots and trees of the private property owners on SCB, impairing the value of their remaining properties and removing green canopy. It would increase noise near the residences and decrease safety for use of children and pets in their front yards, and increases car exhaust in the neighborhood. It would be self-defeating to narrow the street then widen it; this isn't a commute-to-work route for bikers and it wasn't designed to be a route for bike racing. It is an established neighborhood in zip 78757 where people live, pedestrians walk, and parents raise their children.	78757
SHOAL CREEK BLVD	No change	No Change	No change	78 to 84	I do not support the change/No apoyo la modificación	Shoal Creek doesn't need to be wider. There are bike lanes, sidewalks, a parking lane and car lanes already. Increasing the width would require moving water meters, gas and fiber access and cutting down lots of big heritage trees. What is needed is a fix to the roadway so the roadway can be recognized as a flat surface instead of a dilapidated and abandoned timber road.	78756
SHOAL CREEK BLVD	No change	No Change	No change	74 to 84	I support the change/Apoyo la modificación	I really like the ped/bike treatment here instituted in the last few years. The wider bike lane and narrowed turning radii make this feel more comfortable as a ped/cyclist and signal to cars to slow down. I would like to see the bike lane have a physical barrier - a curb or something instead of just the white sticks.	78731
SHOAL CREEK BLVD	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación	The homeowners on SCB have taken enough of a beating from the installation of bollard poles and turtles to create a two-way bike lane which is unsafe. The street parking has been restricted to only the east side. The two-way bike lane on SCB needs to be reconsidered for a number of safety reasons, especially considering the increased risk for bike-vehicle collisions at intersections. The narrowing of SCB for the two-way bike lane has narrowed the street unsafely for firetrucks and ambulances to navigate the roadway, as well as delivery and service vehicles. It makes no sense to widen SCB after narrowing it to create the two-way bike lane, then take part of the lots and trees of the private property owners on SCB, impairing the value of their remaining properties and removing green canopy. It would increase noise near the residences and decrease safety for use of children and pets in their front yards, and increases car exhaust in the neighborhood. It would be self-defeating to narrow the street then widen it; this isn't a commute-to-work route for bikers and it wasn't designed to be a route for bike racing. It is an established neighborhood in zip 78757 where people live, pedestrians walk, and parents raise their children.	78757
SHOALMONT DR	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	No I do not support the modification. I don't want the right of way that could cut up to my house. Burnet Road doesn't need more density. There have been six mixed use built in the last two years. I also do not support developers that promise to have an affordable units and don't and just pay a fine.	78756

SHOALWOOD AVE-SHOAL CREEK BLVD CONNECTOR	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	This should not exist. Neighborhood traffic should be kept to a minimum. A sidewalk should be added in its place to allow residents to walk through this section.	78731
SILVERMINE DR	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use. The speed limit is 25 miles per hour and should remain that way for many years to come.	78735
SILVERMINE DR	No change	No Change	No change	60 to 80	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
SILVERMINE DR	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735
SOUTH BAY	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I grew up in this area, and would like to see a crossing between Shady Hollow and Circle C that doesn't involve going to Slaughter Lane.	78702
SOUTH BAY LN	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
SOUTH BROOK DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	I do not support upgrading this street. It will encourage cut through traffic for two major highways, Hwy 71 W and Hwy 290 W. This is a neighborhood street. Also do not want to entitle building residences on this street that do not have on site parking, but depend on on street parking.	
SOUTH BROOK DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735
SOUTH BROOK DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This should NOT be expanded to 2 car lanes in each direction. Please keep the traffic on the highway.	78735
SOUTHWEST PKWY	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Southwest Parkway should have a dedicated bidirectional protected and separated bike lane for its entire length. One car lane in each direction can be removed to make space. Curbstones should be added to protect cyclists from cars, who routinely drive over the speed limit. Traffic calming devices should be used to make excessive speeds impossible along this section of roadway (among many others).	78731
SOUTHWEST PKWY	No change	No Change	No change	112 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	Southwest Parkway should have a dedicated bidirectional protected and separated bike lane for its entire length. One car lane in each direction can be removed to make space. Curbstones should be added to protect cyclists from cars, who routinely drive over the speed limit. Traffic calming devices should be used to make excessive speeds impossible along this section of roadway (among many others).	78731
SOUTHWEST PKWY	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	Do not support removal of Hill Country Roadway status! Follow the recommendation of the Half EIS done in 2015/2016 that provided for multimodal 12-15 ft and ADA bike pedestrian path travel on South side of SW PKWY! Do not remove the Gaines Creek buffer and add to the erosion of Gaines Creek. Work within the existing ROW on the N side of the SW PKWY intersection with Mopac. See comment on bike lane.	78735
SOUTHWEST PKWY	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Southwest Parkway should have a dedicated bidirectional protected and separated bike lane for its entire length. One car lane in each direction can be removed to make space. Curbstones should be added to protect cyclists from cars, who routinely drive over the speed limit. Traffic calming devices should be used to make excessive speeds impossible along this section of roadway (among many others).	78731

SPRUCE CANYON DR	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	Concern over whether existing bike lanes will continue or will they be improved?	78739
SPRUCE CANYON DR	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
SPRUCE CANYON DR	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	The amount of traffic, both cars and bicycles, does not warrant making any changes to the street. Making changes will make traffic worst and not better.	78739
SPRUCEWOOD DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	84' on this purely residential street? No, this is not needed and will destroy the homes/yards of the residences. The ROW on these streets is not nearly big enough to do something like this and if you take it administratively it is theft!	78731
ST JOSEPH BLVD	Technical correction	Level 2 to Level 3	No change	92 to 80	I support the change/Apoyo la modificación	Doesn't make sense to me. This street becomes Morrow, which is a level 2 street with no plans for modification. Only small neighborhood streets connect to it. This small street segment adjoins a church and school, so it should be speed restricted, not widened.	78757
ST JOSEPH BLVD	Technical correction	Level 2 to Level 3	No change	92 to 80	I support the change/Apoyo la modificación		78757
ST JOSEPH BLVD	Technical correction	Level 2 to Level 3	No change	92 to 80	I would like to suggest a change/ Me gustaria sugerir una modificación	Foster / Northcross / St Joseph / Morrow from Shoal Creek to Guadalupe should be designed as a cross-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Burnet, Woodrow, and Lamar.	78731
ST JOSEPH BLVD	Technical correction	Level 2 to Level 3	No change	92 to 80	I would like to suggest a change/ Me gustaria sugerir una modificación	Foster / Northcross / St Joseph / Morrow from Shoal Creek to Guadalupe should be designed as a cross-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Burnet, Woodrow, and Lamar.	78731
STECK AVE	Technical correction	No Change	3U to 2D	No Change	I support the change/Apoyo la modificación	Steck Ave should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
STECK AVE	No change	No Change	No change	96 to 116	I would like to suggest a change/ Me gustaria sugerir una modificación	Steck Ave should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
STECK AVE	No change	No Change	No change	64 to 72	I would like to suggest a change/ Me gustaria sugerir una modificación	Steck Ave should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
STECK AVE	No change	No Change	No change	96 to 116	I would like to suggest a change/ Me gustaria sugerir una modificación	Steck Ave should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
STECK AVE	No change	No Change	No change	0 to NA	I would like to suggest a change/ Me gustaria sugerir una modificación	The section of Steck that intersects/crosses Mopac needs improved bike lanes. Definitely smoothed, and ideally wider or combined with sidewalks (bikes and pedestrians sharing a wide sidewalk is much safer than bikes and cars sharing the road). Along most of it's stretch, Steck is well-equipped for cyclers, but this intersection is high-speed, high-sloped, and with some areas of the bike lane being cracked or uneven.	78757

STECK AVE	No change	No Change	No change	0 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	Steck Ave should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders. At the intersection with MoPac, the turn lanes on the bridge can be removed if light cycle timing is adjusted to give each direction its own green light, which will allow the left lane across the bridge to have a green left turn arrow and not conflict with oncoming traffic. This is common at other similar intersections.	78731
STECK AVE	No change	No Change	No change	0 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	Steck Ave should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders. At the intersection with MoPac, the turn lanes on the bridge can be removed if light cycle timing is adjusted to give each direction its own green light, which will allow the left lane across the bridge to have a green left turn arrow and not conflict with oncoming traffic. This is common at other similar intersections.	78731
STECK AVE	No change	No Change	No change	0 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	Steck Ave should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders. At the intersection with MoPac, the turn lanes on the bridge can be removed if light cycle timing is adjusted to give each direction its own green light, which will allow the left lane across the bridge to have a green left turn arrow and not conflict with oncoming traffic. This is common at other similar intersections.	78731
STECK AVE	No change	No Change	No change	0 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	Steck Ave should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
STECK AVE	Technical correction	No Change	3U to 2D	96 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	Steck Ave should have a protected bike lane for the entire length, especially through intersections where the bike lane currently disappears to provide a turn lane. These are major conflict points for traffic which discourages bike travel as proximity to cars is dangerous for riders.	78731
STEVENSON AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Interior neighborhood street. Leave at Level 1.	78703
STONEHOLLOW DR	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	This should be reduced to 1 car lane in each direction with a protected bike lane in each direction.	78731
STONEHOLLOW DR	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	This street sees low traffic volumes. Traffic can be accommodated with one lane in each direction and dedicated bicycle facilities.	78758
STONELAKE BLVD	No change	No Change	No change	122 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	Stonelake Blvd should be reduced to 2 car lanes in each direction, and a protected bike lane should be added. This road is overkill for the amount of traffic, and is a waste of asphalt.	78731
STRATFORD DR	No change	No Change	No change	60 to 72	I support the change/Apoyo la modificación	I am very excited to hear that a bike lane will be coming to this street.	78704
SUMMERSET TRL	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	78735

SUNRIDGE DR	No change	No Change	No change	78 to 72	I support the change/Apoyo la modificación	This should be built as an all ages/abilities bike and pedestrian connection with the potential to allow buses. Climate Change will necessitate abandoning cars for most trips and the neighborhood will need a means to leave the neighborhood to the south.	
SUNRIDGE DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	Please, no. All the other comments have said what needs to be said. This is prohibited by City ordinance and would be awful for the neighborhood.	78741
SUNRIDGE DR	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	I do not support an extension of Sunridge Dr. to Ben White Blvd. The City of Austin Ordinance 20170504-051 prohibits vehicle traffic through this location. It would disrupt portions of the Country Club Creek Greenbelt which is COA parkland.	78741
SUNRIDGE DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	Directing traffic through a neighborhood is unsafe and unnecessary as there are many other options for drivers to get from the neighborhood to Ben White and access for other drivers isn't necessary for the above reasons.	78741
SUNRIDGE DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	redundant when there are other bigger roads that could support this better.	78741
SUNRIDGE DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	NO! Our neighborhood has fought this for years and will continue to do so. It is prohibited furthermore. We will take this to court if necessary. It will destroy the security and safety of this neighborhood that we are fighting so hard to establish and maintain. We already have our backs against the wall trying to get the squalid drug camps the City encouraged in the greenbelt removed and cleaned up. Do not push us further by trying to turn our neighborhood into an onramp. We will not tolerate it.	78741
SUNRIDGE DR	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	City of Austin Ordinance 20170504-0051 prohibits vehicle traffic through this property.	78741
SUNRIDGE DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	Any extension of Sunridge Drive to Ben White should be removed completely from this map. I believe its inclusion is an error, as it is marked as "no change" but is currently prohibited. Specifically, such a road is prohibited by current zoning (Ordinance 20170504-051).	
						Any extension of Sunridge Drive to Ben White would ruin this quiet, residential neighborhood. Mass traffic through these winding, residential streets would be ridiculous and dangerous. It would senselessly subject the community to the drugs and crime of Ben White. It would also destroy the character of the Country Club Greenbelt, one of very few natural areas available to residents. Why in the world would the city invest in the Greenbelt, then permit a frontage road/highway access to destroy it?	
						Moreover, there is zero access reason to permit such a road. Neighboring Alvin Devain provides more than adequate straight-shot access between Oltorf and Ben White, through a commercial area, and this passageway isn't even crowded. The appropriate, adequate access already exists.	
SUNRIDGE DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	NOBODY in the community wants a passage from Ben White to Sunridge. It is promoted solely by certain developers along Ben White who have already displayed a total disregard for the community by their abiding of massive drug encampments on their land. Our community association, EROC, opposes any through street, as does the entire community.	78741

						<p>The Extension of Sunridge Drive to Ben White would be disastrous to the neighborhood since it would encourage a large amount of traffic to be directed into the neighborhood and causing major safety issues due to the size of the street. The end of Sunridge as it intersects with Ben White is right at an onramp to the highway which would encourage drivers to cross 3 lanes of traffic to get on (as opposed to driving a mile or two to the next onramp) which is highly dangerous.</p> <p>There are also technical reasons this extension should be removed: 1. Current zoning on the property prohibits the road from being constructed (see Ordinance 20170504-051). 2. There is a high pressure natural gas pipeline at the back edge of the property that the road would have to cross.</p> <p>This segment of road from the current end of Sunridge to Ben White should be removed completely.</p>	
SUNRIDGE DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación		78741
SUNSET LN	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The city has closed this section/street to vehicle traffic and has or is making it pedestrian and bicycle only. Why on earth is this being proposed to upgrade from Level 1 to Level 2?	78704
SUNSHINE DR	Technical correction	Level 2 to Level 1	No change	70 to NA	I support the change/Apoyo la modificación	I support downgrading Sunshine from Level 2 to Level 1.	78756
TAFT LN	Technical correction	Level 2 to Level 3	No change	74 to 80	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	
TALLWOOD DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Technical correction? In what way? This is a residential street and there is no need to widen it. It should remain Level 1.	78731
TEAKWOOD DR	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación	<p>From the bottom of my heart I disagree with this change, if the downgrade to level 1 means that this AAA route will no longer get protected bicycle facilities.</p> <p>I have serious reservations about any segments of the AAA network being at level 1, but _especially_ Teakwood and Mullen.</p> <p>Teakwood and Mullen are dangerous, cars use them to cut the Burnet/Anderson light and take it at high speed.</p> <p>There have been multiple accidents where cars have ended up in _houses_. This is absolutely not someplace children should be biking in the middle of the road.</p> <p>The Teakwood/Mullen "intersection" (in actuality this is a single road with a curve) meet at a mostly blind curve that drivers take a high speed.</p> <p>Level 1 roadways depend on large part on parking for traffic calming, but there is minimal/no actual usage for street parking on large segments of these roads (all the houses have garages and multiple driveway spaces).</p> <p>This change is also contrary to the just-completed Safe Routes to Schools plans, which call for a sidepath on Teakwood/Mullen.</p>	78757
TECH RIDGE BLVD	No change	No Change	No change	120 to 154	I would like to suggest a change/ Me gustaria sugerir una modificación	This should be reduced to 2 car lanes in each direction with a protected bike lane in each direction.	78731
TERI RD	Technical correction	No Change	4D to 2D	120 to 80	I would like to suggest a change/ Me gustaria sugerir una modificación	I think that Teri Road should cross the highway here and meet Colonial Park Blvd. There arent any non-highway crossings of 35 between Woodward and Stassney, which is a pretty long way!	78702

TERRY O LN	Project update	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	I think it would be nice if Teri O Lane connected to Payload pass, and allowed you go access the walmart easier, and maybe take people off of Congress	78702
THERMAL DR	No change	No Change	No change	94 to 116	I do not support the change/No apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
THOMPSON ST	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	change the name of this portion of the street to Smiley St. since the only address on this block belongs to a guy named Andrew Smiley.	78702
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I strongly oppose this change. I can't believe it would even be considered. This is a small street with far too much cut through traffic as it is. People speed through all the time, paying no attention to anyone actually living on this street and making it dangerous for us all. On top of that, we would have no front yards left and we already have a large easement on our backyards due to the power lines. This plan makes no sense. Use the roads that are right around us that are already set up for more traffic.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	There is already a lot of cut-through traffic that flies through here at unsafe speeds. We have many young children that are subjected to near misses when people that have no stake in the street blaze through here unaware. We've already had at least one dog killed by a speeding cut-through driver. I'm afraid that a move to level 2 would only encourage more hazardous cut-through traffic. Also, we have number of beautiful heritage trees on the street, some of which are very close to the road. I'm concerned about the impact that expansion of the pavement would have on our urban canopy.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	It makes no sense for a quiet, small scale street like Tisdale to be widened. I am completely against taking away the green space in favor of vehicles. What will happen to our beautiful large trees that fall within the planned expansion zone? How safe will the young children be in their shortened front yards with even more cars zipping through? The street consists mostly of original housing stock, with single bay carports and 2+ vehicles per dwelling. What will happen to the on street parking if the space is designates as a lane? Widening the street won't solve any traffic problems, it will only create others.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I am opposed to this proposed change to Tisdale and other streets as well. With no direct notice and short public comment period, I can't believe the planners actually want feedback. To widen a street that essentially dead-ends on both the North and South, it's baffling as to why Tisdale is part of this discussion at all. We'll be contacting our district councilwoman regarding this ridiculous proposal as well.	78757

TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Reclassifying Tisdale to a Tier 2 street has no benefits. Woodrow and Grover and nearby and we should find ways to better divert traffic to the streets specifically designed for this level of traffic. This proposed change would be a waste of the city's resources and time.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street is not long enough to be considered a thoroughfare and should not be widened to make it so. There is a wider street nearby that can be used instead (Woodrow/Grover).	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Tisdale should remain a Tier 1 street. This reclassification serves absolutely no purpose other than to anger home owners. Tisdale is only two blocks long! Why can't you add more road blocks that would prevent the non-local traffic from coming down Tisdale? Woodrow was designed for this level of vehicles. Encourage cars to take Woodrow, not Tisdale!	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a horrible, unwelcome plan that disadvantages those who live in the neighborhood. Tisdale is a small quiet street that was never intended for this "upgrade". Do not apply your short-sighted formulas that only take into account non-local needs to our neighborhood street. Enabling more vehicles to pass through Tisdale is NOT the answer. Also, the lack of notice on this proposed change is unacceptable. I only heard about this on the last day of the deadline to comment. I will make sure to continue to oppose these efforts all the way to City Council.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This street already required traffic calming measures south of Anderson Ln to make the cut-through traffic less dangerous to cyclists and pedestrians. A Level 2 designation does not align with neighborhood use. Simply striping some bike paths is a waste of financial resources. Widening the street is a burden to current homeowners and will require movement of utilities.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The previous comment I just made should not show support for the proposed changes. I overlooked that. I do not support the changes.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	It seems making Tisdale Dr into a Level 2 street would not change the current arrangement of having one travel lane and one parking lane in each direction. Is that correct? It would however add bike lanes, sidewalks, buffers and such so that much of the existing front yards would be needed for the development?	78757

TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>It's hard for me to understand exactly what the proposed changes are to Tisdale Dr. It seems that a level 2 street with 84' ROW would mean the addition of separate bike lanes, "tree and furniture zones", and sidewalks adding at least 19 additional feet of development on both sides of the street. With buffer zones this could rise above 20 feet making the new street 40 feet wider than it currently is. Am I reading the information correctly?</p> <p>As a homeowner on this street, the amount of our front yards these changes would require is startling. This would significantly alter the character of our street, changing it from a comfortable residential neighborhood to a street dominated by transit development reaching awkwardly close to the homes. Just as bike lanes need a buffer from traffic, our houses, with porches and bedrooms and kitchen windows that look toward the street, need a buffer from the concrete. I appreciate bike lanes, and a sidewalk would be fine, but all together the extent of this development is unreasonable. I am opposed to the plan, as I understand it.</p>	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>This is a neighborhood street with lots of walkers, joggers, bicyclists and children that play in the street. Increasing through traffic is an unsafe idea. I'd be much more amenable to putting in sidewalks and a protected bike lane, and narrowing the driving portion of the street to slow drivers down.</p> <p>Also, I don't know how you plan to increase the ROW from 50' to 84' here - that'd steal 17' from my front yard basically putting the ROW about 3 feet from my front door. That's ridiculous.</p>	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>My assumption is that Tisdale Dr is suggested to increase to Level 2 to facilitate a bike lane since it is designated as a bike route. I support a bike lane and sidewalks to make our street safer, but the suggested 84' ROW is ridiculous. Not only would it would be the destruction of my three heritage trees and the entirety of my driveway, bringing the proposed sidewalk right to my front door, but would effectively cut into some of my neighbors houses. Meanwhile, existing wide streets like Grover, which are major arteries through the neighborhood are suggested to move down to Level 1. It makes no sense. A bike lane and sidewalk can easily be facilitated on Tisdale using the existing setback. The city should be trying to make our neighborhoods safer places to live and raise families, not quietly making "technical changes" to a plan we already voted on that effectively makes our properties unlivable in their current configurations. I very strongly oppose moving Tisdale to Level 2 and the 84' ROW, especially with zero information about the plan to use that space and zero notice on our option to comment</p>	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	<p>Why would this be an option? This is a density problem, no doubt but why would this narrow minded bureaucratic concept be a solution? Where is the community forums? Woodrow is designed to be a thoroughfare, use it more wisely government people. Have you ever walked this street? Kids, Pecans, Oaks, a true community road, not a ROW. Lawyer up...</p>	78757

TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is ridiculous and whoever came up with this suggestion needs to be fired immediately. We have a protected pecan tree that shades our house and this will effectively remove the tree from our front yard and the ROW will encroach our front porch. These lots aren't very big and now you want to take more of the yard away without any compensation to the home owner I bet. If there will be any compensation, I guarantee the city will just raise our taxes to recoup the funds.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This proposed change puts the needs of motorists over residents. There are already multiple options for through traffic, and motorists still speed down Tisdale to avoid a school zone and save one minute on their commute. Austin should be thinking of ways to make our neighborhood streets safer for pedestrians by limiting vehicle traffic on streets, not increasing	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change and heavily object how this has seemingly come out of nowhere with no outreach by those proposing these changes to the community. There's only negative impact from this change; a clear money grab.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change having lived on the street for over 7 years. This is a residential street with plenty of access to other major routes. There's absolutely no way you widen the street without stealing from home-owners and increasing risk to the many school-age kids who play here. I would fight this tooth and nail in court if you attempt to proceed with this change.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is a non-sensical move. Our neighborhood can't support this type of expansion, we should not be used as a through street.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change. We don't even have room to have sidewalks, let alone increase the road to be four lanes. Not to put too fine a point on it, but it's clear the city planners don't know anything about planning. It is also a pretty shady move to not make this notification publicly, I will be contacting my city council member.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This change makes no sense to me whatsoever. We are finally seeing young families moving in on Tisdale, people walking dogs, children riding their bikes. Despite all the developers with their big dollars buying up the properties around here, we are holding strong. Our neighbors across the street are just starting renovations, trying to keep the charm of our beloved 50's style homes. Stop destroying our properties. I am also enraged that today, the day I find out about this change, is the last day to voice my opposition? What kind of city has this turned into? Where is Austin? Please, don't even consider this change! And the intersection of Morrow and Tisdale is already a dangerous intersection. Our backyard already has a 25' setback for power lines and now you want to eat up our front? I will be contacting my city council representative. There are so many other options for through traffic. We aren't even a through street! I'm so angry! This is a	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change whatsoever. Tisdale already has WAY too much traffic for a residential street with small children and families. I am extremely angry that today (1/30/2022), the LAST DAY for comments is the first time I've heard this is even being considered and THEN you put up a map that is impossible to follow unless you have some computer skills so none of the more elderly people in the neighborhood can respond.	78757

TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	I do not support this change in any way, shape or form. This street already has too much traffic on it - traffic moves quickly with zero regard for the residents that live on the street. I have seen people (including kids) have close calls with the traffic on this street. This street is a small residential neighborhood street populated with kids and families - it makes no sense for this to become a heavily trafficked two lane road. It is so easy for traffic to travel two blocks further up the road to use the stoplight already in place at Woodrow and Anderson Lane. I will be contacting my city council representative as I think this is a horrible change.	78757
TISDALE DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	there is already too much traffic on this street and it is very busy and there have been serious accidents at its intersection with anderson st.	78757
TRAVIS COOK RD	No change	No Change	No change	68 to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use. The speed limit is 25 miles per hour and should remain that way for many years to come.	78735
TRAVIS COUNTRY CIR	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use. The speed limit is 25 miles per hour and should remain that way for many years to come.	78735
TRAVIS HEIGHTS BLVD	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	This is a residential street with small homes on small lots. Widening the street would practically place the front doors on the street and lessen the property values illegally.	78704
TRINITY ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	San Jacinto and Trinity should have bus-only lanes to allow transit to move faster than adjacent traffic. This should be restriped to 2 general purpose lanes and one bus lane.	78731
TRINITY ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	San Jacinto and Trinity should have bus-only lanes to allow transit to move faster than adjacent traffic. This should be restriped to 2 general purpose lanes and one bus lane.	78731
TRINITY ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	San Jacinto and Trinity should have bus-only lanes to allow transit to move faster than adjacent traffic. This should be restriped to 1 general purpose lane and one bus lane.	78731
TRINITY ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	San Jacinto and Trinity should have bus-only lanes to allow transit to move faster than adjacent traffic. This should be restriped to 2 general purpose lanes and one bus lane.	78731
TRINITY ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	San Jacinto and Trinity should have bus-only lanes to allow transit to move faster than adjacent traffic. This should be restriped to 2 general purpose lanes and one bus lane.	78731
TWIN OAKS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	How is it a "technical correction" to change a residential street from a Level 1 street to a Level 2 street while increasing the ROW to 84 feet? This street extends E-W from Burnet Rd to Shoal Creek Blvd and all the properties except for the block closest to Burnet Road are single family homes. This plan seems ill-advised. What is the goal to be accomplished? It appears that the outcome would be disrupting a quiet residential street for no valid reason.	78757
TWIN OAKS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	It seems that the planners need to come out to this street to see it in person. Widening Twin Oaks ROW would increase impervious cover and increase downhill waterflow to SCB and the creek. This is a residential street and does not need increased traffic flow that would result from widening the street. Disruption of water lines, fiber cable and trees would be awful for Twin Oaks residents and the neighborhood too.	78757

TWIN OAKS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This block of Twin Oaks is very steep, and is a poor candidate for either a bicycle facility or on-street parking. If you need to connect the Justin-Pegram-Vine route to Shoal Creek Boulevard, continue down Vine and Wilbur to White Horse Trail.	78757
TWIN OAKS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	The street is wide enough. The vegetation in the ROW should be removed to improve the area for pedestrians and bikes. The biggest issue with Twin Oaks is how steep it is. Making it wider will not change that danger.	78757
TWIN OAKS DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	This is a very steep area between Shoal Creek Blvd. and Vine and it's hard for anyone in any form of transportation to see ahead. Widening it wouldn't improve visibility and would only encourage cars to drive faster. This is a recipe for an accident. This section of twin Oaks should stay as is at Level 1, which is the appropriate level for an interior-of-the-neighborhood street.	78757
UNIVERSITY AVE	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación	I do not support the proposed ROW expansion from 74 to 84 feet on University. The intersection of University-30th-Speedway is constrained on the South side by 2 historic structures on each side of the street, and the East block face of University is all historic structures in this block. University is a narrow and steep street, is not conducive to expanded bicycle or bus traffic, and should be reduced back to a level 1 street.	78705
VALBURN DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	No changes needed to Valburn Drive. Please leave as is.	78731
VALBURN DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Do not ruin this beautiful street, changes do not appear to solve any problems	78731
VALBURN DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Please do not change Valburn.	78731
VALBURN DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is one of the most beautiful streets in Northwest Hills. Please leave it alone. No need for widening, rarely any traffic and rare bicyclist.	78731
VALBURN DR	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	84' on Valburn? How do you justify this? Absolutely not needed!	
VARGAS RD	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	I do not support addition of Vargas road in Montopolis to the transit priority network. It is runs parallel to another transit priority network a short distance away	78756
VINE ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is an established residential neighborhood and Pegram, Vine and Twin Oaks are quiet, safe streets. There is no good reason to widen these streets and take out trees, damage the residents' front yards, and for what purpose? This is not a commute-to-work route for bikers.	78757
VINE ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	You will destroy this street if you take it to anything close to a Level 2 street.	78731
VINE ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Vine doesn't need to be widened and should stay at Level 1. I safely walk along Vine and bikes travel safely there too. There shouldn't be an expansion of the road for cars to cut through Allandale.	78757
VINE ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	There is no need to widen the street to allow more traffic to go through our neighborhood. I am absolutely against this "technical correction"	78757

VINSON DR	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	I think this plan will destroy the neighborhood I live in. This promotes gentrification. I have lived here for forty years and we are losing much of our neighborhood to developers buying homes to build two or more homes where we had one. They are building an apartment complex on Vinson. Vinson will not be able to be expanded to the right because of the railroad tracks so all the land will have to come from the homes in the neighborhood. If you all are trying to get rid of the middle class in Austin you are doing a great job. The gentrification is getting out of hand. The taxes and rent are out of hand. People who don't qualify for low income are stuck trying to keep up with a mortgage or rent. No one with an income of 50,000 - 75,000 can't buy a house here. Just leave everything the way it is.	78745
W 10TH ST	Technical correction	Level 2 to Level 3	No change	No Change	I do not support the change/No apoyo la modificación	10th, along with many other downtown streets, should be downgraded from level 3 to level 2. It is primarily residential that should be upzoned to allow for walkable mixed use developments with limited car traffic.	78731
W 10TH ST	Technical correction	Level 2 to Level 3	No change	No Change	I support the change/Apoyo la modificación	All cars using this block of 11th street should be required to honk so show their displeasure with the governor's repeated attempts to kneecap everything Austin tries to do.	10000
W 11TH ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	All cars using this block of 11th street should be required to honk so show their displeasure with the governor's repeated attempts to kneecap everything Austin tries to do.	10000
W 12TH ST	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	12th street from Lamar to West Lynn already has too much cut through traffic. Widening the ROW, and potentially the street itself, is a horrible idea. It will only encourage more traffic (induced demand). Those of us who live on or near 12th would like to see more traffic calming measures to at least slow down the average speed of the vehicles using the street.	78703
W 15TH ST	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	I would like to see 15th stay at a level 3 street. I don't support a street in the core downtown area prioritizing automobile throughput over other modes. 15th St used to be a divided boulevard like 12th St still is today and it would be nice to see it returned to something similar. As it stands today, it's a wide street with fast moving traffic that is hostile to anyone outside of a car. This proposed classification change is only codifying its position as a de facto crosstown expressway.	78757
W 15TH ST	Technical correction	Level 3 to Level 4	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una modificación	15th St between I-35 and West Ave should be reduced by one car lane each direction. A two-way protected and separated bicycle path should be installed on one side of the roadway (preferably the south side so that existing buildings can provide more shade to the bike path).	78731
W 15TH ST	Technical correction	Level 3 to Level 4	No change	No Change	I support the change/Apoyo la modificación	Super amazing support for Compact and Connected vision!!! Thanks beyond words!!! Who could possibly object? Oh - Austin will have. Keep on!	78701
W 15TH ST	Technical correction	Level 3 to Level 4	No change	No Change	I do not support the change/No apoyo la modificación	Keep 15th Street from Lamar Blvd to Guadalupe Street Blvd as a Level 3. Keep all the present trees at 15th /West Ave and 15th/Rio Grande!	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	This is a bizarre suggestion considering that this is a quiet residential street with heritage trees and historic homes which concludes in a dangerous dead end. This will be a very unpopular and divisive proposal, especially for the owners of homes on 17th Street undergoing or just having undergone quite extensive rebuilds. Please exclude West 17th Street from your	78701

W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	I cannot understand how an 80ROW is feasible on these old established neighborhood. Possible retail is incompatible with single family houses. There are many large trees in close proximity to the existing street that would be impacted thus changing the beautiful character of the neighborhood.	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	W 17th, at its western end, is a dead end street ending San Gabriel Street. Level 2 includes retail uses which are not compatible in the existing residential area, which deed restricted in some areas. This is the oldest continually residential area in Austin's downtown. There is a 300 year old live oak that could be endangered by making a proposed 80ft. ROW. . There are many important trees in this area. 2 houses along 17th are City of Austin Historic Landmarks.	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	This is great and much appreciated for the majority multi family local residents transit dependent - but please consider extending to Guadalupe; which allows access to project connect stations - wherever they ultimately are placed. This is the best connection route for many in NW downtown and SW west campus just like with 801//803 today!	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	No Change	Other/Otro	This street is perfect for the neighborhood, and it should remain as it presently exists. (W. 17th & San Gabriel)	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	THERE IS NO REASON TO EXPAND THE ROW HERE. IT IS A SHORT RESIDENTIAL STREET THAT ALREADY SAFELY ACCOMODATES BIKERS AND WALKERS. THERE IS ALSO NO ROOM TO WIDEN EITHER THE STREET PAVEMENT OR THE ROW WITHOUT HAVING TO CONDEMN VARIOUS PROPERTIES.	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	I do not support the change. Rio Grande does not offer a safe option to cross MLK and directing traffic to that intersection via 17th does not seem like a good idea. Trucks are often going fast up MLK with limited capability to stop.	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	There is no transportation reason to put an expensive 80 ft. ROW on 17th in the middle of the oldest residential neighborhood in downtown Austin, in the Judges Hill District of the Downtown Austin Plan. The DAP does not show any changes such as the proposed Level 2. The land is \$80 a square foot per TCAD on 17th and more expensive than that upon sale. The 90 degree turn the ASMP has designed from San Gabriel to West 17th is on a dangerous corner. There is a 300 year old live oak on a historic property at this corner. 17th is a dead end street there. 17th Street upgrading to Level 2 is not good planning and will not promote better transportation.	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	West 17th at its western termination into San Gabriel St. is not a reasonable place for a large ROW and big change to retail in the oldest (and only) continuously residential Downtown District in Austin the Judges Hill District. This part of W 17th should be removed from the list of Level 2 and it should remain Level 1.	78701

W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	<p>It is hard to understand why the western two blocks of 17th street [between San Gabriel and West Ave.] are being suggested to get bumped up to Level 2 and have an increased ROW to 80 feet when the eastern section of 17th street is suggested to be Level 1 and have a ROW of 58-64 feet.</p> <p>17th street east of West Ave is far more likely to need the sidewalks, bike lanes, and widened ROW considering it is closer to the Courthouse, office buildings, and the recently created Rio Grande Street and Guadalupe Street bike lanes.</p>	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	<p>The proposed increase to the ROW on 21st Street between San Gabriel and West Ave. would be disastrous to 1) the green scape and tree canopy along this corridor and 2) the residential properties along this corridor. Currently, the street width is 30 feet [approximately]. To increase it to the suggested 80 feet would decimate the character of the single-family residential neighborhood.</p> <p>This is not a downtown, mixed-use block with wilted sticks for trees sitting in concrete wells. It is a unique neighborhood with historic homes and historic trees that provide tremendous value to the environment.</p>	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I support the change/Apoyo la modificación	<p>Need dedicated bicycle and walker protections - this place is so dangerous, locals apparently prioritize their landscaping over safety of users. Scary bad.</p>	78705
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	<p>The ASMP documents state that Level 1 has no RETAIL added and no proposed added bike lanes.</p> <p>The ASMPstates with Level 2 bike lanes are possible but come with a burden of RETAIL uses added to quiet neighborhood streets.</p> <p>Do bike lanes require RETAIL uses?</p>	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	<p>The eastern 2 blocks of West 17th, from West Avenue to Nueces Street, closer to Downtown, has a Level 1 designation</p> <p>"W 17TH ST Street Level1 Existing Cross Section Future Cross Section Required ROW80 Suggested Street Level1 Suggested Cross Section2U-OP Suggested ROW80 Notes on Suggested ChangesDowntown streets are subject to Great Streets standards Type of ChangeNo change"</p> <p>whereas the western 2 blocks of West 17th from San Gabriel St to West Avenue, with the double dead end, has a Level 2 designation. I object to the Level 2 change</p>	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	<p>Re: West 17th St. between San Gabriel St. and Rio Grande: Why make a greater heat island effect by removing beautiful heritage trees from the ROW which presently walkers, cyclists now enjoy . The neighborhood draws many who are trying to escape the new building and resulting canyons in west campus.</p>	78701

W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	Our family home is at the deadend of 17th St, and our garage is the only thing at the bottom of the street--in fact, ours is the only driveway on that entire block. So the auto, bike, and foot traffic that makes its way down there has plenty of room to safely turnaround with the street as it is. But more to the point, this is a quiet residential neighborhood--one of the oldest in Austin, right?--with tree-lined streets shaded by a thick canopy and a lot of little kids playing. Clearing the land for the expanded ROW, and encouraging retail and that kind of traffic increase, would destroy that.	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	Our home is at the intersection of San Gabriel and 17th. There is no room physically to expand the street to the recommended ROW because our physical house exists in this area. It is a dead end- there currently is plenty of room to safely ride, play and walk on this street as it exists.	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	The troublesome recommendations of 80FT right of way and introduction of retail for the Judges Hill Neighborhood is entirely not compatible. Additionally, the auto, biker and pedestrian danger that would be introduced by encouraging non-signalized intersection crossing at the intersections of 1) MLK and San Gabriel and 2) West Avenue at 17th are significant hazards given the lack of sight lines for oncoming cross traffic putting lives at risk. This recommendation serves no purpose and invites the decimation of our historic fabric and heritage trees that enhance the livability of Austin.	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	Suggested designation is not compatible Austin's Oldest Historic Down Town Single Family residential neighborhood. This inappropriate recommendation for Level 2 would allow for increased Right of Way (ROW) of 80ft to include retail (a backdoor development Grab), destroy some of the oldest Tree Canopy in the City of Austin that currently cool hot streets, absorb pollution, improve air quality, limit storm water run-off, prevent erosion, enhance the physical and mental health of human beings, and provide desperately needed habitat for wild-life. Preserving this historic neighborhood and these trees (a public good) is a no-brainer for municipal leaders. It is obvious that whoever designated these streets as Level 2 has not either individually or collectively walked these streets to observe the impact of these troublesome recommendations.	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I support the change/Apoyo la modificación	Suggested designation is not compatible Austin's Oldest Historic Down Town Single Family residential neighborhood. This inappropriate recommendation for Level 2 would allow for increased Right of Way (ROW) of 80ft to include retail (a backdoor development Grab), destroy some of the oldest Tree Canopy in the City of Austin that currently cool hot streets, absorb pollution, improve air quality, limit storm water run-off, prevent erosion, enhance the physical and mental health of human beings, and provide desperately needed habitat for wild-life. Preserving this historic neighborhood and these trees (a public good) is a no-brainer for municipal leaders. It is obvious that whoever designated these streets as Level 2 has not either individually or collectively walked these streets to observe the impact of these troublesome recommendations.	78701

						West 17th Street from San Gabriel St's dead end to Rio Grande should remain as it is as a Quiet Street. If that is not possible it should be labeled at the lowest Level possible. 80 feet ROW is too wide for accomdating trees, yards and houses. This community, of single detached homes,does not want retail that comes along with bike lanes.	
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación		
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	There is no reason to have an 80 foot ROW on this residential street.	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	This section of West 17th at San Gabriel is a quiet residetial street. West 17th at at San Gabriel should remain as presently exists. Bike lanes are not needed.	78757
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	This section of 17th is a residential street the is one of the in-roads to a beautiful residential neighborhood. Expansion of this street would destroy front yards and trees. This and the expansion of San Gabriel would ruin the neighborhood character and make it a through street for those seeking to cut off from MLK.	78701
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación	The suggested designation is not compatible with the neighborhood streetscape nor the residential use on this street	78757
W 17TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 80	I do not support the change/No apoyo la modificación		78701
W 21ST ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I support the change/Apoyo la modificación	Yes, yes! The connection from 22nd to 21st is here. If going Downtown, I want San Gabriel to be more accommodating to 17th. otherwise 21st to South Campus. Options and variety matter.	78705
W 22ND HALF ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	Leave this street in its present state.	78702
W 22ND HALF ST	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	W. 22nd between San Gabriel and to the west should remain as is.	78705
W 22ND HALF ST	No change	No Change	NA to 2U-OP	No Change	I support the change/Apoyo la modificación	W. 22nd between San Gabriel and to the west should remain as is.	78705
W 22ND HALF ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	This street should remain as it presently exists.	78705
W 22ND HALF ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	This street should remain as it presently exists.	78705
W 22ND ST	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see 22nd extended to Lamar, and perhaps a pedestrian crossing thing installed here, so I can access the park without using streets that feel fairly dangerous, or unwelcome to bikers, such as MLK, 24th, or 15th	78702
W 22ND ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	The street should not change from its presnt configuration	78701
W 24TH ST	Project update	No Change	4U to 3U	60 to 80	I support the change/Apoyo la modificación	Making 24th street a better East-West corridor from Lamar to Guadalupe would relieve congestion. Right now, people overshoot and go to 29th because taking the 24th St route is a nightmare: roads are badly paved; having to wait through multiple light cycles; hard to turn onto Guadalupe.	78705
W 27TH ST	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	84 foot width is not needed here. I dfo not support this.	

						<p>the dimensions of its ROW. The ROW varies from 49 to 50 feet making it even narrower than the 58 ft and 64 ft ROWs in the TCM for Level 1 streets. You need to add a Level 0 to your categories to accommodate the narrower streets. When vehicles are parked on the street drivers must pull over, a situation illustrated at the top of the 58 ft ROW diagram in the TCM. The required ROW of 70 ft for proposed sidewalk and bicycle facilities will require a “taking” of private property. The “suggested ROW” of 84 ft is an extremely aggressive “taking” in a residential neighborhood. West 29th St is not a good street for a bicycle lane buffered, or not, “for all ages and all abilities”. At least twice a day traffic gets heavy on W 29th St as drivers seek the Mopac ramps at Westover, which is one reason why it’s not a popular bicycle route. Sidewalks (which bicyclists are allowed to use in Texas) would be most welcome. If West 29th and Jefferson Sts both remain as Level 2 streets then their intersection will require 98 ft ROW which is excessive for a residential neighborhood.</p> <p>By the way, at the bottom of the TCM diagram for the 64 ft ROW within the 36 ft wide orange area is this statement: “Applicable for residential streets with buildings fronting street 4 stories or more existing or proposed”. Do you mean to say “4 stories or less” or is the ATD considering allowing high-rises on Level 1 streets? Also, the pavement width is labeled 36 ft in orange area and 20 ft in the middle of the diagram. This appears to be an error.</p>	
W 29TH ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	78703	
W 29TH ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	78703	
W 29TH ST	No change	No Change	No change	64 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	78751	
W 29TH ST	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	78703	
W 29TH ST	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	78705	

W 29TH ST	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	West 29th street from Jefferson to Oakhurst: This segment should be a Level 1 and not a Level 2 based on the dimensions of its ROW. The ROW varies from 49 to 50 feet making it even narrower than the 58 ft and 64 ft ROWs in the TCM for Level 1 streets. You need to add a Level 0 to your categories to accommodate the narrower streets. When vehicles are parked on the street drivers must pull over, a situation illustrated at the top of the 58 ft ROW diagram in the TCM. The required ROW of 70 ft for proposed sidewalk and bicycle facilities will require a "taking" of private property. The "suggested ROW" of 84 ft is an extremely aggressive "taking" in a residential neighborhood. West 29th St is not a good street for a bicycle lane buffered, or not, "for all ages and all abilities". At least twice a day traffic gets heavy on W 29th St as drivers seek the Mopac ramps at Westover, which is one reason why it's not a popular bicycle route. Sidewalks (which bicyclists are allowed to use in Texas) would be most welcome. If West 29th and Jefferson Sts both remain as Level 2 streets then their intersection will require 98 ft ROW which is excessive for a residential neighborhood.	78703
W 2ND ST	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	It would be amazing to have this section of 2nd street fully pedestrian to give room for large restaurant outdoor dining areas, promenade and outdoor art events.	78702
W 31ST ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This area has currently had some lane changes that I hope are experimental and temporary. I've been meaning to call you all. This is the area near St Andrews and Sieder Springs. I've been going to this park often. Now, it's hard to park, the street is confusing, a bike lane has been added only feet away from a hike and bike trail, so, there wasn't a need for a bike lane. The new parking plan is in the middle of the street, which I understand is protective for bikes, but, the trail was super safe because it wasn't near the street. When I tried to park my ADA van in that space, it filled up the entirety, with potential for the two way traffic to not be able to pass or to hit my mirrors. I sat and watched several cars navigating down the road trying to figure out how to pass each other. One day I was there with a St Andrew's event occurring and watched a lot of confusion. This was a sweet little road with easy park access. Now it is so crazy, I can barely go over there unless it's at 7 AM on a Sunday. I have video showing how cars are trying to figure this out. Nearly, crashing. On a Saturday. And, the bike lane is a shared with walkers, and, again, there are complete sidewalks. So, why are bikers invited with pedestrians? There is a trail and sidewalks. Now there is chaos. Thank you for letting me vent.	78705
W 31ST ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	By adding a bike lane you have made this street more dangerous. Children walking to Bryker Woods Elementary must now navigate a chaotic street especially during rush hour / morning drop off at St. Andrews. Before your bike lane drop off was navigable by foot but now it is dangerous. Please return this road to its natural state.	78705

						<p>You are taking a neighborhood that's very walkable/bikeable and making it unsafe! Eastwoods/Hancock/Hyde Park is already one of the most walkable neighborhoods in the city. Turning Level 1 streets into Level 2 streets would be reversing progress.</p> <p>1) 34th does not need to be a thoroughfare — that's what 38th and Dean Keaton are for.</p> <p>2) It would be very dangerous at night. Our insufficient lighting plus cyclists, pedestrians, and scooter users (none of which use lights) would be a nightmare with increased car traffic.</p> <p>3) It doesn't solve a problem because there's no congestion right now.</p> <p>4) Expanding the ROW would require cutting down heritage trees and native landscaping or paving over critical root zones. This runs counter to the City's climate goals — this tree cover is critical. Plus, it's invaluable culturally and aesthetically.</p> <p>5) This contradicts other City plans, like VisionZero and the Climate plan. You're encouraging more car use and in a dangerous way.</p>	
W 34TH ST	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación		
W 34TH ST	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación	There is no reason why you need to change the ROW.	78705
						<p>I object to the development of 34th St. and Harris as an East-West thoroughfare. 34th St. should not be classified as a Level 2 street and its ROW should not be expanded to 84 feet. This is a neighborhood street with single family houses, and the sections of 34th St. and Harris are not contiguous, which would require unsafe turns for what you are encouraging as increased East-West through car and bicycle traffic. Your proposed expansion appears to be in backhanded support of destruction of the neighborhood and its historic structures, to hand development profits to real estate developers. This plan would increase car traffic and make the area less safe for in-neighborhood bicycle use as well. I object very strongly to the expansion of paving and destruction of mature trees and historic structures that this would entail!</p>	
W 34TH ST	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación		78705
						<p>The proposal is so stupid that the city should easily see all the reasons it is not a good idea. This study was a waste of money and time that looks to choke us with more traffic when we need more green space and more streets blocked off to non local traffic. A shameful suggestion.</p>	
W 34TH ST	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación		78705
						<p>People already speed way too fast down this street. It jogs strangely when it gets to Speedway which would be weird for traffic. It will take away the neighborhood character and make the street less safe.</p>	
W 34TH ST	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación		78705
						<p>I certainly hope my tax paying dollars are not going to support this ASMP proposal. These proposals are so outlandish that they make me think Mayor Adler and his corrupt cronies are just trying to widen streets by taking over property in an effort to worsen the quality of life in inner city neighborhoods. Enough people will get so pissed off because their life savings that they put into their houses is pretty much ruined. They will end up putting their houses on the market in duress and then Mayor Adler's developer friends will swing in and buy up your house and develop high density condos on it and then line their corrupt pockets and laugh at you as you check yourself into the the Arch.</p>	
W 34TH ST	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación		78705
						<p>Wide streets and more cars are not answer. Destroying trees, yards and communities is what is being proposed. We need less cars, more bike lines, walkable sidewalks. This idea show a complete lack of vision and courage for what our city could be.</p>	
W 34TH ST	No change	No Change	No change	74 to 84	I do not support the change/No apoyo la modificación		78705

W 35TH EB TO MOPAC NB RAMP	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	I oppose the Level 4 designation for this single lane ramp (that is not a service road). There is no rationale for designating road Levels on roads the city has no jurisdiction over.	78703
W 35TH ST	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see a river crossing between red bud and 360. Its a very long way to go, and makes traveling west of the river unnecessarily difficult.	78702
W 35TH ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	When is the city going to repair the ditches on this section of 35th street. The city installed sidewalks and now the street is too narrow for two cars to pass because of the cracked and broken pavement.	78703
W 35TH ST	No change	No Change	No change	0 to NA	I do not support the change/No apoyo la modificación	<p>This tiny segment, at the Eastern base of the 35th St bridge has two Northbound MoPac entrance ramps surrounding a small island that is covered in weeds (no pavement for pedestrians who might walk across the bridge). Without any traffic signals, crossing ramps on the East side of the bridge will be dangerous for pedestrians and bicyclists of “all ages and abilities”.</p> <p>. I object to the designation of West 35th Street as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro’s stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority</p>	78703

W 35TH ST	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>I object to the designation of West 35th/38th Streets as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro’s stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority Network on West 35th /38th Sts is being used to push density ½ mile into our neighborhoods.</p> <p>In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin where the majority of riders are bus dependent People of Color.</p>	78703
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W 35TH ST	No change	No Change	No change	0 to NA	I do not support the change/No apoyo la modificación	<p>I object to the designation of West 35th to Exposition Blvd as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro’s stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority Network is being used to push density ½ mile into our neighborhoods.</p> <p>In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin where the majority of riders are bus dependent People of Color.</p>	78703
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W 35TH ST	No change	No Change	No change	0 to NA	I do not support the change/No apoyo la modificación	<p>I object to the designation of West 35th Street as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro’s stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority Network on West 35th St is being used to push density ½ mile into our neighborhoods.</p> <p>In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin where the majority of riders are bus dependent People of Color.</p>	78703
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W 35TH ST	No change	No Change	No change	94 to 116	I do not support the change/No apoyo la modificación	<p>I object to the designation of West 35th/38th Streets as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd. Cap Metro’s stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority Network on West 35th /38th Sts is being used to push density ½ mile into our neighborhoods.</p> <p>In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin where the majority of riders are bus dependent People of Color. This raises very serious questions as to whether Cap Metro is</p>	78703
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W 35TH ST	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>I object to the designation of West 35th to Exposition Blvd as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro’s stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority Network is being used to push density ½ mile into our neighborhoods.</p> <p>In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin where the majority of riders are bus dependent People of Color.</p>	78703
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W 35TH ST CTOF	No change	No Change	No change	94 to 116	I do not support the change/No apoyo la modificación		78703
W 35TH TO MOPAC NB RAMP	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	<p>I oppose the Level 4 designation for this single lane ramp (that is not a service road). There is no rationale for designating road Levels on roads the city has no jurisdiction over.</p>	78703
W 37TH ST	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>I would like to see the two 37th streets between Guad and Lamar connected. It was very frustrating going from the gas station on Lamar to the Amy’s on Guad, which I did frequently. I had to either get on a major street and wait at lights, or go all the way down to 34th street. Despite the space for the road existing, there were signs saying it was illegal to drive through the parking lot where this street would be.</p>	78702
W 38TH ST	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	<p>The bike lane along this segment should be properly separated and protected from traffic. One vehicle lane should be removed to make space for this transformation. For optimal connections to Shoal Creek and Bull Creek bike lanes, this should be a bidirectional bike lane along the north side of 38th street between Guadalupe and 35th.</p>	78731

						<p>I object to the designation of West 35th/38th Streets as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro’s stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority Network on West 35th /38th Sts is being used to push density ½ mile into our neighborhoods.</p> <p>In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin where the majority of riders are bus dependent People of Color.</p>	
W 38TH ST	No change	No Change	No change	94 to 116	I do not support the change/No apoyo la modificación	78703	
W 38TH ST	Technical correction	No Change	3U to 2D	No Change	I support the change/Apoyo la modificación	78751	
W 38TH ST	No change	No Change	No change	104 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	78731	
W 38TH ST	No change	No Change	No change	94 to 116	I support the change/Apoyo la modificación	78751	
W 38TH ST	No change	No Change	No change	104 to 116	I support the change/Apoyo la modificación	78751	
W 38TH ST	No change	No Change	No change	104 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	78731	

						The bike lane along this segment should be properly separated and protected from traffic. One vehicle lane should be removed to make space for this transformation. For optimal connections to Shoal Creek and Bull Creek bike lanes, this should be a bidirectional bike lane along the north side of 38th street between Guadalupe and 35th.	
W 38TH ST	No change	No Change	No change	104 to 116	I would like to suggest a change/ Me gustaria sugerir una mod		78731
						I object to the designation of West 35th/38th Streets as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro’s stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority Network on West 35th /38th Sts is being used to push density ½ mile into our neighborhoods.	
W 38TH ST	No change	No Change	No change	104 to 116	I do not support the change/No apoyo la modificación	In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin where the majority of riders are bus dependent People of Color.	78703
						3rd, along with many other downtown streets, should be downgraded from level 3 to level 2. It should be converted to 2-way with limited or no parking and wide sidewalks to encourage growth at ground level.	
W 3RD ST	Technical correction	Level 2 to Level 3	No change	No Change	I do not support the change/No apoyo la modificación		78731
						Remove the barrier across Medical Pkwy and make this connection continuous into the neighborhood. Also, street parking is not appropriate on this section. A divided street with planted median would be a better use of the ROW.	
W 40TH ST	Technical correction	No Change	2U to 2U-OP	60 to 84	I would like to suggest a change/ Me gustaria sugerir una mod		78751
						Widening 40th St between Medical and Shoal Creek will adversely affect this residential neighborhood. The city has already recently invested in traffic calming measures along this street by installing speed bumps; a move to street level 2 would be inconsistent with those previous investments. A widened street will increase traffic along the street, decreasing quality of life for families living in the neighborhood. 38th st and 45 St are already nearby major throughways, so there is no need for an additional wide E-W street in the area. The change in street status threatens to fragment the neighborhood, endangering the health of an important family residential area in central Austin.	
W 40TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78756

						<p>Widening 40th street between Medical Parkway and Shoal Creek Blvd. to 84 feet would have an adverse effect on the properties on that street, and would probably promote the removal of the triangle of land inhibiting traffic from the Central Market complex at N. Lamar. This is a terrible idea, and should be rejected out of hand.</p> <p>If 40th st. is widened, why not rename it "40th Speedway" to emphasize the encouragement of speeders and stop sign scofflaws already present in our neighborhood. No half measures, eh?</p>	
W 40TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78756
W 40TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	All I can say is you must be kidding. Do not widen this residential street.	78731
W 40TH ST	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	40th street only provides access for neighborhood traffic. There is no reason to change its level for any increased access. The current level of traffic is already a jeopardy to children and pets in the neighborhood. I live in the 4000 block of Rosedale and the proposed change is not in keeping with the neighborhood. Do not make these changes. Thank you.	78756
W 43RD ST	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	<p>I don't support expanding the ROW here because it won't relieve a traffic problem and will create new problems.</p> <p>-Adding more pavement will create run-off and flooding. Have we not learned from Houston?</p> <p>-It will require cutting down trees, which are critical to meeting our climate goals.</p> <p>-It will mean imminent-domaining people's front yards and side yards. This is inherently expensive because not only do you have to buy the land, but defend lawsuits. It wouldn't be cost-effective here and would ruin the character of the neighborhood. People move here for the greenspace and setbacks. It's what's created a neighborhood community.</p>	78705
W 43RD ST	No change	No Change	No change	92 to 84	I support the change/Apoyo la modificación	It would be very nice to be able to get between Guad and Lamar on a less busy street than 45th or 38th. Especially when Biking up to the Koening/Burnet area	78702
W 45TH ST	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	45th St between Bull Creek and Airport Rd should have a dedicated separated bike lane, protected with curbstones.	78731
W 45TH ST	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	45th St between Bull Creek and Airport Rd should have a dedicated separated bike lane, protected with curbstones.	78731
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W 45TH ST	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	45th St between Bull Creek and Airport Rd should have a dedicated separated bike lane, protected with curbstones.	78731
W 49TH ST	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	84' ROW ! What over-reach ! This 1000' of 49th is NOT a connector and it includes several historic trees and slopes down hill to a major flood plain with a natural gas line ROW and a utility nexus.. This must be a newbie mistake or a gift to some developer hoping to buy the Rosedale school property. Any extension of ROW places sidewalks by front doors and bike ways in front yards. Moreover, it wipes out part of a Texas historic monument.Shame !	78731

W 49TH ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This snippet of W 49th does not meet the defn of Level 2, except that bikers 'desired' it. It is in a low lying flood plain, next to a natural gas ROW and leads nowhere. It does NOT connect any other n'hood. This is either sloppy work or a gross misrepresentation.	78731
W 51ST ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is terrible and I hate it. I hate it!! I'll be moving all of my business accounts offshore if this passes.	78755
W 51ST ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I would like to suggest a change/ Me gustaria sugerir una mod	This is not a good change. Larger streets mean people drive faster. These houses and front yards that families enjoy.	78756
W 51ST ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This is absurd. Families live on this street and it is surrounded by through streets (49th and 53rd). Why would you suggest this? The better solution is get the buses to use the larger streets and keep this one small to keep people from speeding where so many young families reside: your putting my children in danger	78756
W 51ST ST	No change	No Change	No change	64 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	There should be a protected bike lane along 51st between the Lamar and Berkman to separate bike traffic from cars.	78731
W 51ST ST	Technical correction	Level 2 to Level 3	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	There should be a protected bike lane along 51st between the Lamar and Berkman to separate bike traffic from cars.	78731
W 6TH ST	No change	No Change	No change	68 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	West 6th should have a bus-only lane like 5th now has. There should also be a protected bike lane westbound.	78731
W 6TH ST	No change	No Change	No change	68 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	West 6th should have a bus-only lane like 5th now has. There should also be a bike lane westbound.	78731
W 6TH ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	West 6th should have a bus-only lane like 5th now has. There should also be a bike lane westbound.	78731
W 6TH ST	No change	No Change	No change	68 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	West 6th should have a bus-only lane like 5th now has. There should also be a bike lane westbound.	78731
W 6TH ST	No change	No Change	No change	68 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	West 6th should have a bus-only lane like 5th now has. There should also be a bike lane westbound. This section will like need to be majorly redesigned because the large crown would make a bike lane on the edge very unsafe.	78731
W 8TH ST	Technical correction	Level 2 to Level 3	No change	No Change	I do not support the change/No apoyo la modificación	8th, along with many other downtown streets, should be downgraded from level 3 to level 2. It is primarily residential that should be upzoned to allow for walkable mixed use developments with limited car traffic.	78731
W 9TH ST	Technical correction	Level 2 to Level 3	No change	No Change	I do not support the change/No apoyo la modificación	9th, along with many other downtown streets, should be downgraded from level 3 to level 2. It is primarily residential that should be upzoned to allow for walkable mixed use developments with limited car traffic.	78731
W ANNIE ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Me modifications needed	78704
W ANNIE ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	This doesn't make much sense to upgrade this two block portion, except perhaps to justify other upgrades like Newton St. Annie to the west of Newton remains level 1 despite connecting to a significant corridor S. First. but two blocks warrant upgrade due to S. Congress?	78704
W ANNIE ST	No change	No Change	NA to 2U-OP	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I think Annie should be extended to meet up with Collier. Woodland, which turns into annie, is the exit you take off of I-35, and it would b e nice to be able to get to the Zilker neighborhood without having to go downa block at some point.	78702
W ANNIE ST	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	No changes are necessary	78704
W BALCONES CENTER DR	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	This road should not be expanded to additional car lanes. The existing pavement should remain, used for a car lane and a protected bike lane in each direction.	78731
W BALCONES CENTER DR	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	This road should not be expanded to additional car lanes. The existing pavement should remain, used for a car lane and a protected bike lane in each direction.	78731

W BRAKER LN	No change	No Change	No change	126 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	We need a safe way (pedestrian crosswalk with flashing stop lights or a pedestrian bridge) for pedestrians and cyclists to cross Braker Lane. Currently, the span between the only two pedestrian crosswalks at Metric and Parkfield is about a mile. A pedestrian cross walk or bridge at Ptarmigan, Sage Hollow and Milbanks Drive would allow pedestrians and cyclists to safely cross and access businesses and parks on the North Side of Braker and vice versa. Many times the speed on Braker is at 65-70+ miles an hour and it is almost impossible to cross or turn in a car, walking or biking.	78758
W BRAKER LN	No change	No Change	No change	126 to 154	I support the change/Apoyo la modificación	I would like to see more crosswalks AND accessible sidewalks between Metric and Lamar. Folks on Sage hollow have to walk all the way to parkfield or metric to safely cross Braker, or run for their lives and dangerously wait on the island while cars come zipping by at 50mph.	78758
W BRAKER LN	No change	No Change	No change	126 to 154	I support the change/Apoyo la modificación	I would like to see more crosswalks AND accessible sidewalks between Metric and Lamar. Folks on Sage hollow have to walk all the way to parkfield or metric to safely cross Braker, or run for their lives and dangerously wait on the island while cars come zipping by at 50mph.	78758
W BRAKER LN	No change	No Change	No change	126 to 154	I support the change/Apoyo la modificación	I would like to see more crosswalks AND accessible sidewalks between Metric and Lamar. Folks on Sage hollow have to walk all the way to parkfield or metric to safely cross Braker, or run for their lives and dangerously wait on the island while cars come zipping by at 50mph.	78758
W BRAKER LN	No change	No Change	No change	126 to 154	I support the change/Apoyo la modificación	I would like to see some dedicated right turning lanes for cross streets merging into Braker lane between Metric and Lamar) like Ptarmigan Drive, Sage Hollow, Swearingen Dr. Maybe not allow left turns from those cross streets and make folks take u-turns down the road or add traffic lights to allow people to turn onto Braker safely. So many accidents happen in those crossways because folks are racing down Braker and barrel into folks turning onto Braker from any of the cross streets.	78758
W BRAKER LN	No change	No Change	No change	126 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	Braker Lane should have a dedicated bidirectional protected and separated bike lane between Domain Drive and Lamar. One car lane in each direction can be removed to make space. Curbstones should be added to protect cyclists from cars, who routinely drive at 60mph along this segment despite a posted speed limit of 45mph. Traffic calming devices should be used to make excessive speeds impossible along this section of roadway (among many others).	78731
W BRAKER LN	No change	No Change	No change	126 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	Braker Ln from Lamar Blvd to Metric Blvd can be reduced to six lanes to four lanes with dedicated bicycle lanes.	78758
W BRAKER LN	No change	No Change	No change	126 to 154	I would like to suggest a change/ Me gustaria sugerir una mod	Turning traffic from westbound Braker to northbound 183 consistently blocks the bike lane in the afternoon rush hour. The bike lane should be moved to avoid this conflict, perhaps to a bi-directional bike lane along the southern side of Braker, at the expense of an eastbound car lane.	78731
W CESAR CHAVEZ ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	Just because distracted driving is also a dangerous problem does not mean that a high speed limit is safe. It has been over 20 years since the last single day that nobody died on a road in Texas. We should be doing everything in our power to make our roads and our cities safer. Even if that means it takes an extra 45 seconds to drive across the city. Slowing down saves lives.	78731
W CESAR CHAVEZ ST	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	speed limit definitely does NOT need to be lowered. distracted driving is a much bigger issue than speeding.	78750

W CESAR CHAVEZ ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	Speed limits along this section should be lowered to 30mph and strictly enforced, preferably via traffic calming measures. Cars routinely exit MoPac at 60+ mph and continue at that speed toward downtown, which is dangerous for everyone. The left turn lane from eastbound Cesar Chavez to southbound Lamar should be removed. This causes significant backup along Cesar Chavez. Cars wishing to travel from MoPac or Austin High to South Lamar should instead cross the river on MoPac.	78731
W DEAN KEETON ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Right turns on red should be prohibited along the entirety of Dean Keeton for the safety of pedestrians. The bike lanes and parking spots on Dean Keeton should be switched to avoid conflicts in which cars have to cross the bike lanes to park and leave, which is dangerous.	78731
W DEAN KEETON ST	No change	No Change	No change	No Change	I support the change/Apoyo la modificación	Right turns on red should be prohibited along the entirety of Dean Keeton for the safety of pedestrians. The bike lanes and parking spots on Dean Keeton should be switched to avoid conflicts in which cars have to cross the bike lanes to park and leave, which is dangerous.	78731
W DITTMAR RD	No change	No Change	No change	60 to 72	I support the change/Apoyo la modificación	It's a dangerous turn between Longanberry Dr and S. Congress. I wouldn't want to walk or bike between this segment. Cars take this turn super fast and the overgrown bushes seem unsafe.	78748
W DITTMAR RD	Technical correction	Level 2 to Level 3	No change	84 to 80	I do not support the change/No apoyo la modificación	The width of Dittmar Road more than accommodates the traffic on the street and the amount of use on any given day. Therefore, there is not an adequate need or justification for the eminent domain process to be used to take land for this project. Dittmar needs to be preserved as is, as one of the last beautiful residential thoroughfares through Austin. We hope that its historic rural identity will not be lost unnecessarily through a mobility project that fails to understand what Dittmar Road is all about. This is a rural, residential street. It will never be a commercial street like William Cannon or Slaughter, so there is no need to make it into that. We hear of many people who enjoy driving on Dittmar because of the current feel of the road. Widening the road will cause it to lose its farm-like feel. We are opposed to any mobility and/or street and ROW widening plans the City of Austin proposes on Dittmar.	78745

W DITTMAR RD	Technical correction	Level 2 to Level 3	No change	84 to 80	I do not support the change/No apoyo la modificación	<p>We are opposed to any further widening of Dittmar road near our property. We are opposed to any change in how it is currently set out. We believe that Dittmar is special in that it still has a little bit of the rural feel that it has historically had. Any change in Dittmar Road will risk losing the last remaining remnants of this feel. Dittmar does not need to be made into a thoroughfare like William Cannon or Slaughter—it is not a commercial street. Also, there are portions of Dittmar and Davis that simply do not have the real estate to be made into any sort of major residential thoroughfare, so any widening would only be piecemeal at best and not fully accomplish any goal other than to take innocent landowners' property. Please leave Dittmar alone, and to the extent that the city is planning to use eminent domain to take property for any widening projects on Dittmar, please do not do so.</p> <p>We own the property to the east of the railroad tracks on the north side of Dittmar. We have lived on Dittmar for over 50 years and remembering getting milk from the Dittmar's Dairy. Any desired increase in number of lanes, bike lanes, etc. must be done without taking any more of our property. Instead, we request that, if necessary, only the existing median, which is substantial on our end, be adapted/modified and used to accommodate any desired increase in lanes, bikes lanes, etc.</p> <p>The city already took a significant portion of our property through the eminent domain process a decade or so ago. This should have never happened, for if you know the timeline of the developments that precipitated the widening and the detention</p>	78745
W GUADALUPE ST	Project update	No Change	4U to 2D	110 to 120	I support the change/Apooyo la modificación	<p>Until the Orange Line is operational, Guadalupe should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of central Austin.</p>	78731
W GUADALUPE ST	Project update	No Change	4D to 2D	110 to 120	I support the change/Apooyo la modificación	<p>Until the Orange Line is operational, Guadalupe should have a dedicated bus lane in each direction to improve transit time along the corridor. Currently, buses are frequently stuck in car traffic, which slows down everyone trying to move through this dense part of central Austin.</p>	78731
W KOENIG LN	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Additional pedestrian crossings along this section of Koenig would be helpful in connecting the neighborhoods to the businesses along this stretch.</p>	78731
W MARTIN LUTHER KING JR BLVD	Project update	No Change	2U to 2D	74 to 80	I support the change/Apooyo la modificación	<p>Please do something here. People turning left can be quite a delay.</p>	78703
W MARTIN LUTHER KING JR BLVD	Project update	No Change	2U to 2D	74 to 80	I support the change/Apooyo la modificación	<p>What a disaster this stretch is. Please add capacity or the grid will in normal times be backed up to forever!</p>	78705
W MARTIN LUTHER KING JR BLVD	Project update	No Change	2U to 2D	74 to 80	I support the change/Apooyo la modificación	<p>If you don't add a left turn lane, or ban left turns - this is increasingly going to be grid lock central. 24th Street road diet + Guadalupe road diet (both which are both amazing - kudo's), are going to make this a stretch you wish you had done something about if not soon! The local population is exploding and that's just the tip of the iceberg given within orange + blue walk shed.</p>	78701
W MARTIN LUTHER KING JR BLVD	No change	No Change	No change	80 to 100	I support the change/Apooyo la modificación	<p>My hood, my nightmare. Please upzone properties to unlimited all, to incentivize anything other than fast food drive thru's on the Downtown grid. It's beyond unsafe for the local masses competing with hostile car mobility " needs".</p>	78701

W MARY ST	Removing roadway	Level 2 to None	10 to None	60 to 0	I support the change/Apoyo la modificación	Yes, please! This will greatly improve safety for people walking and biking. I have almost been hit b/c of this slip lane many, many times.	78704
W MARY ST	Removing roadway	Level 2 to None	10 to None	60 to 0	I support the change/Apoyo la modificación	Agreed that this slip lane should be closed to cars	78741
W MARY ST	Removing roadway	Level 2 to None	10 to None	60 to 0	I support the change/Apoyo la modificación	This shortcut is very dangerous to pedestrians and cyclists. The Mary St-Hether connection to Lamar needs some work to help with car congestion as well.	78704
W MARY ST	Removing roadway	Level 2 to None	10 to None	60 to 0	I support the change/Apoyo la modificación	Yes! Please also fix the cross street alignment or improve street signal so those crossing Lamar from Mary to Hether St are not cut off or hit by unyielding drivers turning left (north) onto Lamar. This happens daily...	78704
W MARY ST	No change	No Change	No change	74 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Mary should have protected bike lanes instead of on-street parking and turn lanes, to facilitate higher throughput and better use of public space. Cross streets in neighborhoods have ample parking for residents.	78731
W MILTON ST	No change	No Change	NA to 2U-OP	No Change	Other/Otro	I support no change.	78704
W NORTH LOOP BLVD	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	The bike lane along North Loop should be continued as a dedicated lane through the intersection of Burnet Rd. The slip lane from westbound North Loop to northbound Burnet should be removed. This bike lane should be protected, especially westbound approaching William Holland. I have seen many cars use the bike lane to get around cars stopped in front of them, which is very dangerous to cyclists in the area. The intersection of North Loop and William Holland should be reconsidered, as it is nearly impossible for a car coming from William Holland to turn onto North Loop eastbound, or westbound to approach Burnet. Perhaps William Holland should be cut off entirely and turned into a cul-de-sac further north, though this may encourage drivers to cut through the bank parking lot. Perhaps the only allowed movement should be westbound North Loop to northbound William Holland, though care would have to be taken to ensure that this does not endanger cyclists using the bike lane.	78731
W NORTH LOOP BLVD	Technical correction	Level 3 to Level 2	3U to 2U	74 to 72	I do not support the change/No apoyo la modificación	North Loop functions as a low speed street with many stop signs and functions as a Level 2 street	78756
W NORTH LOOP BLVD	Technical correction	No Change	3U to 2D	92 to 80	I support the change/Apoyo la modificación	Why are you making this street as wide as Burnet? Sounds like an Engineer in Training. After making SCB narrow, not you make raceways into n'hoods. This must be a mistake.	78731
W NORTH LOOP BLVD	Technical correction	No Change	3U to 2D	92 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	The bike lanes along this section of North Loop should be protected instead of relegated to the gutter, particularly at the intersection of Burnet Rd. There do not need to be 2 car lanes westbound leaving the Burnet intersection, as only one lane may go through the intersection to it.	78731
W OLTORF ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Why is there no change proposed here? This is a crucial level 3 east-west corridor and yet is virtually unusable by bicycle because of the street design. Isn't the point of this plan to fix such problems? It's very discouraging to see the beautiful cross sections you have proposed for level 3 streets in your plan and then find that no such changes will be implemented. W Oltorf St and S 1st St have been neglected for decades and it seems this is destined to continue.	78704

W OLTORF ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	The HEB on oltorf & south congress is used among the entire 78704 zip code, but yet it is impossible to safely bike there due to oltorf having no bike lanes, and cars going extremely fast. Lower speed limit, a wider street with a bike lane would both greatly improve the ability to get safely to the main grocery store in this area.	78704
W OLTORF ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Everyday I see many people attempting (dangerously) to bicycle on Oltorf between 1st and South Lamar due to there currently being no good/safe way to cross east/west. It is important for the safety of the community that proper bike lanes with barriers are implemented on this important stretch of roadway.	78704
W OLTORF ST	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	Why is there no change proposed here? This is a crucial level 3 east-west corridor and yet is virtually unusable by bicycle because of the street design. Isn't the point of this plan to fix such problems? It's very discouraging to see the beautiful cross sections you have proposed for level 3 streets in your plan and then find that no such changes will be implemented. W Oltorf St and S 1st St have been neglected for decades and it seems this is destined to continue.	78704
W OLTORF ST	No change	No Change	No change	94 to 116	Other/Otro	I don't know how to make sense of this proposed change from 4U to 4D. Does that simply mean that a skinny raised concrete median will be added, further narrowing this road which is already too narrow, without making any improvements for bicycles or pedestrians? Does it mean that left turns into or out of the HEB will be eliminated? What is the purpose of adding that median?	78704
W POWELL LN	Project update	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	esp W Powell needs to wait until after the station area planning.	78753
W RIVERSIDE DR	No change	No Change	No change	120 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	This should just be shut down to cars again like it was during the early pandemic. Sure, let event traffic through as needed but, majority of the time, should be closed off. If that is not possible, at least convert the outside lane to bike lanes? The sidewalk/path to the side is far too busy to safely accommodate the number of people walking/biking/dogs for this area.	78704
W RUNDBERG LN	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	This should not be built with 2 car lanes in each direction. Instead, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
W RUNDBERG LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	This should not be expanded to 2 car lanes in each direction. Instead, a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
W SH 71-MOWINKLE DR CONNECTOR	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use.	

W SLAUGHTER LN	No change	No Change	No change	130 to 154	I support the change/Apoyo la modificación	This section of Slaughter is frequently congested and has a major chokepoint at the Brodie Lane intersection, where a westbound lane suddenly ends in a turn lane. With the ever-growing student population at Bowie HS and other increasing local and regional traffic demands, expanding to 3 lanes is necessary - but if the road is being rebuilt, adding protected bike lanes should be a top priority. Bike infrastructure along Slaughter is in a sorry state compared to other major corridors in the Southwest Austin area and it should be improved.	78749
W SLAUGHTER LN	No change	No Change	No change	130 to 154	I do not support the change/No apoyo la modificación	Slaughter should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
W ST JOHNS AVE	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	There should be a protected bike lane along St Johns between Lamar and Berkman to separate bike traffic from cars.	78731
W ST JOHNS AVE	No change	No Change	No change	68 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	There should be a protected bike lane along St Johns between Lamar and Berkman to separate bike traffic from cars.	78731
W STASSNEY LN	Technical correction	No Change	4D to 2D	94 to 80	I do not support the change/No apoyo la modificación		78745
W STASSNEY LN	Technical correction	No Change	4D to 2D	94 to 80	I do not support the change/No apoyo la modificación		78745
W STASSNEY LN	Technical correction	Level 3 to Level 4	No change	100 to 120	I do not support the change/No apoyo la modificación		78745
W US 290 HWY	No change	No Change	Defer to TXDOT to NA	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	I would like SW Austin to be included in the Priority Transport Network. We are not currently included and are served by very limited bus service, and yet TXDOT's answer is to build a double decker S MoPac. Please include us! I would love a reasonable option into and out of the city each day. (I don't know if the Oak Hill Flyer still runs, but it's limited schedule makes it Not A Reasonable Option).	78749
W US 290 HWY	No change	No Change	Defer to TXDOT to NA	No Change	I support the change/Apoyo la modificación	YES!! The 290 Fly over is desperately needed SAP!	78735
W WELLS BRANCH PKWY	No change	No Change	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	This should be downgraded from level 4 to level 3.	78731
W WILLIAM CANNON DR	No change	No Change	No change	120 to 154	I do not support the change/No apoyo la modificación	William Cannon should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
WALLER ST	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Can you put a blinking cross walk at Garden crossing Waller? It is unsafe for children to cross here to get to Sanchez Elementary.	78702
WALLINGFOR BEND DR	No change	No Change	No change	60 to NA	I do not support the change/No apoyo la modificación	There is no need for another connector to Lamar. A block up is Justin Ln and two blocks down is Brentwood. Why add another? Who would this help?	78757
WELLS BRANCH PKWY	No change	No Change	No change	120 to 154	I do not support the change/No apoyo la modificación	Wells Branch Pkwy east of I-35 should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
WELLS BRANCH PKWY	No change	No Change	No change	120 to 154	I do not support the change/No apoyo la modificación	Wells Branch Pkwy east of I-35 should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731

WELLS BRANCH PKWY	No change	No Change	No change	120 to 154	I do not support the change/No apoyo la modificación	Wells Branch Pkwy east of I-35 should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
WELLS BRANCH PKWY	No change	No Change	No change	120 to 154	I do not support the change/No apoyo la modificación	Wells Branch Pkwy east of I-35 should not be expanded to 3 car lanes in each direction. Instead, a protected bike lane in each direction should be added. Expanding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals.	78731
WEST AVE	Technical correction	Level 2 to Level 3	No change	No Change	I would like to suggest a change/ Me gustaria sugerir una mod	This spot is terrible for cyclists, who are forced to make a wide right turn across an intersection that is always busy with cars and pedestrians into oncoming traffic in order to access the tiny, narrow, and busy bike path and bridge that cuts across to 3d street -- the primary bike artery linking west Austin and downtown. (Since Cesar Chavez paved bike routes have been closed due to construction for YEARS.)	78703
WEST AVE	No change	No Change	NA to 2U-OP	No Change	Other/Otro	Please no changes to West Ave from 12th Street to MLK. This historic stretch is filled with structures which define Austin's past as well as showcase its future.	78701
WEST AVE	No change	No Change	NA to 2U-OP	No Change	I do not support the change/No apoyo la modificación	The proposed change from Level 1 to Level 2, with increased ROW does not seem to be a well-considered proposal. The section of West Ave between MLK and 12th has beautifully restored historic buildings, some are residential while many are businesses. They preserve an important part of the City's history. To cut into these properties would not lend any benefit to the street, especially when designated bikes lanes have been installed one block east on Rio Grande St. Further West Ave. deadends at MLK Blvd. There is no traffic light intersection at MLK Blvd. & West Ave. because West Ave. does not continue north of MLK. Pedestrian traffic and bike traffic should be encouraged to utilize the Rio Grande designated lanes.	78701
WEST AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Changing West Ave from a Level 1 to a Level 2 street here makes no sense because it's not a through-street to anything because it dead-ends at 34th. Only people who live in surrounding houses use this stretch of West and don't need the street widened to do so.	78705
WEST AVE	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	There is no reason for changing the street level. I live on the street and think you are clueless about West Ave.	78705
WEST GATE BLVD	No change	No Change	No change	88 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	I support the recommendations by Mr. Roussos. I believe he meant to place his comments on the map for the West Gate segment, Manassas to Wm. Cannon. Please also add my comments to that section of the map. Also, I believe that his recommendations are applicable to all of West Gate from Cameron Loop to Stassney. Reduce the speed limit and classify all of West Gate Level 2. Consider making West Gate one lane in each direction with a protected bike lane. Do the same design you did for Stassney from West Gate to Menchaca. The suggested ROW of 116ft. for certain segments of West Gate is excessive.	78745

						<p>I support the recommendations by Mr. Roussos. I believe he meant to place his comments on the map for the West Gate segment, Manassas to Wm. Cannon. Please also add my comments to that section of the map. Also, I believe that his recommendations are applicable to all of West Gate from Cameron Loop to Stassney.</p> <p>Reduce the speed limit and classify all of West Gate Level 2. Consider making West Gate one lane in each direction with a protected bike lane. Do the same design you did for Stassney from West Gate to Menchaca. The suggested ROW of 116ft. for certain segments of West Gate is excessive.</p>	
WEST GATE BLVD	No change	No Change	No change	88 to 80	I would like to suggest a change/ Me gustaria sugerir una mod		78745
WEST GATE BLVD	No change	No Change	No change	88 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	<p>Agree with [name]. Reduce West gate from Level 3 to Level2 and reduce speed limit.</p> <p>I disagree with designating West Gate as Level 3. Should be reduced to Level 2. It is a collection neighborhood street. It is very dangerous street with many curves and accidents. The most dangerous section is between Wm. Cannon and Manassas where the home driveways face the street. This is a 3/4 mile segment with no traffic lights, no enhanced pedestrian cross walks, and no protected left turns for south bound cars. There have been over 20 reported accidents and one death.. School buses make turns and Cap Metro buses make stops. The post office delivery person faces constant danger in making stops to deliver mail. Cars are speeding since there are no traffic lights or calming devices. Cyclists and pedestrians are in danger. Please see the Austin Transportation Dept traffic studies done for West Gate (Manassas to Wm. Cannon.) This segment was originally designed as a Level 2 street with one lane in each direction, a median, and a bike lane. The speed limit was 30mph. With no input from the residents, the City changed the street to Level 3, increased the speed to 35 mph, and converted the bike lane to another narrow car lane (10 ft.).</p> <p>My recommendations are:</p> <ol style="list-style-type: none"> 1. Classify West Gate, Manassas to Wm. Cannon, as Level 2. It is a collector street with driveways facing the street. 2. Reduce the speed limit to 30mph as it was originally designed. 3. Install calming devices and traffic signals. 4. Install enhanced pedestrian crossings. 5. Convert West Gate to one lane with a bike lane in each direction as it was originally built. 	
WEST GATE BLVD	No change	No Change	No change	88 to 80	I would like to suggest a change/ Me gustaria sugerir una mod	<p>There should be more north/south level 4 between mopac and slaughter. Westgate, or Manchaca would serve well for this purpose as Brodie is mostly in Sunset Valley and has greater limitations.</p> <p>Westgate desperately needs a 4:3 road diet. Take the outside lanes, add a turn lane, and put in bollard protected bike lanes. Yes, they'll be narrow lanes but they'll be so, so used.</p>	78745
WEST GATE BLVD	No change	No Change	No change	88 to 80	I would like to suggest a change/ Me gustaria sugerir una mod		78704

WEST GATE BLVD	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	<p>First, I want to say that I agree with the statements by the by the other two neighbors. In 2012 our Shiloh Oaks Neighborhood Assn. (SONA) asked the City to alleviate the dangers caused by the traffic conditions on West Gate, Manassas to Wm. Cannon, by installing traffic signals and calming devices. Neighbors living on the west side ABC... streets (Alderwood to Jorwoods) face constant danger trying to cross two lanes to go north. The high traffic volume , speeding , and lack of calming devices affects our safety. You should reduce the speed limit and classify our street as neighborhood collector.</p> <p>I hope you will listen to our concerns this time. We have provided input in previous surveys the City contacted, but the speeding problems have not changed. In 2017, 108 people provided input to the Vision Input Map that was launched by the ATD. The comments were for West Gate, Manassas to Wm. Cannon. The number one issue was " people speeding " . A combination of issues was identified by several people. Another issue was "people have to cross too many lanes".</p> <p>So, take action to improve our safety. Reduce the speed limit, add traffic lights, add calming devices. Do not use the suggested ROW of 116 ft. I believe 85ft. will be sufficient .</p>	
WEST GATE BLVD	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	<p>I agree with the evidence, comments and recommendations of [name]. You should classify West Gate from Cameron Loop to Stassney as a Level 2 street. Also, you should reduce the speed limit.</p> <p>The suggested ROW of 116ft. width is ridiculous. Do you plan to take the yards of homes up to their door? You will destroy the trees the City encouraged us to plant to reduce heat effects. You will create more dangerous living conditions. I believe that the ROW of 85ft. will be sufficient to either add a bike lane (not protected) or convert a car lane to a protected bike lane. As Mr. Roussos indicated, this segment of West Gate was originally built as a one lane in each direction , a bike lane , and a median. My suggestion for an 85 ROW is supported by the measurements I did near Edenwood and West Gate. I came up with a ROW of about 84ft. I recommend you classify West Gate Level 2, reduce the speed limit, and add cross walks and calming devices.</p> <p>A ROW of 85ft. will suffice.</p>	78745

						<p>The main focus of my comments are for WEST GATE BLVD. , MANASSAS to WILLIAM CANNON.</p> <p>I DISAGREE with designating West Gate as Level 3. It should be reduced to Level 2. I also Disagree with the proposed increase of the Right of Way (ROW) width to 116ft. It is excessive and not justified based on the evidence I provide later.</p> <p>West Gate, Wm. Cannon to Manassas, was built in early 1970s as one lane street in each direction , with a median, and a bicycle lane. The speed limit was 30mph. With no input from the residents, the City changed the street to Level 3, increased the speed limit to 35mph, and converted the bike lane to a narrow car lane.</p> <p>This 3/4 mile of West Gate is a collector neighborhood street. ALL of the home driveways on the east site (northbound) face the street. It is a very dangerous street with many car accidents (20 reported and one death). There are no traffic lights, no enhanced pedestrian cross walks, and no protected left turns. There is danger for school buses making turns and Cap Metro buses making stops. The post office delivery person faces constant danger in making stops to deliver mail. Similarly, people living on the west side (ABC...streets, Alderwood to Jorwoods) are in danger as they try to cross two lanes and go north. Cars are speeding since there are no traffic lights or calming devices. Cyclists and pedestrian are also in danger. Please see the Austin Transportation Dept. (ATD) studies done for West Gate.</p> <p>My recommendations are:</p> <p>1. Classify West Gate as Level 2. It is a collector street with driveways facing the street.</p> <p>2.Reduce the speed limit to 30mph as it was originally designed.</p>	
WEST GATE BLVD	No change	No Change	No change	94 to 116	I would like to suggest a change/ Me gustaria sugerir una mod	78745	

						<p>I object to the designation of Westover Rd to Northwood Rd as part of a Transit Priority Network. There are no Regional or Town Centers shown on the Imagine Austin Comprehensive Plan Growth Map to “connect”, particularly with high frequency bus service (15 minute intervals). Cap Metro’s 2019 Remap (“Connections 2025”) project removed the useful #21/22 bus route replacing it with the #335 and #18 routes, leaving a “gap” in service between Casis Elementary School and Enfield Road along Exposition Blvd. Cap Metro later filled the “gap” with van service, from the Casis bus stop, that includes trips to residences in Tarrytown. A smart phone is required to call for a van ride. The #335 bus route broke the connectivity between West Austin neighborhoods around MoPac, requiring a bus and van ride to get to the Howson Library on Exposition Blvd, rather than a single bus ride. Cap Metro’s stated purpose for implementing the #335 bus route was to encourage bus ridership in West Austin. It has failed to do so, even though Cap Metro frames it as a success, because affluent, (majority) white West Austin residents have alternative transportation. The #335 ridership numbers are over the entire route, so the very low ridership West of Lamar Blvd goes “unnoticed” by Cap Metro’s data collectors. (Public transportation should be scaled to demand). The Transit Priority Network Westover Rd to Northwood Rd is being used to push density ½ mile into our neighborhoods.</p> <p>In order to increase the frequency of bus service on the #335 and #18 bus routes in West Austin, Cap Metro decreased the frequency of bus service and re-aligned bus routes in East Austin where the majority of riders are bus dependent People of Color.</p>	
WESTOVER RD	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación		78703
						<p>This is an unnecessary change that would add traffic and unsafe conditions to the neighborhood. There are better options for the level 2 road (Twin Oaks, Greenlawn). Major East-West connectors area already available nearby. The several 90 degree turns along White Horse Trail and Payne do not make a good connector road and combined with the larger traffic load would create unsafe conditions for students leaving the middle school.</p>	
WHITE HORSE TRL	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
						<p>Increasing the ROW on White Horse Trail would be unsafe for residents and for students at Lamar MS. It would create a likelihood for greater traffic flow through the neighborhood, decreasing safety for pedestrians and residents. Wider ROW would increase impervious ground cover and increase downhill flow of water during heavy rains. It would also disrupt water lines, water meters, and fiber cable. It would remove trees that provide green canopy which helps our environment. Did the residents on White Horse Trail ask for this?</p>	
WHITE HORSE TRL	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación		78757
WHITE ROCK DR	No change	No Change	No change	64 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	<p>White Rock should have a protected bike lane to connect Shoal Creek to the crosstown route at Romeria</p>	78731

						There is no need to widen White Rock; doing that would remove part of residents' front yards, impacting water supply lines and meters, fiber cables, and removing green canopy from the trees, which is an environmental protection. Widening the street would increase impervious cover and would add to the downhill flow of water to Shoal Creek waterway. A wider street would decrease safety for residents and their pets and children. A protected bike lane would be excessive for the small number of bikers who use the street, which they seem able to do safely now, and they are only there a few minutes, not 24/7/365 like the residents are. It's not at all clear how White Rock would facilitate a connection from SCB to Romeria. Romeria ends at a t-intersection on Burnet Road near Lamar MS and White Horse Trail and does not intersect SCB or White Rock.	
WHITE ROCK DR	No change	No Change	No change	64 to 72	I do not support the change/No apoyo la modificación		78757
WIER HILLS RD	No change	No Change	No change	60 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Widening would help here, especially on the blind hill.	78735
						Do not add the ROW change but instead work within the existing ROW. There is no need to acquire additional private property from landowners for public use. The speed limit is 25 miles per hour and should remain that way for many years to come.	
WIER HILLS RD	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación		78735
WIER HILLS RD	No change	No Change	No change	60 to 72	I do not support the change/No apoyo la modificación	The expansion of the ROW encroaches on private property and a nature preserve.	78735
						This site should become a multi-modal transit hub for the north Lamar / Airport area. The new Orange Line will meet an improved Red Line here, with opportunities for bus connections and large personal bike parking and public bike share to serve the neighborhood.	
						It could be even better if mid-density mixed use space were built above the transit hub to serve as both a commercial destination along rail lines and as transit-first housing that Austin so desperately needs.	
WILD ST	Removing roadway	Level 2 to None	2U-OP to None	92 to 0	I support the change/Apooyo la modificación		78731
						The preservation of this in the street network needs to remain. This parcel is in early site planning now.	
						Recommended that ASMP define and require 10 to provide ROW for protected two way bike lanes to connect with Easy Wind and Justin Lane. Need for vehicle travel is not a necessity, but maintaining public owned and maintained travel network for other modes is needed.	<Null>
WILD ST	Removing roadway	Level 2 to None	2U-OP to None	92 to 0	I do not support the change/No apoyo la modificación		
						Keep this row. This needs to be a connection to Midtown commons one day to take some load off of Lamar at Airport and at St. Johns. Even if this area becomes a park, the north-south connection will prove more efficient than sending all traffic through St. Johns intersection and possibly Morrow.	78757
WILDERNESS DR	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I support the change/Apooyo la modificación	Street is substandard with no curbs on north side. Upgrade is really needed	78739
WILLOW HILL DR	No change	No Change	No change	92 to 84	I support the change/Apooyo la modificación	This connection would be extremely helpful for pedestrians and cyclists.	78741

WILSHIRE BLVD	Technical correction	Level 2 to Level 1	No change	70 to NA	I do not support the change/No apoyo la modificación	this street, even with speedbumps is a heavy traffic zone with uhaul trucks, and large semi trucks coming through, destroying trees and causing danger to those who live in the neighborhood. The train stop causes back up and adding more people more bikes, and destroying historic 100 year old trees does not provide a safe environment for all who live here. Already the foot traffic that comes through has increased crime in this neighborhood. More exposure and more connections to outer streets will only welcome this. Please consider the children and families that live here including many senior citizens.	78722
WILSHIRE BLVD	Technical correction	Level 2 to Level 1	No change	70 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	It is very frustrating that you cannot cross from Wilshire to Aldrich. There are a lot of places in Mueller I like to visit and it would be nice to be able to get there without going onto airport	78702
WINDSOR RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Windsor from Exposition to Matthews is a strictly residential street that has been plagued with construction trucks and through traffic. Its designation should not be changed to encourage further traffic, crime, destruction of peace and quiet, danger to children and traffic accidents.	78703
WINDSOR RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	Windsor from Exposition to Matthews is a strictly residential street that has been plagued with construction trucks and through traffic. Its designation should not be changed to encourage further traffic, crime, destruction of peace and quiet, danger to children and traffic accidents.	78703
WINSTED LN	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	This readway is outside the jurisdiction of Austin Transportation Dept. So how can ASMP designate Winsted Rd. as a level 4 street??	78703
WOOD HOLLOW DR	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	The bike lanes and parking lanes should be switched so that parking cars do not have to cross the bike lane.	78731
WOODLAND AVE	No change	No Change	No change	70 to 84	I do not support the change/No apoyo la modificación	This is a residential street with small homes on small lots. Widening the street would practically place the front doors on the street and lessen the property values illegally.	78704
WOODROW AVE	No change	No Change	No change	70 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Woodrow from 49th to Anderson should be designed as an up-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Koenig and Anderson.	78731
WOODROW AVE	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	Why reduce the ROW on Woodrow? It should stay the same, and protected bike lanes added. This is one of the most heavily trafficked streets in the neighborhood, both by motorists and bikes. Needs bike lanes, not made smaller!!!	78757
WOODROW AVE	No change	No Change	No change	78 to 72	I support the change/Apoyo la modificación	Woodrow from 49th to Anderson should be designed as an up-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Koenig and Anderson.	78731
WOODROW AVE	No change	No Change	No change	78 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	Woodrow from 49th to Anderson should be designed as an up-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Koenig and Anderson.	78731
WOODROW AVE	No change	No Change	No change	78 to 72	I support the change/Apoyo la modificación	Woodrow from 49th to Anderson should be designed as an up-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Koenig and Anderson.	78731
WOODROW AVE	No change	No Change	No change	78 to 84	I support the change/Apoyo la modificación	Agree, Woodrow needs protected bike lanes.	
WOODROW AVE	No change	No Change	No change	78 to 84	I support the change/Apoyo la modificación	Woodrow from 49th to Anderson should be designed as an up-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Koenig and Anderson. On-street parking should be moved to be adjacent to the car lane to avoid cars crossing the bike lane to park.	78731

WOODROW AVE	No change	No Change	No change	78 to 72	I do not support the change/No apoyo la modificación	There is no reason why the ROW on Woodrow Avenue should be decreased. If anything the ROW needs to be increased to allow for proper bike lanes. This route is heavily traveled by bikes. It is a major access road in Brentwood.	78757
WOODROW AVE	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Woodrow from 49th to Anderson should be designed as an up-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Koenig and Anderson.	78731
WOODROW AVE	No change	No Change	No change	78 to 84	I support the change/Apoyo la modificación	Woodrow from 49th to Anderson should be designed as an up-town bike-friendly route with protected bike lanes and safer intersections with bike-priority crossing signals at Koenig and Anderson. On-street parking should be moved to be adjacent to the car lane to avoid cars crossing the bike lane to park.	78731
WOOTEN DR	No change	No Change	No change	78 to 72	I would like to suggest a change/ Me gustaria sugerir una mod	Do not support, should be removed from ASMP. We should not be spending potentially millions of dollars (to add a new quiet zone approved vehicle crossing) merely to support the movement of private motor vehicles. There is not and will not be a transit route here. The recently updated crossing supports bikes and pedestrians.	<Null>
WORDHAM DR	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	This is such a short segment. Why upgrade?	78739
WORDHAM DR	Technical correction	Level 1 to Level 2	NA to 2U	NA to 72	I do not support the change/No apoyo la modificación	The length of this segment does not seem to justify the upgrade	78739
WRIGHTWOOD RD	Technical correction	Level 1 to Level 2	NA to 2U-OP	NA to 84	I do not support the change/No apoyo la modificación	. The 2021 ASMP Street Networks Ammendments proposal to change Wrightwood Road to a level 2 conduit is inconsistent with the character of our nationally landmarked street and neighborhood. Redirecting traffic from 38 1/2 to I 35 through this ecologically important area of Upper Boggy Creek would do a disservice to the community who live here and would also introduce more congestion and safety hazards for the many school children who walk from or through our neighborhood streets to attend the Mapplewood elementary school. Please conserve the character of our historic and diverse family oriented neighborhood	78722
YATES AVE	Technical correction	Level 2 to Level 1	No change	70 to NA	I would like to suggest a change/ Me gustaria sugerir una mod	Yates serves the school and the park. From Justin to Brentwood this road needs to be improved to alleviate congestion. Additionally, the Brentwood/Yates/Goodnight intersection needs to be an all-way stop.	78757
YORK BLVD-LONGHORN BLVD CONNECTOR @ MOP	No change	No Change	No change	No Change	I do not support the change/No apoyo la modificación	This should not be built with 2 car lanes in each direction. If a car bridge is built at all, a 2-lane road (one each way) with a protected bike lane in each direction should be built. Overbuilding this roadway only invites more sprawl and more Vehicle Miles Traveled, which will make it very difficult to hit transit share and climate-change-reduction goals. A bike/pedestrian bridge would accomplish connectivity with a much cheaper bridge structure, and encourage those methods of transportation because the distance is far shorter than a car's path.	78731
ZACH SCOTT ST	No change	No Change	No change	74 to 84	I would like to suggest a change/ Me gustaria sugerir una mod	I would like to see Zach Scott extended to Pecan Springs. It would allow you to get from Mueller to Springdale without having to go to MLK or 51st.	78702