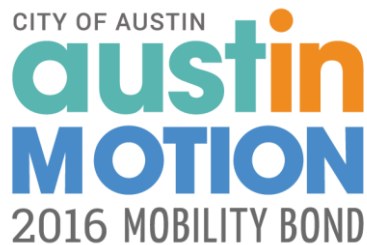


46th-47th Streets and Bennett-Middle Fiskville Neighborhood Bikeways Survey

Multiple choice responses summary

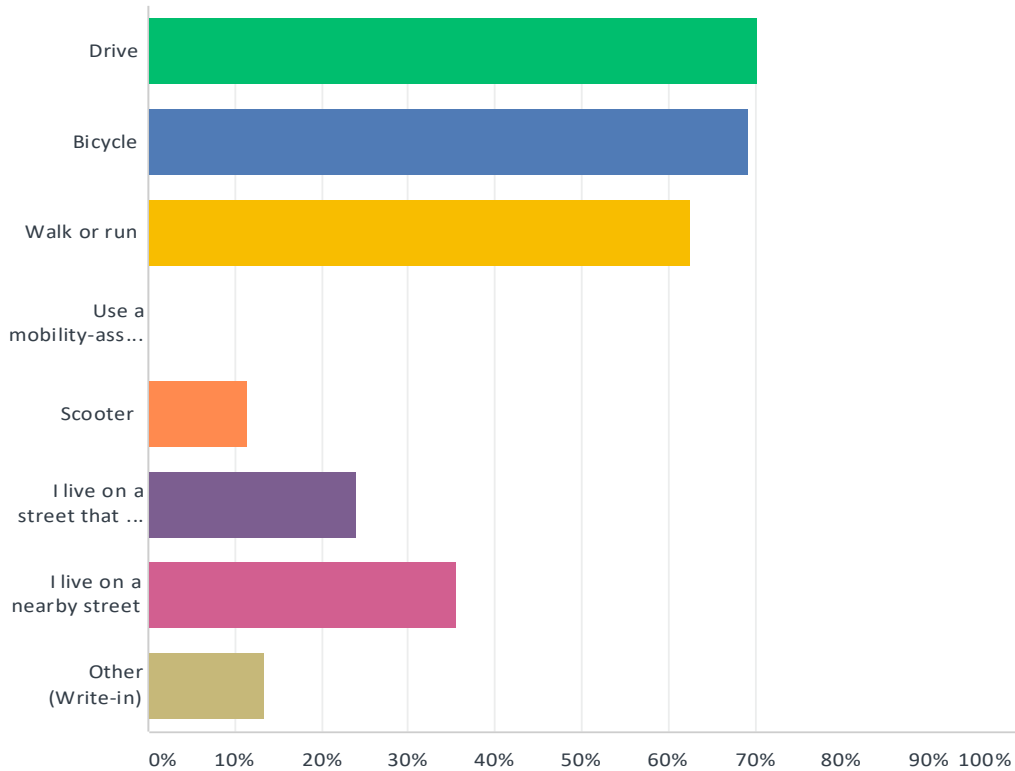
Open ended responses categorized by theme



Multiple choice responses summary

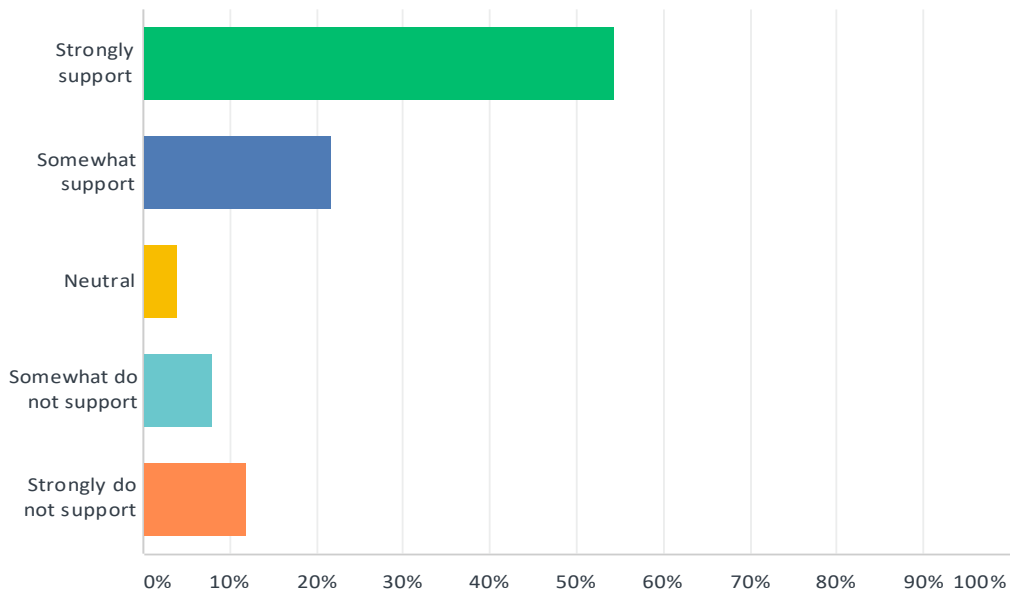
How do you use the streets that are proposed as neighborhood bikeways? (Check all that apply)

Answered: 104 Skipped: 1

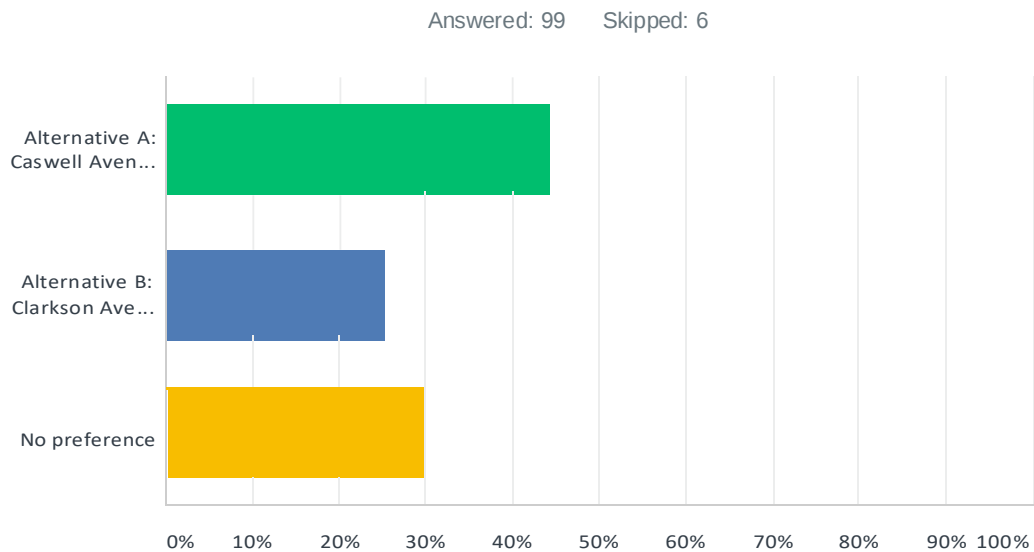


Please let us know your level of support for the proposed changes.

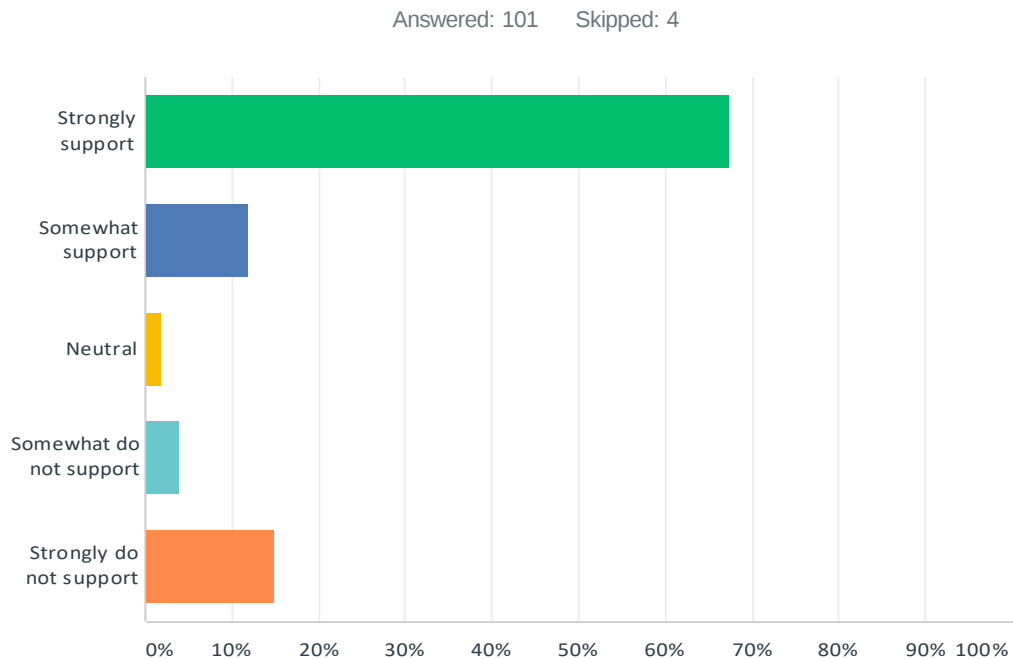
Answered: 101 Skipped: 4



Please let us know if you have a preference for Route Alternative A or B.



What is your level of support for lowering motor vehicle speeds to 20- 25 mph on the proposed neighborhood bikeways by installing speed reduction devices such as speed humps or speed cushions to make the streets safer and more comfortable to drive, bicycle, walk, and play?



Open Ended Responses Categorized by Theme

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Bicycle infrastructure - Like - Connectivity		
	Provides a viable east-west access route to locations such as Central Market and the Triangle	3075
	It's good to encourage people to bike on this route rather than on 45th Street.	3078
	I like that planners are paying attention to importance of the 46th and 47th street corridor as a major east-west artery for cars, pedestrians and bikers.	3080
	I like the routes that are being proposed. We need a route that goes east west without getting on major roads like 45th, or north south without riding on airport.	3081
	To bike from my apartment at 45th St. and Duval to the Rapid bus network on either Guadalupe or Sunshine currently requires me to ride on 45th St. in either mixed traffic--difficult for the traffic volume and speed on 45th St.--or on the sidewalk--difficult because they are narrow and move around trees and have low clearances, again because of the trees (which I like). This provides a route which I currently think is too dark with some upgrades and allows for a major east-west link in Hyde Park for those of us without cars. Right now, the easiest route for me to get to work or to high capacity bus routes other than the 7-Duval is to bike up the hill to 38th St. and Duval and then cross over from there. This makes life much easier.	3090
	I feel it'll give me a better way to get from East to West connecting me with things past Airport on a safer way.	3096
	I like the idea that there may be notices painted on the street. I like a way for people to ride across from east to west in this area of town.	3101
	More speed bumps and the improvement/connection to hancock center and across the triangle will be big. PHB at bennett as well is very exciting!!	3105
	We need better bike facilities in this area. It connects well to transit and these roads are not fully used now.	3111
	I like the proposed bike way! I would love better bike access to the community garden	3118
	Better support for biking to The Triangle (street crossings, green paint in bike paths). Sharrows are nice.	3121
	This is a great project that will help children get to Ridgetop Elementary safely. Hopefully it will also reduce the number of people getting to school by cars. It could let kids ride their bikes and families use cargo bikes to drop their kids off. It will also help cyclists navigate east to west while avoiding 45th St. There are several good North-to-South bike routes in the area, but a safe East-to-West route is sorely needed. Just yesterday I saw a cyclist riding West on 45th Street in the right traffic lane. It was unsafe for the cyclist and probably frustrating for the cars who were stuck behind him. Opening the bikeway on 46th/47th (with appropriate signage alerting cyclists to its location) could help avoid situations like this.	3124

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Bicycle infrastructure - Like - Connectivity		
	LOVE the planned new signal at Guadalupe and 46th Street, and the new pedestrian refuge crossing/PHB at Lamar/Sunshine/46th St. I've been thinking for years that it was such a shame that 46th and Sunshine weren't connected across Lamar when the Triangle complex was built. Love the other proposed changes, but I think these specific parts will really improve connectivity in the area - especially for blind people going to TSBVI from the 801 rapid bus stop on Guadalupe.	3130
	-Support for biking on a neighborhood east - west axis	3138
	I really like the fact that this will connect the Triangle to the East Side. I also appreciate the effort to build better crosswalk at 51st.	3151
Bicycle infrastructure - Like - Neighborhood bikeway approach		
	Sharrows, don't take away street parking.	3056
	Speed reduction devices and sharrows	3065
	Sharrows, larger, improved sidewalks.	3068
	I like the idea that there may be notices painted on the street. I like a way for people to ride across from east to west in this area of town.	3101
	Better support for biking to The Triangle (street crossings, green paint in bike paths). Sharrows are nice.	3121
	Speed humps will help reduce speed on 46th. I like the sparrows, but would love to see a dedicated bike way. I like the changes to the stop signs, but 4 way stops would be better.	3146
Bicycle infrastructure - Concern - Aesthetics		
	They look better than I thought they would. I hope they keep it simple, fewer structures like sticks III and road titties like on speedway	3135
Bicycle infrastructure - Concern - Routing		
	I like absolutely nothing about these proposed changes. PLEASE DON'T IMPLEMENT THIS, OUR NARROW STREETS ARE TOO DANGEROUS. ***WHY NOT USE DUVAL TO 51ST, SINCE DUVAL ALREADY HAS ESTABLISHED BIKE LANES, AS DOES 51ST EAST OF AIRPORT? And people expect to see bicycles on 51st...but NOT in the narrower residential streets.	3095
Bicycle infrastructure - Request - Bicycle lanes		
	I love to see these streets finally getting some attention! We're in need of it in this neighborhood. Airport needs more sidewalks and bike lanes for sure.	3099
	Speed humps will help reduce speed on 46th. I like the sparrows, but would love to see a dedicated bike way. I like the changes to the stop signs, but 4 way stops would be better.	3146
Bicycle infrastructure - Request - Protected bicycle lanes		
	Speed humps, protected lanes, curb extensions	3133
Bicycle infrastructure - Request - Routing - Clarkson Avenue or Caswell Avenue		

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Bicycle infrastructure - Request - Routing - Clarkson Avenue or Caswell Avenue		
	i like the Clarkson ave alternative because it is a low traffic road. caswell is nice but there are more cars there, especially in the morning because of the elementary school	3123
	They look very interesting. Thank you very much for your work on this project. Alternative is clearly superior to the other one, give that you can redesign a better crossing at 45th st., build side walk on Bennet, and avoid Clarkson which has a bit more traffic (or at least definitely faster traffic).	3134
	I like the option A because it makes sense since the street is more suited for bikes and such already	3158
Crossings or intersections - Like		
	Increased bicycle safety Crossing at Caswell/51st is (*transcriber note: rest is illegible, but it is two words*)	3060
	More markings and better intersection crossings are desperately needed for improved safety	3072
	Intersection improvements	3073
	I strongly support the proposed changes to the intersection at Bennett and 45th. In it's current state, that intersection is very dangerous for pedestrians and cyclists and is heavily used by both. I LOVE the propsed, instreet button for cyclists to cross	3079
	I like that I will be able to ride my bike more easily across busy streets like Guadalupe and Lamar	3085
	Safer crossings along this route will be impactful	3088
	I like the few areas that entail substantial improvements to intersections and I always support any addition of sidewalks.	3103
	More speed bumps and the improvement/connection to hancock center and across the triangle will be big. PHB at bennett as well is very exciting!!	3105
	The signals at Lamar & Guadalupe along 46th are great. I also like the two way bike path along Guadalupe, as well as the bulb-outs at intersections along 47th.	3112
	Intersection treatments.	3115
	Better support for biking to The Triangle (street crossings, green paint in bike paths). Sharrows are nice.	3121
	I like the addition of PHBs/signals to help cross Lamar and Guad on either side of The Triangle, and especially the PHB at 45th and Bennet (lots of pedestrian traffic here connecting the transit from surrounding rental housing. Really like enhancements to cross I-35.	3128
	LOVE the planned new signal at Guadalupe and 46th Street, and the new pedestrian refuge crossing/PHB at Lamar/Sunshine/46th St. I've been thinking for years that it was such a shame that 46th and Sunshine weren't connected across Lamar when the Triangle complex was built. Love the other proposed changes, but I think these specific parts will really improve connectivity in the area - especially for blind people going to TSBVI from the 801 rapid bus stop on Guadalupe.	3130

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Crossings or intersections - Like		
	I'm encouraged to see more travel options for people walking and biking that are safe. I especially like the crossing at Guadalupe that provides a safe section to cross	3131
	Speed humps, protected lanes, curb extensions	3133
	They look very interesting. Thank you very much for your work on this project. Alternative is clearly superior to the other one, give that you can redesign a better crossing at 45th st., build side walk on Bennet, and avoid Clarkson which has a bit more traffic (or at least definitely faster traffic).	3134
	-The crossing at Guadalupe/46th -Bennet crossing looks ok but I'm concerned about how easy it will be to activate the PHB from a bike (especially a large/heavy bike like a cargo bike w/ kids on board) -I like the inclusion of bike lanes/crossing at 46th and Airport	3139
	Reduced Speed on 46th street. Speed Humps on 46th street. Intersection improvement at 46th and Sunshine. Keep my Parking on 46th street.	3140
	Safe crossing devices for pedestrians at major intersections (eg., Lamar, Guadalupe)	3142
	As a resident of Red River (with Clarkson behind me) I am absolutely in favor of anything that improves bike safety on Clarkson and slowing down traffic on Clarkson. I love the squaring off of the Red River/Clarkson intersection, particularly since I was hit there in 1986 by a high speed southbound car failing to yield to Red River. Any tool to slow down Clarkson traffic would be great. As a rider who travels up the route i alsomappreciate the changes for 53rd at Bruming. Lastly, thanks for the ped cross light at 45th and Bennett. As a pedestrian and rider I have waited and waited to make this crossing. The current pedestrian striping is worse than useless. If anyone were to stop it would only put everyone in more danger because the vast majority would never stop.	3149
	I really like the fact that this will connect the Triangle to the East Side. I also appreciate the effort to build better crosswalk at 51st.	3151
	The traffic calming devices look like they should result in more consistently safe speeds, and the pedestrian islands and beacons dramatically increase the safety when crossing very busy streets.	3153
	Traffic light and bike lanes art Guadalupe and Lamar	3154
	Safer overall and especially intersections at Lamar and Guadalupe.	3155
	45th-red river intersection improvement!! Sharrows-OK speed reduction-GREAT, maybe the type bikes can bike between? Not full hump?	3157
	Crosswalks	3159
	Speed humps and increased signage at crossings	3160
Crossings or intersections - Request - Accessing PHB by bike		

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Crossings or intersections - Request - Accessing PHB by bike		
	-The crossing at Guadalupe/46th -Bennet crossing looks ok but I'm concerned about how easy it will be to activate the PHB from a bike (especially a large/heavy bike like a cargo bike w/ kids on board) -I like the inclusion of bike lanes/crossing at 46th and Airport	3139
Motor vehicle access or circulation - Concern		
	Have been at location since 1957. Needs to be able to have semi truck accessibility. Okay with bike designation as long as roadside parking remains and semi truck access remains.	3137
Motor vehicle access or circulation - Request - Reduce cut-through traffic		
	safer and more quiet streets for the kids to ride bikes. No more cut throughs	3100
	46th street is ideal for a bikeway and walkway IF it is closed off on one end. Otherwise it is a freeway between i-35 and guadaloupe	3120
Motor vehicle access or circulation - Request - Stop sign		
	Speed reduction on 46th; hopefully less cars on 46th; maybe even more stop signs at 46th and Speedway? It's a very busy intersection and there are almost 20 children who live nearby who play in the area.	3114
	Speed humps will help reduce speed on 46th. I like the sparrows, but would love to see a dedicated bike way. I like the changes to the stop signs, but 4 way stops would be better.	3146
Motor vehicle speeds - Like - Slower speeds		
	Slow down traffic, increase safety for the kids!	3061
	Anything to slow vehicle drivers down!	3063
	Lowering speeds on 47th and Red River north of 45th where it reduces from 4 to 2 lanes	3098
	Slowing traffic	3106
	Lower auto speeds and safer cycling making it more accessible to regular or potential cyclists as opposed to experienced cyclists.	3108
	Slows car traffic	3110
	Speed reduction on 46th; hopefully less cars on 46th; maybe even more stop signs at 46th and Speedway? It's a very busy intersection and there are almost 20 children who live nearby who play in the area.	3114
	lower traffic speeds	3116
	I am in favor of all projects that reduce traffic speeds and increase safe places to walk and bike.	3117

Question: What do you like about the proposed changes?

Motor vehicle speeds - Like - Slower speeds

I am excited to hear that any kind of traffic calming effort is being made on 46th Street. 46th gets lots of traffic and speeding, both of which are expected to increase dramatically with the imminent completion of the State's Winters Complex @ 46th and Guadalupe. We see frequent near-accidents at our intersection, since most people consider the stop sign on northbound Speedway @ 46th to be a mere suggestion. There are no sidewalks on 46th or Speedway north of 45th, though many children and dog walkers live in the area and transit along these streets despite both sides filling up with parked cars. Our block, alone, has 12 children under 8-years old! As such, I applaud the City's consideration of 46th street for traffic calming measures, whether geared toward bikeways or not.

3125

clearer route, slower neighborhood speeds

3129

Reduced Speed on 46th street. Speed Humps on 46th street. Intersection improvement at 46th and Sunshine. Keep my Parking on 46th street.

3140

Slows car speeds and allows space for other road users

3148

As a resident of Red River (with Clarkson behind me) I am absolutely in favor of anything that improves bike safety on Clarkson and slowing down traffic on Clarkson. I love the squaring off of the Red River/Clarkson intersection, particularly since I was hit there in 1986 by a high speed southbound car failing to yield to Red River. Any tool to slow down Clarkson traffic would be great. As a rider who travels up the route i alsomappreciate the changes for 53rd at Bruming. Lastly, thanks for the ped cross light at 45th and Bennett. As a pedestrian and rider I have waited and waited to make this crossing. The current pedestrian striping is worse than useless. If anyone were to stop it would only put everyone in more danger because the vast majority would never stop.

3149

Speed control

3152

Safer bike options for all. Slower traffic too.

3156

45th-red river intersection improvement!! Sharrows-OK speed reduction-GREAT, maybe the type bikes can bike between? Not full hump?

3157

Motor vehicle speeds - Like - Speed reduction devices

Speed reduction devices and sharrows

3065

The speed bumps on 46th between Guadalupe and Avenue F.

3066

Speed humps, protected lanes, curb extensions

3133

Reduced Speed on 46th street. Speed Humps on 46th street. Intersection improvement at 46th and Sunshine. Keep my Parking on 46th street.

3140

Speed humps will help reduce speed on 46th. I like the sparrows, but would love to see a dedicated bike way. I like the changes to the stop signs, but 4 way stops would be better.

3146

The traffic calming devices look like they should result in more consistently safe speeds, and the pedestrian islands and beacons dramatically increase the safety when crossing very busy streets.

3153

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Motor vehicle speeds - Like - Speed reduction devices		
	Speed humps and increased signage at crossings	3160
Motor vehicle speeds - Concern - Speed reduction devices		
	at least someone is thinking about bikes and pedestrians, but what we need are sidewalks, not speed bumps.	3074
	Not too much. I like bike routes but not if they require traffic speed reduction devices.	3144
On-street parking - Like - Keeps on-street parking		
	Sharrows, don't take away street parking.	3056
	Map doesn't have enough road labels so difficult to orient houses. My responses are from what I can see on the simplified map on the handout. In general the route looks OK, as long as on-street parking for residents is allowed.	3104
	Reduced Speed on 46th street. Speed Humps on 46th street. Intersection improvement at 46th and Sunshine. Keep my Parking on 46th street.	3140
Other - Like - General support		
	The idea of adding bikeways is great!	3067
	Improvements to bicycle and pedestrian infrastructure excite me. I bike and walk this area a lot. (I work and live nearby.)	3069
	Sidewalks and bikeways are much needed in N Hyde Park.	3077
	I like that planners are paying attention to importance of the 46th and 47th street corridor as a major east-west artery for cars, pedestrians and bikers.	3080
	They seem great. I am very happy about them	3082
	I like that bikes are being considered.	3084
	Bike lines would be nice to have, but this street really needs sidewalks. There are more people walking along the street than there are biking.	3086
	space taken away from automobiles is always good!	3087
	I appreciate the focus on making roads more bikable.	3091
	It would be great to have the proposed changes to improve the biking experience, for pedestrians and runners!	3092
	Focus on improving alternatives (walking, biking, etc.) to driving.	3097
	I love to see these streets finally getting some attention! We're in need of it in this neighborhood. Airport needs more sidewalks and bike lanes for sure.	3099
	Positive improvements	3107
	We need better bike facilities in this area. It connects well to transit and these roads are not fully used now.	3111

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Other - Like - General support		
	I like it. More bikeways!	3113
	I am in favor of all projects that reduce traffic speeds and increase safe places to walk and bike.	3117
	I like the proposed bike way! I would love better bike access to the community garden	3118
	I like the increased safety for all users and the proposed features that make the streets more pedestrian- and bike-friendly.	3119
	That it encourages multiple modes of transportation.	3122
	I am excited to hear that any kind of traffic calming effort is being made on 46th Street. 46th gets lots of traffic and speeding, both of which are expected to increase dramatically with the imminent completion of the State's Winters Complex @ 46th and Guadalupe. We see frequent near-accidents at our intersection, since most people consider the stop sign on northbound Speedway @ 46th to be a mere suggestion. There are no sidewalks on 46th or Speedway north of 45th, though many children and dog walkers live in the area and transit along these streets despite both sides filling up with parked cars. Our block, alone, has 12 children under 8-years old! As such, I applaud the City's consideration of 46th street for traffic calming measures, whether geared toward bikeways or not.	3125
	more bike lanes are always good	3132
	They look better than I thought they would. I hope they keep it simple, fewer structures like sticks III and road titties like on speedway	3135
	Have been at location since 1957. Needs to be able to have semi truck accessibility. Okay with bike designation as long as roadside parking remains and semi truck access remains.	3137
	I like the idea of creating more bike and pedestrian friendly roads	3145
	Slows car speeds and allows space for other road users	3148
	I like that the whole thing is about the people who bike in the neighborhood .	3150
Other - Concern - General concern		
	Absolutely nothing	3071
	I like absolutely nothing about these proposed changes. PLEASE DON'T IMPLEMENT THIS, OUR NARROW STREETS ARE TOO DANGEROUS. ***WHY NOT USE DUVAL TO 51ST, SINCE DUVAL ALREADY HAS ESTABLISHED BIKE LANES, AS DOES 51ST EAST OF AIRPORT? And people expect to see bicycles on 51st...but NOT in the narrower residential streets.	3095
	Nothing.	3126
	Bike traffic is now spread out to many routes and is all on the lightly-used side -- which seems to work well as it is. I don't see much reason in forcing (narrowing down) all the bike traffic to a single route?	3143

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Other - Concern - General concern		
	Dislike it.	3147
Safety - Like		
	I value the safety being implied.	3059
	Increased bicycle safety Crossing at Caswell/51st is (*transcriber note: rest is illegible, but it is two words*)	3060
	Added slow-construction/additions to improve safety.	3062
	More markings and better intersection crossings are desperately needed for improved safety	3072
	Safer and more comfortable for cyclists - and pedestrians and drivers	3076
	It would be safer and more inviting to use these streets as pedestrian/bicyclist.	3093
	Lower auto speeds and safer cycling making it more accessible to regular or potential cyclists as opposed to experienced cyclists.	3108
	I like the increased safety for all users and the proposed features that make the streets more pedestrian- and bike-friendly.	3119
	I'm encouraged to see more travel options for people walking and biking that are safe. I especially like the crossing at Guadalupe that provides a safe section to cross	3131
	As a resident of Red River (with Clarkson behind me) I am absolutely in favor of anything that improves bike safety on Clarkson and slowing down traffic on Clarkson. I love the squaring off of the Red River/Clarkson intersection, particularly since I was hit there in 1986 by a high speed southbound car failing to yield to Red River. Any tool to slow down Clarkson traffic would be great. As a rider who travels up the route i alsomappreciate the changes for 53rd at Bruming. Lastly, thanks for the ped cross light at 45th and Bennett. As a pedestrian and rider I have waited and waited to make this crossing. The current pedestrian striping is worse than useless. If anyone were to stop it would only put everyone in more danger because the vast majority would never stop.	3149
	Safer bike options for all. Slower traffic too.	3156
Safety - Like - Safety for kids		
	The ideas and information was great, improve safety of children	3058
	Slow down traffic, increase safety for the kids!	3061
	safer and more quiet streets for the kids to ride bikes. No more cut throughs	3100

Question: What do you like about the proposed changes?

Safety - Like - Safety for kids

This is a great project that will help children get to Ridgetop Elementary safely. Hopefully it will also reduce the number of people getting to school by cars. It could let kids ride their bikes and families use cargo bikes to drop their kids off. It will also help cyclists navigate east to west while avoiding 45th St. There are several good North-to-South bike routes in the area, but a safe East-to-West route is sorely needed. Just yesterday I saw a cyclist riding West on 45th Street in the right traffic lane. It was unsafe for the cyclist and probably frustrating for the cars who were stuck behind him. Opening the bikeway on 46th/47th (with appropriate signage alerting cyclists to its location) could help avoid situations like this.

3124

Safety - Concern

I like absolutely nothing about these proposed changes. PLEASE DON'T IMPLEMENT THIS, OUR NARROW STREETS ARE TOO DANGEROUS. ***WHY NOT USE DUVAL TO 51ST, SINCE DUVAL ALREADY HAS ESTABLISHED BIKE LANES, AS DOES 51ST EAST OF AIRPORT? And people expect to see bicycles on 51st...but NOT in the narrower residential streets.

3095

Safety - Concern - Running stop sign

I am excited to hear that any kind of traffic calming effort is being made on 46th Street. 46th gets lots of traffic and speeding, both of which are expected to increase dramatically with the imminent completion of the State's Winters Complex @ 46th and Guadalupe. We see frequent near-accidents at our intersection, since most people consider the stop sign on northbound Speedway @ 46th to be a mere suggestion. There are no sidewalks on 46th or Speedway north of 45th, though many children and dog walkers live in the area and transit along these streets despite both sides filling up with parked cars. Our block, alone, has 12 children under 8-years old! As such, I applaud the City's consideration of 46th street for traffic calming measures, whether geared toward bikeways or not.

3125

Sidewalk or other pedestrian infrastructure - Like - Proposed sidewalk improvements

Sharrows, larger, improved sidewalks.

3068

Sidewalks and bikeways are much needed in N Hyde Park.

3077

I like the few areas that entail substantial improvements to intersections and I always support any addition of sidewalks.

3103

They look very interesting. Thank you very much for your work on this project. Alternative is clearly superior to the other one, give that you can redesign a better crossing at 45th st., build side walk on Bennet, and avoid Clarkson which has a bit more traffic (or at least definitely faster traffic).

3134

Sidewalk or other pedestrian infrastructure - Request - General request for more sidewalks

at least someone is thinking about bikes and pedestrians, but what we need are sidewalks, not speed bumps.

3074

Sidewalks and bikeways are much needed in N Hyde Park.

3077

Question: What do you like about the proposed changes?

Sidewalk or other pedestrian infrastructure - Request - General request for more sidewalks

Bike lines would be nice to have, but this street really needs sidewalks. There are more people walking along the street than there are biking. 3086

I love to see these streets finally getting some attention! We're in need of it in this neighborhood. Airport needs more sidewalks and bike lanes for sure. 3099

I am excited to hear that any kind of traffic calming effort is being made on 46th Street. 46th gets lots of traffic and speeding, both of which are expected to increase dramatically with the imminent completion of the State's Winters Complex @ 46th and Guadalupe. We see frequent near-accidents at our intersection, since most people consider the stop sign on northbound Speedway @ 46th to be a mere suggestion. There are no sidewalks on 46th or Speedway north of 45th, though many children and dog walkers live in the area and transit along these streets despite both sides filling up with parked cars. Our block, alone, has 12 children under 8-years old! As such, I applaud the City's consideration of 46th street for traffic calming measures, whether geared toward bikeways or not. 3125

The additional sidewalks are a good addition. 3127

Sidewalk or other pedestrian infrastructure - Request - Protected walking space

I like that something is being added to 46th Street to help protect the high number of walkers/joggers on that street 3064

Proposed space for walkers to make waking dogs safer with car traffic. 3083

Question: What do you dislike about the proposed changes?

Bicycle infrastructure - Like - Connectivity

Speed humps that bikes have to go over are unsafe in the dark. This street is also a "quiet street" in the ASMP but a speed hump once a block isn't enough to slow down traffic for this to be safe for "All Ages, All Abilities" bike riders. It's the only east-west Bicycle Priority Network route for ten blocks in either direction. We need further traffic calming measures like traffic circles and chicanes. 3115

Bicycle infrastructure - Concern - Connectivity for all ages and abilities

I'm concerned that if it's a narrow striped lane and not well protected from parking cars, loading trucks, etc, from taking it over, no one - especially families- will use it. If it is connected to red river, we need to improve the red river bike lane to make it more appropriate for all ages/all abilities before building another bike way that won't be used because the connecting arteries to it are not practical. If we are going to have connected bikeways, they should be done in a way that everyone can use them. wide enough, blocked off enough, and connected to other neighborhoods. Otherwise it's just ticking a box to say yes we have a bike lane but not: is it reducing car traffic? 3067

Question: What do you dislike about the proposed changes?

Bicycle infrastructure - Concern - Connectivity for all ages and abilities

I don't feel safe with sharrows. While mixed traffic riding is something that I've come to accept on a small part of my daily commute along 38th St. at Guadalupe, it is terrifying. I'm a 25 year old man used to biking in most any condition. I am not a representative "all ages, all abilities" person. Instead, I am largely put in the easiest to serve category. And so what I'm concerned about is that if I don't find this comfortable and I'm supposed to be able to ride in any condition, what is that going to say for folks like the families I see that use the Speedway bikeway to get to schools? We're not expanding access for folks like them to start also benefiting from these bikeways if we're designing them for mixed traffic through sharrows. Speed bumps suck for bicyclists when we have to use them too. They slow motor traffic down to our speeds, and so I actually do like them, but not when they are in my route, forcing me to lose valuable momentum when I'm already going at a safe speed for being on the asphalt. I do like the alignment of the speed bumps on Duval St. south of 45th, where they have a cut in the middle and at the side. Again, if the route is sharrowed instead of with a dedicated lane, that will not work, as the entire premise of the cuts is to be spaced to only work for a bus and not a car and to give the bike lane a safe space. I didn't see much about lighting. In my experience, these roads are kind of dark, which again pushes me to use major streets for, say, my evening commute, which starts near sunset many days. Lighting is a major factor in what I feel safe with. Thinking about the bikeway I started bike commuting with (Rio Grande in West Campus), lighting was sufficient. In Hyde Park, bikeways have been made along Speedway, for example, where I have to rely on my own lights to be able to see even if there is a stick in my route. Good (i.e. not just for drivers to see me but for me to see the road) lights are not something I always can afford when I get them stolen (frequent issue), and are not top of the list when getting a kid or new commuter started on cycling. We need lights along the cycle routes in Hyde Park in general.

3090

Bicycle infrastructure - Concern - Routing

Would prefer if bikeways were more direct with less turns

3072

I bike on down 46th street frequently, and really, I don't think this would be helpful. I would rather not have speed cushions to deal with. The study claims that speed cushions are needed to reduce vehicles to 25 mph from the current 27 mpg BUT THE SPEED LIMIT SIGN IS 30 MPG! Instead of adding speed cushions, why not just lower the speed limit first?? Speed cushions are annoying when biking and driving and we don't want them in our neighborhood. I looked at the illustration and the painted bike lines on the street are confusing because it seems to imply that we should bike in the middle of the street rather than the shoulder where cars can more safely pass. So that seems like a bad idea as well. What we badly need are sidewalks on 46th street because there are always people and kids walking on the street there. That's what we should be spending money on. Not a completely unnecessary bike path system in an area where we can bike just fine without adding COMPLETELY unnecessary signs and speed cushions. Just lower the speed limit and add sidewalks.

3074

is there a way to have another route? it would be nice for the clarkson ave route to stay on 46th and connect to caswell instead of going up red river. red river has high traffic.

3123

Bicycle infrastructure - Concern - Shared lane markings or "sharrows"

Question: What do you dislike about the proposed changes?

Bicycle infrastructure - Concern - Shared lane markings or "sharrows"

I don't feel safe with sharrows. While mixed traffic riding is something that I've come to accept on a small part of my daily commute along 38th St. at Guadalupe, it is terrifying. I'm a 25 year old man used to biking in most any condition. I am not a representative "all ages, all abilities" person. Instead, I am largely put in the easiest to serve category. And so what I'm concerned about is that if I don't find this comfortable and I'm supposed to be able to ride in any condition, what is that going to say for folks like the families I see that use the Speedway bikeway to get to schools? We're not expanding access for folks like them to start also benefiting from these bikeways if we're designing them for mixed traffic through sharrows. Speed bumps suck for bicyclists when we have to use them too. They slow motor traffic down to our speeds, and so I actually do like them, but not when they are in my route, forcing me to lose valuable momentum when I'm already going at a safe speed for being on the asphalt. I do like the alignment of the speed bumps on Duval St. south of 45th, where they have a cut in the middle and at the side. Again, if the route is sharrowed instead of with a dedicated lane, that will not work, as the entire premise of the cuts is to be spaced to only work for a bus and not a car and to give the bike lane a safe space. I didn't see much about lighting. In my experience, these roads are kind of dark, which again pushes me to use major streets for, say, my evening commute, which starts near sunset many days. Lighting is a major factor in what I feel safe with. Thinking about the bikeway I started bike commuting with (Rio Grande in West Campus), lighting was sufficient. In Hyde Park, bikeways have been made along Speedway, for example, where I have to rely on my own lights to be able to see even if there is a stick in my route. Good (i.e. not just for drivers to see me but for me to see the road) lights are not something I always can afford when I get them stolen (frequent issue), and are not top of the list when getting a kid or new commuter started on cycling. We need lights along the cycle routes in Hyde Park in general.

3090

46th street is kind of the wild west of streets in Hyde Park. Wide, fast, few stop signs, dark, no sidewalks, and a big hill in the middle. I don't see much in the plans to change this. I agree with the Friends of Hyde Park statement that sharrows are insignificant and speed humps are actually counter productive in many cases. Additionally, I don't see anything in the plan (maybe I missed it) to deal with the blind corners coming from the Avenues north into 46th st. For example, 46th and Avenue B. Neighbors have actually installed makeshift mirrors to try to help with these corners. It's very dangerous for all parties: bikes, pedestrians, and cars. Though I do appreciate the focus, I believe whatever your spending on this part of the project is money wasted.

3091

Not much, it looks very good to me. Something that disappoints me though is the use of sharrows. I find them to have zero impact on driver's behavior.

3134

-Speed humps/cushions -putting in sharrows is insufficient to make this a safer route -concerned about lack of plan improving crossing at Red River/46th - there is a lot of traffic along there, and gets pretty backed up southbound in the morning.

3139

I really dislike the use of sharrows. This has absolutely no effect on the people driving cars as they believe it means the people biking must go out of their way.

3151

Bicycle infrastructure - Concern - Wayfinding

Question: What do you dislike about the proposed changes?

Bicycle infrastructure - Concern - Wayfinding

Wayfinding signs. I don't use them - I use street names. Is there a study saying that people do use these? The city/state may associate numbers with bikeways, I think most people just use street names. I'd prefer that you didn't put up additional sign post. I'd welcome adding an indicator on street name signs at corners. Just something that said "bikeway <---" with an arrow pointing the direction (with no number necessary).

3121

Bicycle infrastructure - Request - Bicycle lanes

A bike lane would be nice but I understand there's probably space restrictions.

3068

I don't feel safe with sharrows. While mixed traffic riding is something that I've come to accept on a small part of my daily commute along 38th St. at Guadalupe, it is terrifying. I'm a 25 year old man used to biking in most any condition. I am not a representative "all ages, all abilities" person. Instead, I am largely put in the easiest to serve category. And so what I'm concerned about is that if I don't find this comfortable and I'm supposed to be able to ride in any condition, what is that going to say for folks like the families I see that use the Speedway bikeway to get to schools? We're not expanding access for folks like them to start also benefiting from these bikeways if we're designing them for mixed traffic through sharrows. Speed bumps suck for bicyclists when we have to use them too. They slow motor traffic down to our speeds, and so I actually do like them, but not when they are in my route, forcing me to lose valuable momentum when I'm already going at a safe speed for being on the asphalt. I do like the alignment of the speed bumps on Duval St. south of 45th, where they have a cut in the middle and at the side. Again, if the route is sharrowed instead of with a dedicated lane, that will not work, as the entire premise of the cuts is to be spaced to only work for a bus and not a car and to give the bike lane a safe space. I didn't see much about lighting. In my experience, these roads are kind of dark, which again pushes me to use major streets for, say, my evening commute, which starts near sunset many days. Lighting is a major factor in what I feel safe with. Thinking about the bikeway I started bike commuting with (Rio Grande in West Campus), lighting was sufficient. In Hyde Park, bikeways have been made along Speedway, for example, where I have to rely on my own lights to be able to see even if there is a stick in my route. Good (i.e. not just for drivers to see me but for me to see the road) lights are not something I always can afford when I get them stolen (frequent issue), and are not top of the list when getting a kid or new commuter started on cycling. We need lights along the cycle routes in Hyde Park in general.

3090

We should have more bike lines everywhere!!

3092

there could be even more bike lanes

3132

If you want to make a difference take out parking on one side and put a sidewalk and a proper bike lane.

3150

Bicycle infrastructure - Request - Protected bicycle lanes

I don't think it goes far enough. If adding sidewalks is not possible, I would prefer some kind of physical protection for the bike/walking lane.

3064

I would like to see a separated, two lane bikeway along this route

3075

Would like actual separated lanes. Shared lanes don't do much to comfort me as a biker. Cars still honk and people still yell.

3077

Question: What do you dislike about the proposed changes?

Bicycle infrastructure - Request - Protected bicycle lanes

I have several points of concern/dislike: 1) 46th and 47th includes parking along both sides of the street and two-way traffic, and there are NO sidewalks, which puts bikers, moving vehicles (x2), parked vehicles (x2), pedestrians (parents pushing strollers) and dog walkers), all in the same space with no clear definition for who is supposed to occupy what space. 2) There is likely to be an increase in # of cars that will soon enter/exit the 1,800 car parking garage at 46th and Guadalupe. It seems inevitable that many commuters will use 46th as a shortcut to get to Airport/I-35. Now that i have seen the plans for the new light at Guad and 46th, i am pleased that there is planning to move all those cars in and out of that office garage but I still think it will increase the number of vehicles cutting through the neighborhood. 3) The speed humps and spray painted bike pictures will not give dedicated walking or biking lanes to those who need it most on this cluttered street from Ave H to Guadalupe.

3080

I would love to avoid any type of speed humps/bumps. They cause more damage than good for bikers. I notice that drivers swerve to avoid them, causing more accidents. I've also noticed that drivers slam on their brakes at the last minute and endanger those nearby. Instead, I would love to see a divider to keep the safety of bikers.

3081

It would be nice if there were separate bike lanes. Also, not a fan of speed bumps. Also, make these streets more walkable- sidewalks are lacking here.

3084

Doesn't use protected bike lanes along the proposed route. Doesn't have a pedestrian hybrid signal at 47th and Duval to make crossing Duval safer.

3097

Lack of protected bike infrastructure

3106

Without a protected lane for cyclists, this will do nothing. The traffic going on 46th is scary for me and my 7 year old when we're on bikes, and makes me very nervous. There are tons of people walking as well. Cars drive fast, because 46th is wide and has few stop signs. Get rid of parking on one side of the street and give cyclists real protection. Sharrows are worse than nothing. They give cyclists false senses of security while drivers do not change behavior.

3126

This project's limited scope is incredibly disappointing. We need dedicated, protected bike lanes, not some markings on the road that ask cars nicely to not hit cyclists. Taking away parking is a necessary trade off and is aligned with the ASMP.

3127

I just wish the bikeways were protected.

3130

Sharrows do nothing for cyclist safety and comfort. Are we really still painting sharrows in 2019? Parking could be removed on one side and a bike way built. This would also help with speed - reducing lane width.

3133

No marked bike lane separated from the cars

3154

We would like protected lanes on middle fiskville.

3155

Bicycle infrastructure - Request - Routing - Clarkson Avenue or Caswell Avenue

Why two options for Caswell and Clarkson, let's do both!

3063

Option B doesn't "do" very much; Clarkson is empty and therefore safer to use than option A.

3088

Question: What do you dislike about the proposed changes?

Bicycle infrastructure - Request - Routing - Clarkson Avenue or Caswell Avenue

The Caswell Route is better than the Clarkston route, its more attractive and pleasant. 3107

It would be better to have Dutch-style protected intersections at 46th/Guadalupe, 47th/Airport, and Bennet/45th. Will the signals at Guadalupe & Lamar have leading bike signals or leading pedestrian interval? I would also like to recommend that there be additional traffic-calming measures, such as additional bulb-outs mid-block to slow cars. Additionally, why not do both Route A & Route B bikeways? They do not seem to be mutually exclusive. 3112

I think the city should consider including options A and B in the final design. This would allow for access on both sides of Ridgetop. 3124

Crossings or intersections - Concern

46th street is kind of the wild west of streets in Hyde Park. Wide, fast, few stop signs, dark, no sidewalks, and a big hill in the middle. I don't see much in the plans to change this. I agree with the Friends of Hyde Park statement that sharrows are insignificant and speed humps are actually counter productive in many cases. Additionally, I don't see anything in the plan (maybe I missed it) to deal with the blind corners coming from the Avenues north into 46th st. For example, 46th and Avenue B. Neighbors have actually installed makeshift mirrors to try to help with these corners. It's very dangerous for all parties: bikes, pedestrians, and cars. Though I do appreciate the focus, I believe whatever your spending on this part of the project is money wasted. 3091

lack of intersection improvements at 53rd and 51st - these busy streets can be hard to cross for the less confident, with either weaving through cars stopped by the lights or waiting for an infrequent gap, especially at 51st. 53rd just has a lot going on and is harder to keep an eye at each approach when crossing, especially with how fast cars turning off airport end up going. 3105

-Speed humps/cushions -putting in sharrows is insufficient to make this a safer route -concerned about lack of plan improving crossing at Red River/46th - there is a lot of traffic along there, and gets pretty backed up southbound in the morning. 3139

Needs protected intersections for bicycles 3148

Crossings or intersections - Request

Need better crossing at 51st and Airport 3060

Disappearing bikelane at 51st and Airport. I think it will be confusing to motorists and cyclist traveling east across airport that they have to merge into one lane. 51st is already uncomfortable for cyclists, having to take the full lane. 51st from airport to harmon is also a key connection for cyclists and should not be neglected 3079

Doesn't use protected bike lanes along the proposed route. Doesn't have a pedestrian hybrid signal at 47th and Duval to make crossing Duval safer. 3097

Not knowing if there will be designated cross walks. We NEED cross walks on Airport! I see people dangerously running across 5 Lanes of traffic. It would be amazing for cyclists to have some cross walks here as well. 3099

Question: What do you dislike about the proposed changes?

Crossings or intersections - Request

It would be better to have Dutch-style protected intersections at 46th/Guadalupe, 47th/Airport, and Bennet/45th. Will the signals at Guadalupe & Lamar have leading bike signals or leading pedestrian interval? I would also like to recommend that there be additional traffic-calming measures, such as additional bulb-outs mid-block to slow cars. Additionally, why not do both Route A & Route B bikeways? They do not seem to be mutually exclusive.

3112

-Need better plan for the whole area that includes ped xings at every st. on Duval - traffic calming on Duval will help safety, also -don't use sealcoat on any bikeways!

3138

Please add 51st to traffic circle. Very dangerous!

3156

Would like a light or other control at Duval

3160

Motor vehicle access or circulation - Concern

your plan doesn't go far enough. just close the streets to cars entirely. look what NY and SF do

3087

I have lived on 47th btw Duval & Red River for 25 years. I have seen the neighborhood traffic increase, especially in the last 10 years. My comment is not really a dislike, but more so informative. Respectfully, I think you misjudge the traffic on Red River north of 45th, where it's only 2 lanes (w/ parking on 1 side), and on 46th btw Airport and Red River. During both the AM & PM rush hours those streets are clogged and people drive very aggressively. In the AM, people heading south on Airport head west on 46th to try avoid the light on 45th and Airport when they want to go west on 45th. They converge with the backed up traffic on Red River north of 45th going south and at present, that bottleneck sometimes reaches back to 47th in the AM rush. At the PM rush hour Red River north of 45th is dangerous because of its reducing from 4 to 2 lanes and many drivers don't seem to incorporate that reduction. Again, the confluence of cut-through traffic from 46th creates a dangerous intersection. I understand wanting to create bike paths but I feel you underestimate the current use of those streets and are inviting trouble by using that area as a bike/pedestrian path. The dogleg of 46th going east is a challenging navigation and that area during the almost 3 hour each AM & PM rush hours is within reason, sensibly considered 'full.' 'Inviting' more pedestrian & bike traffic to that area is, to me, inviting accidents and collisions. With all the building going on surrounding that area an overworked/overused area is only going to get more congested, dangerous and worse. Thank you.

3098

That cars aren't just banned completely.

3110

46th needs sidewalks. I'm not convinced adequate attention was paid to volume of traffic from new buildings was considered.

3141

Speed bumps. Increased traffic (bicycle and cars) on Caswell. Plan to move sidewalk into street on Bennett.

3142

Need to consider excessive traffic and parking resulting from events and congestion on 35 and other major streets

3147

Motor vehicle access or circulation - Concern - Cut-through traffic

Question: What do you dislike about the proposed changes?

Motor vehicle access or circulation - Concern - Cut-through traffic

I have several points of concern/dislike: 1) 46th and 47th includes parking along both sides of the street and two-way traffic, and there are NO sidewalks, which puts bikers, moving vehicles (x2), parked vehicles (x2), pedestrians (parents pushing strollers) and dog walkers), all in the same space with no clear definition for who is supposed to occupy what space. 2) There is likely to be an increase in # of cars that will soon enter/exit the 1,800 car parking garage at 46th and Guadalupe. It seems inevitable that many commuters will use 46th as a shortcut to get to Airport/I-35. Now that i have seen the plans for the new light at Guad and 46th, i am pleased that there is planning to move all those cars in and out of that office garage but I still think it will increase the number of vehicles cutting through the neighborhood. 3) The speed humps and spray painted bike pictures will not give dedicated walking or biking lanes to those who need it most on this cluttered street from Ave H to Guadalupe.

3080

I have lived on 47th btw Duval & Red River for 25 years. I have seen the neighborhood traffic increase, especially in the last 10 years. My comment is not really a dislike, but more so informative. Respectfully, I think you misjudge the traffic on Red River north of 45th, where it's only 2 lanes (w/ parking on 1 side), and on 46th btw Airport and Red River. During both the AM & PM rush hours those streets are clogged and people drive very aggressively. In the AM, people heading south on Airport head west on 46th to try avoid the light on 45th and Airport when they want to go west on 45th. They converge with the backed up traffic on Red River north of 45th going south and at present, that bottleneck sometimes reaches back to 47th in the AM rush. At the PM rush hour Red River north of 45th is dangerous because of its reducing from 4 to 2 lanes and many drivers don't seem to incorporate that reduction. Again, the confluence of cut-through traffic from 46th creates a dangerous intersection. I understand wanting to create bike paths but I feel you underestimate the current use of those streets and are inviting trouble by using that area as a bike/pedestrian path. The dogleg of 46th going east is a challenging navigation and that area during the almost 3 hour each AM & PM rush hours is within reason, sensibly considered 'full.' 'Inviting' more pedestrian & bike traffic to that area is, to me, inviting accidents and collisions. With all the building going on surrounding that area an overworked/overused area is only going to get more congested, dangerous and worse. Thank you.

3098

Due to the fact that the block of 4600 Red River Street is 29' wide, it may be possible to create a Shared place for cars, trucks and bicycles. Four of the residences in this block have no drive ways and residents park on the street. Red River may have gotten on the Google maps as a corridor for use to go into and out of Austin inner city areas, or as an alternative to the major arteries. Thus for several hours each day vehicle drivers are either backed up for blocks, or speeding, up to 45 mph, north or south while going to or coming from destinations. (This speed has been clocked.) Many drivers turn at both 46th and 47th getting to and from Red River. Large trucks do not obey the signs for no semi trucks on Red River between 45th and 50th. Many pedestrians walk, jog, take dogs and strollers along Red River, crossing 46th and 47th Streets. The Short Term Rental in the 4600 block of Red River has numerous taxi, cleaning and repair vehicles stopping at all hours. The daycare person in this block also has numerous vehicle stops during the day. This street does not seem to fit the definition of a quiet, low stress neighborhood street that the bicycle project states would be defined as suitable.

3101

Question: What do you dislike about the proposed changes?

Motor vehicle access or circulation - Concern - Cut-through traffic

It won't slow or reduce the traffic on 46th Street, or provide a safe place for walking or biking. We want traffic calming and are concerned about the high-speed traffic threatening the many children who live on and off 46th. 46th gets lots of traffic and speeding, both of which are expected to increase dramatically with the imminent completion of the State's Winters Complex @ 46th and Guadalupe. We see frequent near-accidents at 46th @ Speedway, since most people consider the stop sign on northbound Speedway @ 46th to be a mere suggestion. There are no sidewalks on 46th or Speedway north of 45th, though many children and dog walkers live in the area and transit along these streets despite both sides filling up with parked cars. It's unsafe, and this won't help that!

3125

Motor vehicle access or circulation - Request - Convert Caswell Avenue to one-way

Make Caswell 1 way from 49th to 51st

3056

Never a perfect option... would love to have a one way at Caswell

3061

not sure single lane @ 51st & Clarkson will improve traffic at 51st /Clarkson. Can we have a one way on Caswell?

3062

Motor vehicle access or circulation - Request - Stop sign

Doesn't go far enough? If parking is still going to be allowed on 46th, I think that street is going to get even more crowded. It's already hard to see around parked cars for drivers and bikes. The 46th and Speedway intersection is dangerous for pedestrians and could really use another set of stop signs to make it a 4 way stop.

3114

Motor vehicle speeds - Like - Slower speeds

It would be better to have Dutch-style protected intersections at 46th/Guadalupe, 47th/Airport, and Bennet/45th. Will the signals at Guadalupe & Lamar have leading bike signals or leading pedestrian interval? I would also like to recommend that there be additional traffic-calming measures, such as additional bulb-outs mid-block to slow cars. Additionally, why not do both Route A & Route B bikeways? They do not seem to be mutually exclusive.

3112

It won't slow or reduce the traffic on 46th Street, or provide a safe place for walking or biking. We want traffic calming and are concerned about the high-speed traffic threatening the many children who live on and off 46th. 46th gets lots of traffic and speeding, both of which are expected to increase dramatically with the imminent completion of the State's Winters Complex @ 46th and Guadalupe. We see frequent near-accidents at 46th @ Speedway, since most people consider the stop sign on northbound Speedway @ 46th to be a mere suggestion. There are no sidewalks on 46th or Speedway north of 45th, though many children and dog walkers live in the area and transit along these streets despite both sides filling up with parked cars. It's unsafe, and this won't help that!

3125

I think more aggressive traffic calming should be considered for Clarkson. Potentially bulb outs/chicanes in strategic places would allow for slower speeds.

3131

Motor vehicle speeds - Like - Speed reduction devices

Question: What do you dislike about the proposed changes?

Motor vehicle speeds - Like - Speed reduction devices

Traffic speed reduction devices! These things are NOT needed. You took measurements of traffic speed and found them to reflect the posted speed limits. Why would you expect traffic to travel slower than the posted speed limits? How can you use traffic flowing at the posted speed limits to justify installing traffic speed reduction devices? Have you tried changing the posted speed limits on the proposed bike routes to be what you consider appropriate, i.e. set the speed limits on the bike route to the desired 25 MPH. Speed reduction devices are a ridiculous overreaction to people driving at the posted speed limits!

3144

Motor vehicle speeds - Concern - Speed reduction devices

47th Street is too busy for a bike lane. 47th street should be for cars, not bicyclist. A home on 47th and Caswell had a car run thorough the yard and crash into the house. This is the kind of street you want people to bicycle on? 47th Street is almost a parking lot of cars. If you ban parking where are the cars going to park? With all of these cars it will be unsafe for bicycles. People back out of their driveways in the neighborhood which puts bicyclists at high risk of not being seen. I don't see anyone speed on any of the streets you are considering. There is no need for speed control devices.

3071

the proposed traffic-calming measures need to be seriously reconsidered. The speed humps/bumps being considered on every block are often as uncomfortable for people on bikes as they are for drivers. They can even be dangerous, creating obstacles that can make cyclists fall or often causing cars to swerve to avoid the humps and endangering cyclists in their path. At night speed humps might not be as noticeable for cyclists, which can also add to the safety concern

3073

I bike on down 46th street frequently, and really, I don't think this would be helpful. I would rather not have speed cushions to deal with. The study claims that speed cushions are needed to reduce vehicles to 25 mph from the current 27 mpg BUT THE SPEED LIMIT SIGN IS 30 MPG! Instead of adding speed cushions, why not just lower the speed limit first?? Speed cushions are annoying when biking and driving and we don't want them in our neighborhood. I looked at the illustration and the painted bike lines on the street are confusing because it seems to imply that we should bike in the middle of the street rather than the shoulder where cars can more safely pass. So that seems like a bad idea as well. What we badly need are sidewalks on 46th street because there are always people and kids walking on the street there. That's what we should be spending money on. Not a completely unnecessary bike path system in an area where we can bike just fine without adding COMPLETELY unnecessary signs and speed cushions. Just lower the speed limit and add sidewalks.

3074

We don't want speed cushions or bumps add to the street. They just make people accelerate and brake between them and they make the road unpleasant for people to bike on, push strollers over, or to drive on.

3078

I would love to avoid any type of speed humps/bumps. They cause more damage than good for bikers. I notice that drivers swerve to avoid them, causing more accidents. I've also noticed that drivers slam on their brakes at the last minute and endanger those nearby. Instead, I would love to see a divider to keep the safety of bikers.

3081

It would be nice if there were separate bike lanes. Also, not a fan of speed bumps. Also, make these streets more walkable- sidewalks are lacking here.

3084

Question: What do you dislike about the proposed changes?

Motor vehicle speeds - Concern - Speed reduction devices

PLEASE please NO speed bumps, speed humps, or speed cushions! They're noise, damaging to cars, very annoying, and completely ineffective in slowing people down.

3086

I don't feel safe with sharrows. While mixed traffic riding is something that I've come to accept on a small part of my daily commute along 38th St. at Guadalupe, it is terrifying. I'm a 25 year old man used to biking in most any condition. I am not a representative "all ages, all abilities" person. Instead, I am largely put in the easiest to serve category. And so what I'm concerned about is that if I don't find this comfortable and I'm supposed to be able to ride in any condition, what is that going to say for folks like the families I see that use the Speedway bikeway to get to schools? We're not expanding access for folks like them to start also benefiting from these bikeways if we're designing them for mixed traffic through sharrows. Speed bumps suck for bicyclists when we have to use them too. They slow motor traffic down to our speeds, and so I actually do like them, but not when they are in my route, forcing me to lose valuable momentum when I'm already going at a safe speed for being on the asphalt. I do like the alignment of the speed bumps on Duval St. south of 45th, where they have a cut in the middle and at the side. Again, if the route is sharrowed instead of with a dedicated lane, that will not work, as the entire premise of the cuts is to be spaced to only work for a bus and not a car and to give the bike lane a safe space. I didn't see much about lighting. In my experience, these roads are kind of dark, which again pushes me to use major streets for, say, my evening commute, which starts near sunset many days. Lighting is a major factor in what I feel safe with. Thinking about the bikeway I started bike commuting with (Rio Grande in West Campus), lighting was sufficient. In Hyde Park, bikeways have been made along Speedway, for example, where I have to rely on my own lights to be able to see even if there is a stick in my route. Good (i.e. not just for drivers to see me but for me to see the road) lights are not something I always can afford when I get them stolen (frequent issue), and are not top of the list when getting a kid or new commuter started on cycling. We need lights along the cycle routes in Hyde Park in general.

3090

46th street is kind of the wild west of streets in Hyde Park. Wide, fast, few stop signs, dark, no sidewalks, and a big hill in the middle. I don't see much in the plans to change this. I agree with the Friends of Hyde Park statement that sharrows are insignificant and speed humps are actually counter productive in many cases. Additionally, I don't see anything in the plan (maybe I missed it) to deal with the blind corners coming from the Avenues north into 46th st. For example, 46th and Avenue B. Neighbors have actually installed makeshift mirrors to try to help with these corners. It's very dangerous for all parties: bikes, pedestrians, and cars. Though I do appreciate the focus, I believe whatever your spending on this part of the project is money wasted.

3091

The plan is overall a disappointment, like other neighborhood bikeway projects under consideration. They demonstrate a lack of vision and a tepid approach to micromobility that our City simply cannot afford to embrace at this critical hour. Speed cushions and sharrows are simply disconnected from the reality on the ground that too many drivers anymore are too distracted and are not safe to be around even at lower volumes and lower speeds.

3103

Speed humps that bikes have to go over are unsafe in the dark. This street is also a "quiet street" in the ASMP but a speed hump once a block isn't enough to slow down traffic for this to be safe for "All Ages, All Abilities" bike riders. It's the only east-west Bicycle Priority Network route for ten blocks in either direction. We need further traffic calming measures like traffic circles and chicanes.

3115

Question: What do you dislike about the proposed changes?

Motor vehicle speeds - Concern - Speed reduction devices

I'm concerned that the speed humps or cushions intended to slow cars will be even more uncomfortable for people on bicycles. 3116

-Speed humps/cushions -putting in sharrows is insufficient to make this a safer route -concerned about lack of plan improving crossing at Red River/46th - there is a lot of traffic along there, and gets pretty backed up southbound in the morning. 3139

Speed bumps. Increased traffic (bicycle and cars) on Caswell. Plan to move sidewalk into street on Bennett. 3142

I dislike the speed bump ideas. I have had many bad experiences with large and small speed bumps in a previous neighborhood I lived in in Austin 3158

Speed bumps 3159

Motor vehicle speeds - Request - Lower speed limits

I bike on down 46th street frequently, and really, I don't think this would be helpful. I would rather not have speed cushions to deal with. The study claims that speed cushions are needed to reduce vehicles to 25 mph from the current 27 mpg BUT THE SPEED LIMIT SIGN IS 30 MPG! Instead of adding speed cushions, why not just lower the speed limit first?? Speed cushions are annoying when biking and driving and we don't want them in our neighborhood. I looked at the illustration and the painted bike lines on the street are confusing because it seems to imply that we should bike in the middle of the street rather than the shoulder where cars can more safely pass. So that seems like a bad idea as well. What we badly need are sidewalks on 46th street because there are always people and kids walking on the street there. That's what we should be spending money on. Not a completely unnecessary bike path system in an area where we can bike just fine without adding COMPLETELY unnecessary signs and speed cushions. Just lower the speed limit and add sidewalks. 3074

Traffic speed reduction devices! These things are NOT needed. You took measurements of traffic speed and found them to reflect the posted speed limits. Why would you expect traffic to travel slower than the posted speed limits? How can you use traffic flowing at the posted speed limits to justify installing traffic speed reduction devices? Have you tried changing the posted speed limits on the proposed bike routes to be what you consider appropriate, i.e. set the speed limits on the bike route to the desired 25 MPH. Speed reduction devices are a ridiculous overreaction to people driving at the posted speed limits! 3144

On-street parking - Concern

47th Street is too busy for a bike lane. 47th street should be for cars, not bicyclist. A home on 47th and Caswell had a car run thorough the yard and crash into the house. This is the kind of street you want people to bicycle on? 47th Street is almost a parking lot of cars. If you ban parking where are the cars going to park? With all of these cars it will be unsafe for bicycles. People back out of their driveways in the neighborhood which puts bicyclists at high risk of not being seen. I don't see anyone speed on any of the streets you are considering. There is no need for speed control devices. 3071

Can't tell from poor map. But if you limit on-street resident parking, I don't like your plan. We already lost on-street parking on Duval. 3104

Category	Response	Respondent ID
Question: What do you dislike about the proposed changes?		
On-street parking - Concern		
	Doesn't go far enough? If parking is still going to be allowed on 46th, I think that street is going to get even more crowded. It's already hard to see around parked cars for drivers and bikes. The 46th and Speedway intersection is dangerous for pedestrians and could really use another set of stop signs to make it a 4 way stop.	3114
	Keep parking and smooth traffic flow	3136
	Need to consider excessive traffic and parking resulting from events and congestion on 35 and other major streets	3147
Other - Like - General support		
	I don't dislike any of the proposed changes.	3069
	Nothing that I can think of...I guess that it hasn't happened sooner?	3085
Other - Concern		
	Nothing yet, but as someone that also bikes on Rockwood I really, really hate the weird concrete islands. They make it WAY more dangerous to bike on that street. Don't do that here.	3122
	May not fit with manufacturing.	3137
Other - Concern - General concern		
	47th Street is too busy for a bike lane. 47th street should be for cars, not bicyclist. A home on 47th and Caswell had a car run thorough the yard and crash into the house. This is the kind of street you want people to bicycle on? 47th Street is almost a parking lot of cars. If you ban parking where are the cars going to park? With all of these cars it will be unsafe for bicycles. People back out of their driveways in the neighborhood which puts bicyclists at high risk of not being seen. I don't see anyone speed on any of the streets you are considering. There is no need for speed control devices.	3071
	Premature planning for evaluation of 46th Street design based on current conditions instead of after parking garage opens.	3083
	This is a horribly DANGEROUS idea. The streets in question are TOO NARROW, particularly 46th & 47th. ADDITIONALLY, the intersection of 46th & Red River is far too congested already and would rely on bicycles actually following the rules (ie stopping at stop signs) but they never do. *** A number of car wrecks have occurred along 46th & 47th over the past few years, including a horrible wreck when a car literally CRASHED IN TO A HOUSE at 47th & Caswell. Thankfully the residents of that house were in a different room because the car was halfway in to that room. Introducing additional bicycles in to the area where streets are too narrow IS A DANGEROUS RECIPE FOR DISASTER.	3095
	The plan is overall a disappointment, like other neighborhood bikeway projects under consideration. They demonstrate a lack of vision and a tepid approach to micromobility that our City simply cannot afford to embrace at this critical hour. Speed cushions and sharrows are simply disconnected from the realty on the ground that too many drivers anymore are too distracted and are not safe to be around even at lower volumes and lower speeds.	3103

Question: What do you dislike about the proposed changes?

Other - Concern - General concern

It won't slow or reduce the traffic on 46th Street, or provide a safe place for walking or biking. We want traffic calming and are concerned about the high-speed traffic threatening the many children who live on and off 46th. 46th gets lots of traffic and speeding, both of which are expected to increase dramatically with the imminent completion of the State's Winters Complex @ 46th and Guadalupe. We see frequent near-accidents at 46th @ Speedway, since most people consider the stop sign on northbound Speedway @ 46th to be a mere suggestion. There are no sidewalks on 46th or Speedway north of 45th, though many children and dog walkers live in the area and transit along these streets despite both sides filling up with parked cars. It's unsafe, and this won't help that!

3125

Hancock, also I prefer cheaper options for crosswalks (pedestrian crossing (5) v flashing lights etc (\$20k)

3135

Other - Request - Lighting

I don't feel safe with sharrows. While mixed traffic riding is something that I've come to accept on a small part of my daily commute along 38th St. at Guadalupe, it is terrifying. I'm a 25 year old man used to biking in most any condition. I am not a representative "all ages, all abilities" person. Instead, I am largely put in the easiest to serve category. And so what I'm concerned about is that if I don't find this comfortable and I'm supposed to be able to ride in any condition, what is that going to say for folks like the families I see that use the Speedway bikeway to get to schools? We're not expanding access for folks like them to start also benefiting from these bikeways if we're designing them for mixed traffic through sharrows. Speed bumps suck for bicyclists when we have to use them too. They slow motor traffic down to our speeds, and so I actually do like them, but not when they are in my route, forcing me to lose valuable momentum when I'm already going at a safe speed for being on the asphalt. I do like the alignment of the speed bumps on Duval St. south of 45th, where they have a cut in the middle and at the side. Again, if the route is sharrowed instead of with a dedicated lane, that will not work, as the entire premise of the cuts is to be spaced to only work for a bus and not a car and to give the bike lane a safe space. I didn't see much about lighting. In my experience, these roads are kind of dark, which again pushes me to use major streets for, say, my evening commute, which starts near sunset many days. Lighting is a major factor in what I feel safe with. Thinking about the bikeway I started bike commuting with (Rio Grande in West Campus), lighting was sufficient. In Hyde Park, bikeways have been made along Speedway, for example, where I have to rely on my own lights to be able to see even if there is a stick in my route. Good (i.e. not just for drivers to see me but for me to see the road) lights are not something I always can afford when I get them stolen (frequent issue), and are not top of the list when getting a kid or new commuter started on cycling. We need lights along the cycle routes in Hyde Park in general.

3090

46th street is kind of the wild west of streets in Hyde Park. Wide, fast, few stop signs, dark, no sidewalks, and a big hill in the middle. I don't see much in the plans to change this. I agree with the Friends of Hyde Park statement that sharrows are insignificant and speed humps are actually counter productive in many cases. Additionally, I don't see anything in the plan (maybe I missed it) to deal with the blind corners coming from the Avenues north into 46th st. For example, 46th and Avenue B. Neighbors have actually installed makeshift mirrors to try to help with these corners. It's very dangerous for all parties: bikes, pedestrians, and cars. Though I do appreciate the focus, I believe whatever your spending on this part of the project is money wasted.

3091

Question: What do you dislike about the proposed changes?

Safety - Concern

This is a horribly DANGEROUS idea. The streets in question are TOO NARROW, particularly 46th & 47th. ADDITIONALLY, the intersection of 46th & Red River is far too congested already and would rely on bicycles actually following the rules (ie stopping at stop signs) but they never do. *** A number of car wrecks have occurred along 46th & 47th over the past few years, including a horrible wreck when a car literally CRASHED IN TO A HOUSE at 47th & Caswell. Thankfully the residents of that house were in a different room because the car was halfway in to that room. Introducing additional bicycles in to the area where streets are too narrow IS A DANGEROUS RECIPE FOR DISASTER.

3095

I have lived on 47th btw Duval & Red River for 25 years. I have seen the neighborhood traffic increase, especially in the last 10 years. My comment is not really a dislike, but more so informative. Respectfully, I think you misjudge the traffic on Red River north of 45th, where it's only 2 lanes (w/ parking on 1 side), and on 46th btw Airport and Red River. During both the AM & PM rush hours those streets are clogged and people drive very aggressively. In the AM, people heading south on Airport head west on 46th to try avoid the light on 45th and Airport when they want to go west on 45th. They converge with the backed up traffic on Red River north of 45th going south and at present, that bottleneck sometimes reaches back to 47th in the AM rush. At the PM rush hour Red River north of 45th is dangerous because of its reducing from 4 to 2 lanes and many drivers don't seem to incorporate that reduction. Again, the confluence of cut-through traffic from 46th creates a dangerous intersection. I understand wanting to create bike paths but I feel you underestimate the current use of those streets and are inviting trouble by using that area as a bike/pedestrian path. The dogleg of 46th going east is a challenging navigation and that area during the almost 3 hour each AM & PM rush hours is within reason, sensibly considered 'full.' 'Inviting' more pedestrian & bike traffic to that area is, to me, inviting accidents and collisions. With all the building going on surrounding that area an overworked/overused area is only going to get more congested, dangerous and worse. Thank you.

3098

Due to the fact that the block of 4600 Red River Street is 29' wide, it may be possible to create a Shared place for cars, trucks and bicycles. Four of the residences in this block have no drive ways and residents park on the street. Red River may have gotten on the Google maps as a corridor for use to go into and out of Austin inner city areas, or as an alternative to the major arteries. Thus for several hours each day vehicle drivers are either backed up for blocks, or speeding, up to 45 mph, north or south while going to or coming from destinations. (This speed has been clocked.) Many drivers turn at both 46th and 47th getting to and from Red River. Large trucks do not obey the signs for no semi trucks on Red River between 45th and 50th. Many pedestrians walk, jog, take dogs and strollers along Red River, crossing 46th and 47th Streets. The Short Term Rental in the 4600 block of Red River has numerous taxi, cleaning and repair vehicles stopping at all hours. The daycare person in this block also has numerous vehicle stops during the day. This street does not seem to fit the definition of a quiet, low stress neighborhood street that the bicycle project states would be defined as suitable.

3101

I don't dislike it, I just want many changes made to ensure safety for cyclists and pedestrians. Also besides bikeways there needs to be a review of things that may be obstructing vision of drivers (e.g. landscaping on corners)

3120

Question: What do you dislike about the proposed changes?

Safety - Concern

As planned, they would not create a safer biking/walking space. The streets are occupied by parking on both sides, creating single lane roads with no sidewalks

3145

Safety - Concern - Running stop sign

This is a horribly DANGEROUS idea. The streets in question are TOO NARROW, particularly 46th & 47th. ADDITIONALLY, the intersection of 46th & Red River is far too congested already and would rely on bicycles actually following the rules (ie stopping at stop signs) but they never do. *** A number of car wrecks have occurred along 46th & 47th over the past few years, including a horrible wreck when a car literally CRASHED IN TO A HOUSE at 47th & Caswell. Thankfully the residents of that house were in a different room because the car was halfway in to that room. Introducing additional bicycles in to the area where streets are too narrow IS A DANGEROUS RECIPE FOR DISASTER.

3095

It won't slow or reduce the traffic on 46th Street, or provide a safe place for walking or biking. We want traffic calming and are concerned about the high-speed traffic threatening the many children who live on and off 46th. 46th gets lots of traffic and speeding, both of which are expected to increase dramatically with the imminent completion of the State's Winters Complex @ 46th and Guadalupe. We see frequent near-accidents at 46th @ Speedway, since most people consider the stop sign on northbound Speedway @ 46th to be a mere suggestion. There are no sidewalks on 46th or Speedway north of 45th, though many children and dog walkers live in the area and transit along these streets despite both sides filling up with parked cars. It's unsafe, and this won't help that!

3125

Safety - Concern - Safety for kids

I would really like to see a sidewalk on one side of 46th St. It fees unsafe to walk down 46th, especially when cars are parked on both sides, limiting pedestrian accessibility. I wish the street were more pedestrian friendly. There are people, including children, at all times of the day walking.

3066

It won't slow or reduce the traffic on 46th Street, or provide a safe place for walking or biking. We want traffic calming and are concerned about the high-speed traffic threatening the many children who live on and off 46th. 46th gets lots of traffic and speeding, both of which are expected to increase dramatically with the imminent completion of the State's Winters Complex @ 46th and Guadalupe. We see frequent near-accidents at 46th @ Speedway, since most people consider the stop sign on northbound Speedway @ 46th to be a mere suggestion. There are no sidewalks on 46th or Speedway north of 45th, though many children and dog walkers live in the area and transit along these streets despite both sides filling up with parked cars. It's unsafe, and this won't help that!

3125

Sidewalk or other pedestrian infrastructure - Concern - Proposed sidewalk improvements

Speed bumps. Increased traffic (bicycle and cars) on Caswell. Plan to move sidewalk into street on Bennett.

3142

Sidewalk or other pedestrian infrastructure - Request - General request for more sidewalks

Question: What do you dislike about the proposed changes?

Sidewalk or other pedestrian infrastructure - Request - General request for more sidewalks

I would really like to see a sidewalk on one side of 46th St. It feels unsafe to walk down 46th, especially when cars are parked on both sides, limiting pedestrian accessibility. I wish the street were more pedestrian friendly. There are people, including children, at all times of the day walking.

3066

I bike on down 46th street frequently, and really, I don't think this would be helpful. I would rather not have speed cushions to deal with. The study claims that speed cushions are needed to reduce vehicles to 25 mph from the current 27 mpg BUT THE SPEED LIMIT SIGN IS 30 MPG! Instead of adding speed cushions, why not just lower the speed limit first?? Speed cushions are annoying when biking and driving and we don't want them in our neighborhood. I looked at the illustration and the painted bike lines on the street are confusing because it seems to imply that we should bike in the middle of the street rather than the shoulder where cars can more safely pass. So that seems like a bad idea as well. What we badly need are sidewalks on 46th street because there are always people and kids walking on the street there. That's what we should be spending money on. Not a completely unnecessary bike path system in an area where we can bike just fine without adding COMPLETELY unnecessary signs and speed cushions. Just lower the speed limit and add sidewalks.

3074

It won't slow or reduce the traffic on 46th Street, or provide a safe place for walking or biking. We want traffic calming and are concerned about the high-speed traffic threatening the many children who live on and off 46th. 46th gets lots of traffic and speeding, both of which are expected to increase dramatically with the imminent completion of the State's Winters Complex @ 46th and Guadalupe. We see frequent near-accidents at 46th @ Speedway, since most people consider the stop sign on northbound Speedway @ 46th to be a mere suggestion. There are no sidewalks on 46th or Speedway north of 45th, though many children and dog walkers live in the area and transit along these streets despite both sides filling up with parked cars. It's unsafe, and this won't help that!

3125

46th needs sidewalks. I'm not convinced adequate attention was paid to volume of traffic from new buildings was considered.

3141

If you want to make a difference take out parking on one side and put a sidewalk and a proper bike lane.

3150

I would have also liked to see additional sidewalks and reduced parking on West 46th Street, because there is already a lot of traffic moving between cars parked on both sides of the street.

3153

Sidewalk or other pedestrian infrastructure - Request - Protected walking space

I don't think it goes far enough. If adding sidewalks is not possible, I would prefer some kind of physical protection for the bike/walking lane.

3064

I think more can be done, like on-street sidewalks on one side of E. 46th St. from Guadeloupe to Avenue G

3065

Question: What do you dislike about the proposed changes?

Sidewalk or other pedestrian infrastructure - Request - Protected walking space

I have several points of concern/dislike: 1) 46th and 47th includes parking along both sides of the street and two-way traffic, and there are NO sidewalks, which puts bikers, moving vehicles (x2), parked vehicles (x2), pedestrians (parents pushing strollers) and dog walkers), all in the same space with no clear definition for who is supposed to occupy what space. 2) There is likely to be an increase in # of cars that will soon enter/exit the 1,800 car parking garage at 46th and Guadalupe. It seems inevitable that many commuters will use 46th as a shortcut to get to Airport/I-35. Now that i have seen the plans for the new light at Guad and 46th, i am pleased that there is planning to move all those cars in and out of that office garage but I still think it will increase the number of vehicles cutting through the neighborhood. 3) The speed humps and spray painted bike pictures will not give dedicated walking or biking lanes to those who need it most on this cluttered street from Ave H to Guadalupe.

3080

It would be nice if there were separate bike lanes. Also, not a fan of speed bumps. Also, make these streets more walkable- sidewalks are lacking here.

3084

Would like more protection for walkers

3146

Sidewalk or other pedestrian infrastructure - Other

Concern with sidewalks from 43 St to 45 St and the ingress into the yard and parking pad.

3152

Question: Do you have any additional comments?

Bicycle infrastructure - Concern - Connectivity for all ages and abilities

We need to go back to the drawing board on the neighborhood bikeway proposals, sad to say. I think the bike program has a lot of respect, and will enjoy an outpouring of community support by moving the dial on truly All Ages infrastructure. It is desperately needed.

3103

I live at 43rd and Barrow. I ride daily in the area, mostly for exercise; I might take this path to The Triangle in the future. I am not a fan of the "speed bumps" everywhere. A marketer may have named them "cushions", but they not cushion-like. They make driving distinctly unpleasant in my not-an-SUV car and are something I need to dodge on my bike. I've run on 46th Street near Speedway and agree that speeds might be an issue. Have you considered other options besides speed bumps/humps/cushions? Having run on 46th near Speedway, I think there is too much traffic for "all ages" biking. The traffic is heavy and fast because the playing fields are in the way, there are few stop signs, and it's easier than going on busy 45th Street. When I lived in Berkeley, California, there were "bike roads" with intersections where car could not go straight. (Your document mentions "diverters" but never defines them - are these them?) One of these bike-only intersections might be good to force car traffic from east of the playing fields onto 45th Street. BTW, your maps are very hard to read. It would be a huge help if you make street names readable at normal zoom level and add a legend with a compass pointing north.

3121

Bicycle infrastructure - Concern - Routing

Question: Do you have any additional comments?

Bicycle infrastructure - Concern - Routing

Again, WHY NOT UTILIZE 51st St as the connection between Duval & Clarkson...since 51st ST IS ALREADY A DESIGNATED BIKE LANE EAST OF AIRPORT? And Duval already has bike lanes and people expect to see bikes on Duval and also on 51st? At least Clarkson doesn't have houses on the east side of the street, thus FAR fewer cars and FAR less chance for horrible, dangerous accidents. Attempting to route bicycles along 46th & 47th and Caswell is too dangerous. Utilize existing bike lanes on Duval and then utilize 51st as the east/west corridor (since it's already a designated bike lane east of Airport) instead of trying to utilize the far too narrow 46/47th.

3095

The speed limit is already 25, and very few drivers take that as more than a suggestion for the slow. Any control devices may insure that vehicles try to go around them, closer to the curb, while continuing at their highest possible speeds. This street does not appear to be calm, quiet or stress free. Perhaps bicycles could take Bennett to 47th, then cross Red River and remain on 47th to Avenue F. Bennett is not a through way and is not the commuter route that may endanger bicyclists.

3101

Zig-Zag intersection at 46th and Red River is dangerous. Major visibility and maneuvering problem. No bike route should include flow on 46th (crossing W to E across Red River).

3143

If you want traffic speed to be reduced then lower the speed limit! There is no need to incur the expense of installing speed reduction devices prior to reducing the speed limit and measuring the traffic speeds again. Avoid the intersection of 46th Street and Red River Street! This is an intersection that experiences heavily automobile traffic and suffers from poor visibility and no room to accommodate both bike and automobile traffic at the same time. Consider changing the bike route to jog north on Red River Street and then continue east on 47th Street to connect with Clarkson Avenue. Demonstrate that the traffic flow on Airport Blvd and 45th Street and I35 access roads and underpass can be managed with properly timed stop lights. As currently setup the lights do NOT manage smooth traffic flow through the area. Adding yet another traffic light at Airport Blvd and 47th Street will only make managing the traffic flow more difficult. I don't trust the Austin Transportation Department to get these lights coordinated in such a way as to make automobile traffic flow more smoothly, they have not got it right in the last 20 years.

3144

Bicycle infrastructure - Concern - Shared lane markings or "sharrows"

Sharrows don't strike me as all ages, all abilities, especially when speed bumps affect cyclists as well as motorists. This is especially true for the north-south portion, which will be going uphill. Lights make these routes a success. To make these transportation arteries, they need to be accessible through at least 8p.m., which right now means riding in the dark.

3090

Bicycle infrastructure - Request - Enforcement for parking in bike lanes

Would like to see more enforcement for those parking and blocking bike lanes. Happens too frequently

3072

Bicycle infrastructure - Request - Protected bicycle lanes

Question: Do you have any additional comments?

Bicycle infrastructure - Request - Protected bicycle lanes

Friends of Hyde Park Recommendations - 46th-47th & Bennett-Middle Fiskville Bikeway Friends of Hyde Park supports a safe, family friendly, All Ages and Abilities Bikeway Network. We believe that local mobility projects like the two projects for the biking network on 46th-47th and Bennett-Middle Fiskville in North Hyde Park are a critical part of developing this network. However, we don't believe these goals are achieved by the proposed preliminary designs. Some of the proposed changes may make these areas more dangerous for biking and could be worse than no changes. As a city, we need to be designing our bikeway network for the safety of families that bike on these streets instead of designing the streets to garner the fewest complaints from those who like to drive quickly on these routes. The City of Austin's proposal on this project does include helpful intersection treatments, such as the major intersections at the Triangle and at the East end. However, the proposed traffic-calming measures need to be seriously reconsidered. The speed humps/bumps being considered on every block are often as uncomfortable for people on bikes as they are for drivers. They can even be dangerous, creating obstacles that can make cyclists fall or often causing cars to swerve to avoid the humps and endangering cyclists in their path. At night speed humps might not be as noticeable for cyclists, which can also add to the safety concern. Ideally, streets on the All Ages and Abilities Bikeway Network should be required to have separate bike facilities with protected bike lanes on or off the street, especially in higher traffic areas. If that means removing parking on one side or both sides of the street, narrowing the street, or removing driveway cutouts where the protected bike lanes are, then that needs to be incorporated, if we are serious about creating a safe biking network. In the absence of protected or separated bike lanes on lower traffic streets, we need to make these routes safe for children and families by reducing the speed of cars to 20 MPH or less. If bikes are going to be forced to share space with cars on these streets, there needs to be chicanes, bulbouts, neighborhood traffic circles where appropriate, and diverters, which are more bike-friendly ways of calming traffic. Adding sidewalks for pedestrians on these routes should also be a requirement. We are very concerned that implementing these minor and possibly, in some cases, unsafe changes would mean the City of Austin would mark these sections of the All Ages and Abilities Bikeway Network as "complete." This may mean these sections of the route would be less likely to be upgraded in the foreseeable future with higher safety standards until all other sections of the route in the city are also marked as complete, leaving these sections with a substandard network. If our recommendations can not be completed fully, it would be preferable to reduce the physical scope of the project to a smaller area in order to achieve a safer street in those smaller areas or increase spending on the project to complete the route appropriately. Information About Friends of Hyde Park Friends of Hyde Park is currently the largest neighborhood association in our neighborhood with over 500 current members (approximately 50% renters and 50% homestead homeowners). Friends of Hyde Park advocates for more affordable housing and a more walkable, bikeable, inclusive, environmentally sustainable, and transit friendly neighborhood. Contact: contact@friendsofhydepark.com Board of Directors of Friends of Hyde Park Pete Gilcrease Thomas Ates Matt Desloge Teresa Griffin Tania Oropeza Scott Snyder

3073

I hope that the City will revisit installing protected bikeways along Duval to link to this work

3076

Would like to see protected bike lanes on the proposed route instead of riding among cars. Would like to see a pedestrian hybrid signal at 47th and Duval to make crossing Duval on a bike safer.

3097

Question: Do you have any additional comments?

Bicycle infrastructure - Request - Protected bicycle lanes

We need more protected bike lanes in Austin! Thanks for what you're doing to provide options for everyone.

3111

I do not support the heavy use of speed humps/cushions to reduce speeds. It is unpleasant to bike along street with so many speed humps, and both car and bike users tend to behave unpredictably around them. A better way to reduce speeds would be to narrow car lanes by putting a 2-way protected bike lane. Getting rid of parking on at least one side of 46th st. would be great. There aren't many cars parked there now, and it is somewhat difficult to maintain lane position around parked cars now. I'm really disappointed to hear you will not be doing any spray paint to show locations of speed humps - this was super helpful in Cherrywood to be able to better understand what the experience would be of encountering them on a bike (esp considering grade/hills)

3139

Bicycle infrastructure - Request - Routing - Clarkson Avenue or Caswell Avenue

Do both options Make Caswell/Clarkson a one way street route for traffic, safety

3060

Ideal to do both options or change Caswell to a one way

3061

I grew up riding a bicycle on these streets. As a young man I threw Austin-American statesmen newspapers to homes along these streets from a bicycle seven days a week for years and there were no bike lanes or speed bumps. Why waste taxpayer dollars on this? What is the real reason for all these modifications in neighborhoods that are perfectly fine. I see very few people riding bikes in these neighborhoods anyway. The bicyclists I see are on 51st Street riding toward IH35. There are already bike lanes on 51st Street. If you must waste money on one of these listed streets, Clarkson is the obvious choice. One side is bordered by railroad tracks making it safe from cars backing out of driveways. The other side has back yards of homes with no driveways for cars to back out of. Also, there are not many cars that park on Clarkson. Bicyclists have a straighter path on Clarkson than the multi-turn detour path with all the turns to get to Caswell Ave.

3071

Re: question 5 (A vs. B): Caswell should be the AAA route, and Clarkson should have protected lanes. I wish that were listed as one of the options. Re: question 6, I'm not confident that adding speed humps will make the street more comfortable for people on bicycles.

3116

Please, please, please put it down Clarkson! Also, if there is anything else that could be done to prevent west bound motorists in the left lane of 51st from going straight across Airport that would be great. Apparently the signage indicating left turn only isn't sufficient.

3149

Alternative A is absolutely a better alternative. Besides, when the Red Line Parkway project will be completed, there will be a trail next to the rail tracks, so we will get alternative B for free.

3151

Traffic calming would be welcome on both Clarkson Ave and Caswell Ave, so I would like to see some improvements done to both even if only one alternative can be fully implemented.

3153

Thank you and a combination of A and B would be best

3156

Crossings or intersections - Like

Question: Do you have any additional comments?

Crossings or intersections - Like

Friends of Hyde Park Recommendations - 46th-47th & Bennett-Middle Fiskville Bikeway Friends of Hyde Park supports a safe, family friendly, All Ages and Abilities Bikeway Network. We believe that local mobility projects like the two projects for the biking network on 46th-47th and Bennett-Middle Fiskville in North Hyde Park are a critical part of developing this network. However, we don't believe these goals are achieved by the proposed preliminary designs. Some of the proposed changes may make these areas more dangerous for biking and could be worse than no changes. As a city, we need to be designing our bikeway network for the safety of families that bike on these streets instead of designing the streets to garner the fewest complaints from those who like to drive quickly on these routes. The City of Austin's proposal on this project does include helpful intersection treatments, such as the major intersections at the Triangle and at the East end. However, the proposed traffic-calming measures need to be seriously reconsidered. The speed humps/bumps being considered on every block are often as uncomfortable for people on bikes as they are for drivers. They can even be dangerous, creating obstacles that can make cyclists fall or often causing cars to swerve to avoid the humps and endangering cyclists in their path. At night speed humps might not be as noticeable for cyclists, which can also add to the safety concern. Ideally, streets on the All Ages and Abilities Bikeway Network should be required to have separate bike facilities with protected bike lanes on or off the street, especially in higher traffic areas. If that means removing parking on one side or both sides of the street, narrowing the street, or removing driveway cutouts where the protected bike lanes are, then that needs to be incorporated, if we are serious about creating a safe biking network. In the absence of protected or separated bike lanes on lower traffic streets, we need to make these routes safe for children and families by reducing the speed of cars to 20 MPH or less. If bikes are going to be forced to share space with cars on these streets, there needs to be chicanes, bulbouts, neighborhood traffic circles where appropriate, and diverters, which are more bike-friendly ways of calming traffic. Adding sidewalks for pedestrians on these routes should also be a requirement. We are very concerned that implementing these minor and possibly, in some cases, unsafe changes would mean the City of Austin would mark these sections of the All Ages and Abilities Bikeway Network as "complete." This may mean these sections of the route would be less likely to be upgraded in the foreseeable future with higher safety standards until all other sections of the route in the city are also marked as complete, leaving these sections with a substandard network. If our recommendations can not be completed fully, it would be preferable to reduce the physical scope of the project to a smaller area in order to achieve a safer street in those smaller areas or increase spending on the project to complete the route appropriately. Information About Friends of Hyde Park Friends of Hyde Park is currently the largest neighborhood association in our neighborhood with over 500 current members (approximately 50% renters and 50% homestead homeowners). Friends of Hyde Park advocates for more affordable housing and a more walkable, bikeable, inclusive, environmentally sustainable, and transit friendly neighborhood. Contact: contact@friendsofhydepark.com Board of Directors of Friends of Hyde Park Pete Gilcrease Thomas Ates Matt Desloge Teresa Griffin Tania Oropeza Scott Snyder

3073

I frequently cross Lamar at 46th St. by bicycle. Having a signal at that intersection to provide me with protection from traffic would be a tremendous improvement!

3119

Sparrows and speed bumps will create a false sense of safety and do nothing to create a safer bikeway. I am excited about having the crossing safety lights

3145

Question: Do you have any additional comments?

Crossings or intersections - Concern

My biggest concern has and will always be safety, a while back you improved Clarkston to the east but then didn't put in a hybrid beacon to cross Manor Rd. I have already brought this to the attention of Mr. Wong. 3107

Zig-Zag intersection at 46th and Red River is dangerous. Major visibility and maneuvering problem. No bike route should include flow on 46th (crossing W to E across Red River). 3143

Crossings or intersections - Request

Would like to see protected bike lanes on the proposed route instead of riding among cars. Would like to see a pedestrian hybrid signal at 47th and Duval to make crossing Duval on a bike safer. 3097

More 🚶 cross walks 🚶 on 🚶 airport But generally, these changes are all extremely exciting and I'm looking forward to feeling safer walking in my own neighborhood 3099

flexposts at the intersection of clarkson and red river so cars continuing south on clarkson dont kill me; there is nothing other than old yellow paint at that intersection telling drivers how to signal/act at that intersection 3129

Motor vehicle access or circulation - Concern

Ban cars 3132

If you want traffic speed to be reduced then lower the speed limit! There is no need to incur the expense of installing speed reduction devices prior to reducing the speed limit and measuring the traffic speeds again. Avoid the intersection of 46th Street and Red River Street! This is an intersection that experiences heavily automobile traffic and suffers from poor visibility and no room to accommodate both bike and automobile traffic at the same time. Consider changing the bike route to jog north on Red River Street and then continue east on 47th Street to connect with Clarkson Avenue. Demonstrate that the traffic flow on Airport Blvd and 45th Street and I35 access roads and underpass can be managed with properly timed stop lights. As currently setup the lights do NOT manage smooth traffic flow through the area. Adding yet another traffic light at Airport Blvd and 47th Street will only make managing the traffic flow more difficult. I don't trust the Austin Transportation Department to get these lights coordinated in such a way as to make automobile traffic flow more smoothly, they have not got it right in the last 20 years. 3144

Please, please, please put it down Clarkson! Also, if there is anything else that could be done to prevent west bound motorists in the left lane of 51st from going straight across Airport that would be great. Apparently the signage indicating left turn only isn't sufficient. 3149

Motor vehicle access or circulation - Request - Convert Caswell Avenue to one-way

Do both options Make Caswell/Clarkson a one way street route for traffic, safety 3060

Ideal to do both options or change Caswell to a one way 3061

Make Caswell a one way! 3063

Motor vehicle access or circulation - Request - Reduce cut-through traffic

Question: Do you have any additional comments?

Motor vehicle access or circulation - Request - Reduce cut-through traffic

I support lowering the speed limit, but that won't work and the streets are very narrow. 46th street needs to be closed off on one end, preferably where it connects to Guadalupe. 3120

I live at 43rd and Barrow. I ride daily in the area, mostly for exercise; I might take this path to The Triangle in the future. I am not a fan of the "speed bumps" everywhere. A marketer may have named them "cushions", but they not cushion-like. They make driving distinctly unpleasant in my not-an-SUV car and are something I need to dodge on my bike. I've run on 46th Street near Speedway and agree that speeds might be an issue. Have you considered other options besides speed bumps/humps/cushions? Having run on 46th near Speedway, I think there is too much traffic for "all ages" biking. The traffic is heavy and fast because the playing fields are in the way, there are few stop signs, and it's easier than going on busy 45th Street. When I lived in Berkeley, California, there were "bike roads" with intersections where car could not go straight. (Your document mentions "diverters" but never defines them - are these them?) One of these bike-only intersections might be good to force car traffic from east of the playing fields onto 45th Street. BTW, your maps are very hard to read. It would be a huge help if you make street names readable at normal zoom level and add a legend with a compass pointing north. 3121

Please restrict/reduce 46th Street parking to 1-side of the street and make the other side a shared walkway/bikeway. That would really improve safety and mobility. And, with Winters (State complex) coming, please close the eastbound-46th neighborhood-entry from Guadalupe, so that people can only exit the neighborhood on 46th (not enter). That would reduce the massive amount of through traffic that is projected to increase with Winters' completion and make this "bikeway" safer. 3125

-Finish sidewalks! -Do not allow through traffic eastbound on 46th from Guadalupe! 3138

Motor vehicle access or circulation - Request - Stop sign

4 Way Stop or additional signage at West 46th and Avenue A. "Cross Traffic does not Stop" signage on Avenue A. 3140

Motor vehicle speeds - Like - Slower speeds

Again, question 6 is misleading. YES lower the speed limit to 20 or 25. NO do not also add "speed reduction devices". We don't want ANY speed reduction devices on our streets. There are already too many in Austin. 3074

Lower speed - absolutely no bumps! Can't see them. Rubber humps come loose - any must be painted to be visible. 3141

Motor vehicle speeds - Like - Speed reduction devices

STRONGLY SUPPORT SPEED REDUCTION EFFORTS ON 46TH!!!!!! 3114

Motor vehicle speeds - Concern - Speed reduction devices

Question: Do you have any additional comments?

Motor vehicle speeds - Concern - Speed reduction devices

Friends of Hyde Park Recommendations - 46th-47th & Bennett-Middle Fiskville Bikeway Friends of Hyde Park supports a safe, family friendly, All Ages and Abilities Bikeway Network. We believe that local mobility projects like the two projects for the biking network on 46th-47th and Bennett-Middle Fiskville in North Hyde Park are a critical part of developing this network. However, we don't believe these goals are achieved by the proposed preliminary designs. Some of the proposed changes may make these areas more dangerous for biking and could be worse than no changes. As a city, we need to be designing our bikeway network for the safety of families that bike on these streets instead of designing the streets to garner the fewest complaints from those who like to drive quickly on these routes. The City of Austin's proposal on this project does include helpful intersection treatments, such as the major intersections at the Triangle and at the East end. However, the proposed traffic-calming measures need to be seriously reconsidered. The speed humps/bumps being considered on every block are often as uncomfortable for people on bikes as they are for drivers. They can even be dangerous, creating obstacles that can make cyclists fall or often causing cars to swerve to avoid the humps and endangering cyclists in their path. At night speed humps might not be as noticeable for cyclists, which can also add to the safety concern. Ideally, streets on the All Ages and Abilities Bikeway Network should be required to have separate bike facilities with protected bike lanes on or off the street, especially in higher traffic areas. If that means removing parking on one side or both sides of the street, narrowing the street, or removing driveway cutouts where the protected bike lanes are, then that needs to be incorporated, if we are serious about creating a safe biking network. In the absence of protected or separated bike lanes on lower traffic streets, we need to make these routes safe for children and families by reducing the speed of cars to 20 MPH or less. If bikes are going to be forced to share space with cars on these streets, there needs to be chicanes, bulbouts, neighborhood traffic circles where appropriate, and diverters, which are more bike-friendly ways of calming traffic. Adding sidewalks for pedestrians on these routes should also be a requirement. We are very concerned that implementing these minor and possibly, in some cases, unsafe changes would mean the City of Austin would mark these sections of the All Ages and Abilities Bikeway Network as "complete." This may mean these sections of the route would be less likely to be upgraded in the foreseeable future with higher safety standards until all other sections of the route in the city are also marked as complete, leaving these sections with a substandard network. If our recommendations can not be completed fully, it would be preferable to reduce the physical scope of the project to a smaller area in order to achieve a safer street in those smaller areas or increase spending on the project to complete the route appropriately. Information About Friends of Hyde Park Friends of Hyde Park is currently the largest neighborhood association in our neighborhood with over 500 current members (approximately 50% renters and 50% homestead homeowners). Friends of Hyde Park advocates for more affordable housing and a more walkable, bikeable, inclusive, environmentally sustainable, and transit friendly neighborhood. Contact: contact@friendsofhydepark.com Board of Directors of Friends of Hyde Park Pete Gilcrease Thomas Ates Matt Desloge Teresa Griffin Tania Oropeza Scott Snyder

3073

Again, question 6 is misleading. YES lower the speed limit to 20 or 25. NO do not also add "speed reduction devices". We don't want ANY speed reduction devices on our streets. There are already too many in Austin.

3074

Question: Do you have any additional comments?

Motor vehicle speeds - Concern - Speed reduction devices

Speed cushions do not make the street safer. If you want to lower the speed limit, do that by changing the speed limit and posting signs. I think the speed limit is probably too high. But please no speed cushions. 3078

Thank you. Great initiative. To be honest, speed humps are more dangerous for bicycles and scooters, because it is not always easy to see them 3082

Lowering the posted speed limit is fine, but speed bumps are awful 3084

Traffic on these streets already goes at the posted speed limit. If you want to lower the speed limit, just change the signs. Please no speed humps/bumps/cushions. 3086

The speed limit is already 25, and very few drivers take that as more than a suggestion for the slow. Any control devices may insure that vehicles try to go around them, closer to the curb, while continuing at their highest possible speeds. This street does not appear to be calm, quiet or stress free. Perhaps bicycles could take Bennett to 47th, then cross Red River and remain on 47th to Avenue F. Bennett is not a through way and is not the commuter route that may endanger bicyclists. 3101

Speed humps once a block ***will not*** lower vehicle speeds to 20-25 mph. ***Please*** utilize more design features to actually get design speed down to that range. 3115

Re: question 5 (A vs. B): Caswell should be the AAA route, and Clarkson should have protected lanes. I wish that were listed as one of the options. Re: question 6, I'm not confident that adding speed humps will make the street more comfortable for people on bicycles. 3116

I live at 43rd and Barrow. I ride daily in the area, mostly for exercise; I might take this path to The Triangle in the future. I am not a fan of the "speed bumps" everywhere. A marketer may have named them "cushions", but they not cushion-like. They make driving distinctly unpleasant in my not-an-SUV car and are something I need to dodge on my bike. I've run on 46th Street near Speedway and agree that speeds might be an issue. Have you considered other options besides speed bumps/humps/cushions? Having run on 46th near Speedway, I think there is too much traffic for "all ages" biking. The traffic is heavy and fast because the playing fields are in the way, there are few stop signs, and it's easier than going on busy 45th Street. When I lived in Berkeley, California, there were "bike roads" with intersections where car could not go straight. (Your document mentions "diverters" but never defines them - are these them?) One of these bike-only intersections might be good to force car traffic from east of the playing fields onto 45th Street. BTW, your maps are very hard to read. It would be a huge help if you make street names readable at normal zoom level and add a legend with a compass pointing north. 3121

I would rather see a lane diet than speed humps. 3122

Speed humps and speed cushions are also not particularly useful ways to deal with speed. We need narrower streets with clear ROW dedicated to cyclists and pedestrians. That will force autos to slow down. 3126

Don't require bikes to bike over speed bumps. 3127

I think we need more than speed bumps/cushions but chicanes/bulb outs instead. 3131

Question: Do you have any additional comments?

Motor vehicle speeds - Concern - Speed reduction devices

I do not support the heavy use of speed humps/cushions to reduce speeds. It is unpleasant to bike along street with so many speed humps, and both car and bike users tend to behave unpredictably around them. A better way to reduce speeds would be to narrow car lanes by putting a 2-way protected bike lane. Getting rid of parking on at least one side of 46th st. would be great. There aren't many cars parked there now, and it is somewhat difficult to maintain lane position around parked cars now. I'm really disappointed to hear you will not be doing any spray paint to show locations of speed humps - this was super helpful in Cherrywood to be able to better understand what the experience would be of encountering them on a bike (esp considering grade/hills)

3139

Lower speed - absolutely no bumps! Can't see them. Rubber humps come loose - any must be painted to be visible.

3141

If speed reduction devices are used, I would greatly prefer cushions. Speed bumps do not allow continuous progress without constant stopping. Thank you for the opportunity to learn more and to comment.

3142

Sparrows and speed bumps will create a false sense of safety and do nothing to create a safer bikeway. I am excited about having the crossing safety lights

3145

Please DO NOT consider bikes or cushions

3147

Partial bumps that bikes and scooters can get through are good.

3157

Motor vehicle speeds - Request - Lower speed limits

Question: Do you have any additional comments?

Motor vehicle speeds - Request - Lower speed limits

Friends of Hyde Park Recommendations - 46th-47th & Bennett-Middle Fiskville Bikeway Friends of Hyde Park supports a safe, family friendly, All Ages and Abilities Bikeway Network. We believe that local mobility projects like the two projects for the biking network on 46th-47th and Bennett-Middle Fiskville in North Hyde Park are a critical part of developing this network. However, we don't believe these goals are achieved by the proposed preliminary designs. Some of the proposed changes may make these areas more dangerous for biking and could be worse than no changes. As a city, we need to be designing our bikeway network for the safety of families that bike on these streets instead of designing the streets to garner the fewest complaints from those who like to drive quickly on these routes. The City of Austin's proposal on this project does include helpful intersection treatments, such as the major intersections at the Triangle and at the East end. However, the proposed traffic-calming measures need to be seriously reconsidered. The speed humps/bumps being considered on every block are often as uncomfortable for people on bikes as they are for drivers. They can even be dangerous, creating obstacles that can make cyclists fall or often causing cars to swerve to avoid the humps and endangering cyclists in their path. At night speed humps might not be as noticeable for cyclists, which can also add to the safety concern. Ideally, streets on the All Ages and Abilities Bikeway Network should be required to have separate bike facilities with protected bike lanes on or off the street, especially in higher traffic areas. If that means removing parking on one side or both sides of the street, narrowing the street, or removing driveway cutouts where the protected bike lanes are, then that needs to be incorporated, if we are serious about creating a safe biking network. In the absence of protected or separated bike lanes on lower traffic streets, we need to make these routes safe for children and families by reducing the speed of cars to 20 MPH or less. If bikes are going to be forced to share space with cars on these streets, there needs to be chicanes, bulbouts, neighborhood traffic circles where appropriate, and diverters, which are more bike-friendly ways of calming traffic. Adding sidewalks for pedestrians on these routes should also be a requirement. We are very concerned that implementing these minor and possibly, in some cases, unsafe changes would mean the City of Austin would mark these sections of the All Ages and Abilities Bikeway Network as "complete." This may mean these sections of the route would be less likely to be upgraded in the foreseeable future with higher safety standards until all other sections of the route in the city are also marked as complete, leaving these sections with a substandard network. If our recommendations can not be completed fully, it would be preferable to reduce the physical scope of the project to a smaller area in order to achieve a safer street in those smaller areas or increase spending on the project to complete the route appropriately. Information About Friends of Hyde Park Friends of Hyde Park is currently the largest neighborhood association in our neighborhood with over 500 current members (approximately 50% renters and 50% homestead homeowners). Friends of Hyde Park advocates for more affordable housing and a more walkable, bikeable, inclusive, environmentally sustainable, and transit friendly neighborhood. Contact: contact@friendsofhydepark.com Board of Directors of Friends of Hyde Park Pete Gilcrease Thomas Ates Matt Desloge Teresa Griffin Tania Oropeza Scott Snyder

3073

Again, question 6 is misleading. YES lower the speed limit to 20 or 25. NO do not also add "speed reduction devices". We don't want ANY speed reduction devices on our streets. There are already too many in Austin.

3074

Question: Do you have any additional comments?

Motor vehicle speeds - Request - Lower speed limits

Speed cushions do not make the street safer. If you want to lower the speed limit, do that by changing the speed limit and posting signs. I think the speed limit is probably too high. But please no speed cushions. 3078

Lowering the posted speed limit is fine, but speed bumps are awful 3084

Traffic on these streets already goes at the posted speed limit. If you want to lower the speed limit, just change the signs. Please no speed humps/bumps/cushions. 3086

I would rather you lower the speed limit to 15mph. but if it has to be 20, remember "twenty is plenty" 3087

Lower motor vehicle speeds below 20 mph!!!! 3105

I support lowering the speed limit, but that won't work and the streets are very narrow. 46th street needs to be closed off on one end, preferably where it connects to Guadalupe. 3120

On-street parking - Concern

Some limits on street parking on these routes would make travel safer for kids as there are few sidewalks in this neighborhood. 3160

Other - Concern

It is a zero sum game. In order to end the traffic violence we have to get rid of the cars (and the need to have them in the first place). We need to get rid of single family housing, fully support public transit with light rail on Guadalupe/ Lamar. We need to ban over-sized vehicles in city limits and outlaw brush guards. 3110

Most of my concerns deal with the Airport Blvd improvements. If anyone would like to discuss Lammes Candies since 1885, Inc. [name and phone number redacted] 3137

Other - Concern - General concern

I grew up riding a bicycle on these streets. As a young man I threw Austin-American statesmen newspapers to homes along these streets from a bicycle seven days a week for years and there were no bike lanes or speed bumps. Why waste taxpayer dollars on this? What is the real reason for all these modifications in neighborhoods that are perfectly fine. I see very few people riding bikes in these neighborhoods anyway. The bicyclists I see are on 51st Street riding toward IH35. There are already bike lanes on 51st Street. If you must waste money on one of these listed streets, Clarkson is the obvious choice. One side is bordered by railroad tracks making it safe from cars backing out of driveways. The other side has back yards of homes with no driveways for cars to back out of. Also, there are not many cars that park on Clarkson. Bicyclists have a straighter path on Clarkson than the multi-turn detour path with all the turns to get to Caswell Ave. 3071

Question: Do you have any additional comments?

Other - Concern - General concern

Again, WHY NOT UTILIZE 51st St as the connection between Duval & Clarkson...since 51st ST IS ALREADY A DESIGNATED BIKE LANE EAST OF AIRPORT? And Duval already has bike lanes and people expect to see bikes on Duval and also on 51st? At least Clarkson doesn't have houses on the east side of the street, thus FAR fewer cars and FAR less chance for horrible, dangerous accidents. Attempting to route bicycles along 46th & 47th and Caswell is too dangerous. Utilize existing bike lanes on Duval and then utilize 51st as the east/west corridor (since it's already a designated bike lane east of Airport) instead of trying to utilize the far too narrow 46/47th.

3095

We need to go back to the drawing board on the neighborhood bikeway proposals, sad to say. I think the bike program has a lot of respect, and will enjoy an outpouring of community support by moving the dial on truly All Ages infrastructure. It is desperately needed.

3103

I think too much deference is given to biking. So many times bad weather and older residents who can't ride bicycles and need to drive won't benefit from these plans.

3104

Other - Request - Lighting

Sharrows don't strike me as all ages, all abilities, especially when speed bumps affect cyclists as well as motorists. This is especially true for the north-south portion, which will be going uphill. Lights make these routes a success. To make these transportation arteries, they need to be accessible through at least 8p.m., which right now means riding in the dark.

3090

Safety - Like

More 🖐 cross walks 🖐 on 🖐 airport But generally, these changes are all extremely exciting and I'm looking forward to feeling safer walking in my own neighborhood

3099

Safety - Like - Safety for kids

This is a great project. Thank you so much for putting this together and for soliciting input. We live on 50th Street and I have a daughter who will be beginning kindergarten at Ridgetop next year. She loves bicycles and it would be great to have this bikeway in our neighborhood.

3124

Safety - Concern

Question: Do you have any additional comments?

Safety - Concern

Friends of Hyde Park Recommendations - 46th-47th & Bennett-Middle Fiskville Bikeway Friends of Hyde Park supports a safe, family friendly, All Ages and Abilities Bikeway Network. We believe that local mobility projects like the two projects for the biking network on 46th-47th and Bennett-Middle Fiskville in North Hyde Park are a critical part of developing this network. However, we don't believe these goals are achieved by the proposed preliminary designs. Some of the proposed changes may make these areas more dangerous for biking and could be worse than no changes. As a city, we need to be designing our bikeway network for the safety of families that bike on these streets instead of designing the streets to garner the fewest complaints from those who like to drive quickly on these routes. The City of Austin's proposal on this project does include helpful intersection treatments, such as the major intersections at the Triangle and at the East end. However, the proposed traffic-calming measures need to be seriously reconsidered. The speed humps/bumps being considered on every block are often as uncomfortable for people on bikes as they are for drivers. They can even be dangerous, creating obstacles that can make cyclists fall or often causing cars to swerve to avoid the humps and endangering cyclists in their path. At night speed humps might not be as noticeable for cyclists, which can also add to the safety concern. Ideally, streets on the All Ages and Abilities Bikeway Network should be required to have separate bike facilities with protected bike lanes on or off the street, especially in higher traffic areas. If that means removing parking on one side or both sides of the street, narrowing the street, or removing driveway cutouts where the protected bike lanes are, then that needs to be incorporated, if we are serious about creating a safe biking network. In the absence of protected or separated bike lanes on lower traffic streets, we need to make these routes safe for children and families by reducing the speed of cars to 20 MPH or less. If bikes are going to be forced to share space with cars on these streets, there needs to be chicanes, bulbouts, neighborhood traffic circles where appropriate, and diverters, which are more bike-friendly ways of calming traffic. Adding sidewalks for pedestrians on these routes should also be a requirement. We are very concerned that implementing these minor and possibly, in some cases, unsafe changes would mean the City of Austin would mark these sections of the All Ages and Abilities Bikeway Network as "complete." This may mean these sections of the route would be less likely to be upgraded in the foreseeable future with higher safety standards until all other sections of the route in the city are also marked as complete, leaving these sections with a substandard network. If our recommendations can not be completed fully, it would be preferable to reduce the physical scope of the project to a smaller area in order to achieve a safer street in those smaller areas or increase spending on the project to complete the route appropriately. Information About Friends of Hyde Park Friends of Hyde Park is currently the largest neighborhood association in our neighborhood with over 500 current members (approximately 50% renters and 50% homestead homeowners). Friends of Hyde Park advocates for more affordable housing and a more walkable, bikeable, inclusive, environmentally sustainable, and transit friendly neighborhood. Contact: contact@friendsofhydepark.com Board of Directors of Friends of Hyde Park Pete Gilcrease Thomas Ates Matt Desloge Teresa Griffin Tania Oropeza Scott Snyder

3073

My biggest concern has and will always be safety, a while back you improved Clarkston to the east but then didn't put in a hybrid beacon to cross Manor Rd. I have already brought this to the attention of Mr. Wong.

3107

Safety - Concern - Safety for kids

Question: Do you have any additional comments?

Safety - Concern - Safety for kids

If this is going to get done. It needs to be in a way that is not aimed at recreational cyclists. Let's do it in a way that will get cars off the road. I would gladly stick my kids in a bike trailer if it was safe enough to do so but right now, on any major artery in Austin, it is not- despite them mostly (burnet, Lamar, red river) having "bike lanes". If it's just for Sunday spandex rides, it is not good enough!

3067

Sidewalk or other pedestrian infrastructure - Request - General request for more sidewalks

More can be done, like on-street sidewalks on one side of the street

3065

Question: Do you have any additional comments?

Sidewalk or other pedestrian infrastructure - Request - General request for more sidewalks

Friends of Hyde Park Recommendations - 46th-47th & Bennett-Middle Fiskville Bikeway Friends of Hyde Park supports a safe, family friendly, All Ages and Abilities Bikeway Network. We believe that local mobility projects like the two projects for the biking network on 46th-47th and Bennett-Middle Fiskville in North Hyde Park are a critical part of developing this network. However, we don't believe these goals are achieved by the proposed preliminary designs. Some of the proposed changes may make these areas more dangerous for biking and could be worse than no changes. As a city, we need to be designing our bikeway network for the safety of families that bike on these streets instead of designing the streets to garner the fewest complaints from those who like to drive quickly on these routes. The City of Austin's proposal on this project does include helpful intersection treatments, such as the major intersections at the Triangle and at the East end. However, the proposed traffic-calming measures need to be seriously reconsidered. The speed humps/bumps being considered on every block are often as uncomfortable for people on bikes as they are for drivers. They can even be dangerous, creating obstacles that can make cyclists fall or often causing cars to swerve to avoid the humps and endangering cyclists in their path. At night speed humps might not be as noticeable for cyclists, which can also add to the safety concern. Ideally, streets on the All Ages and Abilities Bikeway Network should be required to have separate bike facilities with protected bike lanes on or off the street, especially in higher traffic areas. If that means removing parking on one side or both sides of the street, narrowing the street, or removing driveway cutouts where the protected bike lanes are, then that needs to be incorporated, if we are serious about creating a safe biking network. In the absence of protected or separated bike lanes on lower traffic streets, we need to make these routes safe for children and families by reducing the speed of cars to 20 MPH or less. If bikes are going to be forced to share space with cars on these streets, there needs to be chicanes, bulbouts, neighborhood traffic circles where appropriate, and diverters, which are more bike-friendly ways of calming traffic. Adding sidewalks for pedestrians on these routes should also be a requirement. We are very concerned that implementing these minor and possibly, in some cases, unsafe changes would mean the City of Austin would mark these sections of the All Ages and Abilities Bikeway Network as "complete." This may mean these sections of the route would be less likely to be upgraded in the foreseeable future with higher safety standards until all other sections of the route in the city are also marked as complete, leaving these sections with a substandard network. If our recommendations can not be completed fully, it would be preferable to reduce the physical scope of the project to a smaller area in order to achieve a safer street in those smaller areas or increase spending on the project to complete the route appropriately. Information About Friends of Hyde Park Friends of Hyde Park is currently the largest neighborhood association in our neighborhood with over 500 current members (approximately 50% renters and 50% homestead homeowners). Friends of Hyde Park advocates for more affordable housing and a more walkable, bikeable, inclusive, environmentally sustainable, and transit friendly neighborhood. Contact: contact@friendsofhydepark.com Board of Directors of Friends of Hyde Park Pete Gilcrease Thomas Ates Matt Desloge Teresa Griffin Tania Oropeza Scott Snyder

3073

-Finish sidewalks! -Do not allow through traffic eastbound on 46th from Guadalupe!

3138

Some limits on street parking on these routes would make travel safer for kids as there are few sidewalks in this neighborhood.

3160

Question: Do you have any additional comments?

Sidewalk or other pedestrian infrastructure - Request - Protected walking space

Just repeating what I said in the dislike section. I can't stress enough how much we need a sidewalk or dedicated pedestrian walkway. 3066

I live at the NW corner of 46th and Avenue G. I attended the NOV open house and have since had the pleasure of working with Mike Schofield and Laura from the Mobility office to review various options along 46th Street. I believe that the best option, which will not require any additional funding, is to eliminate parking from the North side of 46th (and maybe 47th if wide enough). Use that new "lane" to install a on-street sidewalk walking lane. Since adding sidewalks to either the N or S side of 46th is not an option in the foreseeable future, both for budget and heritage tree reasons, this is the simplest option and the most flexible as it allows for future changes with low cost/impact. 3080

Please restrict/reduce 46th Street parking to 1-side of the street and make the other side a shared walkway/bikeway. That would really improve safety and mobility. And, with Winters (State complex) coming, please close the eastbound-46th neighborhood-entry from Guadalupe, so that people can only exit the neighborhood on 46th (not enter). That would reduce the massive amount of through traffic that is projected to increase with Winters' completion and make this "bikeway" safer. 3125

Sidewalk or other pedestrian infrastructure - Other

Email me about sidewalk 44th & Bennett email address is on the draft map and at sign in. 3152