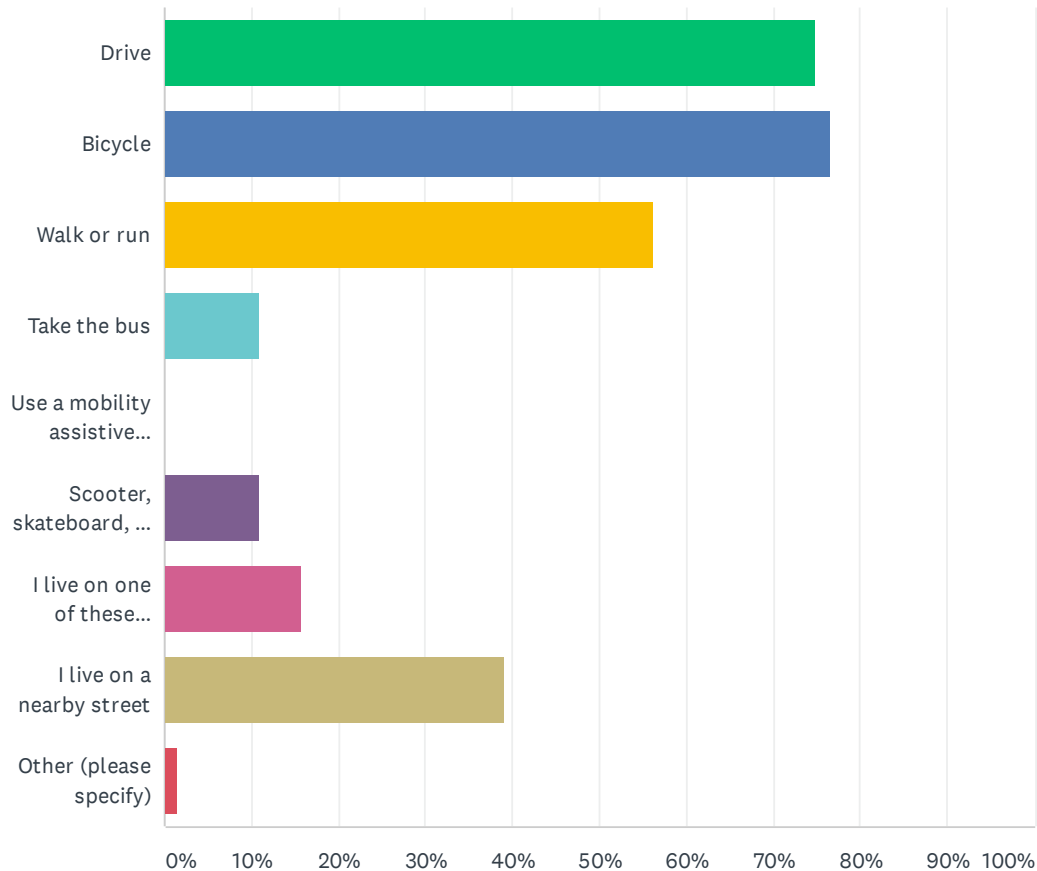


# Q1 How do you use Bluebonnet Lane from Del Curto Road to Melridge Place and Melridge Place from Bluebonnet Lane to Rabb Road?(check all that apply)

Answered: 64 Skipped: 0



ANSWER CHOICES	RESPONSES	
Drive	75.00%	48
Bicycle	76.56%	49
Walk or run	56.25%	36
Take the bus	10.94%	7
Use a mobility assistive device (e.g., wheelchair, walker, cane, or other mobility device)	0.00%	0
Scooter, skateboard, or other personal mobility device	10.94%	7
I live on one of these streets	15.63%	10
I live on a nearby street	39.06%	25
Other (please specify)	1.56%	1
Total Respondents: 64		

## Bluebonnet Lane

#	OTHER (PLEASE SPECIFY)	DATE
1	Use the artery to get to area businesses on Bluebonnet	1/23/2020 6:40 PM

## Q2 What do you like about the proposed changes?

Answered: 58   Skipped: 6

# Bluebonnet Lane

#	RESPONSES	DATE
1	Increased Pedestrian and bike safety	2/23/2020 8:10 PM
2	Physical barriers over plastic ones	2/23/2020 2:02 PM
3	Better than what's in place now	2/23/2020 9:45 AM
4	Change in protection for bike lanes, limiting parking to one side of street and pedestrian cross walks This neighbor hood has many pedestrians/bikers.	2/22/2020 12:43 PM
5	Great to see the protected lanes being extended! And great to hear that planters are being considered for barriers.	2/21/2020 11:37 PM
6	New and improved crosswalks and crossings for pedestrians.	2/21/2020 9:46 PM
7	Protecting bike lanes	2/19/2020 9:47 PM
8	Better bikability and walkabilty	2/19/2020 9:45 PM
9	More protection for bike lanes; safer pedestrian crossings.	2/19/2020 8:04 PM
10	I dislike t hem	2/19/2020 4:09 PM
11	Increased separation between travel modes with different speeds.	2/19/2020 3:52 PM
12	Protected lanes on these streets are generally safer.	2/19/2020 3:44 PM
13	continuation of protected bike lanes past the stop sign where it currently ends on the east end is great. I can't see from the included schematics how the intersection of Bluebonnet and S Lamar is designed, would like to see better detail there. The addition of multiple pedestrian crossings is fantastic.	2/19/2020 2:20 PM
14	I like that the intersection is signal I ER and that the turns are squared off	2/19/2020 1:04 PM
15	Safer intersections involving side streets and the bikeway. And, finally, a two-way extension of the bikeway across Lamar! Switching sides of the street at Rabb Glen, heading northbound on Bluebonnet, has always been hard on the bike/in conflict with traffic.	2/19/2020 11:35 AM
16	protected bike lanes	2/19/2020 9:41 AM
17	protected bike lanes and traffic calming can encourage more people to ride and walk, helping us get to our net zero goals	2/19/2020 9:21 AM
18	Safety for all users	2/19/2020 9:19 AM
19	Extension of the bicycle lane is very important, particularly the connectivity across Lamar. The continuation of the protected bike lane is an excellent addition. The pedestrian crossing additions and bulb outs are also very good adds. The planters should be prioritized as protection.	2/18/2020 6:59 PM
20	getting an option that takes me off lamar during evening or busy hours is a huge benefit to my safety.	2/10/2020 9:05 PM
21	The extension of the two way bikeway to Lamar and across to Del Curto is great and a needed addition to the facility. The new curb extensions, improved/increased pedestrian crossings, and Ann Arbor/Rundell intersection curb extensions are also awesome and should greatly increase pedestrian safety in the area.	2/10/2020 9:00 PM
22	buttons are more durable than plastic sticks	2/10/2020 10:53 AM
23	upgrades to the bike lane protection, and the use of attractive planters to provide a physical barrier to protect vulnerable road users.	2/5/2020 12:23 PM
24	More bike lanes is good.	2/5/2020 10:49 AM
25	Intersection improvement at Lamar, getting rid of the awkward two-way to one-way bike lane transitions	2/3/2020 11:45 AM
26	I really like that the lane will no longer end and just dump people off. I also am excited about a safer crossing at Lamar. South lamar is so dangerous. It's great to have a bike lane but if you don't feel safe crossing major roads, it limits its usefulness. This is a critical part of the project.	1/30/2020 11:01 AM

## Bluebonnet Lane

I'm also thrilled to see the curb bump outs etc to make turning radii safer, and slow drivers down from taking curves at high speeds.

27	Provides more safety for pedestrians and bikers, more separation from the heavy and high speed traffic in our neighborhood	1/30/2020 10:52 AM
28	I dislike them--they are largely steps backward for bicycling safely	1/29/2020 3:28 PM
29	improved bicycle safety	1/29/2020 3:17 PM
30	The nylon pylons needed a better solution. The concrete pods will be much better and safer for bikers/pedestrians The bike light was much needed plus changing the turn lanes also much needed	1/29/2020 12:45 PM
31	I like the connection across South Lamar, which is a really hard road to cross or use on a bicycle currently!	1/29/2020 11:39 AM
32	Protection is great. Traffic is less monitored and falls on neighborhood	1/28/2020 11:00 PM
33	Improved safety for pedestrians and cyclists, extension of the bike lane to Del Curto	1/27/2020 4:56 PM
34	Not coordinated with corridor plan (mistake)	1/27/2020 9:44 AM
35	That y'all are making any improvements. Thank you!	1/27/2020 9:43 AM
36	Really like the planters Like removing the plastic pylons for buttons Like the idea of upgrading so kids can bike to school safely	1/27/2020 9:41 AM
37	bumps instead of bollards wider	1/27/2020 9:38 AM
38	Pedestrian improvements; extension of protected bike lanes. I like two-way bike lanes because they are wider and offer more space for larger bikes like pedicabs, and provide more room for people to ride together. Using planters to protect the bike lanes would be great.	1/25/2020 1:39 PM
39	Extending the bike lane/protectations generally, and making the protected lane two way vs one way.	1/25/2020 11:25 AM
40	I cycle and don't own a car. Bluebonnet is a major artery for me getting to frequent destinations, and these changes make it much more accessible by bike. Concrete bollards are important because cars do occasionally veer into the bike lane, cars often park in it on Melridge, and the bike lane is often used by children. The pedestrian islands will hopefully make it easier to get from side streets (like Anita) to the bike lane, given that cars do speed and drive aggressively on Bluebonnet as a cut-through from Lamar to Barton Springs.	1/25/2020 10:35 AM
41	Protected and dedicated bike lane.	1/25/2020 8:11 AM
42	More protected bike lanes and the addition of crosswalks.	1/24/2020 10:26 AM
43	Much better than existing condition. Really like having the turtle shells rather than pylons that get knocked over	1/23/2020 9:12 PM
44	Stronger visibility road cues for automobiles to know bicycles share the road.	1/23/2020 8:56 PM
45	I like the movement toward prioritizing pedestrian and bicyclist movement. Pedestrian islands and curb extensions look good. Excited about the prospect of planters, which are vastly superior to turtle bumps.	1/23/2020 8:23 PM
46	Greatb improve ments	1/23/2020 7:12 PM
47	Planters, crossings islands, curb extensions, turtle bumps,	1/23/2020 7:11 PM
48	Increase pedestration and bike usability, safety, and comfort.	1/23/2020 6:49 PM
49	I like having more ped crossings.	1/23/2020 6:46 PM
50	The two lanes extension to Lamar is critical. We ride this every warm day tonschoolmfrom the delay curtonside and that is easily the most dangerous part of our ride to school.	1/23/2020 6:44 PM
51	I like the protected bikelanes that go all the way down bluebonnet	1/23/2020 6:44 PM
52	The permanent barrier/pods in lieu of the flexible pylons which are frequent gone. Also the barriers/planters at key intersections, crosswalks and high use areas	1/23/2020 6:40 PM

## Bluebonnet Lane

53	Slower traffic. No more knocked over bike lane sticks. Better aesthetics.	1/23/2020 6:39 PM
54	Intersection traffic changes at bluebonnet and Lamar. Adjustment from flex posts to something more permanent	1/23/2020 6:38 PM
55	Better protection for bike lane & improvements to Blue Bonnet/Lamar intersection	1/23/2020 6:38 PM
56	Extra protection for peds and bikes is wise	1/23/2020 6:37 PM
57	Limited changes to current properties while adding a lot of safety features	1/23/2020 6:25 PM
58	Removal of the unsightly pylons and installing permanent pods. We also like the planters/dividers at the various crossings.	1/23/2020 6:25 PM

## Q3 What do you dislike about the proposed changes?

Answered: 53   Skipped: 11

# Bluebonnet Lane

#	RESPONSES	DATE
1	Not sure bike lane entrance barriers at Ashby and Bluebonnet are wise.	2/23/2020 8:10 PM
2	nothing stands out	2/23/2020 9:45 AM
3	I don't see a commitment to integrating greenery; I'd like to see a green streets approach that makes use of stormwater. Also, I don't see any mention of the tree canopy, which seems lacking along parts of this route. It would be great to include consideration of street trees in projects like this.	2/21/2020 11:37 PM
4	The additional bike lanes.	2/21/2020 9:46 PM
5	n/a	2/19/2020 9:47 PM
6	Nothing	2/19/2020 9:45 PM
7	The planters.	2/19/2020 8:17 PM
8	Make the curb extensions actual curb extensions with stormwater / green infrastructure features.	2/19/2020 8:04 PM
9	These plans amount to beginners' mistakes in cycling infrastructure planning. See also: <a href="https://usa.streetsblog.org/2019/08/16/...-injuries/">https://usa.streetsblog.org/2019/08/16/ ... -injuries/</a> <>new study is finding that the safest bike facilities on busy streets are Dutch-style, sidewalk-level bike lanes or protected bike lanes with no driveways or intersections, such as those on bridges. And a surprising number of injuries are happening in two-way, street-level, protected bike lanes. The Insurance Institute for Highway Safety study recently analyzed 350 bike-injury cases in New York, Washington and Portland in order to determine which street designs were safest for those on two wheels. The study surveyed injured riders who were treated in hospitals. "Two-way protected bike lanes alongside two-way vehicle traffic add ... complexity as turning drivers need to monitor both oncoming vehicle traffic and two-way bicycle traffic in the bike lane," author Jessica Cicchino and her research team wrote. Researchers found that calm, residential streets were the safest places for riding. But even unprotected bike lanes had lower injury rates than two-way, protected street-level bike lanes, the study showed.<>	2/19/2020 4:09 PM
10	The transition from Medridge to Axie Morton is scary because the sight lines are bad and the transition from the two-way protected bike lane to the regular painted lane is weird. Could a fix be included in this project, sooner rather than later?	2/19/2020 3:52 PM
11	I'm concerned with these types of bike lanes having both directions on a single side of the street. To make a left turn across these bike lanes, you have to check oncoming traffic, oncoming bikes, and _also_ bikes that are overtaking from behind. I haven't observed a problem on Barton Hills drive yet, but I don't drive on that in high traffic times.	2/19/2020 3:44 PM
12	Not much I don't like! I hope the planters work out.	2/19/2020 1:04 PM
13	both on the same side, west. Should be in the same direction of cars, one of each side as I bike.	2/19/2020 9:41 AM
14	though it's a good way to direct non vehicle traffic to barton springs and zilker park, it's not really the best route for commuters since it doesn't go downtown, it would be good to connect at the south end to major streets like Oltoft and Lamar, both of which are begging for protected bike lanes.	2/19/2020 9:21 AM
15	Nothing	2/19/2020 9:19 AM
16	I am not sure why concrete traffic buttons are being described as an "upgrade." A combination of concrete traffic buttons AND flex posts would be preferred, with additional protective planters.	2/18/2020 6:59 PM
17	it looks like a weird corner on bluebonnet/del curto (bluebonnet would end into del curto) stays kinda weird and potentially unsafe.	2/10/2020 9:05 PM
18	The turtle bumps are a horrible idea and would do nothing to "improve" the facility. Vertical separation from traffic is needed if it's going to be considered an all ages and abilities bikeway. Either replace the flex posts with stronger flexposts, line the entire bikeway with planters, or do a combination of stronger flex posts and planters. NO "traffic buttons". They won't be visible to people driver cars, they'll get hit, and then they'll just end up in the bikeway and be a hazard. Additionally, please, please take out the yellow flex posts in the middle of the bikeway. What a	2/10/2020 9:00 PM



## Bluebonnet Lane

hazard! Also, it shows flex posts at the "entrance" to the proposed extended two-way bikeway at Lamar but, if there were anywhere where concrete would be needed to keep cars from turning into the bikeway, it is here. Also, what the heck is going on with the bikeway once it gets to the corner of Bluebonnet and Del Curto? It narrows to a sidewalk and then...you're supposed to take a hard left at the curb cut to go...where? Looks totally unfinished and needs works.

19	No mention of surface. We need smoother pavement than chip seal for bike lanes	2/10/2020 10:53 AM
20	nothing, I hope it is approved and is executed swiftly	2/5/2020 12:23 PM
21	Something needs to be done about the light. If you're on a bike at Bluebonnet and Lamar, the light doesn't know you're there and you won't ever get a signal. How can you make bike changes without making sure the traffic light gives the right away every time?	2/5/2020 10:49 AM
22	Concrete button protection	2/3/2020 11:45 AM
23	NA	1/30/2020 11:01 AM
24	Doesn't address the speed of traffic. There are some speed pillows but they don't continue onto Melridge Place. Traffic speed is excessive there and a danger to the many pedestrians	1/30/2020 10:52 AM
25	The existing and planned two-way bikeways are antithetical to safe cycling and have been shown to be abnormally dangerous for decades. <a href="https://safety.fhwa.dot.gov/PED_BIKE/unless19.pdf">https://safety.fhwa.dot.gov/PED_BIKE/unless19.pdf</a> Please see "19.5 Practices to be Avoided--two-way bike lanes" Note also the Insurance Institute for Highway Safety study recently finding that riding in two-way "protected" bikeways are far more dangerous than riding conventional painted bike lanes and than riding on streets without bike lanes.	1/29/2020 3:28 PM
26	nothing	1/29/2020 3:17 PM
27	Need more planters all the way down Melridge Place plus need more speed bumps	1/29/2020 12:45 PM
28	The combined path will/has lead/led to interaction of cyclists, walkers, runners and baby strollers. I've been confronted with comments, aggression, and looks bc I say "on the left" of people walking, group running, rolling, and strolling in a group /babies and dogs. This blocks pathways for cyclists to have a smooth ride. The next Meetup should focus on "shared pathway" etiquette.	1/28/2020 11:00 PM
29	My biggest concern is the safety of pedestrians and cyclists at the South Lamar x Bluebonnet intersection, especially the south side crossing.	1/27/2020 4:56 PM
30	intersection of Bluebonnet and S. Lamar (in corridor plan!)	1/27/2020 9:44 AM
31	What I wish is for a real curb instead of the bumps. The bumps are hard to navigate around and easy to miss in the dark. I want ATD to send morning and afternoon patrols from 7:15 - 8:00 a.m. and 2:50 - 3:15 p.m. to clear vehicles that are "standing" in the bike lane.	1/27/2020 9:43 AM
32	I don't see anything at the moment	1/27/2020 9:41 AM
33	Need to keep westbound traffic on Bluebonnet able to turn south on Lamar to prevent Walgreens and 2323 S Lamar project drivers from going across Lamar and then turning down Arpdale in order to go south on Lamar. OR make some other accommodation for Walgreens and 2323 (?)	1/27/2020 9:38 AM
34	I strongly support the creation of separate bike/personal mobility lanes but I'm not a fan of the concrete traffic buttons because they can be treacherous to navigate on a bike, especially on some of the steeper grades in the Zilker neighborhood. They also do not provide much of a deterrent for cars to access the bike lane. Flex posts aren't much better, but they are better than the buttons. Having some completely car-free streets or bike priority routes for people to get around would be ideal, especially in the Zilker neighborhood.	1/25/2020 1:39 PM
35	Only that it doesn't directly connect to continuous protected lanes to and from the neighborhood.	1/25/2020 11:25 AM
36	Would've liked a fully protected bike lane like 3rd street downtown. Feels safer.	1/25/2020 10:35 AM
37	Loss of sidewalk between Lamar and Del Curto. No discussion of need for left turn arrow on southbound Lamar to Bluebonnet.	1/25/2020 8:11 AM
38	I think there should be a stop sign at the intersection of Blue crest drive and Bluebonnet lane. It is right before the elementary school and a tough area where people drive fast and many	1/24/2020 10:26 AM

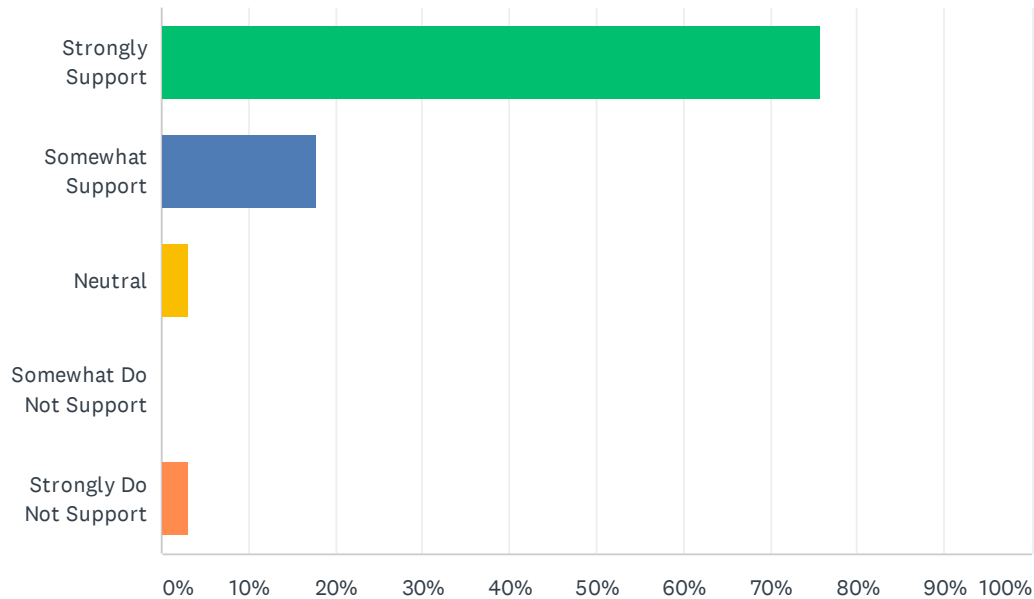
## Bluebonnet Lane

parents park on Blue crest to walk their kids to school.

39	Would like to see planters at Bluebonnet and Ashby crossing	1/23/2020 9:12 PM
40	The round bumps as a border. It still allows cars and trucks to cross over into bicycle lanes, they are hazardous. The lanes need full curbs. Not the bumps or current white posts.	1/23/2020 8:56 PM
41	I'd like to see more thoughtful curb management: dedicated spots for delivery vehicles, wider buffers to accommodate recycling trash bins (so they do not intrude on cycle track). I think the intersection with Hether warrants a more radical treatment to indicate the presence of children crossing. The entire intersection could be painted or raised. Still concerns about the speed with which motorists take the curve at the west end of the project area; also think the bike lanes could be widened there to accommodate cyclists coming downhill fast. The right turn at Lamar is troubling. I'm worried motorists will run over cyclists there even with the flex posts. Would like RTOR forbidden for motorists eastbound on Bluebonnet at Lamar. It looks like there are speed humps included in the design. I'm for it if other options don't work, but would prefer chicanes or additional neckdowns to slow traffic. Large trucks often ignore speed humps and they can aggravate musculoskeletal issues.	1/23/2020 8:23 PM
42	Much safer	1/23/2020 7:12 PM
43	Ash by intersection needs more attention and a flashing stop sign.	1/23/2020 7:11 PM
44	Nothing really	1/23/2020 6:49 PM
45	Too many ped crossings for number of residents. A couple of these are too close to each other. This will make traffic worse than it is now if it slows down the terrible rush hour traffic even more. The South Lamar intersection will take longer to get through. How many bikes will use it in future compared to number of vehicles impacted?	1/23/2020 6:46 PM
46	If I had to pick something it would just be a reminder that signage slowing cars as they enter bluebonnet from the neighborhood ACROSS the bike lane.	1/23/2020 6:44 PM
47	Naw	1/23/2020 6:44 PM
48	We need a slowing hump/bump on Melridge. The traffic is much too fast on the downhill portions and at the narrow turn just before Bluebonnet. The added sidewalk helps but is no protection from trucks and cars that approach loss of control at the turns.	1/23/2020 6:40 PM
49	Disruption during construction . If there planters... who keeps them up?	1/23/2020 6:39 PM
50	Na	1/23/2020 6:38 PM
51	N/a	1/23/2020 6:38 PM
52	The odd intersection of Rundell and hether and bluebonnet don't get fixed	1/23/2020 6:37 PM
53	Failure to add a traffic slowing "device" on Melridge, which allows/encourages speeding. Speed humps would be ideal mid-Melridge Place.	1/23/2020 6:25 PM

## Q4 Please let us know your level of support for the proposed changes.

Answered: 62 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly Support	75.81%	47
Somewhat Support	17.74%	11
Neutral	3.23%	2
Somewhat Do Not Support	0.00%	0
Strongly Do Not Support	3.23%	2
TOTAL		62

## Q5 Do you have any additional comments?

Answered: 41   Skipped: 23

## Bluebonnet Lane

#	RESPONSES	DATE
1	No	2/23/2020 8:10 PM
2	no	2/23/2020 9:45 AM
3	Thanks for all you're doing! Looking forward to seeing this implemented.	2/21/2020 11:37 PM
4	Bicyclists need to obey traffic rules and in this neighborhood, they often seem to ignore them. Increasing bike lanes without holding bicyclists accountable for failure to adhere to traffic rules sends the wrong message to the neighborhood.	2/21/2020 9:46 PM
5	Get'er done!	2/19/2020 9:47 PM
6	No	2/19/2020 9:45 PM
7	Support planters for bike protection.	2/19/2020 8:04 PM
8	1) the city should be focusing efforts for improving cycling where cycling is difficult or unsafe, rather than in places where cycling is already easy and safe 2) the city should eliminate existing two-way bike lanes and refrain from building more	2/19/2020 4:09 PM
9	Thanks for the great work you do!	2/19/2020 3:52 PM
10	I'd like to stress how important the design of the bike way is at the Bluebonnet and S Lamar intersection, and would really like to see the bike lane continue up to the line of the intersection, as well as provide the ped/bike crossing an early start as we're seeing at many intersections across the city.	2/19/2020 2:20 PM
11	More bikes! More walking!	2/19/2020 1:32 PM
12	put bike lanes in the same direction as cars, as people travel normally.	2/19/2020 9:41 AM
13	I appreciate that it's simpler on many levels to build protected bike/walking off major streets. However major streets nearby -- Lamar and Oltorf in particular, are actively dangerous for bikes without much or any protection. And those major streets are how people commute to work, taking them out of cars and helping us reach our 2050 net zero climate goals.	2/19/2020 9:21 AM
14	I would strongly support this in theory, but can only put somewhat support due to the protection offered. Please record as "strongly support" in terms of all other aspects.	2/18/2020 6:59 PM
15	reflective painting for night that more strongly indicates pedestrian and cyclist traffic would be pretty nice around corners. people really don't pay attention enough.	2/10/2020 9:05 PM
16	I totally support all of the pedestrian improvements but think some aspects of the bikeway need rethinking (see above comments). Thank you!	2/10/2020 9:00 PM
17	This is a pretty tame proposal considering how important this route is. Can we find a way to keep the UPS trucks off the path?	2/10/2020 10:53 AM
18	I would like to see many more changes like this city-wide	2/5/2020 12:23 PM
19	Those concrete buttons are death traps to cyclists, especially at night. ANYTHING else would be better, including nothing at all.	2/3/2020 11:45 AM
20	We need more of these, everywhere!	1/30/2020 11:01 AM
21	This should be a beginning to a comprehensive plan for this neighborhood. Follow up with traffic slowing measures and full sidewalks. It's too dangerous for pedestrians competing with vehicles.	1/30/2020 10:52 AM
22	The city's planners should know better	1/29/2020 3:28 PM
23	n/a	1/29/2020 3:17 PM
24	Please add speed bumps on Melridge Place. Cars drive WAY too fast and it is a dangerous stretch	1/29/2020 12:45 PM
25	See above. It's a great start, but concerns lie in cyclists bc it's a corridor for us.	1/28/2020 11:00 PM
26	We will live at [REDACTED] and would help with planters etc. [REDACTED] We own the house and will move in later this year	1/27/2020 9:41 AM

## Bluebonnet Lane

27	Having some completely car-free streets or bike priority routes for people to get around would be ideal, especially in the Zilker neighborhood. Do Barton Springs Blvd next! :-)	1/25/2020 1:39 PM
28	None	1/25/2020 11:25 AM
29	Kinny Avenue is desperately in need of these sorts of changes. It's the primary artery for cyclists getting downtown from Zilker and much of the South Lamar area, but has little in the way of safety improvements to make it more accessible to anyone other than motorists.	1/25/2020 10:35 AM
30	Bigger issue is the dangerous intersection for all vehicles, not just bikes	1/25/2020 8:11 AM
31	Thank you for putting attention on this and making these busy streets safer for pedestrians and bicyclists!	1/24/2020 10:26 AM
32	At Bluebonnet and Lamar right on red southbound traffic needs to be eliminated. A bicycle left lane turn box at all intersections are critical. Please don't place speed bumps in any bicycle lane. And the majority of bicycle lanes need to be far wider and consider bicycles have multiple passing needs as well.	1/23/2020 8:56 PM
33	Good job guys! Appreciate y'all putting the effort into this and taking the time to talk with community members.	1/23/2020 8:23 PM
34	More signage less parking	1/23/2020 7:12 PM
35	Zilker PTA can help with planters in front of school. Specifically Jabos Garden program.	1/23/2020 7:11 PM
36	How much does this cost? Pave South Lamar; it's falling apart. Slowing down traffic just increases driver frustration. I've watched it on Bluebonnet for the 12 years I've lived on it. Drivers, the vast majority do not live in the neighborhood, gun it thru intersections because it takes longer and longer. Their behavior will only get worse.	1/23/2020 6:46 PM
37	Keep up the good work, and send police to ticket delivery trucks in the lane. Thanks!	1/23/2020 6:44 PM
38	I think the school should help out with the planters and make it a thing	1/23/2020 6:44 PM
39	Please update us frequently in progress and advise as to the proposal to slow down traffic on Melridge	1/23/2020 6:40 PM
40	Nice job!	1/23/2020 6:38 PM
41	We would appreciate a reply as to our recommended change on Melridge Place.	1/23/2020 6:25 PM