

Cherrywood Neighborhood Bikeways Survey

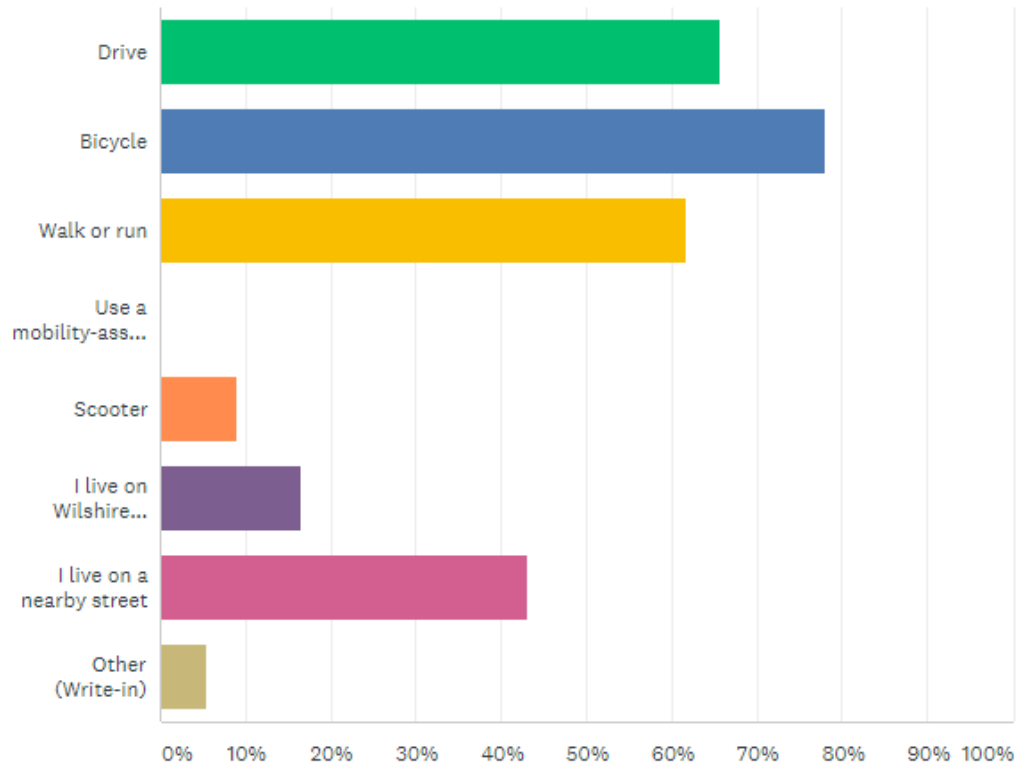
Multiple choice responses summary

Open ended responses categorized by theme

Multiple choice responses summary

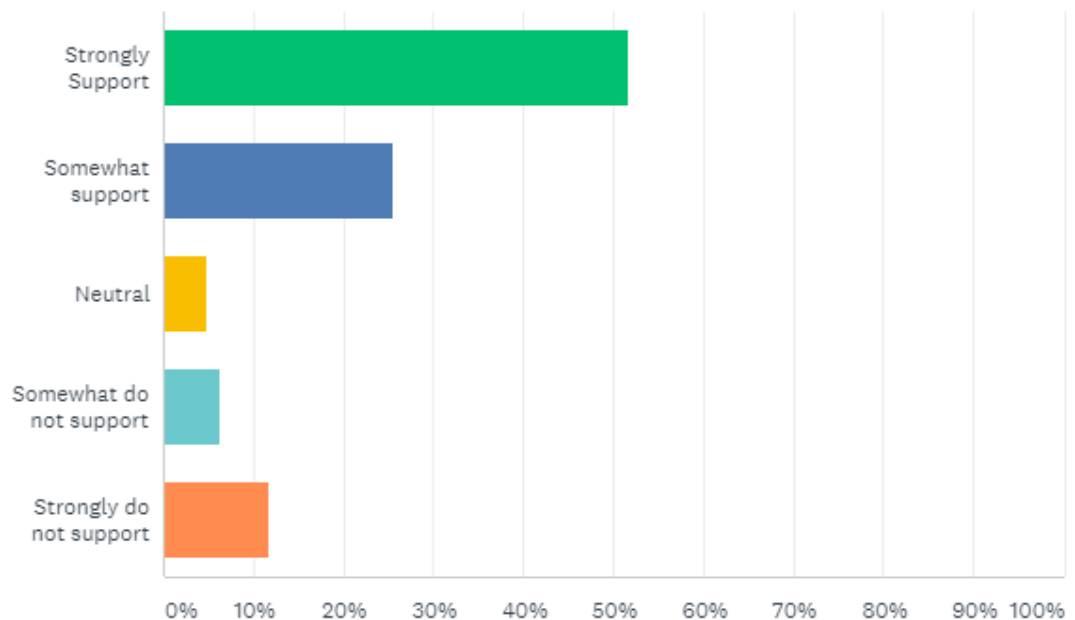
Q1: How do you use Wilshire Boulevard, Cherrywood Road, and/or Schieffer Avenue between IH-35 and Airport Boulevard? (check all that apply)

Answered: 146 Skipped: 1



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

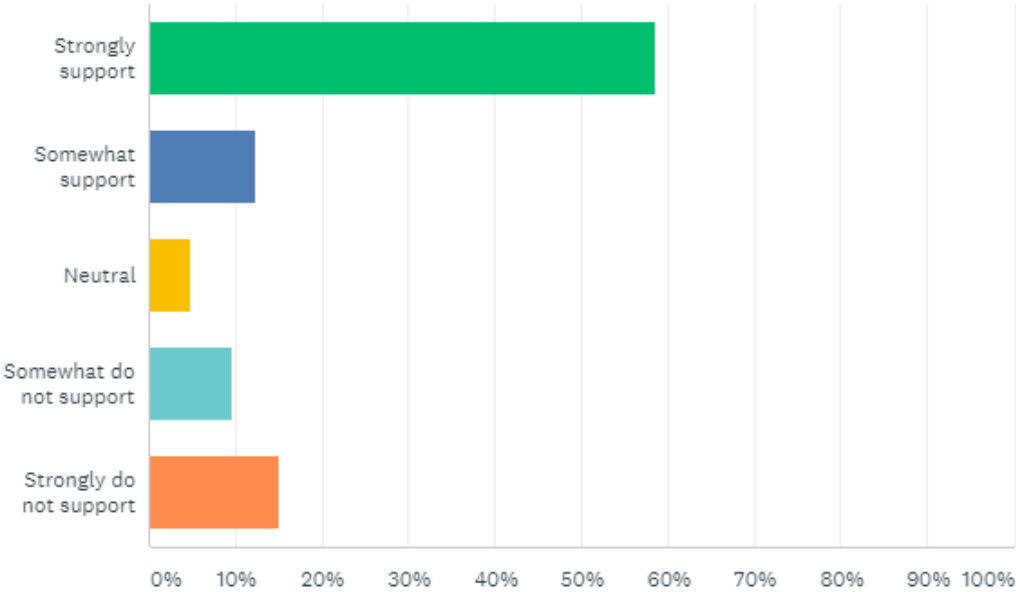
Answered: 145 Skipped: 2



Multiple choice responses summary

Q5: What is your level of support for lowering motor vehicle speeds to 20-25 mph on Wilshire Boulevard, Cherrywood Road, and/or Schieffer Avenue by installing or improving speed reduction devices such as speed humps or speed cushions to make the streets safer and more comfortable to drive, bicycle, walk, and play?

Answered: 147 Skipped: 0



Open ended responses categorized by theme

Categ	Response	Question	Respondent ID
Question: Additional Comments			
Bicycle infrastructure - Concern - Flex posts are not "all ages and abilities" - May prefer grade separation or physical barrier			
	Plastic bollards aren't "all ages and ability" there needs to be grade separation or a solid physical barrier for a true protected bike lane.	Additional Comments	1879
Bicycle infrastructure - Concern - General concern			
	Streets are TOO congested and too SMALL to add bike lanes. (or take away neighborhood parking). i believe it is only a small minority that will use the bike lanes. New bike lanes will add too much congestion without added benefit. OH THE GOOD THING. I FOUND OUT THAT IT IS EASIER TO GO NORTH OUTSIDE OF TOWN TO EAT AND SHOP. YOU WILL NOT THAT MANY EMPLOYERS ARE MOVING OUTSIDE OR OUTSKIRTS OF CITY. (DELL SAMSUNG APPLE) OR ARE MOVING (EMERSON)	Additional Comments	1888
Bicycle infrastructure - Concern - Lack of protected bicycle lanes			
	the speed reductions will generally be ignored by drivers in the area, so they will have minimal impact. The only thing that really makes cycling more comfortable in Austin is a protected bike lane. Obviously there isn't space for that everywhere, but I feel the impact of speed changes will be minimal.	Additional Comments	1861
Bicycle infrastructure - Concern - Retiming bike signals into Mueller			
	Please reconsider the major intersection in this neighborhood and focus improvements there. Also, the bike signals going into the Mueller neighborhood - both on Aldrich and Zach Scott - need to be retimed. They are way too long. ALSO they need shade because they are extremely exposed and have long wait times. This will make biking in and out of Cherrywood to the east much more appealing and pleasant for cyclists, particularly those more vulnerable to heat stroke (children, older people). Thanks for all your hard work! Can't wait to see the improvements.	Additional Comments	1990
Bicycle infrastructure - Concern - Sharing road with motor vehicles			
	Cars are too dangerous to share the roads with any other mean of transportation. A 2000lbs vehicle behind a bicycle/scooter/pedestrian is *REALLY* scary.!	Additional Comments	1954
Bicycle infrastructure - Like - Bike lanes in Mueller			
	More separated bicycle infrastructure, especially two way infrastructure with more than just little sticks to protect cyclists from cars. More like the infrastructure on Zach Scott St in Mueller.	Additional Comments	1867
	Above. I do love the new sidewalks on the west side of Airport and bike lanes at Mueller.	Additional Comments	1904
Bicycle infrastructure - Like - Neighborhood bikeway concept			

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Bicycle infrastructure - Like - Neighborhood bikeway concept			
	I love the changes. I would like to see a similar effort in Windsor Park with Belfast as a Bike blvd. I would also like to keep Patterson Park accessible to nearby neighborhoods.	Additional Comments	2003
Bicycle infrastructure - Like - Wayfinding			
	I'm thrilled you are addressing this area as it is an important crossing (of I 35) that could see a lot more use if it were not so horrible for people walking and biking! I'm also excited about the wayfinding to make it easier for people to know about safe routes.	Additional Comments	1893
	I do not like the working on question 4. To be clear: I strongly support speed cushions, not bumps. I strongly support better crossings at busy intersections, bike/lanes, painted markings on asphalt and signs for notification and wayfinding, I am STRONGLY AGAINST sidewalk creation. I somewhat do not support spot parking restrictions.	Additional Comments	1955
Bicycle infrastructure - Request - Cherrywood (38th 1/2 Street - Manor Road)			
	Fix Cherrywood south of 38 1/2. Honestly, I have way more dicey encounters on that stretch of the road.	Additional Comments	1971
	Yes please address safety crossing 381/2 street at Clarkson. Also Cherrywood all the way to Manor Rd! Why was this left off? 32nd street is a cut through stree to I-35, and is very dangerous. There is NO bike lane of the east side of Cherrywood and people often park where there is no parking. It is VERY treacherous with buses and speeding cars. I have address this numerous time via 311 and at your events. Disappointed that it was not seen through. Kids are a RISK.	Additional Comments	1983
	I don't think chreeywood south of 38.5 is a really bike-able street. Too much hill. Too narrow. Tooooo much traffic.	Additional Comments	1994
Bicycle infrastructure - Request - Protected bicycle lanes			
	More separated bicycle infrastructure, especially two way infrastructure with more than just little sticks to protect cyclists from cars. More like the infrastructure on Zach Scott St in Mueller.	Additional Comments	1867
	Support reduced vehicle speeds by narrowing R.O.W. with protected bike lanes, reducing on street parking to single side of the street. My experience is that speed humps and pillows are not a solution that improves safety for all road users.	Additional Comments	1874
	Ensure sidewalks are large enough for accessibility. Would prefer bike lanes to have physical barriers.	Additional Comments	1891
	Yes, separated bike lanes are great, markings and interection improvements are welcomed. Adding so many new speed humps is not welcomed at all!	Additional Comments	1912
	We really need sidewalks or dedicated bike lanes with barriers to completely protect walker/bikers	Additional Comments	1956

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Bicycle infrastructure - Request - Protected bicycle lanes			
	I would rather see other strategies to reduce speed there (such as narrow car lanes, perhaps by adding a protected bike lane). *Need protected bike lanes on Cherrywood from Sheiffer to Manor. I would feel better about the speed devices if they were all cushions and all lined up well with sharrows to show bikes how to avoid them.	Additional Comments	1982
	Can you please have more biker protections like you do on Manor Road headed west toward I-35?	Additional Comments	1986
Crossings or intersections - Concern - Proposed changes to IH-35 crossing			
	The connection from Wilshire to Hancock Center doesn't feel good. It's hard to imagine walking or riding the extra distance to take a crosswalk that still looks super scary. Am I missing something? It would feel safer with a traffic signal - traffic is coming from so many directions and it's scary to even drive through there.	Additional Comments	1873
Crossings or intersections - Like			
	Yes, separated bike lanes are great, markings and interection improvements are welcomed. Adding so many new speed humps is not welcomed at all!	Additional Comments	1912
	I do not like the working on question 4. To be clear: I strongly support speed cushions, not bumps. I strongly support better crossings at busy intersections, bike/lanes, painted markings on asphalt and signs for notification and wayfinding, I am STRONGLY AGAINST sidewalk creation. I somewhat do not support spot parking restrictions.	Additional Comments	1955
Crossings or intersections - Like - Proposed changes to IH-35 crossing			
	I-35 improvements are critical to the success of this project.	Additional Comments	1892
	I'm thrilled you are addressing this area as it is an important crossing (of I 35) that could see a lot more use if it were not so horrible for people walking and biking! I'm also excited about the wayfinding to make it easier for people to know about safe routes.	Additional Comments	1893

Question: Additional Comments

Crossings or intersections - Like - Proposed changes to IH-35 crossing

I take Wilshire + Cherrywood because I feel safer on them than Red River and 38 1/2 street. I'd rather see work done on that area. My situation: I'm biking to and from a coffeeshop each morning - it forces me to exercise. I live near 43rd and Duval (behind Mother's Cafe) and my coffeeshop is near 11th and Chicon (close to Huston-Tillotson). I leave at 7:45am, return at 8:45am. I used to bike Red River to 38 1/2 Street to Lafayette to Chicon, but Red River and 38 1/2 Street are dangerous and I dismounted and walked at multiple intersections because I did not feel safe. I considered taking Duval to Littlefield/Manor to Comal, but that did not feel as safe as Hancock Center to Wilshire to Cherrywood to Alamo to Poquito, which is what I currently take. It is a half mile longer, but it feels much safer. There are some tricky intersections, but most of the ride is calm with few cars and no two-lane roads. I'd rather see work done on Red River. On Red River, I have to share a 2 lane road with cars, which does not make me feel safe. Even where there is a bike lane, it is often too narrow for comfort. And there is a dangerous spot headed north where you go down a hill and pick up speed and people pulling out of St. David's might t-bone you. The danger was bad enough that I often went on the sidewalk near Hancock golf course and dismounted to cross at 38 1/2 Street. For the Wilshire/Cherrywood, my major suggestions are making it legal (and pleasant) going to and from Hancock Center to Wilshire, which it looks like you are doing. Bravo! The other is to improve visibility on Wilshire by forbidding parking on the inside of curved street. I do not like the proposed speed bumps, which take my eyes off the road and may force me to ride in a part of the street where I am less visible. I ride the road daily and speeding cars have not been an issue. Yes, yes, I know slower cars have better reaction times. But I also drive a car and these changes are a tradeoff between (more) drivers and (fewer) bikes and I think banning parking on the inside of curved streets is a much better compromise than speed cushions.

Additional Comments

1902

Focus funding and development on crossing IH-35 as well as reduction of noise for same, a-la MOPAC high wall solution for neighborhood. This is a much better, and focused solution

Additional Comments

1928

I also like improved access to Hancock- I would focus on that first and foremost. Our neighborhood does not see a ton of traffic, but we do have a lot of walkers, bikers, etc. and crossing I35 is intimidating. I've lived here 6 years and have only walked to Hancock Center once, and just a few times to W 38th St.

Additional Comments

1933

The pedestrian crossing at I35 and Airport blvd are the most important.

Additional Comments

1959

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Crossings or intersections - Like - Proposed changes to IH-35 crossing			
	I bike through this area daily. The I-35 crossing and bike connectivity through to Hyde Park/North Loop are incredibly important and needed, but the addition of speed control devices would be detrimental to bikes and they aren't needed. Also the plans to add sidewalks are definitely good. The sidewalks that have been added to Cherrywood area recently were so long overdue, and I can't wait to get more. Walking my young kids through Cherrywood without sidewalks to get to the CapMetro stops used to feel so dangerous.	Additional Comments	1973
	Do it. Keep making Austin a bike-friendly city. I-35 needs as many bike-friendly crossings as possible. It is such a fortress that blocks the main city from the eastern suburbs.	Additional Comments	1985
Crossings or intersections - Request			
	Yes please address safety crossing 381/2 street at Clarkson. Also Cherrywood all the way to Manor Rd! Why was this left off? 32nd street is a cut through stree to I-35, and is very dangerous. There is NO bike lane of the east side of Cherrywood and people often park where there is no parking. It is VERY treacherous with buses and speeding cars. I have address this numerous time via 311 and at your events. Disappointed that it was not seen through. Kids are a RISK.	Additional Comments	1983
	Work on the crossing at Clarkson.	Additional Comments	1995
Maintenance - Concern			
	I don't like the expense nor that it takes a proposal for more humps to get the existing ones repainted. They were long overdue. So much in Austin is installed bond, grant or tax funded and not maintained.	Additional Comments	1984
Motor vehicle access or circulation - Request - Traffic signal			
	The connection from Wilshire to Hancock Center doesn't feel good. It's hard to imagine walking or riding the extra distance to take a crosswalk that still looks super scary. Am I missing something? It would feel safer with a traffic signal - traffic is coming from so many directions and it's scary to even drive through there.	Additional Comments	1873
	A stoplight will be much more effective at slowing cars at this intersection.	Additional Comments	1908
Motor vehicle operations, access, or circulation - Concern			
	ban cars	Additional Comments	1895
Motor vehicle operations, access, or circulation - Concern - Congestion			

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Motor vehicle operations, access, or circulation - Concern - Congestion			
	Streets are TOO congested and too SMALL to add bike lanes. (or take away neighborhood parking). i believe it is only a small minority that will use the bike lanes. New bike lanes will add too much congestion without added benefit. OH THE GOOD THING. I FOUND OUT THAT IT IS EASIER TO GO NORTH OUTSIDE OF TOWN TO EAT AND SHOP. YOU WILL NOT THAT MANY EMPLOYERS ARE MOVING OUTSIDE OR OUTSKIRTS OF CITY. (DELL SAMSUNG APPLE) OR ARE MOVING (EMERSON)	Additional Comments	1888
	I support a bikeway, though I think Cherrywood Road will become more congested with its addition.	Additional Comments	1910
Motor vehicle operations, access, or circulation - Concern - Cut-through motor vehicle traffic			
	All for dropping speed limits but you need to address then way that will force cars through Kirkwood and ashwood as a cut off to Wilshire/cherrywood	Additional Comments	1875
	I would like to see the longhorn at Wilshire and Airport to allow north traffic to turn west on Airport. This would reduce traffic to neighboring streets that were not intended to be thru streets to Airport.	Additional Comments	1925
	Yes please address safety crossing 381/2 street at Clarkson. Also Cherrywood all the way to Manor Rd! Why was this left off? 32nd street is a cut through stree to I-35, and is very dangerous. There is NO bike lane of the east side of Cherrywood and people often park where there is no parking. It is VERY treacherous with buses and speeding cars. I have address this numerous time via 311 and at your events. Disappointed that it was not seen through. Kids are a RISK.	Additional Comments	1983
Motor vehicle operations, access, or circulation - Request			
	I would like to see the longhorn at Wilshire and Airport to allow north traffic to turn west on Airport. This would reduce traffic to neighboring streets that were not intended to be thru streets to Airport.	Additional Comments	1925
Motor vehicle speeds - Concern - Additional speed reduction devices			
	Stop signs are more effective than speed tables/road humps. The stop signs and narrower street on Zach Scott have made a huge difference in traffic speed.	Additional Comments	1859
	Reducing the speed is a great idea, but we need to continue to think about street design and not just adding adding speed reduction devices which have negative impacts on cyclists. The streets are so wide and rarely have cars parked on them, at least during the day when I ride through this area very often, which encourages drivers to go faster than they should. With such low traffic residential streets, I would love for us to be aggressive in shrinking the ROW, and approaching other street design measures that make the street safer by design.	Additional Comments	1869

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Motor vehicle speeds - Concern - Additional speed reduction devices			
	Support reduced vehicle speeds by narrowing R.O.W. with protected bike lanes, reducing on street parking to single side of the street. My experience is that speed humps and pillows are not a solution that improves safety for all road users.	Additional Comments	1874
	we have existing speed bumps. do not need more. in the 20 years I've lived here, I have not seen any issues driving, biking, walking, and no one should be playing in the street.	Additional Comments	1901
	I take Wilshire + Cherrywood because I feel safer on them than Red River and 38 1/2 street. I'd rather see work done on that area. My situation: I'm biking to and from a coffeeshop each morning - it forces me to exercise. I live near 43rd and Duval (behind Mother's Cafe) and my coffeeshop is near 11th and Chicon (close to Huston-Tillotson). I leave at 7:45am, return at 8:45am. I used to bike Red River to 38 1/2 Street to Lafayette to Chicon, but Red River and 38 1/2 Street are dangerous and I dismounted and walked at multiple intersections because I did not feel safe. I considered taking Duval to Littlefield/Manor to Comal, but that did not feel as safe as Hancock Center to Wilshire to Cherrywood to Alamo to Poquito, which is what I currently take. It is a half mile longer, but it feels much safer. There are some tricky intersections, but most of the ride is calm with few cars and no two-lane roads. I'd rather see work done on Red River. On Red River, I have to share a 2 lane road with cars, which does not make me feel safe. Even where there is a bike lane, it is often too narrow for comfort. And there is a dangerous spot headed north where you go down a hill and pick up speed and people pulling out of St. David's might t-bone you. The danger was bad enough that I often went on the sidewalk near Hancock golf course and dismounted to cross at 38 1/2 Street. For the Wilshire/Cherrywood, my major suggestions are making it legal (and pleasant) going to and from Hancock Center to Wilshire, which it looks like you are doing. Bravo! The other is to improve visibility on Wilshire by forbidding parking on the inside of curved street. I do not like the proposed speed bumps, which take my eyes off the road and may force me to ride in a part of the street where I am less visible. I ride the road daily and speeding cars have not been an issue. Yes, yes, I know slower cars have better reaction times. But I also drive a car and these changes are a tradeoff between (more) drivers and (fewer) bikes and I think banning parking on the inside of curved streets is a much better compromise than speed cushions.	Additional Comments	1902
	Yes, separated bike lanes are great, markings and interection improvements are welcomed. Adding so many new speed humps is not welcomed at all!	Additional Comments	1912

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Motor vehicle speeds - Concern - Additional speed reduction devices			
	Instead of speed humps/cushions, would lots of signage and road paint saying "SLOW" be just as effective? What about chicanes instead of speed humps to force vehicles to slow down? I don't like speed cushions/humps because they cause a lot of noise from poorly-maintained vehicles' brakes and suspensions squealing. Also, big trucks can just pass over them. Big trucks seem to be frequent speed limit violators.	Additional Comments	1937
	I bike through this area daily. The I-35 crossing and bike connectivity through to Hyde Park/North Loop are incredibly important and needed, but the addition of speed control devices would be detrimental to bikes and they aren't needed. Also the plans to add sidewalks are definitely good. The sidewalks that have been added to Cherrywood area recently were so long overdue, and I can't wait to get more. Walking my young kids through Cherrywood without sidewalks to get to the CapMetro stops used to feel so dangerous.	Additional Comments	1973
	(Survey taker crossed out "by installing or improving speed reduction devices such as speed humps or speed cushions" in the previous question)	Additional Comments	1980
	Question number 5 is not a both- but an either or. I completely support lowering the speed limit. I do not support more speedbumps, the ones we have are bad enough.	Additional Comments	1988
Motor vehicle speeds - Concern - Speed reduction devices			
	substitute traffic enforcement/driver education for road humps	Additional Comments	1872
	Again on the humps, there are already speed humps on those routes. Is there data available to prove they aren't currently working beyond anecdotal?	Additional Comments	1923
	Your questions are written contain biased language in favor of speed bumps. Speed bumps do not "make the streets more comfortable" to drive. That assertion makes no sense. Pretending to gather input with biased questions is an embarrassing waste of resources.	Additional Comments	1942
Motor vehicle speeds - Concern - Speed reduction devices - Speed cushions			
	Most of the drivers who speed are mothers in minivans getting their kids to the day care at St Georges in the mornings Speedbumps as deep as those on Cherrywood are not easy on the car so please don't use those humps	Additional Comments	1863
	More sidewalks, fewer speed cushions	Additional Comments	1941
Motor vehicle speeds - Concern - Speed reduction devices - Speed humps			
	As I said, I support lowering the speed, but do not support doing is with speed humps.	Additional Comments	1868

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Motor vehicle speeds - Concern - Speed reduction devices - Speed humps			
	<p>The reason I STRONGLY DO NOT SUPPORT these proposals is because of your use of gutter-to-gutter speed bumps. Please see my earlier comments. Such bumps will make these routes more dangerous than they are today for cyclists. If I had the money, I'd sue the city for every one in place today. BTW..I'm not just some grumpy motorist. No - I'm a grumpy cyclist. This year alone, I will ride over 3000 miles in Austin (yes - I'm talking urban cycling), which will far exceed the number of miles I will drive in Austin. Austin is making progress on improving cycling safety, but gutter-to-gutter speed bumps are NOT one of the ways. Please talk to the League of American Wheelmen or visit progressive cycling cities like Boulder CO if you want better ideas. Finally, please cease the use of speed bumps altogether. They hurts cyclists, cars, and the backs of us who have back issues. There are far better controls, including cushions, chicanes, street narrows, single-lane squeeze points, bulb-outs, and yes, speed cameras. You can and MUST do better. Want to talk more? Contact me [redacted email address] Thanks.</p>	Additional Comments	1970
Motor vehicle speeds - Like - Prefer speed cushions			
	cushions, please, over humps	Additional Comments	1877
	<p>I do not like the working on question 4. To be clear: I strongly support speed cushions, not bumps. I strongly support better crossings at busy intersections, bike/lanes, painted markings on asphalt and signs for notification and wayfinding, I am STRONGLY AGAINST sidewalk creation. I somewhat do not support spot parking restrictions.</p>	Additional Comments	1955
	<p>I would rather see other strategies to reduce speed there (such as narrow car lanes, perhaps by adding a protected bike lane). *Need protected bike lanes on Cherrywood from Sheiffer to Manor. I would feel better about the speed devices if they were all cushions and all lined up well with sharrows to show bikes how to avoid them.</p>	Additional Comments	1982
Motor vehicle speeds - Like - Prefer speed humps			
	<p>If speed humps are used, please make them affective! The current speed humps around the city do not actually slow down trucks/SUVs, aka the majority of vehicles on the road in Austin. Even better, make them speed tables, a la Portland's neighborhood greenways.</p>	Additional Comments	1976
Motor vehicle speeds - Like - Slower speeds			
	<p>As I said, I support lowering the speed, but do not support doing is with speed humps.</p>	Additional Comments	1868

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Motor vehicle speeds - Like - Slower speeds			
	Reducing the speed is a great idea, but we need to continue to think about street design and not just adding adding speed reduction devices which have negative impacts on cyclists. The streets are so wide and rarely have cars parked on them, at least during the day when I ride through this area very often, which encourages drivers to go faster than they should. With such low traffic residential streets, I would love for us to be aggressive in shrinking the ROW, and approaching other street design measures that make the street safer by design.	Additional Comments	1869
	I strongly support traffic calming in residential areas, especially where bike and pedestrian traffic is high.	Additional Comments	1876
	bike safety is important! lane markings and slower speeds	Additional Comments	1882
	the speeds should be reduced to 12 mph as is standard in many European neighborhoods.	Additional Comments	1883
	While we have had few accidents on Wilshire, traffic often moves at high speed, despite existing calming devices.	Additional Comments	1911
	We are very grateful that these changes have been proposed to address the high (and rising) speed of vehicles on our street (Schieffer)	Additional Comments	1945
	I live on Bradwood Road and have two young children. we use these roads often to walk to Patterson Park, Mueller Parks, etc. I would like the proposed sidewalk and traffic slowing devices installed for safety.	Additional Comments	1953
Motor vehicle speeds - Request - Lower speed limits			
	Adding signage as allowed by laws. Eventually 20 mph speed limit signs. Drive like your kids live here.	Additional Comments	1978
	Question number 5 is not a both- but an either or. I completely support lowering the speed limit. I do not support more speedbumps, the ones we have are bad enough.	Additional Comments	1988
	The speed should be lowered to 20mph. Besides I believe it is the federal recommendation	Additional Comments	2000
Motor vehicle speeds - Request - Narrower streets			
	Stop signs are more effective than speed tables/road humps. The stop signs and narrower street on Zach Scott have made a huge difference in traffic speed.	Additional Comments	1859

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Motor vehicle speeds - Request - Narrower streets			
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	Support reduced vehicle speeds by narrowing R.O.W. with protected bike lanes, reducing on street parking to single side of the street. My experience is that speed humps and pillows are not a solution that improves safety for all road users.	Additional Comments	1874
	I would rather see other strategies to reduce speed there (such as narrow car lanes, perhaps by adding a protected bike lane). *Need protected bike lanes on Cherrywood from Sheiffer to Manor. I would feel better about the speed devices if they were all cushions and all lined up well with sharrows to show bikes how to avoid them.	Additional Comments	1982
Motor vehicle speeds - Request - Other speed reduction tools			
	Stop signs are more effective than speed tables/road humps. The stop signs and narrower street on Zach Scott have made a huge difference in traffic speed.	Additional Comments	1859
	Instead of speed humps/cushions, would lots of signage and road paint saying "SLOW" be just as effective? What about chicanes instead of speed humps to force vehicles to slow down? I don't like speed cushions/humps because they cause a lot of noise from poorly-maintained vehicles' brakes and suspensions squealing. Also, big trucks can just pass over them. Big trucks seem to be frequent speed limit violators.	Additional Comments	1937
	The reason I STRONGLY DO NOT SUPPORT these proposals is because of your use of gutter-to-gutter speed bumps. Please see my earlier comments. Such bumps will make these routes more dangerous than they are today for cyclists. If I had the money, I'd sue the city for every one in place today. BTW..I'm not just some grumpy motorist. No - I'm a grumpy cyclist. This year alone, I will ride over 3000 miles in Austin (yes - I'm talking urban cycling), which will far exceed the number of miles I will drive in Austin. Austin is making progress on improving cycling safety, but gutter-to-gutter speed bumps are NOT one of the ways. Please talk to the League of American Wheelmen or visit progressive cycling cities like Boulder CO if you want better ideas. Finally, please cease the use of speed bumps altogether. They hurts cyclists, cars, and the backs of us who have back issues. There are far better controls, including cushions, chicanes, street narrows, single-lane squeeze points, bulb-outs, and yes, speed cameras. You can and MUST do better. Want to talk more? Contact me [redacted email address] Thanks.	Additional Comments	1970

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Motor vehicle speeds - Request - Other speed reduction tools			
	I would rather see other strategies to reduce speed there (such as narrow car lanes, perhaps by adding a protected bike lane). *Need protected bike lanes on Cherrywood from Sheiffer to Manor. I would feel better about the speed devices if they were all cushions and all lined up well with sharrows to show bikes how to avoid them.	Additional Comments	1982
Motor vehicle speeds - Request - Speed management on another street			
	Since Crestwood connects Airport to the park/trail, the neighborhood, and the planned bikeway, traffic slowing measures should be considered for Crestwood as well.	Additional Comments	1906
Motor vehicles speeds - Other			
	The speed limit on Wilshire BLVD is ALREADY 20 MPG	Additional Comments	1917
On-street parking - Concern - Does not support parking removal			
	Streets are TOO congested and too SMALL to add bike lanes. (or take away neighborhood parking). i believe it is only a small minority that will use the bike lanes. New bike lanes will add too much congestion without added benefit. OH THE GOOD THING. I FOUND OUT THAT IT IS EASIER TO GO NORTH OUTSIDE OF TOWN TO EAT AND SHOP. YOU WILL NOT THAT MANY EMPLOYERS ARE MOVING OUTSIDE OR OUTSKIRTS OF CITY. (DELL SAMSUNG APPLE) OR ARE MOVING (EMERSON)	Additional Comments	1888
	I do not like the working on question 4. To be clear: I strongly support speed cushions, not bumps. I strongly support better crossings at busy intersections, bike/lanes, painted markings on asphalt and signs for notification and wayfinding, I am STRONGLY AGAINST sidewalk creation. I somewhat do not support spot parking restrictions.	Additional Comments	1955
On-street parking - Request - Further restrictions			

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
On-street parking - Request - Further restrictions			
	<p>I take Wilshire + Cherrywood because I feel safer on them than Red River and 38 1/2 street. I'd rather see work done on that area. My situation: I'm biking to and from a coffeeshop each morning - it forces me to exercise. I live near 43rd and Duval (behind Mother's Cafe) and my coffeeshop is near 11th and Chicon (close to Huston-Tillotson). I leave at 7:45am, return at 8:45am. I used to bike Red River to 38 1/2 Street to Lafayette to Chicon, but Red River and 38 1/2 Street are dangerous and I dismounted and walked at multiple intersections because I did not feel safe. I considered taking Duval to Littlefield/Manor to Comal, but that did not feel as safe as Hancock Center to Wilshire to Cherrywood to Alamo to Poquito, which is what I currently take. It is a half mile longer, but it feels much safer. There are some tricky intersections, but most of the ride is calm with few cars and no two-lane roads. I'd rather see work done on Red River. On Red River, I have to share a 2 lane road with cars, which does not make me feel safe. Even where there is a bike lane, it is often too narrow for comfort. And there is a dangerous spot headed north where you go down a hill and pick up speed and people pulling out of St. David's might t-bone you. The danger was bad enough that I often went on the sidewalk near Hancock golf course and dismounted to cross at 38 1/2 Street. For the Wilshire/Cherrywood, my major suggestions are making it legal (and pleasant) going to and from Hancock Center to Wilshire, which it looks like you are doing. Bravo! The other is to improve visibility on Wilshire by forbidding parking on the inside of curved street. I do not like the proposed speed bumps, which take my eyes off the road and may force me to ride in a part of the street where I am less visible. I ride the road daily and speeding cars have not been an issue. Yes, yes, I know slower cars have better reaction times. But I also drive a car and these changes are a tradeoff between (more) drivers and (fewer) bikes and I think banning parking on the inside of curved streets is a much better compromise than speed cushions.</p>	Additional Comments	1902
	On-street parking should be reduced whenever possible.	Additional Comments	1944
	I support parking restrictions along these streets, because parked cars decrease visibility and reduce safety for vulnerable road users.	Additional Comments	1997
Other - Concern - Cost			
	Road humps are already in place on Wilshire and cherrywood road keeping speed reduced to 20 mph. I have lived on Wilshire blvd. For 15 years and never seen an accident or viewed the road as unsafe. These projects are unnecessary and a waste of money.	Additional Comments	1903
	If this grossly inefficient redundancy is what our property taxes are funding, it is obvious that city council needs an overhaul.	Additional Comments	1929

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Other - Concern - Cost			
	Look around. There aren't any accidents on the street, plenty of bicyclists and pedestrians are moving along just fine. The speed bumps are working. Invest that money in something that will really help the neighborhood like addressing the homeless issue under the interstate that is keeping people like me from walking to the grocery store or the bus stop. We have homeless people who are stealing things from our porches, yelling at invisible enemies, relieving themselves in people's bushes. That is where the safety issue lies. Stop everything that is not essential and address the homeless problem NOW. Coordinate with the other city departments on schedules for projects like water and wastewater replacements. Until then, anything you do is wasted resources and wasted effort.	Additional Comments	1932
	The project has little benefit and city cost should be spent elsewhere.	Additional Comments	1951
	I don't like the expense nor that it takes a proposal for more humps to get the existing ones repainted. They were long overdue. So much in Austin is installed bond, grant or tax funded and not maintained.	Additional Comments	1984
Other - Concern - Cost - Other places would benefit from limited resources			
	To reiterate, I don't think the ideas of this project are *bad*, just that there are many other places that could see much larger improvements given limited resources.	Additional Comments	1907
Other - Concern - General concern			
	Road humps are already in place on Wilshire and cherrywood road keeping speed reduced to 20 mph. I have lived on Wilshire blvd. For 15 years and never seen an accident or viewed the road as unsafe. These projects are unnecessary and a waste of money.	Additional Comments	1903
	Your questions are written contain biased language in favor of speed bumps. Speed bumps do not "make the streets more comfortable" to drive. That assertion makes no sense. Pretending to gather input with biased questions is an embarrassing waste of resources.	Additional Comments	1942
	The reason I STRONGLY DO NOT SUPPORT these proposals is because of your use of gutter-to-gutter speed bumps. Please see my earlier comments. Such bumps will make these routes more dangerous than they are today for cyclists. If I had the money, I'd sue the city for every one in place today. BTW..I'm not just some grumpy motorist. No - I'm a grumpy cyclist. This year alone, I will ride over 3000 miles in Austin (yes - I'm talking urban cycling), which will far exceed the number of miles I will drive in Austin. Austin is making progress on improving cycling safety, but gutter-to-gutter speed bumps are NOT one of the ways. Please talk to the League of American Wheelmen or visit progressive cycling cities like Boulder CO if you want better ideas. Finally, please cease the use of speed bumps altogether. They hurts cyclists, cars, and the backs of us who have back issues. There are far better controls, including cushions, chicanes, street narrows, single-lane squeeze points, bulb-outs, and yes, speed cameras. You can and MUST do better. Want to talk more? Contact me [redacted email address] Thanks.	Additional Comments	1970

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Other - Concern - Safety			
	<p>I take Wilshire + Cherrywood because I feel safer on them than Red River and 38 1/2 street. I'd rather see work done on that area. My situation: I'm biking to and from a coffeeshop each morning - it forces me to exercise. I live near 43rd and Duval (behind Mother's Cafe) and my coffeeshop is near 11th and Chicon (close to Huston-Tillotson). I leave at 7:45am, return at 8:45am. I used to bike Red River to 38 1/2 Street to Lafayette to Chicon, but Red River and 38 1/2 Street are dangerous and I dismounted and walked at multiple intersections because I did not feel safe. I considered taking Duval to Littlefield/Manor to Comal, but that did not feel as safe as Hancock Center to Wilshire to Cherrywood to Alamo to Poquito, which is what I currently take. It is a half mile longer, but it feels much safer. There are some tricky intersections, but most of the ride is calm with few cars and no two-lane roads. I'd rather see work done on Red River. On Red River, I have to share a 2 lane road with cars, which does not make me feel safe. Even where there is a bike lane, it is often too narrow for comfort. And there is a dangerous spot headed north where you go down a hill and pick up speed and people pulling out of St. David's might t-bone you. The danger was bad enough that I often went on the sidewalk near Hancock golf course and dismounted to cross at 38 1/2 Street. For the Wilshire/Cherrywood, my major suggestions are making it legal (and pleasant) going to and from Hancock Center to Wilshire, which it looks like you are doing. Bravo! The other is to improve visibility on Wilshire by forbidding parking on the inside of curved street. I do not like the proposed speed bumps, which take my eyes off the road and may force me to ride in a part of the street where I am less visible. I ride the road daily and speeding cars have not been an issue. Yes, yes, I know slower cars have better reaction times. But I also drive a car and these changes are a tradeoff between (more) drivers and (fewer) bikes and I think banning parking on the inside of curved streets is a much better compromise than speed cushions.</p>	Additional Comments	1902
	<p>In spite of the fact that my comment seems a bit negative, I truly appreciate the work the city is doing regarding the mobility program. I am simply afraid that people biking/scooting will not be safe using it. This would also be an argument to the people opposing this type project.</p>	Additional Comments	1969
Other - Concern - Trucks on IH-35 and noise levels			
	<p>I would have been far happier to read that something could be done to reduce trucks on I-35 from well south of the city to well north by having them use the toll road. The only thing that's tough about living at Bradwood & Wilshire is the noise level from trucks.</p>	Additional Comments	1921
	<p>Focus funding and development on crossing IH-35 as well as reduction of noise for same, a-la MOPAC high wall solution for neighborhood. This is a much better, and focused solution</p>	Additional Comments	1928
Other - Like - General support			
	<p>If this works as intended, please implement on many other streets!</p>	Additional Comments	1858

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Other - Like - General support			
	Go vision zero.	Additional Comments	1864
	keep up the good work	Additional Comments	1866
	I support a bikeway, though I think Cherrywood Road will become more congested with its addition.	Additional Comments	1910
	Please think about projects that build support for safe multi-paths across the city.	Additional Comments	1914
	Do this kind of thing on every street please.	Additional Comments	1934
	I strongly favor these changes and believe improving cycling safety and comfort should be a priority throughout the city.	Additional Comments	1949
	Thanks for working to make biking better in Austin!	Additional Comments	1950
	I look forward to these improvements in our neighborhood.	Additional Comments	1967
	Do it. Keep making Austin a bike-friendly city. I-35 needs as many bike-friendly crossings as possible. It is such a fortress that blocks the main city from the eastern suburbs.	Additional Comments	1985
	Please reconsider the major intersection in this neighborhood and focus improvements there. Also, the bike signals going into the Mueller neighborhood - both on Aldrich and Zach Scott - need to be retimed. They are way too long. ALSO they need shade because they are extremely exposed and have long wait times. This will make biking in and out of Cherrywood to the east much more appealing and pleasant for cyclists, particularly those more vulnerable to heat stroke (children, older people). Thanks for all your hard work! Can't wait to see the improvements.	Additional Comments	1990
	I use all of the affected streets almost daily (mostly by bike) and I'm very supportive of the proposal.	Additional Comments	1996
	We want a safe neighborhood. We want children to bike. Research should be done to see how more children can be encouraged to do this	Additional Comments	1999
	I love the changes. I would like to see a similar effort in Windsor Park with Belfast as a Bike blvd. I would also like to keep Patterson Park accessible to nearby neighborhoods.	Additional Comments	2003
Other - Like - Improved safety			
	bike safety is important! lane markings and slower speeds	Additional Comments	1882
	we have lots of children and pets....this will really help keep them safe	Additional Comments	1936
	I strongly favor these changes and believe improving cycling safety and comfort should be a priority throughout the city.	Additional Comments	1949

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Other - Like - Improved safety			
	I live on Bradwood Road and have two young children. we use these roads often to walk to Patterson Park, Mueller Parks, etc. I would like the proposed sidewalk and traffic slowing devices installed for safety.	Additional Comments	1953
	Thank you for this! I want to make the roads safer for pedestrians and cyclists, especially given all of the children in our neighborhood.	Additional Comments	1975
Other - Other - Address houselessness issues in neighborhood			
	Look around. There aren't any accidents on the street, plenty of bicyclists and pedestrians are moving along just fine. The speed bumps are working. Invest that money in something that will really help the neighborhood like addressing the homeless issue under the interstate that is keeping people like me from walking to the grocery store or the bus stop. We have homeless people who are stealing things from our porches, yelling at invisible enemies, relieving themselves in people's bushes. That is where the safety issue lies. Stop everything that is not essential and address the homeless problem NOW. Coordinate with the other city departments on schedules for projects like water and wastewater replacements. Until then, anything you do is wasted resources and wasted effort.	Additional Comments	1932
	I would 100% support sidewalks on Wilshire Blvd if the homeless situation is handled and they are not allowed to camp under I35 anymore.	Additional Comments	1962
Other - Request			
	It would be great to see a more detailed plan for the construction of sidewalks, where it is clear how far these sidewalks will extend outward from the current curb.	Additional Comments	1930
Sidewalk or other pedestrian infrastructure - Concern			
	Please do a thorough study as to whether the proposed sidewalk can be constructed such that it adds to, rather than subtracts, from the aesthetic appeal of the Wilshire Blvd. neighborhood. I am open-minded to proposals that would address my concerns about the sidewalk.	Additional Comments	1916
	I do not like the working on question 4. To be clear: I strongly support speed cushions, not bumps. I strongly support better crossings at busy intersections, bike/lanes, painted markings on asphalt and signs for notification and wayfinding, I am STRONGLY AGAINST sidewalk creation. I somewhat do not support spot parking restrictions.	Additional Comments	1955
Sidewalk or other pedestrian infrastructure - Like			
	Above. I do love the new sidewalks on the west side of Airport and bike lanes at Mueller.	Additional Comments	1904
	More sidewalks, fewer speed cushions	Additional Comments	1941

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Sidewalk or other pedestrian infrastructure - Like			
	I live on Bradwood Road and have two young children. we use these roads often to walk to Patterson Park, Mueller Parks, etc. I would like the proposed sidewalk and traffic slowing devices installed for safety.	Additional Comments	1953
	We really need sidewalks or dedicated bike lanes with barriers to completely protect walker/bikers	Additional Comments	1956
	I would 100% support sidewalks on Wilshire Blvd if the homeless situation is handled and they are not allowed to camp under I35 anymore.	Additional Comments	1962
	Although I like the idea of a sidewalk on the north side of Wilshire, I'm very concerned about the impact to the trees there. The post oaks in our neighborhood are very sensitive to any disruption, no matter how careful you are. I think you all did a great job with the sidewalk on Cherrywood and I hope the proposed sidewalk on Wilshire will be constructed like the one on Cherrywood and you do all you can to lessen the impact to the trees that are near the curb.	Additional Comments	1968
	I bike through this area daily. The I-35 crossing and bike connectivity through to Hyde Park/North Loop are incredibly important and needed, but the addition of speed control devices would be detrimental to bikes and they aren't needed. Also the plans to add sidewalks are definitely good. The sidewalks that have been added to Cherrywood area recently were so long overdue, and I can't wait to get more. Walking my young kids through Cherrywood without sidewalks to get to the CapMetro stops used to feel so dangerous.	Additional Comments	1973
Sidewalk or other pedestrian infrastructure - Like - Ramps / ADA improvements			
	Ensure sidewalks are large enough for accessibility. Would prefer bike lanes to have physical barriers.	Additional Comments	1891
	The sidewalk along northbound I-35 between Wilshire Blvd and Airport Blvd needs improvements, too. Not ADA compliant at the moment. A sidewalk extension from I-35 westward to HEB would be a great benefit.	Additional Comments	1981
Sidewalk or other pedestrian infrastructure - Request			
	The sidewalk along northbound I-35 between Wilshire Blvd and Airport Blvd needs improvements, too. Not ADA compliant at the moment. A sidewalk extension from I-35 westward to HEB would be a great benefit.	Additional Comments	1981
Trees - Concern - Impacts to trees			

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Additional Comments			
Trees - Concern - Impacts to trees			
	Although I like the idea of a sidewalk on the north side of Wilshire, I'm very concerned about the impact to the trees there. The post oaks in our neighborhood are very sensitive to any disruption, no matter how careful you are. I think you all did a great job with the sidewalk on Cherrywood and I hope the proposed sidewalk on Wilshire will be constructed like the one on Cherrywood and you do all you can to lessen the impact to the trees that are near the curb.	Additional Comments	1968
Question: Dislike			
Bicycle infrastructure - Concern - Flex posts are not "all ages and abilities" - May prefer grade separation or physical barrier			
	the "wiffle ball bat" style cones like those on zach scott are functionally useless to create a true protected bike lane. a car can run right through those. I would rather "take the lane" and at least be seen.	Dislike	1895
Bicycle infrastructure - Concern - General concern			
	Streets are TOO congested and too SMALL to add bike lanes. (or take away neighborhood parking). i believe it is only a small minority that will use the bike lanes. New bike lanes will add too much congestion without added benefit. OH THE GOOD THING. I FOUND OUT THAT IT IS EASIER TO GO NORTH OUTSIDE OF TOWN TO EAT AND SHOP. YOU WILL NOT THAT MANY EMPLOYERS ARE MOVING OUTSIDE OR OUTSKIRTS OF CITY. (DELL SAMSUNG APPLE) OR ARE MOVING (EMERSON)	Dislike	1888
	I would not want the root systems of our beautiful Oak trees cut in a way that would kill our trees. In the Mueller development on Zach Scott street they added bike lanes on both sides and have rendered Zach Scott more dangerous because even my little Fiat 500 can barely pass a large vehicle going in the opposite direction with slowing and making sure there's space.	Dislike	1921
	Need sidewalks, no bike lanes please.	Dislike	1965
Bicycle infrastructure - Concern - Lack of protected bicycle lanes			
	Seems like all of those roads have space for dedicated bike lanes (instead of sharrows). Why not give bikes a protected space?	Dislike	1898
	I think more sidewalks are needed, the streets are crowded and we have many small kids that need sidewalks. Or dedicated bike lanes with barriers like in Mueller	Dislike	1956
	Bike lanes are not protected. Needs more visibility and improved crossing at the top of the hill at 38 1/2. That one is a mess for cyclists, particularly because cars get impatient, but damn, it takes a while to start up again from a complete stop that approaches the crest of a hill.	Dislike	1971

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Bicycle infrastructure - Concern - Lack of protected bicycle lanes			
	I'd like to see more dedicated protected bike/scooter lanes similar to what exists on Zach Scott and Pedernales Streets. Also, I wish the plan would create a more comfortable crossing of I-35 heading south towards downtown. The proposed crossing seems to be optimized for heading North to Airport Blvd.	Dislike	1974
	I dislike the fact that the major intersection of this neighborhood bikeway, at Shieffer/Cherrywood/Wilshire, is currently proposed to go unchanged. This is an extremely dangerous and often blind intersection where people driving rarely slow down. Because not all traffic has to stop there is often a lack of clarity about right of way. Furthermore because many people are driving large trucks or SUVs, and can straddle the speed humps (even if there are more of them), the fact that they don't have to stop will mean speeding will continue even with the proposed improvements. I strongly urge staff to consider closing any unnecessary roads, such as the southern part of the triangle where the three roads meet, to create a pocket park or other public amenity, to slow traffic, and to create more clarity around right of way. I also dislike the lack of protected bike lanes in this area, although it seems like it is a proposal for the future. As it is, the bikeway is calm but it is not all ages and abilities; I would not want my friends' kids or my grandma to ride on these roads, as there is too much traffic, too little clarity around right of way and stopping, and not enough pedestrian and bikeway infrastructure.	Dislike	1990
	The bike lane you are proposing is good but a protected bike lane would be safer and people would use it more because in their minds they are safe. Using a shareable system doesn't make bikers feel as safe as there are many shitty drivers in austin and as a biker you don't trust faster vehicles than yours...people will still speed and not pay attention. When you have children with you, you become even more paranoid about this . There are schools and parks here. We want to encourage people to use other forms of transportation other than cars and this may encourage this a little for adults but not children.	Dislike	1999
Bicycle infrastructure - Concern - Retiming bike signals into Mueller			
	I'd prefer to see the proposal go farther, e.g. that the speed humps cross the full street. Also, would prefer that the sidewalks be designed along desire lines and that they not include more trip hazards as some new sidewalks do. Would like to see raised crosswalks at I-35, and the two Airport Blvd. entrances. Would prefer to see more of the intersection turning radii sharpened. Would prefer that street lighting be aligned with every speed hump. Would prefer that the Airport Blvd. approaches anticipate the original adopted Airport Blvd. plan that included only two general travel lanes each way rather than the recently proposed three lanes each way. Would like to have shade cover at the Wilshire & Airport intersection, where the signal wait times can be up to 120 seconds. Would prefer to see motor vehicle design speeds circa 18 mph, rather than the proposed 20-25 mph.	Dislike	1889

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Bicycle infrastructure - Concern - Routing			
	Gutter-to-gutter speed bumps are a SERIOUS SAFETY ISSUE for cyclists, and should be OUTLAWED!!!! Please do not do this. For the safety of cyclists, if you must use speed bumps, please allow a gap of 3 feet at the road edge for safe transit of bikes. Also, I would prefer that the shared path on the west side of I-35 go to 41st rather than Clarkson, and then west on 41st to Red River, as this routing would be more useful for cyclists who want to go to the Hancock Center and other businesses along 41st. The Clarkson routing doesn't help anyone living north of Hancock (they can already get to the Hancock Center via Red River or Bennett), so I don't understand your logic here.	Dislike	1970
	I would like the city to look at our neighborhood plan. It picked Lafayette as our preferred n/s route. I'd also say you missed an opportunity to finish the sidewalk on ashwood and wrightwood that ends just short of the elementary.	Dislike	1994
Bicycle infrastructure - Concern - Sharing road with motor vehicles			
	That this bicycle infrastructure is basically just a painted bicycle image on the street. You could argue that this shouldn't even be considered bicycle infrastructure. Sharrows do not make me feel safe from dangerous vehicle traffic.	Dislike	1867
	I really dislike, maybe even hate the sharrows, as they provide a false sense of safety for the users, and probably a false sense of achievement for the City of Austin (i.e. "We put sharrows on that street, this is now a better place for people who bike/scoot/walk/run"). The street is roughly 25 feet wide, there are cars parked on both sides, which takes 16 feet of space, this leaves 9 feet for a 2 way traffic street combining cars and bikes/scooters. How is this working? Even if there is only 1 car and 1 bike going in the same direction, the car will attempt to pass the bike and with such a small space it is incredibly scary and dangerous! I cannot believe the city dared to propose this as part of its mobility local mobility program! Why not simply removing the parking on one side and build something serious with the remaining 17 feet of space?	Dislike	1969

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Bicycle infrastructure - Concern - Sharing road with motor vehicles			
	I dislike the fact that the major intersection of this neighborhood bikeway, at Shieffer/Cherrywood/Wilshire, is currently proposed to go unchanged. This is an extremely dangerous and often blind intersection where people driving rarely slow down. Because not all traffic has to stop there is often a lack of clarity about right of way. Furthermore because many people are driving large trucks or SUVs, and can straddle the speed humps (even if there are more of them), the fact that they don't have to stop will mean speeding will continue even with the proposed improvements. I strongly urge staff to consider closing any unnecessary roads, such as the southern part of the triangle where the three roads meet, to create a pocket park or other public amenity, to slow traffic, and to create more clarity around right of way. I also dislike the lack of protected bike lanes in this area, although it seems like it is a proposal for the future. As it is, the bikeway is calm but it is not all ages and abilities; I would not want my friends' kids or my grandma to ride on these roads, as there is too much traffic, too little clarity around right of way and stopping, and not enough pedestrian and bikeway infrastructure.	Dislike	1990
	The bike lane you are proposing is good but a protected bike lane would be safer and people would use it more because in their minds they are safe. Using a shareable system doesn't make bikers feel as safe as there are many shitty drivers in austin and as a biker you don't trust faster vehicles than yours...people will still speed and not pay attention. When you have children with you, you become even more paranoid about this . There are schools and parks here. We want to encourage people to use other forms of transportation other than cars and this may encourage this a little for adults but not children.	Dislike	1999
Bicycle infrastructure - Concern - Sharrows/Painted bicycle infrastructure			
	need dedicated (not shared) lanes	Dislike	1866
	That this bicycle infrastructure is basically just a painted bicycle image on the street. You could argue that this shouldn't even be considered bicycle infrastructure. Sharrows do not make me feel safe from dangerous vehicle traffic.	Dislike	1867
	Where is the defined bike space? This is a major route used by cyclist to cross I-35. Cushions are good; bike lanes are better. Lower speed limits also help.	Dislike	1880
	Sharrows were a good start 10 years ago, but for this neighborhood, the best protections should be used- protected one-lane bike lanes on each side of all impacted streets.	Dislike	1944

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Bicycle infrastructure - Concern - Sharrows/Painted bicycle infrastructure			
	The intersection of Schaffer and Cherrywood needs improvement. Biking from East to West and turning South onto Cherrywood is difficult, because the stop sign along Cherrywood is far enough back that I can't tell if a car there has run the stop sign or is just starting. Also the cars tend to get mad at how far forward a bicyclist has to pull out to see them, and then the car thinks we're ignoring their stop sign. Also, sharrows are crap. They're better than nothing, but not by much.	Dislike	1946
	Relatively conservative options. Paint only does so much to protect cyclists.	Dislike	1947
	NO - New pavement markings ("sharrows") to alert people driving to expect people bicycling No -New wayfinding signs to guide people bicycling to local and regional destinations No - we have a lot of speed bumps already - New and modified speed reduction devices (e.g., speed humps or speed cushions) to achieve lower 20-25 mph speeds	Dislike	1959
	I really dislike, maybe even hate the sharrows, as they provide a false sense of safety for the users, and probably a false sense of achievement for the City of Austin (i.e. "We put sharrows on that street, this is now a better place for people who bike/scoot/walk/run"). The street is roughly 25 feet wide, there are cars parked on both sides, which takes 16 feet of space, this leaves 9 feet for a 2 way traffic street combining cars and bikes/scooters. How is this working? Even if there is only 1 car and 1 bike going in the same direction, the car will attempt to pass the bike and with such a small space it is incredibly scary and dangerous! I cannot believe the city dared to propose this as part of its mobility local mobility program! Why not simply removing the parking on one side and build something serious with the remaining 17 feet of space?	Dislike	1969
	1) cherrywood is a fairly busy street and should probably not be user shared. Sparrows are usually a bad choice as drivers tend to ignore them. 2) it would be nice to invert the parked cars with the bike lane (ie bike between the cars and the curb) 3) speed bumps/cushions should not be in bike lanes and should not apply to bikes	Dislike	2000
Bicycle infrastructure - Like - Bike lanes in Mueller			
	I wish the bike lanes were protected, like they are on Zach Scott. I realize that it's expensive, but much more effective than putting in speed humps (which as a resident just off of Wilshire Blvd, are super annoying to drive over.) I'm also worried about the trees- our post oaks are very sensitive to to construction, so the sidewalk plan may risk old growth tree loss. Trees make the neighborhood, and are one reason it's so walkable, as our neighborhood has more shade than most.	Dislike	1933

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Bicycle infrastructure - Like - Bike lanes in Mueller			
	I think more sidewalks are needed, the streets are crowded and we have many small kids that need sidewalks. Or dedicated bike lanes with barriers like in Mueller	Dislike	1956
	I'd like to see more dedicated protected bike/scooter lanes similar to what exists on Zach Scott and Pedernales Streets. Also, I wish the plan would create a more comfortable crossing of I-35 heading south towards downtown. The proposed crossing seems to be optimized for heading North to Airport Blvd.	Dislike	1974
Bicycle infrastructure - Request - Bicycle lanes			
	Would like to see a bike line along Cherrywood. When riding my bicycle to/from work downtown, there's a marked difference between the section of Cherrywood closer to Manor that has a bike lane and this section.	Dislike	1961
Bicycle infrastructure - Request - Cherrywood (38th 1/2 Street - Manor Road)			
	I would like it to go a little further south and connect to Manor.	Dislike	1885
	I didn't see a fix for the two way stop at Schieffer and Cherrywood. Car sales on Schieffer frequently do not yield or speed through this intersection, especially when they do not see bicycles and pedestrians, which often happens even when these users are present. This needs to be fixed. Also, the four way stop at 38th 1/2 and Cherrywood is dangerous for cyclist and pedestrians and needs improved crossings. People run it frequently. Lastly, Cherrywood south of 38th 1/2 needs attention as well. I am not sure why it isn't left out of this project as it is an important connector and there are serious speeding issues on that segment	Dislike	1972
	That the Cherrywood Rd improvements stop at 38 1/2. I understand that there are resource constraints but Cherrywood north of 38th 1/2 is already far more bike friendly than it is south to Manor. It is very dangerous for my children to bike north from our house (in French Place) to the park. Once they cross 38 1/2 headed north, I'm less concerned. I wish we could devote some resources to protecting bikers from Manor Road to 38 1/2.	Dislike	1983
	That the Cherrywood Rd improvements stop at 38 1/2. I understand that there are resource constraints but Cherrywood, north of 38th 1/2 is already far more bike-friendly than it is south to Manor. It is very dangerous for my children to bike north from our house (in French Place) to the park. Once they cross 38 1/2 headed north, I'm less concerned. I wish we could devote some resources to protecting bikers from Manor Road to 38 1/2.	Dislike	1986

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Bicycle infrastructure - Request - Cherrywood (38th 1/2 Street - Manor Road)			
	That the Cherrywood Rd improvements stop at 38 1/2. I understand that there are resource constraints but Cherrywood north of 38th 1/2 is already far more bike friendly than it is south to Manor. It is very dangerous for my children to bike north 1-35 from our house (in French Place) to the park. Once they cross 38 1/2 headed north, I'm less concerned. I wish we could devote some resources to protecting bikers from Manor Road to 38 1/2.	Dislike	1987
Bicycle infrastructure - Request - Maplewood Avenue			
	They should include Maplewood	Dislike	1878
	No bike route to Maplewood Elementary.	Dislike	1964
Bicycle infrastructure - Request - Protected bicycle lanes			
	Protected bike Lanes are needed. If there's not enough space for separate bike lanes and sidewalks, do a protected shared use path.	Dislike	1859
	Speed humps! No one likes them, and they don't work well! People just slow down and speed up to compensate. I don't feel any safer as a cyclist! The only thing that works is separated bike lanes, or simply narrowing the street to slow traffic.	Dislike	1912
	I wish the bike lanes were protected, like they are on Zach Scott. I realize that it's expensive, but much more effective than putting in speed humps (which as a resident just off of Wilshire Blvd, are super annoying to drive over.) I'm also worried about the trees- our post oaks are very sensitive to construction, so the sidewalk plan may risk old growth tree loss. Trees make the neighborhood, and are one reason it's so walkable, as our neighborhood has more shade than most.	Dislike	1933
	Sharrows were a good start 10 years ago, but for this neighborhood, the best protections should be used- protected one-lane bike lanes on each side of all impacted streets.	Dislike	1944
	1) cherrywood is a fairly busy street and should probably not be user shared. Sparrows are usually a bad choice as drivers tend to ignore them. 2) it would be nice to invert the parked cars with the bike lane (ie bike between the cars and the curb) 3) speed bumps/cushions should not be in bike lanes and should not apply to bikes	Dislike	2000
Crossings or intersections - Concern - Proposed changes to IH-35 crossing			
	Not a big fan of the speed humps, for cyclists the humps become an obstacle, and when I ride with my son, it becomes much less efficient based on the amount of slowly down. Headed west bound there is also a decent amount of slope, so you don't really want to add obstacles, stops and starts as a cyclist. I am also trying to think through the two sides of the proposed I35 crossing and how comfortable I think I, and others will be utilizing those crossings, especially in the weird intersection on the north side of the Hancock entrance, where people come flying in off the service road .	Dislike	1869

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Crossings or intersections - Concern - Proposed changes to IH-35 crossing			
	I'd prefer to see the proposal go farther, e.g. that the speed humps cross the full street. Also, would prefer that the sidewalks be designed along desire lines and that they not include more trip hazards as some new sidewalks do. Would like to see raised crosswalks at I-35, and the two Airport Blvd. entrances. Would prefer to see more of the intersection turning radii sharpened. Would prefer that street lighting be aligned with every speed hump. Would prefer that the Airport Blvd. approaches anticipate the original adopted Airport Blvd. plan that included only two general travel lanes each way rather than the recently proposed three lanes each way. Would like to have shade cover at the Wilshire & Airport intersection, where the signal wait times can be up to 120 seconds. Would prefer to see motor vehicle design speeds circa 18 mph, rather than the proposed 20-25 mph.	Dislike	1889
	It is my understanding that we are slated for some water and wastewater upgrades - why do this now just to have it torn up later? We don't have a lot of traffic on our street. The speed bumps we have are working fine. Lets save the money and address the homeless campground at the IH 35 overpass that is a much greater deterrent to walking and biking than anything happening on our street. And no, a sidewalk under there is not going to address the issue, unless you plan to designate the entire area a sidewalk. This is a typical Austin waste of money that is desperately needed to address real issues. Our quiet street is fine like it is for now. When you have other real issues addressed, come back and you will have my full support, but at this juncture, it is a ridiculous waste of money.	Dislike	1932
	No dedicated bike lane for crossing i35	Dislike	1935
	I'm concerned the crosswalk of IH-35 north-bound access road will put pedestrians & cyclists in the path of significant left-turn traffic. It will improve that crossing if the left-turn signals are mutually-exclusive of the walk signals.	Dislike	1967
	I'd like to see more dedicated protected bike/scooter lanes similar to what exists on Zach Scott and Pedernales Streets. Also, I wish the plan would create a more comfortable crossing of I-35 heading south towards downtown. The proposed crossing seems to be optimized for heading North to Airport Blvd.	Dislike	1974
	If the proposed crossing enhancements involve signals, it would be the most awesome if they are like PHBs, aka, they activate (almost) immediately. It is not acceptable to have to wait 4 minutes for a light cycle to come back around because I didn't press a beg button in the exact ~12 seconds that actually activate the light..	Dislike	1976
	Need roundabout at intersection of Wilshire Bl - Cherrrywood Rd - Schieffer Ave WE Xing of IH 35 needs to time with green light. Motor vehicles EB fro Hancock Center turning NB on IH 35 frontage road *must* yield to bikes/peds/scooters	Dislike	1980
Crossings or intersections - Like - Curb extensions and/or narrowed street			

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Crossings or intersections - Like - Curb extensions and/or narrowed street			
	I'd prefer to see the proposal go farther, e.g. that the speed humps cross the full street. Also, would prefer that the sidewalks be designed along desire lines and that they not include more trip hazards as some new sidewalks do. Would like to see raised crosswalks at I-35, and the two Airport Blvd. entrances. Would prefer to see more of the intersection turning radii sharpened. Would prefer that street lighting be aligned with every speed hump. Would prefer that the Airport Blvd. approaches anticipate the original adopted Airport Blvd. plan that included only two general travel lanes each way rather than the recently proposed three lanes each way. Would like to have shade cover at the Wilshire & Airport intersection, where the signal wait times can be up to 120 seconds. Would prefer to see motor vehicle design speeds circa 18 mph, rather than the proposed 20-25 mph.	Dislike	1889
	Widening roads for more cars. I'd prefer to keep roadway widths narrow to discourage more cars on the roads and instead get people to use other means of transportation or carpooling to get around.	Dislike	1993
Crossings or intersections - Like - Proposed changes to IH-35 crossing			
	Concerned about the addition of so many speed humps/cushions - of course I want decreased speed for cars, but they are jarring/unpleasant to bike over. I strongly support the shared use path and I-35 crossing. There are no other good places to cross I-35 from this area.	Dislike	1982
Crossings or intersections - Request - Cherrywood/Wilshire/Schieffer Triangle			
	The triangles where these three streets come together is terrible and needs to be completely rethought. It is confusing when driving and therefore makes drivers focused on where to go and whether they have to stop instead of looking for bikes and pedestrians. Would be GREAT to get rid of one of the legs and making it a more conventional intersection with the leftover land as a pocket park or rain garden.	Dislike	1858
	I would like to see the traffic triangle where Cherywood, Schieffer, and Wilshire intersect close. That would be a wonderful improvement that reduces car speeds and makes walking and biking safer.	Dislike	1879
	Why not a proper roundabout at the main central intersection?	Dislike	1894
	The intersection of Schaffer and Cherrywood needs improvement. Biking from East to West and turning South onto Cherrywood is difficult, because the stop sign along Cherrywood is far enough back that I can't tell if a car there has run the stop sign or is just starting. Also the cars tend to get mad at how far forward a bicyclist has to pull out to see them, and then the car thinks we're ignoring their stop sign. Also, sharrows are crap. They're better than nothing, but not by much.	Dislike	1946

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Crossings or intersections - Request - Cherrywood/Wilshire/Schieffer Triangle			
	I didn't see a fix for the two way stop at Schieffer and Cherrywood. Car sales on Schieffer frequently do not yield or speed through this intersection, especially when they do not see bicycles and pedestrians, which often happens even when these users are present. This needs to be fixed. Also, the four way stop at 38th 1/2 and Cherrywood is dangerous for cyclist and pedestrians and needs improved crossings. People run it frequently. Lastly, Cherrywood south of 38th 1/2 needs attention as week. I am not sure why it isn't left out of this project as it is an important connector and there are serious speeding issues on that segment	Dislike	1972
	Need roundabout at intersection of Wilshire Bl - Cherrrywood Rd - Schieffer Ave WE Xing of IH 35 needs to time with green light. Motor vehicles EB fro Hancock Center turning NB on IH 35 frontage road *must* yield to bikes/peds/scooters	Dislike	1980
	I dislike the fact that the major intersection of this neighborhood bikeway, at Shieffer/Cherrywood/Wilshire, is currently proposed to go unchanged. This is an extremely dangerous and often blind intersection where people driving rarely slow down. Because not all traffic has to stop there is often a lack of clarity about right of way. Furthermore because many people are driving large trucks or SUVs, and can straddle the speed humps (even if there are more of them), the fact that they don't have to stop will mean speeding will continue even with the proposed improvements. I strongly urge staff to consider closing any unnecessary roads, such as the southern part of the triangle where the three roads meet, to create a pocket park or other public amenity, to slow traffic, and to create more clarity around right of way. I also dislike the lack of protected bike lanes in this area, although it seems like it is a proposal for the future. As it is, the bikeway is calm but it is not all ages and abilities; I would not want my friends' kids or my grandma to ride on these roads, as there is too much traffic, too little clarity around right of way and stopping, and not enough pedestrian and bikeway infrastructure.	Dislike	1990
Crossings or intersections - Request - IH-35 Crossing Improvements			
	Work with Simon Properties to add bike ramp at I-35 to access parking lot and not driveway.	Dislike	1876
	Gutter-to-gutter speed bumps are a SERIOUS SAFETY ISSUE for cyclists, and should be OUTLAWED!!!! Please do not do this. For the safety of cyclists, if you must use speed bumps, please allow a gap of 3 feet at the road edge for safe transit of bikes. Also, I would prefer that the shared path on the west side of I-35 go to 41st rather than Clarkson, and then west on 41st to Red River, as this routing would be more useful for cyclists who want to go to the Hancock Center and other businesses along 41st. The Clarkson routing doesn't help anyone living north of Hancock (they can already get to the Hancock Center via Red River or Bennett), so I don't understand your logic here.	Dislike	1970

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Crossings or intersections - Request - Improvements at 38th Street and Cherrywood Road			
	I didn't see a fix for the two way stop at Schieffer and Cherrywood. Car sales on Schieffer frequently do not yield or speed through this intersection, especially when they do not see bicycles and pedestrians, which often happens even when these users are present. This needs to be fixed. Also, the four way stop at 38th 1/2 and Cherrywood is dangerous for cyclist and pedestrians and needs improved crossings. People run it frequently. Lastly, Cherrywood south of 38th 1/2 needs attention as well. I am not sure why it isn't left out of this project as it is an important connector and there are serious speeding issues on that segment	Dislike	1972
Maintenance - Concern			
	Expense. Something more to maintain. Is there a maintenance schedule? The existing humps that were put in 15 or so years ago were not repainted until a week or 2 prior to meeting st Maplewood. Falling runnings, bike problems, cars bottoming out. I've heard and seen it all as I have a hump in front of my house...which I approved to put there 15 or do years ago	Dislike	1984
Motor vehicle operations, access, or circulation - Concern			
	SLOWS DOWN TRAFFIC EVEN MORE. only helps with small short distances for a minority of travelers. CAN YOU IMAGINE TAKING A CHILD TO SCHOOL EVERY DAY ON A BIKE? OR GETTING GROCERIES FOR A FAMILY. OH, WILL NOT WORK. Gosh! Can you imagine having to bike to where most jobs are located? My bosses will not tolerate me showing up swetty, weathered.	Dislike	1886
	I dislike the vehicular restriction from Aldrich Street into Wilshire. I understand this stop cut-through traffic to I-35 but it also restricts access to Patterson Park from points NE (Mueller & Windsor Park) Please note that Windsor Park does not have a free pool, so Patterson is one of our only options.	Dislike	2003
Motor vehicle operations, access, or circulation - Concern - Congestion			
	Streets are TOO congested and too SMALL to add bike lanes. (or take away neighborhood parking). I believe it is only a small minority that will use the bike lanes. New bike lanes will add too much congestion without added benefit. OH THE GOOD THING. I FOUND OUT THAT IT IS EASIER TO GO NORTH OUTSIDE OF TOWN TO EAT AND SHOP. YOU WILL NOT FIND THAT MANY EMPLOYERS ARE MOVING OUTSIDE OR OUTSKIRTS OF CITY. (DELL SAMSUNG APPLE) OR ARE MOVING (EMERSON)	Dislike	1888
	I'm hoping y'all widen the street a bit on Wilshire by the park. It's hard to drive through there with on-coming traffic, parked cars, bikes, and scooters. Basically, many streets in these neighborhoods aren't legally wide enough for two lane traffic (let alone parking and multi-use).	Dislike	1905
Motor vehicle operations, access, or circulation - Concern - Cut-through motor vehicle traffic			

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Motor vehicle operations, access, or circulation - Concern - Cut-through motor vehicle traffic			
	Road humps will move traffic to Kirkwood and ashwood	Dislike	1875
	Not interested in encouraging traffic of any kind through the neighborhood. We already have sufficient speed humps. People do not use sidewalks when installed; they continue to run/walk on the roadway (case in point, the almost completely ignored, recently installed sidewalk on cherrywood), and we certainly do not need increased impervious cover. I find the broad boulevards of this neighborhood to be absolutely pedestrian and bicycle friendly. The proposed installations are superfluous, unwelcome, and a waste of taxpayer money.	Dislike	1929
	You have proposed traffic scale o g along Schieffer where a traffic longhorn protects most auto traffic. We DON'T need it there. We need to on 40th heading east of of AIRPORT BLVD.	Dislike	1992
Motor vehicle operations, access, or circulation - Request			
	I'm hoping y'all widen the street a bit on Wilshire by the park. It's hard to drive through there with on-coming traffic, parked cars, bikes, and scooters. Basically, many streets in these neighborhoods aren't legally wide enough for two lane traffic (let alone parking and multi-use).	Dislike	1905
	I'd like to add yield signs on airport for cars entering Schieffer to know that cyclists will be crossing where the neighborhood bikeway connects to the procted path to cross airport on Zach Scott. The designs look great so far.	Dislike	1989
Motor vehicle speeds - Concern - Additional speed reduction devices			
	the bump outs which will encourage street parking. additional road humps.	Dislike	1901
	I bike the path daily at 7:45 and 8:45. I haven't had a problem with speeding cars --- I don't see a need for more speed bumps/cushions. My major problem is visibility on curving roads. A speed cushion is bad, because it takes my eyes off the road and could force me out of the part of the road where I am most visible! I'd much rather have no car parking on the inside of curves, where it obstructs cars in the road from seeing me. I think that would interfere less with most residents than adding speed cushions.	Dislike	1902
	I don't understand the difference between a hump and a cushion. I want to slow down but not by an extreme barrier. We like not having to deal with the cushions that exist on Cherrywood when driving down Schieffer, but again I don't see folks speeding there much. Mostly they turn right from Airport and turn around at Vineland because they are lost. What we on the west side would really like is if the the median was removed at Schieffer so we can easily go back and forth to Mueller by car when needed. It is too difficult. By the way, my husband hates the speed bumps.	Dislike	1904

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Motor vehicle speeds - Concern - Additional speed reduction devices			
	I DO NOT like the idea of additional speed reduction devices. I think bikeways can absolutely be installed without the addition of speed reduction devices. Additionally, a sidewalk was recently added to my side of Cherrywood road, where a portion of the road was made thinner. A bikeway being added to this road would make it even thinner and potentially take it down to ONE Lane, which I do not like and don't think it will work very well.	Dislike	1910
	I'm not sure a speed control device is needed on Schieffer	Dislike	1919
	Adding speed humps does not increase cycling usage nor does it make drivers more aware of cyclists. Remove new humps (keep existing, there are already humps on those routes).	Dislike	1923
	Not interested in encouraging traffic of any kind through the neighborhood. We already have sufficient speed humps. People do not use sidewalks when installed; they continue to run/walk on the roadway (case in point, the almost completely ignored, recently installed sidewalk on cherrywood), and we certainly do not need increased impervious cover. I find the broad boulevards of this neighborhood to be absolutely pedestrian and bicycle friendly. The proposed installations are superfluous, unwelcome, and a waste of taxpayer money.	Dislike	1929
	Too many speed cushions and humps	Dislike	1941
	Bike lanes and sidewalks are present. Don't waste money on speed bumps to make drivers suffer - use the money for actual improvements.	Dislike	1942
	Too many speed bumps already.	Dislike	1943

Question: Dislike

Motor vehicle speeds - Concern - Additional speed reduction devices

Everything else in the plan (other than improvements to cross I-35). A) The plan is misnamed. Yes, I understand it's a short, catchy name. However, we are frustrated with constantly being lumped in with Cherrywood. They tend out-muscle and try to speak for all the other smaller surrounding neighborhoods. And we are NOT the Cherrywood Neighborhood. B) In addition, most of the roads covered by the proposed plan are NOT within the boundaries of the Cherrywood neighborhood (Cherrywood Road). Wilshire Blvd and Schieffer Ave are in the Wilshire Wood/Delwood 1 and Schieffer Willowbrook neighborhoods, respectively. Also, you have both of our neighborhoods listed incorrectly on your Web site (<https://data.austintexas.gov/stories/s/vd82-y4mp>). They should be "Wilshire Wood/Delwood 1" (add a 1) and "Schieffer Willowbrook" (no hyphen). C) The Wilshire Wood/Delwood 1 neighborhood has historic register status and is one of the major reasons to NOT install sidewalks in our neighborhood. See this article to learn more about the unique and distinct character of Wilshire Wood/Delwood 1: <https://sightlinesmag.org/cherrywood-delwood-and-wilshire-wood> The quote under the original Austin American-Statesman article about Wilshire Wood points out that "Wilshire remains one of the most intact historic residential neighborhoods in Austin and attained National Historic Register status with 85% of its homes contributing to its historic integrity. The lack of sidewalks and fences enhances the meandering, park-like feel of the neighborhood promoted from its earliest days." The addition of sidewalks along Wilshire Blvd would irrevocably alter the unique and distinct character of Wilshire Wood/Delwood 1. D) I believe we have one of the largest urban stands of Post Oak trees in Texas (possibly west of the Mississippi? I can't remember). And mature post oaks are EXTREMELY susceptible to root disturbance. Simply driving heavy machinery across their root zones, let alone cutting any of their roots, can severely damage or kill them. We count approximately 25 post oaks along the stretch of Wilshire Blvd where a sidewalk is proposed. So, these mature post oaks along would be in extreme danger from any work near them or on top of their root zones. E) Please no more speed humps or cushions. They are horrible.

Dislike

1958

NO - New pavement markings ("sharrows") to alert people driving to expect people bicycling No -New wayfinding signs to guide people bicycling to local and regional destinations No - we have a lot of speed bumps already - New and modified speed reduction devices (e.g., speed humps or speed cushions) to achieve lower 20-25 mph speeds

Dislike

1959

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Motor vehicle speeds - Concern - Additional speed reduction devices			
	Seems like A LOT of speed humps. Do we really need that many? I'm not looking forward to driving and biking over all of those speed humps everyday. Also, from the plans, I can't tell what you are proposing for the intersection of Wildwood and Wilshire. If you are planning to make the intersection narrower, what will fill it in? Will there be new green space added on either side, and if so, how will that green space be maintained? Or will it be some ugly pile of concrete or rocks that doesn't fit in with the natural landscaping of the neighborhood?	Dislike	1968
	The addition of more speed bumps. Speed bumps slow down bikes as well as cars, and we don't need to be slowing down bikes, we should make it efficient for people to travel by bike. Speed bumps are also really unpleasant to go over on a bike, and sometimes dangerous because they can be hard to see depending on light conditions (e.g., at night, or in the afternoon with lots of shadows from trees) and if you hit them going fast on a bike without seeing them, it's scary. The 85th percentile speeds aren't even that high so I'm not clear on why this is thought to be needed, but if you think cars need to be slowed here, I would like to see it done via other road design elements such as narrowed car lanes. Just to note, my concerns about speed bumps apply to both kinds that are being proposed (speed cushions and speed humps).	Dislike	1973
	Concerned about the addition of so many speed humps/cushions - of course I want decreased speed for cars, but they are jarring/unpleasant to bike over. I strongly support the shared use path and I-35 crossing. There are no other good places to cross I-35 from this area.	Dislike	1982
	I do not want any more speedbumps, as written above, they are very hard on passengers in cars and on my car. Also the RR Tracks were re-done in a way that make it very difficult to get across.	Dislike	1988
Motor vehicle speeds - Concern - Speed reduction devices			
	I really do not like the name, neighborhood bikeways. I much prefer quiet streets or shared streets. The name you give them makes it sound like the preference is for bicyclists and not pedestrians, and I think it should be the other way around. I oppose the speed humps and speed cushions. Bicyclists generally hate them, and they are not liked by pedestrians or vehicle drivers either. People need to learn to drive slower and share the streets without them, like they do in Europe.	Dislike	1868
	I hate speed bumps. I used to live in a house with a speed bump out front and it was so noisy. I feel sorry for the residents. I would rather see traffic calming that adds to and beautifies the street.	Dislike	1873
	Road humps will move traffic to Kirkwood and ashwood	Dislike	1875
	No speed bumps please - hurts my car and makes my life more difficult/ inconvenient	Dislike	1896

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Motor vehicle speeds - Concern - Speed reduction devices			
	The bump out and the road humps.	Dislike	1903
	The speed reduction bumps. It causes people to react differently which is difficult for pedestrians to know what a drive will do, speed up, veer to the left or right, or slow down to an almost stop.	Dislike	1925
	Speedbumps are less awareness raising than popouts. We want people paying attention. There are better design solutions than speedbumps.	Dislike	1926
	Excessive attention to "speed bumps" and over-weighted focus on bicycles vs. automobiles.	Dislike	1928
	I wish the bike lanes were protected, like they are on Zach Scott. I realize that it's expensive, but much more effective than putting in speed humps (which as a resident just off of Wilshire Blvd, are super annoying to drive over.) I'm also worried about the trees- our post oaks are very sensitive to to construction, so the sidewalk plan may risk old growth tree loss. Trees make the neighborhood, and are one reason it's so walkable, as our neighborhood has more shade than most.	Dislike	1933
	I don't want to slow down when I'm driving.	Dislike	1934
	1) cherrywood is a fairly busy street and should probably not be user shared. Sparrows are usually a bad choice as drivers tend to ignore them. 2) it would be nice to invert the parked cars with the bike lane (ie bike between the cars and the curb) 3) speed bumps/cushions should not be in bike lanes and should not apply to bikes	Dislike	2000
Motor vehicle speeds - Concern - Speed reduction devices - Speed cushions			
	Addition of speed pillows and speed humps. Motor vehicle operators tend to swerve to minimize impact of speed pillows, and speed humps are jarring to bicycle operators. Other speed reducing methods would be preferred.	Dislike	1874
	I bike the path daily at 7:45 and 8:45. I haven't had a problem with speeding cars --- I don't see a need for more speed bumps/cushions. My major problem is visibility on curving roads. A speed cushion is bad, because it takes my eyes off the road and could force me out of the part of the road where I am most visible! I'd much rather have no car parking on the inside of curves, where it obstructs cars in the road from seeing me. I think that would interfere less with most residents than adding speed cushions.	Dislike	1902

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Motor vehicle speeds - Concern - Speed reduction devices - Speed cushions			
	I don't understand the difference between a hump and a cushion. I want to slow down but not by an extreme barrier. We like not having to deal with the cushions that exist on Cherrywood when driving down Schieffer, but again I don't see folks speeding there much. Mostly they turn right from Airport and turn around at Vineland because they are lost. What we on the west side would really like is if the the median was removed at Schieffer so we can easily go back and forth to Mueller by car when needed. It is too difficult. By the way, my husband hates the speed bumps.	Dislike	1904
	Speed cushions don't advance safety. Plan doesn't go far enough to improve safety in area with a lot of children.	Dislike	1914
	Speed cushions may impede bikes	Dislike	1920
	I'm not a fan of the split speed humps because riding between them is often very bumpy and hard on the bike. They also allow cars to dangerously move left or right to go between them which can encroach on cyclists riding nearby. I greatly prefer the speed humps and would prefer those be ubiquitous throughout the project.	Dislike	1938
	I dislike the fact that the major intersection of this neighborhood bikeway, at Shieffer/Cherrywood/Wilshire, is currently proposed to go unchanged. This is an extremely dangerous and often blind intersection where people driving rarely slow down. Because not all traffic has to stop there is often a lack of clarity about right of way. Furthermore because many people are driving large trucks or SUVs, and can straddle the speed humps (even if there are more of them), the fact that they don't have to stop will mean speeding will continue even with the proposed improvements. I strongly urge staff to consider closing any unnecessary roads, such as the southern part of the triangle where the three roads meet, to create a pocket park or other public amenity, to slow traffic, and to create more clarity around right of way. I also dislike the lack of protected bike lanes in this area, although it seems like it is a proposal for the future. As it is, the bikeway is calm but it is not all ages and abilities; I would not want my friends' kids or my grandma to ride on these roads, as there is too much traffic, too little clarity around right of way and stopping, and not enough pedestrian and bikeway infrastructure.	Dislike	1990
Motor vehicle speeds - Concern - Speed reduction devices - Speed humps			
	From a cyclist point of view, replacing speed cushions with speed humps creates a road hazard. Speed cushions allow a cyclist to flow between the cushions. Speed humps make it so the cyclist may choose to "pass" the hump on the outer edge where there may be more leaf litter, road debris, etc between the edge of the hump and the curb. As a cyclist, I'm not a fan of speed humps.	Dislike	1865

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Motor vehicle speeds - Concern - Speed reduction devices - Speed humps			
	Not a big fan of the speed humps, for cyclists the humps become an obstacle, and when I ride with my son, it becomes much less efficient based on the amount of slowly down. Headed west bound there is also a decent amount of slope, so you don't really want to add obstacles, stops and starts as a cyclist. I am also trying to think through the two sides of the proposed I35 crossing and how comfortable I think I, and others will be utilizing those crossings, especially in the weird intersection on the north side of the Hancock entrance, where people come flying in off the service road .	Dislike	1869
	Addition of speed pillows and speed humps. Motor vehicle operators tend to swerve to minimize impact of speed pillows, and speed humps are jarring to bicycle operators. Other speed reducing methods would be preferred.	Dislike	1874
	It is really unclear how this helps get under I-35. The mock-ups presented are not as clear as would be nice. Also, the gutter to gutter humps are a problem on two wheels. If those are engineering best practices, it's another example of people who don't ride bikes having good intentions but poor execution. Bike tires are small and human-powered to the required slowdown is substantial and puts the cyclist in the way of cars. The points about SUVs and the like is valid, but surely there's a way to make pass-through space for bike wheels while having the desired effect on cars.	Dislike	1877
	I am not in favor of curb to curb speed humps. These are very difficult for bicycles that are going 18 mph (which I regularly do with two children on the back). It bumps us into the air, so I need to slow down to 10mph, which is fine, except drivers are usually impatiently tailing me, so keeping a speed closer to 20mph means I keep up with them. The speed cushions means I can go through more easily and keep up my speed, which is still lower than vehicles!	Dislike	1893
	Speed humps	Dislike	1897
	I don't understand the difference between a hump and a cushion. I want to slow down but not by an extreme barrier. We like not having to deal with the cushions that exist on Cherrywood when driving down Schieffer, but again I don't see folks speeding there much. Mostly they turn right from Airport and turn around at Vineland because they are lost. What we on the west side would really like is if the the median was removed at Schieffer so we can easily go back and forth to Mueller by car when needed. It is too difficult. By the way, my husband hates the speed bumps.	Dislike	1904
	Speed humps! No one likes them, and they don't work well! People just slow down and speed up to compensate. I don't feel any safer as a cyclist! The only thing that works is separated bike lanes, or simply narrowing the street to slow traffic.	Dislike	1912

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Motor vehicle speeds - Concern - Speed reduction devices - Speed humps			
	I like the idea of slowing cars down, but gutter-to-gutter speed bumps also slow bikes down. We don't have fancy shocks and struts to cushion the bumps, like cars do! The current speed humps on Cherrywood do a decent job at slowing down cars while also allowing bikes enough room to pass without having to absorb the bump.	Dislike	1949
	Gutter-to-gutter speed bumps are a SERIOUS SAFETY ISSUE for cyclists, and should be OUTLAWED!!!! Please do not do this. For the safety of cyclists, if you must use speed bumps, please allow a gap of 3 feet at the road edge for safe transit of bikes. Also, I would prefer that the shared path on the west side of I-35 go to 41st rather than Clarkson, and then west on 41st to Red River, as this routing would be more useful for cyclists who want to go to the Hancock Center and other businesses along 41st. The Clarkson routing doesn't help anyone living north of Hancock (they can already get to the Hancock Center via Red River or Bennett), so I don't understand your logic here.	Dislike	1970
Motor vehicle speeds - Like - Prefer speed cushions			
	From a cyclist point of view, replacing speed cushions with speed humps creates a road hazard. Speed cushions allow a cyclist to flow between the cushions. Speed humps make it so the cyclist may choose to "pass" the hump on the outer edge where there may be more leaf litter, road debris, etc between the edge of the hump and the curb. As a cyclist, I'm not a fan of speed humps.	Dislike	1865
	Where is the defined bike space? This is a major route used by cyclist to cross I-35. Cushions are good; bike lanes are better. Lower speed limits also help.	Dislike	1880
	I am not in favor of curb to curb speed humps. These are very difficult for bicycles that are going 18 mph (which I regularly do with two children on the back). It bumps us into the air, so I need to slow down to 10mph, which is fine, except drivers are usually impatiently tailing me, so keeping a speed closer to 20mph means I keep up with them. The speed cushions means I can go through more easily and keep up my speed, which is still lower than vehicles!	Dislike	1893
	I like the idea of slowing cars down, but gutter-to-gutter speed bumps also slow bikes down. We don't have fancy shocks and struts to cushion the bumps, like cars do! The current speed humps on Cherrywood do a decent job at slowing down cars while also allowing bikes enough room to pass without having to absorb the bump.	Dislike	1949
	I do not support the sidewalk proposal at all, or spot parking restrictions, nor do i support speed humps over speed cushions - i'm told speed cushions allow emergency vehicles to do their job more quickly/effectively	Dislike	1955
Motor vehicle speeds - Like - Prefer speed humps			

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Motor vehicle speeds - Like - Prefer speed humps			
	I'd prefer to see the proposal go farther, e.g. that the speed humps cross the full street. Also, would prefer that the sidewalks be designed along desire lines and that they not include more trip hazards as some new sidewalks do. Would like to see raised crosswalks at I-35, and the two Airport Blvd. entrances. Would prefer to see more of the intersection turning radii sharpened. Would prefer that street lighting be aligned with every speed hump. Would prefer that the Airport Blvd. approaches anticipate the original adopted Airport Blvd. plan that included only two general travel lanes each way rather than the recently proposed three lanes each way. Would like to have shade cover at the Wilshire & Airport intersection, where the signal wait times can be up to 120 seconds. Would prefer to see motor vehicle design speeds circa 18 mph, rather than the proposed 20-25 mph.	Dislike	1889
	I'm not a fan of the split speed humps because riding between them is often very bumpy and hard on the bike. They also allow cars to dangerously move left or right to go between them which can encroach on cyclists riding nearby. I greatly prefer the speed humps and would prefer those be ubiquitous throughout the project.	Dislike	1938
Motor vehicle speeds - Like - Slower speeds			
	I really do not like the name, neighborhood bikeways. I much prefer quiet streets or shared streets. The name you give them makes it sound like the preference is for bicyclists and not pedestrians, and I think it should be the other way around. I oppose the speed humps and speed cushions. Bicyclists generally hate them, and they are not liked by pedestrians or vehicle drivers either. People need to learn to drive slower and share the streets without them, like they do in Europe.	Dislike	1868
	I hate speed bumps. I used to live in a house with a speed bump out front and it was so noisy. I feel sorry for the residents. I would rather see traffic calming that adds to and beautifies the street.	Dislike	1873
	Addition of speed pillows and speed humps. Motor vehicle operators tend to swerve to minimize impact of speed pillows, and speed humps are jarring to bicycle operators. Other speed reducing methods would be preferred.	Dislike	1874
	It is really unclear how this helps get under I-35. The mock-ups presented are not as clear as would be nice. Also, the gutter to gutter humps are a problem on two wheels. If those are engineering best practices, it's another example of people who don't ride bikes having good intentions but poor execution. Bike tires are small and human-powered to the required slowdown is substantial and puts the cyclist in the way of cars. The points about SUVs and the like is valid, but surely there's a way to make pass-through space for bike wheels while having the desired effect on cars.	Dislike	1877

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Motor vehicle speeds - Like - Slower speeds			
	Where is the defined bike space? This is a major route used by cyclist to cross I-35. Cushions are good; bike lanes are better. Lower speed limits also help.	Dislike	1880
	I'd prefer to see the proposal go farther, e.g. that the speed humps cross the full street. Also, would prefer that the sidewalks be designed along desire lines and that they not include more trip hazards as some new sidewalks do. Would like to see raised crosswalks at I-35, and the two Airport Blvd. entrances. Would prefer to see more of the intersection turning radii sharpened. Would prefer that street lighting be aligned with every speed hump. Would prefer that the Airport Blvd. approaches anticipate the original adopted Airport Blvd. plan that included only two general travel lanes each way rather than the recently proposed three lanes each way. Would like to have shade cover at the Wilshire & Airport intersection, where the signal wait times can be up to 120 seconds. Would prefer to see motor vehicle design speeds circa 18 mph, rather than the proposed 20-25 mph.	Dislike	1889
	Concerned about the addition of so many speed humps/cushions - of course I want decreased speed for cars, but they are jarring/unpleasant to bike over. I strongly support the shared use path and I-35 crossing. There are no other good places to cross I-35 from this area.	Dislike	1982
Motor vehicle speeds - Request - Lower speed limits			
	Where is the defined bike space? This is a major route used by cyclist to cross I-35. Cushions are good; bike lanes are better. Lower speed limits also help.	Dislike	1880
Motor vehicle speeds - Request - Narrower streets			
	Speed humps! No one likes them, and they don't work well! People just slow down and speed up to compensate. I don't feel any safer as a cyclist! The only thing that works is separated bike lanes, or simply narrowing the street to slow traffic.	Dislike	1912
	The addition of more speed bumps. Speed bumps slow down bikes as well as cars, and we don't need to be slowing down bikes, we should make it efficient for people to travel by bike. Speed bumps are also really unpleasant to go over on a bike, and sometimes dangerous because they can be hard to see depending on light conditions (e.g., at night, or in the afternoon with lots of shadows from trees) and if you hit them going fast on a bike without seeing them, it's scary. The 85th percentile speeds aren't even that high so I'm not clear on why this is thought to be needed, but if you think cars need to be slowed here, I would like to see it done via other road design elements such as narrowed car lanes. Just to note, my concerns about speed bumps apply to both kinds that are being proposed (speed cushions and speed humps).	Dislike	1973

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Motor vehicle speeds - Request - Narrower streets			
	Widening roads for more cars. I'd prefer to keep roadway widths narrow to discourage more cars on the roads and instead get people to use other means of transportation or carpooling to get around.	Dislike	1993
Motor vehicle speeds - Request - Other speed reduction tools			
	Addition of speed pillows and speed humps. Motor vehicle operators tend to swerve to minimize impact of speed pillows, and speed humps are jarring to bicycle operators. Other speed reducing methods would be preferred.	Dislike	1874
	It is really unclear how this helps get under I-35. The mock-ups presented are not as clear as would be nice. Also, the gutter to gutter humps are a problem on two wheels. If those are engineering best practices, it's another example of people who don't ride bikes having good intentions but poor execution. Bike tires are small and human-powered to the required slowdown is substantial and puts the cyclist in the way of cars. The points about SUVs and the like is valid, but surely there's a way to make pass-through space for bike wheels while having the desired effect on cars.	Dislike	1877
	Speedbumps are less awareness raising than popouts. We want people paying attention. There are better design solutions than speedbumps.	Dislike	1926
	I am not sure about the implementation of the calming devices. The cushions are nice because while the cars slow down, the bikes can go thought and distance the vehicles. This is not possible with a speed bump, as both the cars and the bikes have to slow down (which is way less safe in my opinion). However in both cases, people with huge trucks don't really care about any of these calming devices. Have you though about any other types of calming devices?	Dislike	1954
	The addition of more speed bumps. Speed bumps slow down bikes as well as cars, and we don't need to be slowing down bikes, we should make it efficient for people to travel by bike. Speed bumps are also really unpleasant to go over on a bike, and sometimes dangerous because they can be hard to see depending on light conditions (e.g., at night, or in the afternoon with lots of shadows from trees) and if you hit them going fast on a bike without seeing them, it's scary. The 85th percentile speeds aren't even that high so I'm not clear on why this is thought to be needed, but if you think cars need to be slowed here, I would like to see it done via other road design elements such as narrowed car lanes. Just to note, my concerns about speed bumps apply to both kinds that are being proposed (speed cushions and speed humps).	Dislike	1973
On-street parking - Concern - Does not support parking removal			
	Keeping on-street parking on both sides.	Dislike	1881

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
On-street parking - Concern - Does not support parking removal			
	Streets are TOO congested and too SMALL to add bike lanes. (or take away neighborhood parking). i believe it is only a small minority that will use the bike lanes. New bike lanes will add too much congestion without added benefit. OH THE GOOD THING. I FOUND OUT THAT IT IS EASIER TO GO NORTH OUTSIDE OF TOWN TO EAT AND SHOP. YOU WILL NOT THAT MANY EMPLOYERS ARE MOVING OUTSIDE OR OUTSKIRTS OF CITY. (DELL SAMSUNG APPLE) OR ARE MOVING (EMERSON)	Dislike	1888
	I do not support the sidewalk proposal at all, or spot parking restrictions, nor do i support speed humps over speed cushions - i'm told speed cushions allow emergency vehicles to do their job more quickly/effectively	Dislike	1955
On-street parking - Request - Further restrictions			
	I bike the path daily at 7:45 and 8:45. I haven't had a problem with speeding cars --- I don't see a need for more speed bumps/cushions. My major problem is visibility on curving roads. A speed cushion is bad, because it takes my eyes off the road and could force me out of the part of the road where I am most visible! I'd much rather have no car parking on the inside of curves, where it obstructs cars in the road from seeing me. I think that would interfere less with most residents than adding speed cushions.	Dislike	1902
	I really dislike, maybe even hate the sharrows, as they provide a false sense of safety for the users, and probably a false sense of achievement for the City of Austin (i.e. "We put sharrows on that street, this is now a better place for people who bike/scoot/walk/run"). The street is roughly 25 feet wide, there are cars parked on both sides, which takes 16 feet of space, this leaves 9 feet for a 2 way traffic street combining cars and bikes/scooters. How is this working? Even if there is only 1 car and 1 bike going in the same direction, the car will attempt to pass the bike and with such a small space it is incredibly scary and dangerous! I cannot believe the city dared to propose this as part of its mobility local mobility program! Why not simply removing the parking on one side and build something serious with the remaining 17 feet of space?	Dislike	1969
	it should eliminate more parking >:)	Dislike	1996
Other - Concern - Cost			
	Not interested in encouraging traffic of any kind through the neighborhood. We already have sufficient speed humps. People do not use sidewalks when installed; they continue to run/walk on the roadway (case in point, the almost completely ignored, recently installed sidewalk on cherrywood), and we certainly do not need increased impervious cover. I find the broad boulevards of this neighborhood to be absolutely pedestrian and bicycle friendly. The proposed installations are superfluous, unwelcome, and a waste of taxpayer money.	Dislike	1929

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Other - Concern - Cost			
	It is my understanding that we are slated for some water and wastewater upgrades - why do this now just to have it torn up later? We don't have a lot of traffic on our street. The speed bumps we have are working fine. Lets save the money and address the homeless campground at the IH 35 overpass that is a much greater deterrent to walking and biking than anything happening on our street. And no, a sidewalk under there is not going to address the issue, unless you plan to designate the entire area a sidewalk. This is a typical Austin waste of money that is desperately needed to address real issues. Our quiet street is fine like it is for now. When you have other real issues addressed, come back and you will have my full support, but at this juncture, it is a ridiculous waste of money.	Dislike	1932
	Elimination of speed control devices when new ones will be installed very close by (seems like a waste of \$\$\$ and duplication of effort); I would like to see the awkward intersection of Schieffer, Cherrywood, and Wilshire reconfigured to make one or 2 junctions instead of 3.	Dislike	1937
	Bike lanes and sidewalks are present. Don't waste money on speed bumps to make drivers suffer - use the money for actual improvements.	Dislike	1942
	The changes would have minor benefits and don't out weigh city cost	Dislike	1951
	1) It seems very expensive and unnecessary. 2) It is too soon - we are an established neighborhood, so sudden changes cause problems. We are still figuring out the Cherrywood sidewalk. 3) It is the result of our city wide surveys, rather than neighborhood-indicated demands. 4) It over penalizes vehicles, which remain the primary means of transport. Especially curb extensions.	Dislike	1979
	Expense. Something more to maintain. Is there a maintenance schedule? The existing humps that were put in 15 or so years ago were nothe repainted until a week or 2 prior to meeting st Maplewood. Falling runnings, bike problems, carso bottoming out. I've heard and seen it all as I have a hump in front of my house...which I approved to put thereally 15 or do years ago	Dislike	1984
Other - Concern - Cost - Other places would benefit from limited resources			

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Other - Concern - Cost - Other places would benefit from limited resources			
	I definitely appreciate the city's efforts to improve the bikeability of Austin, but I was surprised to see this corridor flagged for improvement because it's already in quite good shape (with the exception of the I-35 crossing at Wilshire). There are already speed humps along Cherrywood and Wilshire, neither of these streets see much traffic (~1 vehicle per minute on average), and typical speeds are only barely above the 20-25mph target window with the existing infrastructure. Given limited resources, there are many, many other corridors and intersections in the same part of town that I would prioritize over this project. Off the top of my head these would include the eastbound intersection of Dean Keeton and Lafayette, where poor signage results in many vehicles taking the bike lane east through the intersection (if APD is short on cash they could issue citations there endlessly), and the I-35 underpass along Dean Keeton, where poor signage/visibility usually results in drivers failing to yield to bike traffic while entering/exiting the frontage road.	Dislike	1907
Other - Concern - General concern			
	doesn't go far enough to reduce car use.	Dislike	1883
	Not interested in encouraging traffic of any kind through the neighborhood. We already have sufficient speed humps. People do not use sidewalks when installed; they continue to run/walk on the roadway (case in point, the almost completely ignored, recently installed sidewalk on cherrywood), and we certainly do not need increased impervious cover. I find the broad boulevards of this neighborhood to be absolutely pedestrian and bicycle friendly. The proposed installations are superfluous, unwelcome, and a waste of taxpayer money.	Dislike	1929
	It is my understanding that we are slated for some water and wastewater upgrades - why do this now just to have it torn up later? We don't have a lot of traffic on our street. The speed bumps we have are working fine. Let's save the money and address the homeless campground at the IH 35 overpass that is a much greater deterrent to walking and biking than anything happening on our street. And no, a sidewalk under there is not going to address the issue, unless you plan to designate the entire area a sidewalk. This is a typical Austin waste of money that is desperately needed to address real issues. Our quiet street is fine like it is for now. When you have other real issues addressed, come back and you will have my full support, but at this juncture, it is a ridiculous waste of money.	Dislike	1932
	Bike lanes and sidewalks are present. Don't waste money on speed bumps to make drivers suffer - use the money for actual improvements.	Dislike	1942
	The changes would have minor benefits and don't outweigh city cost	Dislike	1951

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Other - Concern - General concern			
	NO - New pavement markings ("sharrows") to alert people driving to expect people bicycling No -New wayfinding signs to guide people bicycling to local and regional destinations No - we have a lot of speed bumps already - New and modified speed reduction devices (e.g., speed humps or speed cushions) to achieve lower 20-25 mph speeds	Dislike	1959
	I really dislike, maybe even hate the sharrows, as they provide a false sense of safety for the users, and probably a false sense of achievement for the City of Austin (i.e. "We put sharrows on that street, this is now a better place for people who bike/scoot/walk/run"). The street is roughly 25 feet wide, there are cars parked on both sides, which takes 16 feet of space, this leaves 9 feet for a 2 way traffic street combining cars and bikes/scooters. How is this working? Even if there is only 1 car and 1 bike going in the same direction, the car will attempt to pass the bike and with such a small space it is incredibly scary and dangerous! I cannot believe the city dared to propose this as part of its mobility local mobility program! Why not simply removing the parking on one side and build something serious with the remaining 17 feet of space?	Dislike	1969
	Hills on Cherrywood.	Dislike	1995
	Scope is narrow, limited overlap with existing CNA neighborhood sidewalk plan.	Dislike	1998
Other - Concern - Safety			
	I bike the path daily at 7:45 and 8:45. I haven't had a problem with speeding cars --- I don't see a need for more speed bumps/cushions. My major problem is visibility on curving roads. A speed cushion is bad, because it takes my eyes off the road and could force me out of the part of the road where I am most visible! I'd much rather have no car parking on the inside of curves, where it obstructs cars in the road from seeing me. I think that would interfere less with most residents than adding speed cushions.	Dislike	1902
	Speed cushions don't advance safety. Plan doesn't go far enough to improve safety in area with a lot of children.	Dislike	1914
	I like the long distance from street to house as being set back is prob safer from burglars. I dislike losing any frontage.	Dislike	1922
	...the homes-less situation under I35 is dealt with. I live on Wilshire Blvd. and it makes me nervous to encourage more delusional homeless people walking up and down our streets even closer to my home if there were sidewalks. The homeless situation under I35 desperately needs to be addressed. It is dangerous and prohibits me and neighbors walking under I35. It puts my family and neighbors in harms way. Deal with homeless camps, then install sidewalks.	Dislike	1962

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Other - Concern - Safety			
	I didn't see a fix for the two way stop at Schieffer and Cherrywood. Car sales on Schieffer frequently do not yield or speed through this intersection, especially when they do not see bicycles and pedestrians, which often happens even when these users are present. This needs to be fixed. Also, the four way stop at 38th 1/2 and Cherrywood is dangerous for cyclist and pedestrians and needs improved crossings. People run it frequently. Lastly, Cherrywood south of 38th 1/2 needs attention as week. I am not sure why it isn't left out of this project as it is an important connector and there are serious speeding issues on that segment	Dislike	1972
	I dislike the fact that the major intersection of this neighborhood bikeway, at Shieffer/Cherrywood/Wilshire, is currently proposed to go unchanged. This is an extremely dangerous and often blind intersection where people driving rarely slow down. Because not all traffic has to stop there is often a lack of clarity about right of way. Furthermore because many people are driving large trucks or SUVs, and can straddle the speed humps (even if there are more of them), the fact that they don't have to stop will mean speeding will continue even with the proposed improvements. I strongly urge staff to consider closing any unnecessary roads, such as the southern part of the triangle where the three roads meet, to create a pocket park or other public amenity, to slow traffic, and to create more clarity around right of way. I also dislike the lack of protected bike lanes in this area, although it seems like it is a proposal for the future. As it is, the bikeway is calm but it is not all ages and abilities; I would not want my friends' kids or my grandma to ride on these roads, as there is too much traffic, too little clarity around right of way and stopping, and not enough pedestrian and bikeway infrastructure.	Dislike	1990
Other - Like - General support			
	nothing comes to me, its an area I bike regularly and I will benefit from these changes.	Dislike	1861
	Nothing	Dislike	1864
	can't think of anything	Dislike	1871
	Ok with proposed changes	Dislike	1911
	Nothing. It's great.	Dislike	1985
	I'd like to add yield signs on airport for cars entering Schieffer to know that cyclists will be crossing where the neighborhood bikeway connects to the procted path to cross airport on Zach Scott. The designs look great so far.	Dislike	1989
Other - Other - Address houselessness issues in neighborhood			

Categ	Response	Question	Respondent ID
Question: Dislike			
Other - Other - Address houselessness issues in neighborhood			
	<p>It is my understanding that we are slated for some water and wastewater upgrades - why do this now just to have it torn up later? We don't have a lot of traffic on our street. The speed bumps we have are working fine. Lets save the money and address the homeless campground at the IH 35 overpass that is a much greater deterrent to walking and biking than anything happening on our street. And no, a sidewalk under there is not going to address the issue, unless you plan to designate the entire area a sidewalk. This is a typical Austin waste of money that is desperately needed to address real issues. Our quiet street is fine like it is for now. When you have other real issues addressed, come back and you will have my full support, but at this juncture, it is a ridiculous waste of money.</p>	Dislike	1932
Other - Request			
	<p>I'd prefer to see the proposal go farther, e.g. that the speed humps cross the full street. Also, would prefer that the sidewalks be designed along desire lines and that they not include more trip hazards as some new sidewalks do. Would like to see raised crosswalks at I-35, and the two Airport Blvd. entrances. Would prefer to see more of the intersection turning radii sharpened. Would prefer that street lighting be aligned with every speed hump. Would prefer that the Airport Blvd. approaches anticipate the original adopted Airport Blvd. plan that included only two general travel lanes each way rather than the recently proposed three lanes each way. Would like to have shade cover at the Wilshire & Airport intersection, where the signal wait times can be up to 120 seconds. Would prefer to see motor vehicle design speeds circa 18 mph, rather than the proposed 20-25 mph.</p>	Dislike	1889
Other - Request - Lighting			
	<p>I'd prefer to see the proposal go farther, e.g. that the speed humps cross the full street. Also, would prefer that the sidewalks be designed along desire lines and that they not include more trip hazards as some new sidewalks do. Would like to see raised crosswalks at I-35, and the two Airport Blvd. entrances. Would prefer to see more of the intersection turning radii sharpened. Would prefer that street lighting be aligned with every speed hump. Would prefer that the Airport Blvd. approaches anticipate the original adopted Airport Blvd. plan that included only two general travel lanes each way rather than the recently proposed three lanes each way. Would like to have shade cover at the Wilshire & Airport intersection, where the signal wait times can be up to 120 seconds. Would prefer to see motor vehicle design speeds circa 18 mph, rather than the proposed 20-25 mph.</p>	Dislike	1889
	<p>Doesnt seem to include better lighting for parts of Wilshire? gets pretty dark there. Also, hard to tell, but does design at hancock center facilitate connection to HEB and other retail?</p>	Dislike	1913
Sidewalk or other pedestrian infrastructure - Concern			

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Sidewalk or other pedestrian infrastructure - Concern			
	I have concerns about the proposed sidewalk's effects on both large existing trees, front lawns, and overall aesthetics. My home is on the south side of Wilshire Blvd., so the proposed sidewalk is on the other side ... thus, I think the input of those living on the "sidewalk side" of Wilshire Blvd. is very important. Overall, I'm currently NOT in favor of sidewalks anywhere on Wilshire Blvd., but I also wish to keep an open mind if the design and paving materials (e.g., decorative concrete) are such as to eliminate my concerns.	Dislike	1916
	I am strongly opposed to the proposal regarding construction of sidewalks along the north side of Wilshire Boulevard. I am opposed to any narrowing of this street and the loss of green space, impact on neighbors' landscaping, and potential harm to trees. Also, this is just not necessary because the beautiful wide boulevard allows ample room for pedestrians to walk to Patterson Park safely. I walk it almost daily while walking my dog.	Dislike	1924
	Not interested in encouraging traffic of any kind through the neighborhood. We already have sufficient speed humps. People do not use sidewalks when installed; they continue to run/walk on the roadway (case in point, the almost completely ignored, recently installed sidewalk on cherrywood), and we certainly do not need increased impervious cover. I find the broad boulevards of this neighborhood to be absolutely pedestrian and bicycle friendly. The proposed installations are superfluous, unwelcome, and a waste of taxpayer money.	Dislike	1929
	I am concerned that sidewalks may hurt the sensitive post oak trees on Wilshire Boulevard, if a new sidewalk cuts through properties along this street.	Dislike	1930
	I do not support the sidewalk proposal at all, or spot parking restrictions, nor do i support speed humps over speed cushions - i'm told speed cushions allow emergency vehicles to do their job more quickly/effectively	Dislike	1955

Categ	Response	Question	Respondent ID
Question: Dislike			
Sidewalk or other pedestrian infrastructure - Concern			
<p>Everything else in the plan (other than improvements to cross I-35). A) The plan is misnamed. Yes, I understand it's a short, catchy name. However, we are frustrated with constantly being lumped in with Cherrywood. They tend out-muscle and try to speak for all the other smaller surrounding neighborhoods. And we are NOT the Cherrywood Neighborhood. B) In addition, most of the roads covered by the proposed plan are NOT within the boundaries of the Cherrywood neighborhood (Cherrywood Road). Wilshire Blvd and Schieffer Ave are in the Wilshire Wood/Delwood 1 and Schieffer Willowbrook neighborhoods, respectively. Also, you have both of our neighborhoods listed incorrectly on your Web site (https://data.austintexas.gov/stories/s/vd82-y4mp). They should be "Wilshire Wood/Delwood 1" (add a 1) and "Schieffer Willowbrook" (no hyphen). C) The Wilshire Wood/Delwood 1 neighborhood has historic register status and is one of the major reasons to NOT install sidewalks in our neighborhood. See this article to learn more about the unique and distinct character of Wilshire Wood/Delwood 1: https://sightlinesmag.org/cherrywood-delwood-and-wilshire-wood The quote under the original Austin American-Statesman article about Wilshire Wood points out that "Wilshire remains one of the most intact historic residential neighborhoods in Austin and attained National Historic Register status with 85% of its homes contributing to its historic integrity. The lack of sidewalks and fences enhances the meandering, park-like feel of the neighborhood promoted from its earliest days." The addition of sidewalks along Wilshire Blvd would irrevocably alter the unique and distinct character of Wilshire Wood/Delwood 1. D) I believe we have one of the largest urban stands of Post Oak trees in Texas (possibly west of the Mississippi? I can't remember). And mature post oaks are EXTREMELY susceptible to root disturbance. Simply driving heavy machinery across their root zones, let alone cutting any of their roots, can severely damage or kill them. We count approximately 25 post oaks along the stretch of Wilshire Blvd where a sidewalk is proposed. So, these mature post oaks along would be in extreme danger from any work near them or on top of their root zones. E) Please no more speed humps or cushions. They are horrible.</p>	Dislike	1958	
<p>...the homes-less situation under I35 is dealt with. I live on Wilshire Blvd. and it makes me nervous to encourage more delusional homeless people walking up and down our streets even closer to my home if there were sidewalks. The homeless situation under I35 desperately needs to be addressed. It is dangerous and prohibits me and neighbors walking under I35. It puts my family and neighbors in harms way. Deal with homeless camps, then install sidewalks.</p>	Dislike	1962	
<p>1) It seems very expensive and unnecessary. 2) It is too soon - we are an established neighborhood, so sudden changes cause problems. We are still figuring out the Cherrywood sidewalk. 3) It is the result of our city wide surveys, rather than neighborhood-indicated demands. 4) It over penalizes vehicles, which remain the primary means of transport. Especially curb extensions.</p>	Dislike	1979	

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Sidewalk or other pedestrian infrastructure - Concern			
	Scope is narrow, limited overlap with existing CNA neighborhood sidewalk plan.	Dislike	1998
	Sidewalk on Wilshire will be met with neighborhood resistance. Could potentially harm the post oaks and alter the character of the neighborhood.	Dislike	2004
Sidewalk or other pedestrian infrastructure - Concern - Sidewalk bumpouts / narrowing of street			
	tightened corners	Dislike	1872
	The bump out and the road humps.	Dislike	1903
	I worry about damage to our trees, safety of narrowing road available to cars when two-way traffic can already be challenging when cars are parked on the street, and I would hope that the City would do other infrastructure work (replacing water mains to address the neighborhood's very low water pressure problem) alongside this work.	Dislike	1906
	I DO NOT like the idea of additional speed reduction devices. I think bikeways can absolutely be installed without the addition of speed reduction devices. Additionally, a sidewalk was recently added to my side of Cherrywood road, where a portion of the road was made thinner. A bikeway being added to this road would make it even thinner and potentially take it down to ONE Lane, which I do not like and don't think it will work very well.	Dislike	1910
	Do not knock down trees nor obstruct roots to do this. Do not narrow Wilshire Blvd.	Dislike	1917
	I am strongly opposed to the proposal regarding construction of sidewalks along the north side of Wilshire Boulevard. I am opposed to any narrowing of this street and the loss of green space, impact on neighbors' landscaping, and potential harm to trees. Also, this is just not necessary because the beautiful wide boulevard allows ample room for pedestrians to walk to Patterson Park safely. I walk it almost daily while walking my dog.	Dislike	1924
	1) It seems very expensive and unnecessary. 2) It is too soon - we are an established neighborhood, so sudden changes cause problems. We are still figuring out the Cherrywood sidewalk. 3) It is the result of our city wide surveys, rather than neighborhood-indicated demands. 4) It over penalizes vehicles, which remain the primary means of transport. Especially curb extensions.	Dislike	1979
Sidewalk or other pedestrian infrastructure - Like			
	I think more sidewalks are needed, the streets are crowded and we have many small kids that need sidewalks. Or dedicated bike lanes with barriers like in Mueller	Dislike	1956
	Need sidewalks, no bike lanes please.	Dislike	1965

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Sidewalk or other pedestrian infrastructure - Request			
	I would like the city to look at our neighborhood plan. It picked Lafayette as our preferred n/s route. I'd also say you missed an opportunity to finish the sidewalk on ashwood and wrightwood that ends just short of the elementary.	Dislike	1994
Trees - Concern - Impacts to trees			
	No trees should be removed along Wilshire for sidewalks	Dislike	1863
	I worry about damage to our trees, safety of narrowing road available to cars when two-way traffic can already be challenging when cars are parked on the street, and I would hope that the City would do other infrastructure work (replacing water mains to address the neighborhood's very low water pressure problem) alongside this work.	Dislike	1906
	I have concerns about the proposed sidewalk's effects on both large existing trees, front lawns, and overall aesthetics. My home is on the south side of Wilshire Blvd., so the proposed sidewalk is on the other side ... thus, I think the input of those living on the "sidewalk side" of Wilshire Blvd. is very important. Overall, I'm currently NOT in favor of sidewalks anywhere on Wilshire Blvd., but I also wish to keep an open mind if the design and paving materials (e.g., decorative concrete) are such as to eliminate my concerns.	Dislike	1916
	Do not knock down trees nor obstruct roots to do this. Do not narrow Wilshire Blvd.	Dislike	1917
	I would not want the root systems of our beautiful Oak trees cut in a way that would kill our trees. In the Mueller development on Zach Scott street they added bike lanes on both sides and have rendered Zach Scott more dangerous because even my little Fiat 500 can barely pass a large vehicle going in the opposite direction with slowing and making sure there's space.	Dislike	1921
	I am strongly opposed to the proposal regarding construction of sidewalks along the north side of Wilshire Boulevard. I am opposed to any narrowing of this street and the loss of green space, impact on neighbors' landscaping, and potential harm to trees. Also, this is just not necessary because the beautiful wide boulevard allows ample room for pedestrians to walk to Patterson Park safely. I walk it almost daily while walking my dog.	Dislike	1924
	I am concerned that sidewalks may hurt the sensitive post oak trees on Wilshire Boulevard, if a new sidewalk cuts through properties along this street.	Dislike	1930

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Dislike			
Trees - Concern - Impacts to trees			
	I wish the bike lanes were protected, like they are on Zach Scott. I realize that it's expensive, but much more effective than putting in speed humps (which as a resident just off of Wilshire Blvd, are super annoying to drive over.) I'm also worried about the trees- our post oaks are very sensitive to to construction, so the sidewalk plan may risk old growth tree loss. Trees make the neighborhood, and are one reason it's so walkable, as our neighborhood has more shade than most.	Dislike	1933
	Everything else in the plan (other than improvements to cross I-35). A) The plan is misnamed. Yes, I understand it's a short, catchy name. However, we are frustrated with constantly being lumped in with Cherrywood. They tend out-muscle and try to speak for all the other smaller surrounding neighborhoods. And we are NOT the Cherrywood Neighborhood. B) In addition, most of the roads covered by the proposed plan are NOT within the boundaries of the Cherrywood neighborhood (Cherrywood Road). Wilshire Blvd and Schieffer Ave are in the Wilshire Wood/Delwood 1 and Schieffer Willowbrook neighborhoods, respectively. Also, you have both of our neighborhoods listed incorrectly on your Web site (https://data.austintexas.gov/stories/s/vd82-y4mp). They should be "Wilshire Wood/Delwood 1" (add a 1) and "Schieffer Willowbrook" (no hyphen). C) The Wilshire Wood/Delwood 1 neighborhood has historic register status and is one of the major reasons to NOT install sidewalks in our neighborhood. See this article to learn more about the unique and distinct character of Wilshire Wood/Delwood 1: https://sightlinesmag.org/cherrywood-delwood-and-wilshire-wood The quote under the original Austin American-Statesman article about Wilshire Wood points out that "Wilshire remains one of the most intact historic residential neighborhoods in Austin and attained National Historic Register status with 85% of its homes contributing to its historic integrity. The lack of sidewalks and fences enhances the meandering, park-like feel of the neighborhood promoted from its earliest days." The addition of sidewalks along Wilshire Blvd would irrevocably alter the unique and distinct character of Wilshire Wood/Delwood 1. D) I believe we have one of the largest urban stands of Post Oak trees in Texas (possibly west of the Mississippi? I can't remember). And mature post oaks are EXTREMELY susceptible to root disturbance. Simply driving heavy machinery across their root zones, let alone cutting any of their roots, can severely damage or kill them. We count approximately 25 post oaks along the stretch of Wilshire Blvd where a sidewalk is proposed. So, these mature post oaks along would be in extreme danger from any work near them or on top of their root zones. E) Please no more speed humps or cushions. They are horrible.	Dislike	1958
	Concerned about post oak trees along Wilshire Blvd.	Dislike	1981
	Sidewalk on Wilshire will be met with neighborhood resistance. Could potentially harm the post oaks and alter the character of the neighborhood.	Dislike	2004

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Bicycle infrastructure - Concern - General concern			
	Streets are TOO congested and too SMALL to add bike lanes. (or take away neighborhood parking). i believe it is only a small minority that will use the bike lanes. New bike lanes will add too much congestion without added benefit. OH THE GOOD THING. I FOUND OUT THAT IT IS EASIER TO GO NORTH OUTSIDE OF TOWN TO EAT AND SHOP. YOU WILL NOT THAT MANY EMPLOYERS ARE MOVING OUTSIDE OR OUTSKIRTS OF CITY. (DELL SAMSUNG APPLE) OR ARE MOVING (EMERSON)	Like	1888
Bicycle infrastructure - Concern - Lack of protected bicycle lanes			
	Effort is being made, but without protected bike Lanes, we're just putting lipstick on a pig.	Like	1859
	Any effort to increase travel options are welcome! My preference, however would be to eliminate on-street parking whenever possible and install one-way protected bike lanes on both sides of all impacted streets.	Like	1944
Bicycle infrastructure - Like - Connectivity			
	Slower speeds, improved wayfinding, fills gaps between MLK Station area and Mueller	Like	1858
	Creating a path/crossing at Hancock and I-35 is awesome. From the map it uses a very popular and efficient path to get from East Austin to Hancock/Hyde Park and beyond, a path I use many times a week on my bike. My biggest concern is the design and how this can be a safe, separated path that protects cyclists from the high speed traffic on the service road.	Like	1869
	It looks like I might comfortably shift my bike commute away from Manor and Chestnut/Cherrywood (not my favorite intersection) and also away from Manor and Airport (definitely not my favorite intersection!).	Like	1873
	follows the majority of where folks are already biking/walking	Like	1878
	Overall I think they are a nice addition to the bicycle network. Reducing car speeds is a must.	Like	1879
	safer bike route to Mueller	Like	1882
	Provides connections between Mueller and Boggy Creek Trail	Like	1894
	Looks like it will better link Cherrywood to both the Mueller and Hancock neighborhoods. And speed bumps/tight corners should improve safety for cyclists and peds.	Like	1898
	safer route from Mueller to Hancock	Like	1913
	Improved routes for pedestrians and cyclists who want to travel from Wilshire Boulevard to Hancock Mall.	Like	1930

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Bicycle infrastructure - Like - Connectivity			
	Changes to make crossing I-35 easier. Changes to make 34th and Alexander a better bike connection to Cherrywood.	Like	1937
	I am always in favor of additional bikeways and safer routes for cyclists. I bike Schieffer and Cherrywood every morning to work. This plan is a great way to link the new bike lane on Zach Scott and points east to campus, downtown, and even areas north. The crossing under I-35 is especially useful because crossing at 38-1/2, 51st, or (oh my) Airport can be quite uncomfortable/dangerous for cyclists. This is a great way to link points east with North Austin; comfortable routes don't really exist now.	Like	1949
	That it connects existing bikeways, making it safer to get from the neighborhoods connected to Mueller across I-35, which is always a difficult bike barrier for all but experienced and confident cyclists.	Like	1985
Bicycle infrastructure - Like - Neighborhood bikeway concept			
	I like that they are designed for all modes to share the road. I like that vehicle speeds are designed to be slower. I like crossings that are safer for pedestrians and bicyclists.	Like	1868
	sharrow markings	Like	1872
	Clear delineation of streets to give cars and bikes shared understanding of how to use the roads.	Like	1887
	I like the addition of sharrows and the improved crossing at I-35. Not a fan of speed humps but if they reduce through traffic and speeding vehicles then it's worth it. I prefer the cushions because bicycles can ride through them with is safer than riding over a hump.	Like	1897
	I love bikepath from Hancock Center onto Wilshire Blvd. The "sharrows" are nice.	Like	1902
	Increased awareness for cycling routes through signage and street markings	Like	1923
	Love the plan to slow down traffic and mark streets.	Like	1931
	I am always in favor of additional bikeways and safer routes for cyclists. I bike Schieffer and Cherrywood every morning to work. This plan is a great way to link the new bike lane on Zach Scott and points east to campus, downtown, and even areas north. The crossing under I-35 is especially useful because crossing at 38-1/2, 51st, or (oh my) Airport can be quite uncomfortable/dangerous for cyclists. This is a great way to link points east with North Austin; comfortable routes don't really exist now.	Like	1949
	I like the sharrows to let people know to expect bikes. There isn't much traffic on cherrywood when I bike, so I don't expect the humps to really do that much, but it's fine.	Like	1950

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Bicycle infrastructure - Like - Neighborhood bikeway concept			
	I support bike lanes/street marking on asphalt, major street crossings and wayfinding	Like	1955
	Acknowledges that bicyclists are already using the road and respects their right to be there by slowing traffic to an acceptable neighborhood speed which, in turn, benefits everyone in the neighborhood. Tightened corners, better crossings, and way finding are also huge benefits!	Like	1976
	That the bike Sharron is not a road hog and goes back to the idea of respecting others in the road. Plus Cherrywood is soon narrow in parts with the new sidewalk.	Like	1984
	I like the inclusion of more speed humps. People drive too fast on all of these roads. I like the addition of curb to curb speed bumps where proposed, because many people driving will just put their wheels in between the speed humps so that they don't have to slow down, defeating the purpose. I like the proposal to repair some of the existing speed cushions, because some of them are damaging to your bike when you go over them (too bumpy). I like the addition of sidewalks to Wilshire. I like the inclusion of wayfinding signs, sharrows and "share the road" signs, and bicycle-accessible beg buttons like they have in Portland and Vancouver. I like the proposed changes to crossing I-35 as a person walking or biking, although I think there should be more protection added because biking or walking next to the frontage road is extremely dangerous; people driving on those roads basically act like they are driving on the highway (at top speeds!).	Like	1990
	No proposed parking restrictions to Schieffer at this time.	Like	1992
Bicycle infrastructure - Like - Wayfinding			
	Slower speeds, improved wayfinding, fills gaps between MLK Station area and Mueller	Like	1858
Crossings or intersections - Concern - Proposed changes to IH-35 crossing			
	Creating a path/crossing at Hancock and I-35 is awesome. From the map it uses a very popular and efficient path to get from East Austin to Hancock/Hyde Park and beyond, a path I use many times a week on my bike. My biggest concern is the design and how this can be a safe, separated path that protects cyclists from the high speed traffic on the service road.	Like	1869
Crossings or intersections - Like - Curb extensions and/or narrowed street			
	sidewalks, speed cushions, curb extensions to lower traffic speeds	Like	1895
	I love the idea of sidewalks. I'm at the corner of Wilshire/Bradwood. Sidewalks seem safer to walk and connect neighbors. I'm glad to give up some of my oversided lawn for sidewalks. However, the more the sidewalk covers pavement on Wilshire and Bradwood and the less it invades my yard the better.	Like	1922

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Crossings or intersections - Like - Curb extensions and/or narrowed street			
	Acknowledges that bicyclists are already using the road and respects their right to be there by slowing traffic to an acceptable neighborhood speed which, in turn, benefits everyone in the neighborhood. Tightened corners, better crossings, and way finding are also huge benefits!	Like	1976
	Protected crossing of I35 with added crosswalks, added sidewalks, curb bulb-outs, speed humps	Like	1989
	Curb extensions and improved crossing at I35	Like	1996
Crossings or intersections - Like - Proposed changes to IH-35 crossing			
	Easier to cross I-35 which has historically been very dangerous, and the improved experience on Cherrywood Rd (which I bike regularly)	Like	1861
	safer walking from Wilshire across IH35 to Hancock Center	Like	1863
	I like that they are designed for all modes to share the road. I like that vehicle speeds are designed to be slower. I like crossings that are safer for pedestrians and bicyclists.	Like	1868
	Creating a path/crossing at Hancock and I-35 is awesome. From the map it uses a very popular and efficient path to get from East Austin to Hancock/Hyde Park and beyond, a path I use many times a week on my bike. My biggest concern is the design and how this can be a safe, separated path that protects cyclists from the high speed traffic on the service road.	Like	1869
	improving the I-35 crossing in particular; I've been crossing there since Academy was there in the late 80s and it is a logical place to cross a major barrier, but is not designed to be one.	Like	1871
	Improved bicycle infrastructure. Improved bicycle crossing at Wilshire and I-35.	Like	1874
	I'm happy to see improvements in crossing I-35.	Like	1876
	I-35 crossing improvements are long overdue; happy to see them addressed.	Like	1881
	Makes a bike route I use way safer by providing better crossing of I-35 feeder road and avoiding having to go through HEB/Sears parking lot which is super-dangerous.	Like	1884
	Makes a bike route I use way safer by providing better crossing of I-35 feeder road and avoiding having to go through HEB/Sears parking lot which is super-dangerous.	Like	1884
	Potentially safer for biking. I especially like the possibility of safer and more comfortable crossing of IH-35, which is dreadful.	Like	1892

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Crossings or intersections - Like - Proposed changes to IH-35 crossing			
	I'm encouraged that you are looking to fix the horrible crossing under I-35. I take it regularly and I would not take my children on it. The most important part of the signal there is making it long enough that someone biking across East to West will be able to cycle across both surface roads in time. I can make it, but I have an electric bike. The time for crossing needs to be increased when a bicycle is present. This would make it more comfortable for children on bicycles who may not be able to go as fast. Also, please ensure that the crossing and bump out are wide enough for cargo bikes. I regularly cross Lamar at Airport Boulevard and it is incredibly difficult to maneuver my longtail cargo bike at the sidewalk there. Regular size sidewalks do not provide enough turning space for larger bicycles, recumbent bicycles, etc. I am also interested in understanding what measures will be taken to slow drivers coming into Hancock Center. The curve that people must cross on foot or bicycle (north of Hancock Center) allows drivers to go very fast and that can be scary when crossing.	Like	1893
	I like the addition of sharrows and the improved crossing at I-35. Not a fan of speed humps but if they reduce through traffic and speeding vehicles then it's worth it. I prefer the cushions because bicycles can ride through them with is safer than riding over a hump.	Like	1897
	sidewalk to cross under I35. where the homeless live.	Like	1901
	I love bikepath from Hancock Center onto Wilshire Blvd. The "sharrows" are nice.	Like	1902
	Improving the I-35 crossing is very, very welcome. That's easily one of the scariest intersections I cross regularly since there's no bike/ped signal window.	Like	1907
	Better passage under 35 to Hancock center would be very positive.	Like	1914
	I like that we can walk safely along the streets AND I really like that there will be a way to cross under 35 to Hancock center.	Like	1918
	I35 crossing! 🐾 Wilshire sidewalk	Like	1920
	Changes to make crossing I-35 easier. Changes to make 34th and Alexander a better bike connection to Cherrywood.	Like	1937
	These are great and will really improve things. I am really excited about the new I-35 crossing since I ride through here on my bicycle 1-2 times weekly	Like	1938
	Reduced speed and improved crossings, especially the I-35 crossing	Like	1940

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Crossings or intersections - Like - Proposed changes to IH-35 crossing			
	I like what looks like a raised pathway for bicyclists along Wilshire at intersections. It will help bikers be seen by the car-driver. I like that the designated, protected bike lane along the feeder of I-35. That will be a vast improvement over the current situation. I like that the crossing lanes will be at existing intersections. I like the speed humps along Scheiffer.	Like	1946
	Super excited to see something being done about that I-35 crossing.	Like	1948
	I am always in favor of additional bikeways and safer routes for cyclists. I bike Schieffer and Cherrywood every morning to work. This plan is a great way to link the new bike lane on Zach Scott and points east to campus, downtown, and even areas north. The crossing under I-35 is especially useful because crossing at 38-1/2, 51st, or (oh my) Airport can be quite uncomfortable/dangerous for cyclists. This is a great way to link points east with North Austin; comfortable routes don't really exist now.	Like	1949
	Improvements for crossing I-35 near Wilshire Blvd to Hancock.	Like	1958
	1. YES - this is needed to get to HEB : Improvements for crossing IH-35 near Wilshire Boulevard by foot and by bike to connections into the Hancock neighborhood 2. YES - A new sidewalk on the north side of Wilshire Boulevard from IH-35 northbound frontage road to Schieffer Avenue that will require spot parking restrictions to avoid impacts to large trees	Like	1959
	Love the sidewalk on Wilshire, and the better crossing of I-35 to the Hancock Center. Our family walks that way to go grocery shopping at HEB frequently.	Like	1961
	Better crossing of I35 to Hancock	Like	1964
	I definitely like the improvements proposed for Wilshire @ I-35. This is long overdue for peds and cyclists alike.	Like	1970
	Speed reduction is much needed in this area. I also really like the improved I35 crossing.	Like	1972
	I like the inclusion of an actual crossing for bikes at Wilshire and I-35. It is one of the only places to cross I-35 in the area, and currently the conditions there are difficult, slow, and unpleasant for biking. It is really important, though, that the signal timing be set up so that bikes can fully cross in one light cycle. The current situation of waiting through two cycles with the pedestrian signals is ridiculous for bikes.	Like	1973
	Traffic calming to reduce speeds, ability to safely bike across I-35 and overall improvements so that we can bike more places as a family	Like	1975

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Crossings or intersections - Like - Proposed changes to IH-35 crossing			
	Acknowledges that bicyclists are already using the road and respects their right to be there by slowing traffic to an acceptable neighborhood speed which, in turn, benefits everyone in the neighborhood. Tightened corners, better crossings, and way finding are also huge benefits!	Like	1976
	Curb ramps! Better markings (re-paving) of IH 35 crossing	Like	1980
	Improved pedestrian and bicycle crossing of I-35 into Hancock Mall.	Like	1981
	I like the improved crossing at I-35, but I think it's very important to make it crossable by bike in one signal phase (not two). I like that the shared use path is 12 ft.	Like	1982
	Very pleased to see a way across I-35 on foot or bike	Like	1987
	Protected crossing of I35 with added crosswalks, added sidewalks, curb bulb-outs, speed humps	Like	1989
	I like the inclusion of more speed humps. People drive too fast on all of these roads. I like the addition of curb to curb speed bumps where proposed, because many people driving will just put their wheels in between the speed humps so that they don't have to slow down, defeating the purpose. I like the proposal to repair some of the existing speed cushions, because some of them are damaging to your bike when you go over them (too bumpy). I like the addition of sidewalks to Wilshire. I like the inclusion of wayfinding signs, sharrows and "share the road" signs, and bicycle-accessible beg buttons like they have in Portland and Vancouver. I like the proposed changes to crossing I-35 as a person walking or biking, although I think there should be more protection added because biking or walking next to the frontage road is extremely dangerous; people driving on those roads basically act like they are driving on the highway (at top speeds!).	Like	1990
	The 35 sidewalk is my favorite part.	Like	1994
	Crossing at IH 35.	Like	1995
	Curb extensions and improved crossing at I35	Like	1996
Crossings or intersections - Request - IH-35 Crossing Improvements			

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Crossings or intersections - Request - IH-35 Crossing Improvements			
	I'm encouraged that you are looking to fix the horrible crossing under I-35. I take it regularly and I would not take my children on it. The most important part of the signal there is making it long enough that someone biking across East to West will be able to cycle across both surface roads in time. I can make it, but I have an electric bike. The time for crossing needs to be increased when a bicycle is present. This would make it more comfortable for children on bicycles who may not be able to go as fast. Also, please ensure that the crossing and bump out are wide enough for cargo bikes. I regularly cross Lamar at Airport Boulevard and it is incredibly difficult to maneuver my longtail cargo bike at the sidewalk there. Regular size sidewalks do not provide enough turning space for larger bicycles, recumbent bicycles, etc. I am also interested in understanding what measures will be taken to slow drivers coming into Hancock Center. The curve that people must cross on foot or bicycle (north of Hancock Center) allows drivers to go very fast and that can be scary when crossing.	Like	1893
	I like the inclusion of an actual crossing for bikes at Wilshire and I-35. It is one of the only places to cross I-35 in the area, and currently the conditions there are difficult, slow, and unpleasant for biking. It is really important, though, that the signal timing be set up so that bikes can fully cross in one light cycle. The current situation of waiting through two cycles with the pedestrian signals is ridiculous for bikes.	Like	1973
	I like the improved crossing at I-35, but I think it's very important to make it crossable by bike in one signal phase (not two). I like that the shared use path is 12 ft.	Like	1982
Crossings or intersections - Request - Improvements at 38th Street and Cherrywood Road			
	The intersection of 38th and cherrywood needs a stop light. The stop sign is constantly being run. I am all for anything to keep this intersection safer.	Like	1908
Motor vehicle access or circulation - Request - Traffic signal			
	The intersection of 38th and cherrywood needs a stop light. The stop sign is constantly being run. I am all for anything to keep this intersection safer.	Like	1908
Motor vehicle operations, access, or circulation - Concern			
	It is making it even harder to get around in Austin. Bikers are a very small minority, and will probably stay small.	Like	1886
Motor vehicle operations, access, or circulation - Concern - Cut-through motor vehicle traffic			
	Better sidewalks, slower traffic. Kirkwood is particularly dangerous as there are so many parked cars, it's a narrow road, and cars speed down it since Wilshire has road humps	Like	1875

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Motor vehicle operations, access, or circulation - Concern - Cut-through motor vehicle traffic			
	we should hopefully have safer streets. It will hopefully cut down on cut through traffic.	Like	1936
Motor vehicle speeds - Concern - Additional speed reduction devices			
	The bikeways are fine, but I DO NOT like the additional speed reduction devices since I drive this way often and it takes a toll on my vehicle.	Like	1910
	I oppose the speed bumps.	Like	1942
	Nothing, the proposals effect would cause unneeded delays and traffic commotion	Like	1951
	we do not need any more speed bumps, the existing ones work fine and are already VERY difficult to navigate. They are very hard on anyone that might have back issues, or general body aches- no matter how slow you go, they toss you in your car.	Like	1988
Motor vehicle speeds - Like - Prefer speed cushions			
	I like the addition of sharrows and the improved crossing at I-35. Not a fan of speed humps but if they reduce through traffic and speeding vehicles then it's worth it. I prefer the cushions because bicycles can ride through them with is safer than riding over a hump.	Like	1897
Motor vehicle speeds - Like - Prefer speed humps			
	Speed cushions are good if they don't impede cyclist; that is the curshion needs to be edge to edge, one device (not 2 or 3 or 4) and smooth to the road. This way a one track vehicle (bike) does not need to slow, but a 4 wheel vechile does need to slow.	Like	1880
	Speed humps vs. speed cushions.	Like	1905
	Replacing speed cushions with speed humps	Like	1941
	I think the speed humps will be better than the "speed cushions"as it will encourage drivers to go straight over them instead of zig-zagging. I also like that there will be better bikeway markings and more sidewalks on the busy streets.	Like	1957

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Motor vehicle speeds - Like - Prefer speed humps			
	I like the inclusion of more speed humps. People drive too fast on all of these roads. I like the addition of curb to curb speed bumps where proposed, because many people driving will just put their wheels in between the speed humps so that they don't have to slow down, defeating the purpose. I like the proposal to repair some of the existing speed cushions, because some of them are damaging to your bike when you go over them (too bumpy). I like the addition of sidewalks to Wilshire. I like the inclusion of wayfinding signs, sharrows and "share the road" signs, and bicycle-accessible beg buttons like they have in Portland and Vancouver. I like the proposed changes to crossing I-35 as a person walking or biking, although I think there should be more protection added because biking or walking next to the frontage road is extremely dangerous; people driving on those roads basically act like they are driving on the highway (at top speeds!).	Like	1990
Motor vehicle speeds - Like - Proposed changes to repair existing speed cushions			
	I like the inclusion of more speed humps. People drive too fast on all of these roads. I like the addition of curb to curb speed bumps where proposed, because many people driving will just put their wheels in between the speed humps so that they don't have to slow down, defeating the purpose. I like the proposal to repair some of the existing speed cushions, because some of them are damaging to your bike when you go over them (too bumpy). I like the addition of sidewalks to Wilshire. I like the inclusion of wayfinding signs, sharrows and "share the road" signs, and bicycle-accessible beg buttons like they have in Portland and Vancouver. I like the proposed changes to crossing I-35 as a person walking or biking, although I think there should be more protection added because biking or walking next to the frontage road is extremely dangerous; people driving on those roads basically act like they are driving on the highway (at top speeds!).	Like	1990
Motor vehicle speeds - Like - Slower speeds			
	Slower speeds, improved wayfinding, fills gaps between MLK Station area and Mueller	Like	1858
	Traffic calming measures.	Like	1867
	I like that they are designed for all modes to share the road. I like that vehicle speeds are designed to be slower. I like crossings that are safer for pedestrians and bicyclists.	Like	1868
	Better sidewalks, slower traffic. Kirkwood is particularly dangerous as there are so many parked cars, it's a narrow road, and cars speed down it since Wilshire has road humps	Like	1875
	Overall I think they are a nice addition to the bicycle network. Reducing car speeds is a must.	Like	1879

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Motor vehicle speeds - Like - Slower speeds			
	Speed cushions are good if they don't impede cyclist; that is the curshion needs to be edge to edge, one device (not 2 or 3 or 4) and smooth to the road. This way a one track vehicle (bike) does not need to slow, but a 4 wheel vechile does need to slow.	Like	1880
	sidewalks, speed cushions, curb extensions to lower traffic speeds	Like	1895
	Looks like it will better link Cherrywood to both the Mueller and Hancock neighborhoods. And speed bumps/tight corners should improve safety for cyclists and peds.	Like	1898
	I like having folks slow down for bikes and walkers, but I live close to Schieffer and I don't see folks speeding down any of these streets much anyway.	Like	1904
	Speed control through the neighborhood, sidewalks placed carefully to minimize damages to trees.	Like	1906
	Reducing traffic speed. Hopefully also reduce traffic volume.	Like	1916
	Love the plan to slow down traffic and mark streets.	Like	1931
	we should hopefully have safer streets. It will hopefully cut down on cut through traffic.	Like	1936
	Reduced speed and improved crossings, especially the I-35 crossing	Like	1940
	We live at [address redacted] Schieffer and daily we observe the higher and more dangerous speeds on our block. All the new "speed cushions" are definitely required by the average speed on Schieffer being more than 11% higher than the average speed on adjacent streets.	Like	1945
	I like what looks like a raised pathway for bicyclists along Wilshire at intersections. It will help bikers be seen by the car-driver. I like that the designated, protected bike lane along the feeder of I-35. That will be a vast improvement over the current situation. I like that the crossing lanes will be at existing intersections. I like the speed humps along Scheiffer.	Like	1946
	slowing traffic speed and safe sidewalks	Like	1953
	The speed cushions and sidewalk along Wilshire Blvd. will improve the safety and walk-ability of this street which sees a lot of cut-through traffic. (Same for Cherrywood Rd.)	Like	1967
	I like the ideas to slow traffic and add a sidewalk on Wilshire. Improving the connection across IH-35 to Hancock would also be great.	Like	1968
	More visibility of bikes. I like speed mitigation for cars.	Like	1971
	Speed reduction is much needed in this area. I also really like the improved I35 crossing.	Like	1972

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Motor vehicle speeds - Like - Slower speeds			
	Traffic calming to reduce speeds, ability to safely bike across I-35 and overall improvements so that we can bike more places as a family	Like	1975
	Protected crossing of I35 with added crosswalks, added sidewalks, curb bulb-outs, speed humps	Like	1989
	I like the inclusion of more speed humps. People drive too fast on all of these roads. I like the addition of curb to curb speed bumps where proposed, because many people driving will just put their wheels in between the speed humps so that they don't have to slow down, defeating the purpose. I like the proposal to repair some of the existing speed cushions, because some of them are damaging to your bike when you go over them (too bumpy). I like the addition of sidewalks to Wilshire. I like the inclusion of wayfinding signs, sharrows and "share the road" signs, and bicycle-accessible beg buttons like they have in Portland and Vancouver. I like the proposed changes to crossing I-35 as a person walking or biking, although I think there should be more protection added because biking or walking next to the frontage road is extremely dangerous; people driving on those roads basically act like they are driving on the highway (at top speeds!).	Like	1990
	These changes look like they would improve safety for pedestrians and other vulnerable road users while also providing traffic calming.	Like	1997
	Traffic calming should result in easier non motor vehicle use.	Like	1998
	Slowing traffic around Patterson Park.	Like	2003
	Increased use of speed humps/cushions. Like that you are not actually proposing bike lanes. They are not necessary here.	Like	2004
Other - Concern - Cost - Other places would benefit from limited resources			
	I like that they are low-cost. This is an important area for cycling, but it is already fairly comfortable to ride as a cyclist. There are other areas in town that need a lot more help and deserve funding.	Like	1890
Other - Concern - General concern			
	Don't like them	Like	1896
	Nothing. It's fine "as is".	Like	1928
Other - Like - Cost			
	I like that they are low-cost. This is an important area for cycling, but it is already fairly comfortable to ride as a cyclist. There are other areas in town that need a lot more help and deserve funding.	Like	1890
Other - Like - General support			
	It looks like I might comfortably shift my bike commute away from Manor and Chestnut/Cherrywood (not my favorite intersection) and also away from Manor and Airport (definitely not my favorite intersection!).	Like	1873

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Other - Like - General support			
	follows the majority of where folks are already biking/walking	Like	1878
	Overall I think they are a nice addition to the bicycle network. Reducing car speeds is a must.	Like	1879
	excellent. car use in neighborhoods should be reduced to the absolute minimum and eventually eliminated.	Like	1883
	I want it to be easier and feel safer to bike and walk through this area.	Like	1885
	It's safety for bicyclists, pedestrians, and kids in our neighborhood.	Like	1909
	Support sidewalks and bikeways in general, and speed calming devices when appropriate	Like	1911
	Improving intersection crossings for cyclists, signage and improved markings	Like	1912
	I like that thought is being put into non-vehicular ways of getting around	Like	1933
	Anything that makes it easier for people who aren't driving is good.	Like	1934
	These are great and will really improve things. I am really excited about the new I-35 crossing since I ride through here on my bicycle 1-2 times weekly	Like	1938
	Any effort to increase travel options are welcome! My preference, however would be to eliminate on-street parking whenever possible and install one-way protected bike lanes on both sides of all impacted streets.	Like	1944
	I like what looks like a raised pathway for bicyclists along Wilshire at intersections. It will help bikers be seen by the car-driver. I like that the designated, protected bike lane along the feeder of I-35. That will be a vast improvement over the current situation. I like that the crossing lanes will be at existing intersections. I like the speed humps along Scheiffer.	Like	1946
	They are all common sense, bike and pedestrian centric changes	Like	1947
	I am always in favor of additional bikeways and safer routes for cyclists. I bike Schieffer and Cherrywood every morning to work. This plan is a great way to link the new bike lane on Zach Scott and points east to campus, downtown, and even areas north. The crossing under I-35 is especially useful because crossing at 38-1/2, 51st, or (oh my) Airport can be quite uncomfortable/dangerous for cyclists. This is a great way to link points east with North Austin; comfortable routes don't really exist now.	Like	1949
	MAKING THE AREA MORE BIKE/WALKING FRIENDLY IS GREAT FOR OUR COMMUNITY	Like	1956

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Other - Like - General support			
	I think the speed humps will be better than the "speed cushions" as it will encourage drivers to go straight over them instead of zig-zagging. I also like that there will be better bikeway markings and more sidewalks on the busy streets.	Like	1957
	Everything! Especially a sidewalk on Wilshire. We have small kids.	Like	1963
	Side walks are a must, safe bike lanes also good	Like	1966
	I like the fact that the city is putting some efforts into considering other means of transportation than cars.	Like	1969
	More visibility of bikes. I like speed mitigation for cars.	Like	1971
	Seems reasonable	Like	1977
	Appear to be doable and goals are really worthwhile	Like	1978
	The bike ways are being created.	Like	1983
	That it will be more accessible to bikes and pedestrians	Like	1986
	None- it's great just as it is	Like	1991
	Anything to make human powered mobility accessible and safe.	Like	1993
	Traffic calming should result in easier non motor vehicle use.	Like	1998
	That you are thinking about bike riders and walkers and not just cars	Like	1999
	They are overall pretty good, but there could be some improvements	Like	2000
Other - Like - Improved safety			
	Safer for biking.	Like	1862
	Makes biking safer.	Like	1864
	enhancement of bicycle / pedestrian needs	Like	1866
	Improved bicycle infrastructure. Improved bicycle crossing at Wilshire and I-35.	Like	1874
	I like the thoughtfulness of creating safe cycling infrastructure so more people can move safely	Like	1877
	I want it to be easier and feel safer to bike and walk through this area.	Like	1885
	It is an important step in the right direction to make our part of Austin more inclusive and safe. Thank you for putting this together!	Like	1889
	Improved safety.	Like	1891
	Potentially safer for biking. I especially like the possibility of safer and more comfortable crossing of IH-35, which is dreadful.	Like	1892

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Other - Like - Improved safety			
	Looks like it will better link Cherrywood to both the Mueller and Hancock neighborhoods. And speed bumps/tight corners should improve safety for cyclists and peds.	Like	1898
	It's safety for bicyclists, pedestrians, and kids in our neighborhood.	Like	1909
	I like that we can walk safely along the streets AND I really like that there will be a way to cross under 35 to Hancock center.	Like	1918
	That sidewalks make the neighborhood safer for walking pets, or kids and just more family friendly.	Like	1921
	Focus on bike and pedestrian safety	Like	1935
	we should hopefully have safer streets. It will hopefully cut down on cut through traffic.	Like	1936
	I like the fact the city attempts to make our streets safer.	Like	1954
	These changes look like they would improve safety for pedestrians and other vulnerable road users while also providing traffic calming.	Like	1997
Sidewalk or other pedestrian infrastructure - Concern - Sidewalk bumpouts / narrowing of street			
	Don't mind sidewalk but do not like the bump out	Like	1903
	Do not knock down trees nor obstruct roots to do this. Do not narrow Wilshire Blvd.	Like	1917
	Nothing. You should narrow the streets with pop outs instead and continue to improve the park. More cars parked along Wilshire better than speedbumps.	Like	1926
Sidewalk or other pedestrian infrastructure - Like			
	Better sidewalks, slower traffic. Kirkwood is particularly dangerous as there are so many parked cars, it's a narrow road, and cars speed down it since Wilshire has road humps	Like	1875
	sidewalks, speed cushions, curb extensions to lower traffic speeds	Like	1895
	Speed control through the neighborhood, sidewalks placed carefully to minimize damages to trees.	Like	1906
	I35 crossing! 🐾 Wilshire sidewalk	Like	1920
	That sidewalks make the neighborhood safer for walking pets, or kids and just more family friendly.	Like	1921
	I love the idea of sidewalks. I'm at the corner of Wilshire/Bradwood. Sidewalks seem safer to walk and connect neighbors. I'm glad to give up some of my oversided lawn for sidewalks. However, the more the sidewalk covers pavement on Wilshire and Bradwood and the less it invades my yard the better.	Like	1922

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Sidewalk or other pedestrian infrastructure - Like			
	The sidewalks are great.	Like	1925
	The sidewalks.	Like	1927
	I like the addition of the sidewalk on the north side of Wilshire Blvd.	Like	1952
	slowing traffic speed and safe sidewalks	Like	1953
	1. YES - this is needed to get to HEB : Improvements for crossing IH-35 near Wilshire Boulevard by foot and by bike to connections into the Hancock neighborhood 2. YES - A new sidewalk on the north side of Wilshire Boulevard from IH-35 northbound frontage road to Schieffer Avenue that will require spot parking restrictions to avoid impacts to large trees	Like	1959
	Sidewalk on Wilshire	Like	1960
	Love the sidewalk on Wilshire, and the better crossing of I-35 to the Hancock Center. Our family walks that way to go grocery shopping at HEB frequently.	Like	1961
	Everything! Especially a sidewalk on wilshire. We have small kids.	Like	1963
	We need sidewalks. I have two children who do not feel safe playing outside and walking to the park on Lullwood. Our curvy streets means a lot of blind curves and there is no enforcement of the speed limit. We need sidewalks.	Like	1965
	Side walks are a must, safe bike lanes also good	Like	1966
	The speed cushions and sidewalk along Wilshire Blvd. will improve the safety and walk-ability of this street which sees a lot of cut-through traffic. (Same for Cherrywood Rd.)	Like	1967
	I like the ideas to slow traffic and add a sidewalk on Wilshire. Improving the connection across IH-35 to Hancock would also be great.	Like	1968
	I like that you'll be adding sidewalks along the neighborhood streets.	Like	1974
	Protected crossing of I35 with added crosswalks, added sidewalks, curb bulb-outs, speed humps	Like	1989

<u>Categ</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Question: Like			
Sidewalk or other pedestrian infrastructure - Like			
	I like the inclusion of more speed humps. People drive too fast on all of these roads. I like the addition of curb to curb speed bumps where proposed, because many people driving will just put their wheels in between the speed humps so that they don't have to slow down, defeating the purpose. I like the proposal to repair some of the existing speed cushions, because some of them are damaging to your bike when you go over them (too bumpy). I like the addition of sidewalks to Wilshire. I like the inclusion of wayfinding signs, sharrows and "share the road" signs, and bicycle-accessible beg buttons like they have in Portland and Vancouver. I like the proposed changes to crossing I-35 as a person walking or biking, although I think there should be more protection added because biking or walking next to the frontage road is extremely dangerous; people driving on those roads basically act like they are driving on the highway (at top speeds!).	Like	1990
Sidewalk or other pedestrian infrastructure - Like - Ramps / ADA improvements			
	Curb ramps! Better markings (re-paving) of IH 35 crossing	Like	1980
Trees - Concern - Impacts to trees			
	Do not knock down trees nor obstruct roots to do this. Do not narrow Wilshire Blvd.	Like	1917