

# North University-Heritage-Rosedale Neighborhood Bikeways

## All Public Input

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# North University-Heritage-Rosedale Neighborhood Bikeways

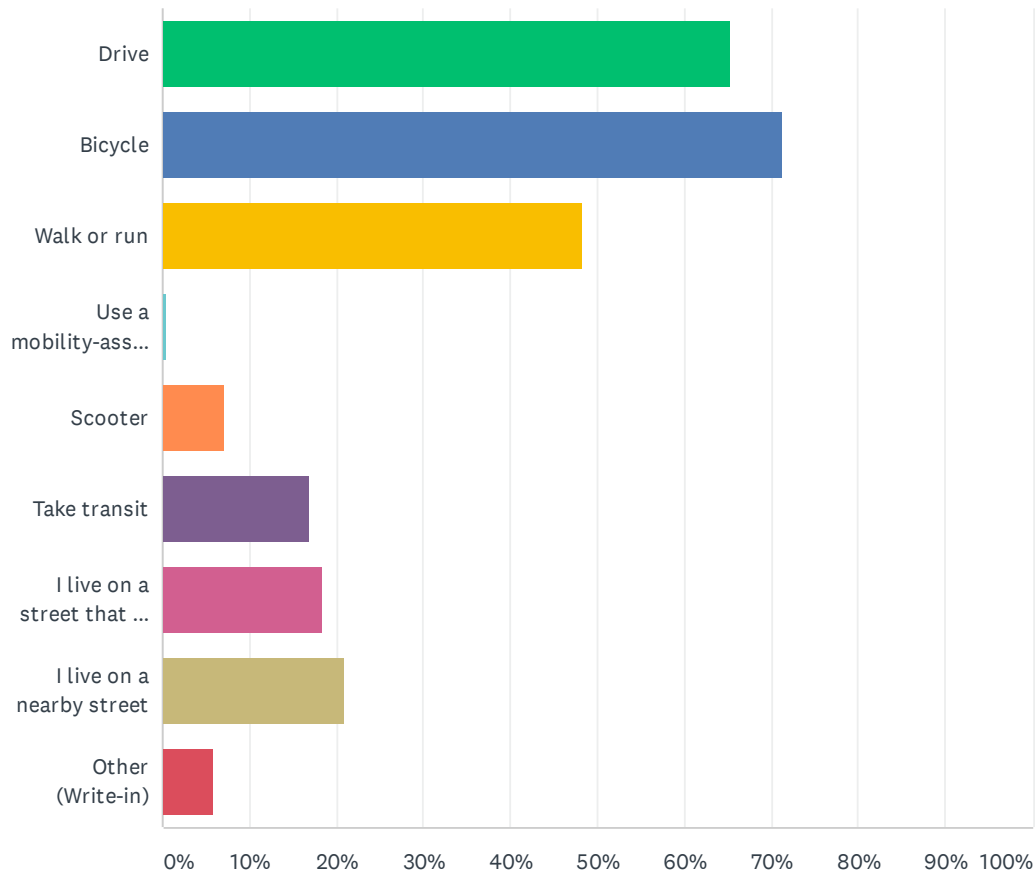
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## Multiple Choice Response Summary



Q1 How do you use the streets that are proposed as neighborhood bikeways (the proposed route is on segments of Rio Grande Street, W 30th Street, West Avenue, W 31st Street, Shoal Creek Boulevard, W 40th Street, Burnet Road, W 41st Street, West Drive, East Drive, Hemphill Drive, W 33rd Street, W 34th Street)? (check all that apply)[Click here to review project details on the project website.](#)

Answered: 254 Skipped: 2

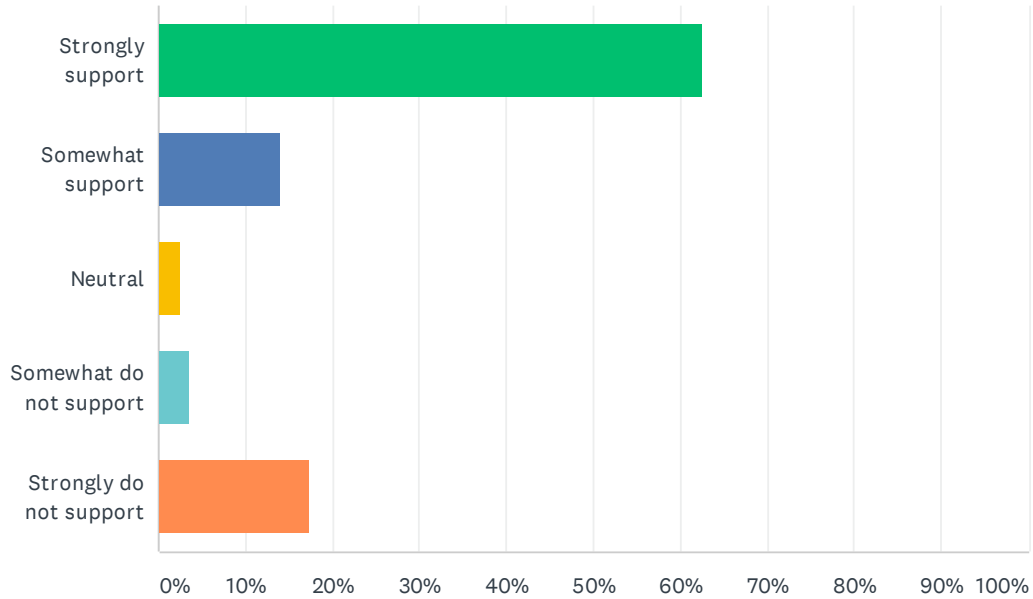


## North University-Heritage-Rosedale Neighborhood Bikeways

ANSWER CHOICES	RESPONSES	
Drive	65.35%	166
Bicycle	71.26%	181
Walk or run	48.43%	123
Use a mobility-assistive device	0.39%	1
Scooter	7.09%	18
Take transit	16.93%	43
I live on a street that is a proposed neighborhood bikeway	18.50%	47
I live on a nearby street	20.87%	53
Other (Write-in)	5.91%	15
Total Respondents: 254		

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

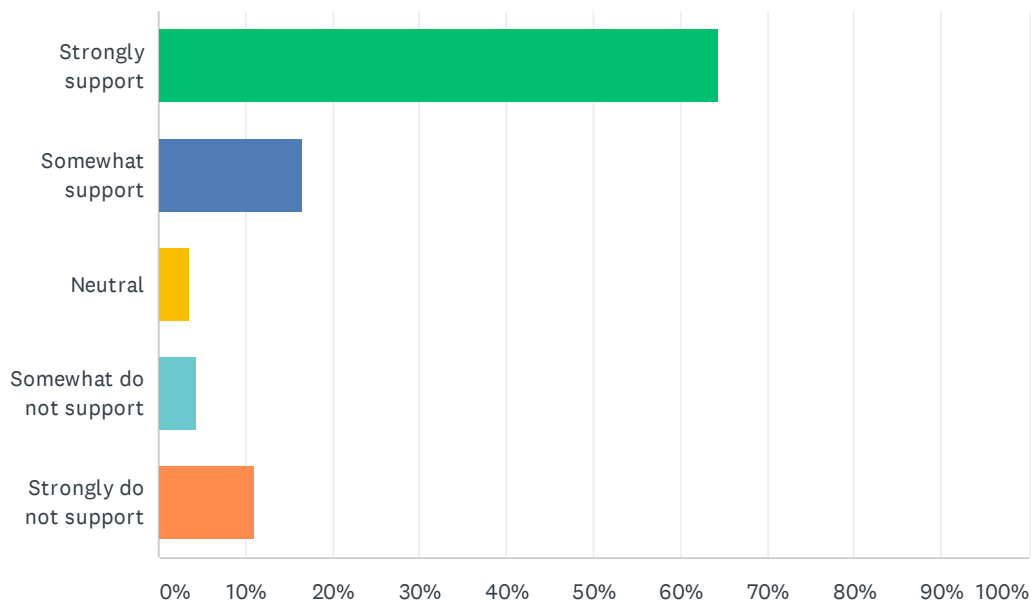
Answered: 249 Skipped: 7



ANSWER CHOICES	RESPONSES	
Strongly support	62.65%	156
Somewhat support	14.06%	35
Neutral	2.41%	6
Somewhat do not support	3.61%	9
Strongly do not support	17.27%	43
TOTAL		249

**Q5 What is your level of support for lowering motor vehicle speeds to as close to 20 mph as possible and no more than 25 mph on the proposed neighborhood bikeways; achieved by installing speed reduction devices such as speed humps or speed cushions to make the streets safer and more comfortable to drive, bicycle, walk, and play?**

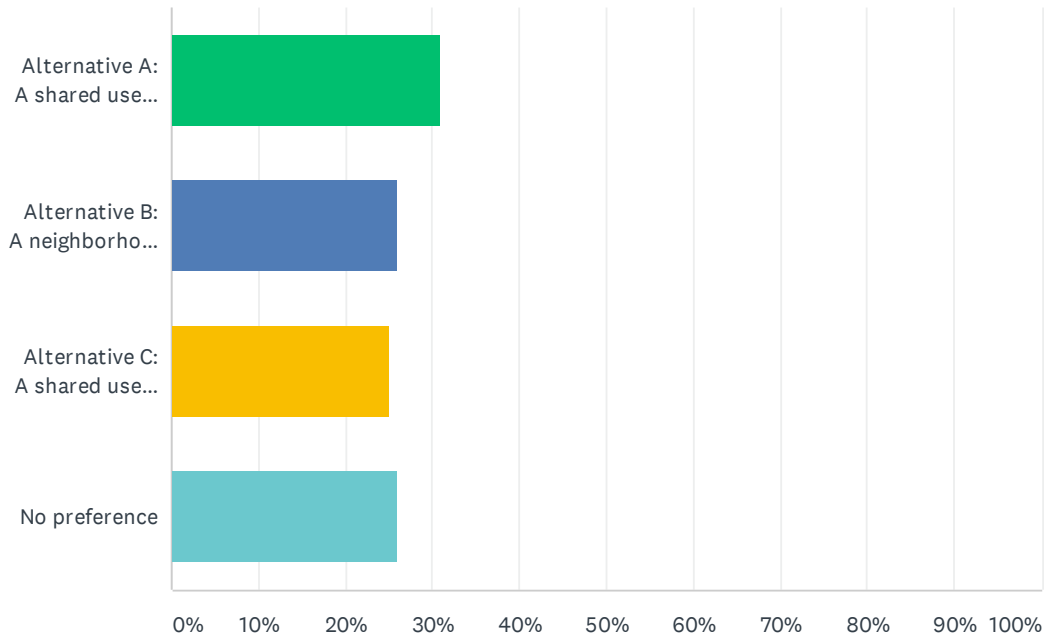
Answered: 253 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly support	64.43%	163
Somewhat support	16.60%	42
Neutral	3.56%	9
Somewhat do not support	4.35%	11
Strongly do not support	11.07%	28
TOTAL		253

**Q6 For W 31st Street/Shoal Creek Boulevard between North Lamar Boulevard and W 34th Street, please let us know if you have a preference (select any that apply):**

Answered: 242 Skipped: 14



ANSWER CHOICES	RESPONSES	
Alternative A: A shared use path on the south curb requiring parking restrictions on the north curb	30.99%	75
Alternative B: A neighborhood bikeway with an eastbound bicycle/walking lane on the south curb and keep existing parking on the north curb	26.03%	63
Alternative C: A shared use path on the south curb, one-way westbound general travel lane, and generally keep parking on the north curb	25.21%	61
No preference	26.03%	63
Total Respondents: 242		

# North University-Heritage-Rosedale Neighborhood Bikeways

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## Open Ended Responses Categorized by Theme





# Open Ended Responses Categorized by Theme

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Bicycle infrastructure - Like		
	Improved bike facilities and calmer streets (slower car speeds)	4484
	More signage/priority of bike infrastructure	4492
	Similar to what we have on SCB between Hancock & Northland.	4521
	Better space and signaling for cyclists	4529
	Safety for cyclists, more options for bike commuting.	4540
	Those are routes and streets that I take most often while biking and very rarely in my vehicle. I would love to see them have proper bicycle infrastructure to increase safety and awareness in the area.	4560
	Will bicycles some room on narrow streets filled with parked cars and traffic	4574
	I am in favor of any improvements to bike ways, and providing more slowing elements (especially on the stretch between west & lamar) and I love seeing somr scaling back of the parking on 34th	4692
Bicycle infrastructure - Like - Bike lanes		
	I like to ride in bike lanes.	4459
	Making the bike lane official, keeping lines painted and greenery cut back from lane	4471
	Bike lanes	4481
	I like the idea of dedicated bike lanes.	4487
	Creating /improving bike lanes where they are sorely needed.	4489
	Safe, designated bike and pedestrian lanes.	4512
	More bike lanes are good	4532
	Bike routing improvements; speed reduction; & improved/added intersections, sidewalks, & bike lanes.	4535
	The city desperately needs bike lanes.	4550
	managed lanes for walkers and cyclists. alert signs for drivers and reduced speeds	4551
	I like the commitment to lower speeds, the addition of bike lanes, and the effort to better connect with the Shoal Creek trail.	4562
	I like any infrastructure that provides protected/dedicated bike lanes - which also protects pedestrians too	4567
	I like the addition of bike lanes. There are many lights/intersections that are made easier with bike lanes	4571

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Bicycle infrastructure - Like - Bike lanes		
	Safety for bikers. Bike lanes have slowed traffic on Shoal Creek Blvd	4575
	better bike lanes, slower speeds	4578
	more bike lanes	4583
	We need more bicycle lines	4586
	need more dedicated bike lanes	4590
	Any increase in bike lanes and safety for bikers is fantastic considering the issues with traffic	4598
	New bike lanes and connections to the Shoal Creek Trail are most important to me personally, but I'm also an advocate of improvements for the safety of pedestrians.	4624
	More bike lanes	4625
	There are a lot of runners and bikers on these streets, it makes sense to have a designated lane for them.	4660
	I like: - the sharrows - the wayfinding signs - the study to find out how to prioritize the bicycling route - speed reduction devices. 25 MPH is TOO FAST, 20 mph is better. - intersection improvements - new bicycle lanes!! especially on W 29th, W 34th, and W 40th. Very needed. - proposal to connect to Shoal Creek!!	4661
	more bikelanes	4666
	I'm excited to see better signage. I think a lot of people want to cut through to places like Rio Grande but don't know where to go. I am thrilled about the updates to 34th Street. Whenever I have to go on it, even for a block, I get nervous. I'm also thrilled about 29th. I always want to go down Hemphill Park but then being dumped at 29th to get to Rio Grande is scary, so I don't do it often, and definitely not with kids. 34th between Guad and Speedway--there are lots of people who speed on that street so it will be nice to have drivers slowed down. The ped/bike cut through at Medical Parkway will be great! Very excited to see that. Also very glad to see focus on 31st Street connection to Shoal Creek. I understand the challenges but it could definitely be better than it is now	4679
Bicycle infrastructure - Like - Connectivity		
	Biking safely means staying away from heavy car traffic when possible. These improvements will help connect safe bike routes through the city.	4462
	increased connectivity for bicycles	4464
	bike access to more areas in central Austin	4465
	See attached letter - improving existing bike routes in our neighborhood and linking up with Rio Grande, Shoal Creek and Speedway routes	4469
	Stop sign reversals on 41, bike/ped cut through at the medical pkwy/marathon triangle, sharrow markings along route,	4472

## Question: What do you like about the proposed changes?

## Bicycle infrastructure - Like - Connectivity

Ensuring everyone can safely access the new Shoal Creek Blvd facilities, and to get around the North University / Heritage / Rosedale area safely.	4490
I love the protected two-way shared use paths in Alternatives A and C. I like the design changes, and the connection from West Ave to 40th St.	4495
I like the increased connectivity with the trails.	4514
Connectivity and Safety	4530
Making it easier to bike through the neighborhood, adding sidewalks,	4537
- The protected bike lanes (2-way is more sociable) - Crossing lights / PHBs and improved detection - New signage - Parking restrictions make non-driving alternatives more attractive - Love the enhanced connectivity with Shoal Creek Blvd	4538
Reducing automobile speed and traffic volumes is great. Hopefully concrete will be used instead of silly plastic bollards. Adding neighborhood bikeways should help create the all ages and abilities network. This project connects multiple somewhat disconnected commuting streets.	4543
Connects or lengthens existing access.	4555
We need better bike infrastructure east-west in that area.	4568
I love them. I love biking once I'm on the shoal creek trail or rio grande trail. I feel nervous, especially with my kids, when getting over to those trails. These bikeways will help me feel safer with my kids when biking to the longer north/south routes.	4579
It addresses safe access of the areas by bike. Every day I take a route that goes through the segment of 30th st on Hemphill by Trudy's, and it's very dangerous when the bike lane ends into traffic. I also see a lot of cyclists in the area struggling to turn left from stop signs around the Hemphill park. I wouldn't say this is the most dangerous biking area in central Austin, but I think it is a problem area, and it would serve myself and my neighborhood a lot to protect cyclists through the proposed measures. It would bring more people outside to exercise, enjoy nature and their neighbors, feel generally connected with the area as they bike through, and reduce pollution.	4584
Increased space and hence comfort for cyclists and runners on neighborhood streets, connecting them to main bicycle commuting routes and running trails.	4585
I need a more reliable and safe way to bike from East Austin to the Medical Parkway area for work.	4591
adds more connectivity for biking.	4597
It completes a protected north-south bike route from north austin to downtown. That adds a lot of value to the existing separate pieces, especially for very young or old riders who can't ride safely and confidently in motor traffic.	4601
I like that it somehow connects the East-West central core of the city.	4603

## Question: What do you like about the proposed changes?

## Bicycle infrastructure - Like - Connectivity

The intersections of 38th at Lamar and at Guad are both really intimidating and hostile to peds and on a bike. I like seeing a bike-specific solution in that area because it makes me more likely to bike south of 38th. The paths through the Heritage area are then much more accessible and connect me to restaurants closer to the U. Shoal Creek is our most-ridden route, so any safety measures and upgrades there are welcome.

4604

It helps to more safely connect me to university and downtown via bicycle. I use a pedal assist bike, and I can't use the park without getting a ticket. I'm trying to be a bike commuter, and things are getting better everyday. Imagine Austin being like Amsterdam... we could get places via bike most months of the year (Oct-June). I think once we improve Bike lanes and also the bike racks on public transit (to fit eBikes), gas-powered vehicles will no longer be necessary to navigate the city. We are getting close to solving this underrated transit issue that is an obvious and integral step to solving our transit issues and keeping residents and visitors safer on our roads.

4605

Bike routes that connect to other bike routes

4618

New bike lanes and connections to the Shoal Creek Trail are most important to me personally, but I'm also an advocate of improvements for the safety of pedestrians.

4624

Improved safety crossing 31st/Lamar. Added and connecting sidewalks. Connection to trail and to campus.

4634

i support addition of a network of bikeways and protected bike lanes in Austin. it would increase the motivation to commute by bike, to exercise, and to use modes of transportation other than motor vehicle

4638

Linking the bike trails

4652

I love that we're prioritizing non-vehicle transportation and changing Rio Grande between 29th and 30th to be 1 direction with single side parking. I love how safe it is to ride to and from downtown on Rio Grande, but then I get to 29th and it's mayhem for one block. WHY!? I also live on that block, and on the weekends I see many groups of bikers using Rio Grande as a part of their rides. I believe it to be one of the highest bike traffic streets.

4653

I like the switched direction of the stop signs to prioritize bike lanes/routes. I like the speed calming measures on the bikeways. I like the connections to bike routes and trails. I like wayfinding and signage. I like crossing improvements.

4673

That Speedway, which already has bike lanes will be connected to other areas which are conducive to bicycle traffic

4677

I like the fact that the city is making a great effort to create a comprehensive bike network. I like the fact that the city is considering parking restrictions on 34th St. This is an important street for people biking East/West or West/East as it is a safer alternative to 38th.

4683

Better bike marking, reduced car speeds, connecting Rio Grande trail to Shoal Creek trail

4693

## Bicycle infrastructure - Like - Neighborhood bikeway approach

## Question: What do you like about the proposed changes?

## Bicycle infrastructure - Like - Neighborhood bikeway approach

I like that the proposed changes will provide more space for cyclists, and that they will narrow the space allocated for motor vehicles, which will reduce motor vehicle traffic and speed and thus make for safer streets. 4503

Everything. I love the idea of infrastructure changes that make bikes more visible and let drivers know that they should be looking for bikes. This is especially important in the North University/Heritage neighborhoods where there are narrow streets and so many cars parked on the sides of the road. 4549

These are appropriate neighborhood streets for people to walk and bike on. Low vehicle speeds and trees for shade. 4602

## Bicycle infrastructure - Like - Protected bicycle lanes

- The protected bike lanes (2-way is more sociable) - Crossing lights / PHBs and improved detection - New signage - Parking restrictions make non-driving alternatives more attractive - Love the enhanced connectivity with Shoal Creek Blvd 4538

I'm thrilled to see more protected bikeways in my neighborhood! 4561

protected bike lanes for kids heading to brykerwoods school. Connects shoal creek path to lamar portion to head downtown 4572

Protected bikeways and complete sidewalks are essential. 4582

Slowing down cars is a must. Physical curb extensions and crosswalks are great, as are on-street protected bike lanes. 4588

Protected bike lanes 4592

Added protection for bikes 4595

the more protected bike lanes, the better 4599

It completes a protected north-south bike route from north austin to downtown. That adds a lot of value to the existing separate pieces, especially for very young or old riders who can't ride safely and confidently in motor traffic. 4601

i support addition of a network of bikeways and protected bike lanes in Austin. it would increase the motivation to commute by bike, to exercise, and to use modes of transportation other than motor vehicle 4638

More fully protected bike lanes. Especially in lieu of on street parking. 4696

## Bicycle infrastructure - Like - Routing or wayfinding improvements

These are already routes I use while riding my bike to get downtown 4475

I like the intersection improvements and improved wayfinding. 4507

Bike routing improvements; speed reduction; & improved/added intersections, sidewalks, & bike lanes. 4535

Those are routes and streets that I take most often while biking and very rarely in my vehicle. I would love to see them have proper bicycle infrastructure to increase safety and awareness in the area. 4560

## Question: What do you like about the proposed changes?

## Bicycle infrastructure - Like - Routing or wayfinding improvements

Making a plan for the "parking lot cut-through" many cyclists (including me) use between West Ave/38th and Lamar/40th. 4563

I like the idea that the routes will be designated and clearly marked. That makes me feel safer as a cyclist/runner, because motor vehicles will be more aware of the likely running/biking traffic. 4596

There will be an actual bike route to ride 4616

I like that they prioritize several routes north and south that avoid the higher volume of traffic on Guadalupe, and I know these streets are popular bike routes for myself and others. I like the lowering of the speed for cars especially. 4636

A more clear path or route. 4637

Speed reduction devices, bike lane additions through major intersection connections, general wayfinding, Shoal Creek connection 4641

Avoiding major streets and auto traffic. 4646

I like: - the sharrows - the wayfinding signs - the study to find out how to prioritize the bicycling route - speed reduction devices. 25 MPH is TOO FAST, 20 mph is better. - intersection improvements - new bicycle lanes!! especially on W 29th, W 34th, and W 40th. Very needed. - proposal to connect to Shoal Creek!! 4661

Improving trail connection for shoal creek trail between 31st and 34th - this is very needed. Route and intersection by Central Market. 41st St near SCB. 4672

I like the switched direction of the stop signs to prioritize bike lanes/routes. I like the speed calming measures on the bikeways. I like the connections to bike routes and trails. I like wayfinding and signage. I like crossing improvements. 4673

Pretty much any new bike lane is a win. And, because I ride many of the routes in this proposal, I support nearly all of them. But, I think you are wasting money on putting a bike lane on 31st between N. Lamar and West. Ave, because that is a VERY STEEP hill. I've never met a cyclist that rides it; we all take 34th or 29th instead. Also, while I support the use of speed bumps to calm traffic, please DO NOT put them gutter-to-gutter across the roads. Such speed bumps are a serious threat to cyclists because we can't avoid them. Either leave 3 or 4 feet of clearance on the edges, or put a couple of breaks in the middle for cyclists to pass through. 4676

I'm excited to see better signage. I think a lot of people want to cut through to places like Rio Grande but don't know where to go. I am thrilled about the updates to 34th Street. Whenever I have to go on it, even for a block, I get nervous. I'm also thrilled about 29th. I always want to go down Hemphill Park but then being dumped at 29th to get to Rio Grande is scary, so I don't do it often, and definitely not with kids. 34th between Guad and Speedway--there are lots of people who speed on that street so it will be nice to have drivers slowed down. The ped/bike cut through at Medical Parkway will be great! Very excited to see that. Also very glad to see focus on 31st Street connection to Shoal Creek. I understand the challenges but it could definitely be better than it is now 4679

Sidewalk at 31st and west, bikeways at hemphill (would love to see hemphill take a similar street section to Arroyo secco) medical & 40th crossing 4695

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Bicycle infrastructure - Like - Sharrows		
	Stop sign reversals on 41, bike/ped cut through at the medical pkwy/marathon triangle, sharrow markings along route,	4472
	Markings on the street	4485
	I like the Bicycle pavement marking for awareness of bicyclists. I like the stop reversal at 33rd ad hemphill park.	4533
	Sharrows, signage, reduced speeds!, filling in sidewalk on 31st PHB at 31st and Lamar is great; however, cars still run the red light.	4643
	I like: - the sharrows - the wayfinding signs - the study to find out how to prioritize the bicycling route - speed reduction devices. 25 MPH is TOO FAST, 20 mph is better. - intersection improvements - new bicycle lanes!! especially on W 29th, W 34th, and W 40th. Very needed. - proposal to connect to Shoal Creek!!	4661
	I like the signage/sharrows and the work on intersections. I like added sidewalks.	4678
	Better bike marking, reduced car speeds, connecting Rio Grande trail to Shosl Creek trail	4693
Bicycle infrastructure - Like - Switching stop signs for bicycle priority		
	Better signal timings, especially at West and 35th where it's difficult to cross by bike, and switching up stop signs so there aren't so many stops on hilly roads.	4463
	Stop sign reversals on 41, bike/ped cut through at the medical pkwy/marathon triangle, sharrow markings along route,	4472
	The stop sign conversions!	4506
	I like the Bicycle pavement marking for awareness of bicyclists. I like the stop reversal at 33rd ad hemphill park.	4533
	I like the idea of switching the stop signs in Rosedale. There doesn't seem to be a ton of north-south traffic, but those routes are without stop signs, while the east-west routes must stop.	4632
	Crossing and stop sign changes are an improvement for non-car traffic. I like that.	4670
	I like the switched direction of the stop signs to prioritize bike lanes/routes. I like the speed calming measures on the bikeways. I like the connections to bike routes and trails. I like wayfinding and signage. I like crossing improvements.	4673
Bicycle infrastructure - Concern		
	It addresses safe access of the areas by bike. Every day I take a route that goes through the segment of 30th st on Hemphill by Trudy's, and it's very dangerous when the bike lane ends into traffic. I also see a lot of cyclists in the area struggling to turn left from stop signs around the Hemphill park. I wouldn't say this is the most dangerous biking area in central Austin, but I think it is a problem area, and it would serve myself and my neighborhood a lot to protect cyclists through the proposed measures. It would bring more people outside to exercise, enjoy nature and their neighbors, feel generally connected with the area as they bike through, and reduce pollution.	4584
Bicycle infrastructure - Concern - Routing		



## Question: What do you like about the proposed changes?

## Bicycle infrastructure - Concern - Routing

Pretty much any new bike lane is a win. And, because I ride many of the routes in this proposal, I support nearly all of them. But, I think you are wasting money on putting a bike lane on 31st between N. Lamar and West. Ave, because that is a VERY STEEP hill. I've never met a cyclist that rides it; we all take 34th or 29th instead. Also, while I support the use of speed bumps to calm traffic, please DO NOT put them gutter-to-gutter across the roads. Such speed bumps are a serious threat to cyclists because we can't avoid them. Either leave 3 or 4 feet of clearance on the edges, or put a couple of breaks in the middle for cyclists to pass through.

4676

## Bicycle infrastructure - Request - Protected bicycle lanes

Reducing automobile speed and traffic volumes is great. Hopefully concrete will be used instead of silly plastic bollards. Adding neighborhood bikeways should help create the all ages and abilities network. This project connects multiple somewhat disconnected commuting streets.

4543

I like the increased safety particularly with the dedicated bike lanes on Rio Grand near UT. I would have hoped that Shoal Creek would have had a curb separator rather than the buttons. I also greatly appreciate the increased awareness that vehicles other than cars can be used for transportation.

4552

Protected lanes. I was just biking yesterday in the bike lane on south congress and a car hit me. They were on their phone and went into the bike lane.

4576

I would love it if it come to fruition. I am constantly biking those sections of North campus and if we had protected bike lanes that would be amazing.

4577

I would love more protected accessibility to/from Shoal Creek for cyclists/peds.

4622

Sidewalk at 31st and west, bikeways at hemphill (would love to see hemphill take a similar street section to Arroyo secco) medical & 40th crossing

4695

## Crossings or intersections - Like

More space to walk, signs to cross for bikes and pedestrians,.. which is helpful in the busy area

4480

I like the intersection improvements and improved wayfinding.

4507

Good connections to get across lamar and across 45th on a bicycle

4518

Bike routing improvements; speed reduction; & improved/added intersections, sidewalks, & bike lanes.

4535

- The protected bike lanes (2-way is more sociable) - Crossing lights / PHBs and improved detection - New signage - Parking restrictions make non-driving alternatives more attractive - Love the enhanced connectivity with Shoal Creek Blvd

4538

I'm excited for more signage and clear direction for pedestrians and cyclists at 31st Street and SCB. Connecting this missing gap in the Shoal Creek Trail will help people feel more comfortable and confident hiking and biking along the trail.

4564

I like the addition of bike lanes. There are many lights/intersections that are made easier with bike lanes

4571



## Question: What do you like about the proposed changes?

## Crossings or intersections - Like

Slowing down cars is a must. Physical curb extensions and crosswalks are great, as are on-street protected bike lanes.	4588
I like the ped/bike cut through across the street from Central Market. I like the proposal to separate bikes and peds from cars along Shoal Creek Blvd.	4589
The intersections of 38th at Lamar and at Guad are both really intimidating and hostile to peds and on a bike. I like seeing a bike-specific solution in that area because it makes me more likely to bike south of 38th. The paths through the Heritage area are then much more accessible and connect me to restaurants closer to the U. Shoal Creek is our most-ridden route, so any safety measures and upgrades there are welcome.	4604
better bikewaqs across major roads	4612
better/wider entrance to Shoal Creek Trail	4633
Improved safety crossing 31st/Lamar. Added and connecting sidewalks. Connection to trail and to campus.	4634
Speed reduction devices, bike lane additions through major intersection connections, general wayfinding, Shoal Creek connection	4641
Sharrows, signage, reduced speeds!, filling in sidewalk on 31st PHB at 31st and Lamar is great; however, cars still run the red light.	4643
I like: - the sharrows - the wayfinding signs - the study to find out how to prioritize the bicycling route - speed reduction devices. 25 MPH is TOO FAST, 20 mph is better. - intersection improvements - new bicycle lanes!! especially on W 29th, W 34th, and W 40th. Very needed. - proposal to connect to Shoal Creek!!	4661
Crossing and stop sign changes are an improvement for non-car traffic. I like that.	4670
Improving trail connection for shoal creek trail between 31st and 34th - this is very needed. Route and intersection by Central Market. 41st St near SCB.	4672
I like the switched direction of the stop signs to prioritize bike lanes/routes. I like the speed calming measures on the bikeways. I like the connections to bike routes and trails. I like wayfinding and signage. I like crossing improvements.	4673
I like the signage/sharrows and the work on intersections. I like added sidewalks.	4678
I'm excited to see better signage. I think a lot of people want to cut through to places like Rio Grande but don't know where to go. I am thrilled about the updates to 34th Street. Whenever I have to go on it, even for a block, I get nervous. I'm also thrilled about 29th. I always want to go down Hemphill Park but then being dumped at 29th to get to Rio Grande is scary, so I don't do it often, and definitely not with kids. 34th between Guad and Speedway--there are lots of people who speed on that street so it will be nice to have drivers slowed down. The ped/bike cut through at Medical Parkway will be great! Very excited to see that. Also very glad to see focus on 31st Street connection to Shoal Creek. I understand the challenges but it could definitely be better than it is now	4679

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Crossings or intersections - Like		
	Overall, the design looks great. I'm excited about the potential solution for the Shoal Creek trail gap at 31st St., and also about the intersection improvements in several areas.	4680
	Sidewalk at 31st and west, bikeways at hemphill (would love to see hemphill take a similar street section to Arroyo secco) medical & 40th crossing	4695
Crossings or intersections - Like - Signal timing updates		
	Better signal timings, especially at West and 35th where it's difficult to cross by bike, and switching up stop signs so there aren't so many stops on hilly roads.	4463
	Better space and signaling for cyclists	4529
Crossings or intersections - Concern - Signals		
	Sharrows, signage, reduced speeds!, filling in sidewalk on 31st PHB at 31st and Lamar is great; however, cars still run the red light.	4643
Maintenance - Request - Resurfacing		
	Additional sidewalks are always good. The best improvement would be to fix the broken concrete on 34st between Guadalupe and Lamar. This has been in terrible shape for at least the last 30 years.	4516
Motor vehicle access or circulation - Like - Reducing cut-through traffic		
	Reducing speeds on 31st Street, making the bike/walking trail safer, reducing the ability of "cut through" traffic from 35th St to Lamar	4545
Motor vehicle access or circulation - Concern - Congestion		
	Please just stop taking away vehicle commuting space. Enough. Transporatation is avoiding 60 plus percent of citywide displeasure with traffic. Stop taking capacity away from vehicles. Stop.	4648
Motor vehicle access or circulation - Concern - Cut-through traffic		
	The issue with this street is that we not only have cars making the bypass to avoid lights on Lamar and 38th, but we also have a school across the street.	4447
	I like the speed reduction effort, we walk on these streets often and the cut through traffic is severe - people drive way to fast through this neighborhood. the noise is getting really bad to as a result	4547
Motor vehicle access or circulation - Request		
	I love that we're prioritizing non-vehicle transportation and changing Rio Grande between 29th and 30th to be 1 direction with single side parking. I love how safe it is to ride to and from downtown on Rio Grande, but then I get to 29th and it's mayhem for one block. WHY!? I also live on that block, and on the weekends I see many groups of bikers using Rio Grande as a part of their rides. I believe it to be one of the highest bike traffic streets.	4653

## Question: What do you like about the proposed changes?

## Motor vehicle access or circulation - Request

I love this idea, but it's absolutely vital and important that the span of Rio Grande St. between 29th St. and 30th St. be updated so that it's one-way only and so that there's only parking on one side of the street for this to work. Right now, the entire length of Rio Grande St. once you hit campus is one-way, but inexplicably, it's two way for one tiny block from 29th and 30th. I live on this street, and one side of the street is single family homes, and the other side is all unofficial fraternity houses loaded with rowdy college kids. It's always overly packed with cars and should not be two-way traffic. It should be one way with only one side of parking available, and a large bike lane as proposed.

4654

## Motor vehicle speeds - Like - Slower speeds

Slowing automobile traffic to 20mph or less along W. 31st / Shoal Creek Blvd.

4445

Reduced automobile speed limit on Shoal Creek / W. 31st (between W. 34th and N. Lamar)

4446

Reduced speed limit along W. 31st and Shoal Creek Blvd

4452

Potential for slowing/calming of automobile traffic speeds along W. 31st / Shoal Creek Blvd (i.e. between 34th and N. Lamar)

4453

I like the idea of reducing speed and volume of vehicular traffic and connecting trail heads but it's not clear to me that proposals will achieve those goals.

4473

Improved bike facilities and calmer streets (slower car speeds)

4484

Bike routing improvements; speed reduction; & improved/added intersections, sidewalks, & bike lanes.

4535

Any infrastructure to slow traffic and improve access and mobility for pedestrians and cyclists is a positive step for Austin.

4541

Reducing automobile speed and traffic volumes is great. Hopefully concrete will be used instead of silly plastic bollards. Adding neighborhood bikeways should help create the all ages and abilities network. This project connects multiple somewhat disconnected commuting streets.

4543

Reducing speeds on 31st Street, making the bike/walking trail safer, reducing the ability of "cut through" traffic from 35th St to Lamar

4545

I like the speed reduction effort, we walk on these streets often and the cut through traffic is severe - people drive way to fast through this neighborhood. the noise is getting really bad to as a result

4547

managed lanes for walkers and cyclists. alert signs for drivers and reduced speeds

4551

I like the commitment to lower speeds, the addition of bike lanes, and the effort to better connect with the Shoal Creek trail.

4562

Safety for bikers. Bike lanes have slowed traffic on Shoal Creek Blvd

4575

better bike lanes, slower speeds

4578

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Motor vehicle speeds - Like - Slower speeds		
	Slowing down cars is a must. Physical curb extensions and crosswalks are great, as are on-street protected bike lanes.	4588
	Lower speed limits	4611
	I like that they prioritize several routes north and south that avoid the higher volume of traffic on Guadalupe, and I know these streets are popular bike routes for myself and others. I like the lowering of the speed for cars especially.	4636
	Sharrows, signage, reduced speeds!, filling in sidewalk on 31st PHB at 31st and Lamar is great; however, cars still run the red light.	4643
	Slower vehicle speeds	4647
	I like: - the sharrows - the wayfinding signs - the study to find out how to prioritize the bicycling route - speed reduction devices. 25 MPH is TOO FAST, 20 mph is better. - intersection improvements - new bicycle lanes!! especially on W 29th, W 34th, and W 40th. Very needed. - proposal to connect to Shoal Creek!!	4661
	I appreciate the greater attention to pedestrian safety and slower driving.	4667
	The slowing of the traffic, the safety connectivity for peds and bicycle, walkers. The focus should concern the people not simply accommodate the car.	4674
	I like that traffic will be slowed down and the dedicated lane proposed for 31st between Lamar and 34th St	4675
	I'm excited to see better signage. I think a lot of people want to cut through to places like Rio Grande but don't know where to go. I am thrilled about the updates to 34th Street. Whenever I have to go on it, even for a block, I get nervous. I'm also thrilled about 29th. I always want to go down Hemphill Park but then being dumped at 29th to get to Rio Grande is scary, so I don't do it often, and definitely not with kids. 34th between Guad and Speedway--there are lots of people who speed on that street so it will be nice to have drivers slowed down. The ped/bike cut through at Medical Parkway will be great! Very excited to see that. Also very glad to see focus on 31st Street connection to Shoal Creek. I understand the challenges but it could definitely be better than it is now	4679
	Slower speeds, reduced auto volume, better accommodations for cyclists and pedestrians	4681
	Traffic calming, infrastructure improvements for non-car modes of transport.	4685
	I like the increased focus on bike transportation and slowing motor vehicle traffic down.	4686
	Safer for all modes, slower traffic	4689
	Slower vehicular traffic.	4690
	Creating more neighborhood interaction and slowing traffic down	4691
	Better bike marking, reduced car speeds, connecting Rio Grande trail to Shosl Creek trail	4693

## Question: What do you like about the proposed changes?

## Motor vehicle speeds - Like - Speed reduction devices

The only component of the proposed changes that I like is the possible implementation of speed reduction devices along W. 31st Street and Shoal Creek, west of N. Lamar.

4460

The only aspect of the proposed changes that I support is the addition of new speed reduction devices intended to reduce automobile traffic speeds on my street (W. 31st Street, west of N. Lamar). After all, this is a quiet residential street bounded by a school.

4461

While we as residents do not support many of the changes as proposed, we do like the like the idea of calming / reducing traffic speeds. After all, this is a quiet residential street bounded by a school with young student pedestrians."

4470

While we as residents do not support many of the changes as proposed, we do like the idea of calming/reducing traffic speeds. After all, this is a quiet residential street bounded by a school with many young student pedestrians.

4474

additional sidewalks. speed reduction devices,

4504

I like parking restrictions and speed control devices.

4619

Speed reduction devices, bike lane additions through major intersection connections, general wayfinding, Shoal Creek connection

4641

The new speed reduction devices do offer increased driver awareness of others not using a vehicle.

4645

I like: - the sharrows - the wayfinding signs - the study to find out how to prioritize the bicycling route - speed reduction devices. 25 MPH is TOO FAST, 20 mph is better. - intersection improvements - new bicycle lanes!! especially on W 29th, W 34th, and W 40th. Very needed. - proposal to connect to Shoal Creek!!

4661

I like the switched direction of the stop signs to prioritize bike lanes/routes. I like the speed calming measures on the bikeways. I like the connections to bike routes and trails. I like wayfinding and signage. I like crossing improvements.

4673

The only element of the proposed changes that I can somewhat support is the addition of speed bumps

4682

I am in favor of any improvements to bike ways, and providing more slowing elements (especially on the stretch between west & lamar) and I love seeing somr scaling back of the parking on 34th

4692

## Motor vehicle speeds - Concern

I live on W 31st and daily there is danger to people using the current bike lane because the street is too narrow - and cars speed down the street they they use as a short cut to get from W 35th to Lamar.

4544

## Motor vehicle speeds - Concern - Speed reduction devices

## Question: What do you like about the proposed changes?

## Motor vehicle speeds - Concern - Speed reduction devices

Pretty much any new bike lane is a win. And, because I ride many of the routes in this proposal, I support nearly all of them. But, I think you are wasting money on putting a bike lane on 31st between N. Lamar and West. Ave, because that is a VERY STEEP hill. I've never met a cyclist that rides it; we all take 34th or 29th instead. Also, while I support the use of speed bumps to calm traffic, please DO NOT put them gutter-to-gutter across the roads. Such speed bumps are a serious threat to cyclists because we can't avoid them. Either leave 3 or 4 feet of clearance on the edges, or put a couple of breaks in the middle for cyclists to pass through.

4676

## Motor vehicle speeds - Request - Lower speed limits

Lower speed limits

4611

## On-street parking - Like - Keeps on-street parking

I welcome the expansion of more bike ways throughout the city including this route. As long as it does not reduce on street parking along West Ave. The historic neighborhood is full of 1 car driveways which requires residences to park a 2nd car on the street. Again, I'm excited to see bikeways developed.

4466

## On-street parking - Like - Supports restrictions

- The protected bike lanes (2-way is more sociable) - Crossing lights / PHBs and improved detection - New signage - Parking restrictions make non-driving alternatives more attractive - Love the enhanced connectivity with Shoal Creek Blvd

4538

I like parking restrictions and speed control devices.

4619

I like the fact that the city is making a great effort to create a comprehensive bike network. I like the fact that the city is considering parking restrictions on 34th St. This is an important street for people biking East/West or West/East as it is a safer alternative to 38th.

4683

I am in favor of any improvements to bike ways, and providing more slowing elements (especially on the stretch between west & lamar) and I love seeing some scaling back of the parking on 34th

4692

Safety is improved by the parking restrictions which improve visibility.

4694

More fully protected bike lanes. Especially in lieu of on street parking.

4696

## On-street parking - Other

Removal of parking times on road sides.

4658

## Other - Like

It restores us to what we had before.

4456

It restores us to what we had before.

4458

they are not in my immediate neighborhood

4499

## Other - Like - Access to trails

Better access to trails

4486

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Other - Like - Access to trails		
	I love them. I love biking once I'm on the shoal creek trail or rio grande trail. I feel nervous, especially with my kids, when getting over to those trails. These bikeways will help me feel safer with my kids when biking to the longer north/south routes.	4579
	I would love more protected accessibility to/from Shoal Creek for cyclists/peds.	4622
	New bike lanes and connections to the Shoal Creek Trail are most important to me personally, but I'm also an advocate of improvements for the safety of pedestrians.	4624
	Improved safety crossing 31st/Lamar. Added and connecting sidewalks. Connection to trail and to campus.	4634
Other - Like - Connecting the Shoal Creek Trail		
	I like the idea of reducing speed and volume of vehicular traffic and connecting trail heads but it's not clear to me that proposals will achieve those goals.	4473
	I like the commitment to lower speeds, the addition of bike lanes, and the effort to better connect with the Shoal Creek trail.	4562
	I'm excited for more signage and clear direction for pedestrians and cyclists at 31st Street and SCB. Connecting this missing gap in the Shoal Creek Trail will help people feel more comfortable and confident hiking and biking along the trail.	4564
	protected bike lanes for kids heading to brykerwoods school. Connects shoal creek path to lamar portion to head downtown	4572
	Speed reduction devices, bike lane additions through major intersection connections, general wayfinding, Shoal Creek connection	4641
	Reduces the pedestrian, bike and vehicle hazard and congestion of the hike and bike trail from Lamar west to St. Andrews School; will finally delineate the trail, which has been unmarked for nearly a year.	4642
	I like: - the sharrows - the wayfinding signs - the study to find out how to prioritize the bicycling route - speed reduction devices. 25 MPH is TOO FAST, 20 mph is better. - intersection improvements - new bicycle lanes!! especially on W 29th, W 34th, and W 40th. Very needed. - proposal to connect to Shoal Creek!!	4661
	Overall, the design looks great. I'm excited about the potential solution for the Shoal Creek trail gap at 31st St., and also about the intersection improvements in several areas.	4680
Other - Like - General support		
	I like that these streets are getting more attention as spaces for something other than cars.	4444
	Would expand options.	4450
	Protecting bicyclists & pedestrians	4451
	I welcome the expansion of more bike ways throughout the city including this route. As long as it does not reduce on street parking along West Ave. The historic neighborhood is full of 1 car driveways which requires residences to park a 2nd car on the street. Again, I'm excited to see bikeways developed.	4466



Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Other - Like - General support		
	Improves safety and enjoyment of biking in the area.	4479
	Improvements raises profile and priority of bicycling	4488
	Creating /improving bike lanes where they are sorely needed.	4489
	Better bike routes let me get exercise and have fun	4508
	More bike paths and increase walkability.	4510
	More cycling options and safer for pedestrians too	4519
	Expands the possibilities of biking to places instead of driving which is better for the environment	4522
	It reinforces frequently used routes but shows preference to those NOT in cars which is great. If signed well, will be a game changer for how folks move through the area.	4524
	Anything is good! I bike commute and live in the middle of all this so I like it.	4528
	Much needed infrastructure	4546
	It will be easier to bike to and from work.	4553
	MORE BIKES	4557
	Bicycle-Pedestrian friendly	4565
	I like the idea of non-car commuting, but it's not popular or practical because distances in Austin are too long. Everything's spread out, and people cross town to run an errand.	4570
	I would love it if it come to fruition. I am constantly biking those sections of North campus and if we had protected bike lanes that would be amazing.	4577
	Like it.	4580
	We need to become a safer city for biking!	4587
	It's a good step toward improving safety in bike commuting.	4593
	Better options for safe alternative travel options, like biking.	4594
	Cycling and pedestrian friendly!	4608
	The improvements.	4609
	Improved mobility is extremely important for Austin, I am looking for ways to get myself and others out of their car to reduce congestion, improve health and overall quality of life in my city.	4610
	Many neighborhoods here need sidewalks much less a bike lane so -YES improved pedestrian/bike is great!	4613



Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Other - Like - General support		
	Many neighborhoods here need sidewalks much less a bike lane so -YES improved pedestrian/bike is great!	4614
	I am a daily biker and runner on these streets and having bike paths would be a game changer for my daily commute, and that of my wife.	4617
	I appreciate that you're doing something to encourage more bicycling.	4621
	Explicit attention to NON-car mobility	4628
	I'm very excited for all of it! I bike-commute my son via cargo bike to brykerwoods elementary most days.	4662
	Pedestrian and bike mobility is important for Central Austin.	4669
	Slower speeds, reduced auto volume, better accommodations for cyclists and pedestrians	4681
	Traffic calming, infrastructure improvements for non-car modes of transport.	4685
	I like the increased focus on bike transportation and slowing motor vehicle traffic down.	4686
	I love that this is being proposed not only in our area, but has some area of protection	4688
Other - Like - W 31st Street / Shoal Creek Boulevard - Alternatives		
	On W 31st, west of Lamar, I like speed reduction devices, but maintaining existing parking and two way traffic, with the addition of a defined walking bike lane. Alternative B	4455
	I think 31st should be a one way street before turning into 34th street. The road is too narrow to have bollards, a bike lane, parking and traffic both ways. Currently it is already congested and is a thorough fair for traffic coming from mopac. to have	4483
	I love the protected two-way shared use paths in Alternatives A and C. I like the design changes, and the connection from West Ave to 40th St.	4495
	I support options A & C	4496
	I dislike A and B for 31st St/Shoal Creek Blvd, mainly because the traffic and parking is intense during school drop-off/pickup and school events.	4500
	I like Alt A.	4515
	Options A and C seem great for supporting neighborhood character and safety.	4520
	It is important to connect the Shoal Creek trail without having to re-enter public roads. This makes it far more useable for little children.	4526
	More bike friendly via options A and C	4539

## Question: What do you like about the proposed changes?

## Other - Like - W 31st Street / Shoal Creek Boulevard - Alternatives

I like the increased safety particularly with the dedicated bike lanes on Rio Grand near UT. I would have hoped that Shoal Creek would have had a curb separator rather than the buttons. I also greatly appreciate the increased awareness that vehicles other than cars can be used for transportation.

4552

I like the ped/bike cut through across the street from Central Market. I like the proposal to separate bikes and peds from cars along Shoal Creek Blvd.

4589

Particularly near St Andrews school, it can be uncomfortable to navigate a bike at pickup/dropoff and pedestrians sharing the road. I like clarifying the role and rights of pedestrians and bikes.

4649

Option B is the only one I support.

4655

Option B is the only one I support

4656

I would support a one-way change to 31st street or a ban on street parking. I refuse to drive on that road now due to how dangerous it is. People go too fast, and pulling into the center of the road to avoid parked cars while coming around curves is just so dangerous. I have been in and seen so many close calls just for this reason, and I'd like to see that go away for good.

4663

What I have seen regarding the Shoal Creek Connection is that the following option, Alternative B: A neighborhood bikeway with an eastbound bicycle/walking lane on the south curb and keep existing parking on the north curb, will allow pedestrians, bicyclists, and motorists to share the road responsibly and safely.

4664

Improving trail connection for shoal creek trail between 31st and 34th - this is very needed. Route and intersection by Central Market. 41st St near SCB.

4672

I like that traffic will be slowed down and the dedicated lane proposed for 31st between Lamar and 34th St

4675

I'm excited to see better signage. I think a lot of people want to cut through to places like Rio Grande but don't know where to go. I am thrilled about the updates to 34th Street. Whenever I have to go on it, even for a block, I get nervous. I'm also thrilled about 29th. I always want to go down Hemphill Park but then being dumped at 29th to get to Rio Grande is scary, so I don't do it often, and definitely not with kids. 34th between Guad and Speedway--there are lots of people who speed on that street so it will be nice to have drivers slowed down. The ped/bike cut through at Medical Parkway will be great! Very excited to see that. Also very glad to see focus on 31st Street connection to Shoal Creek. I understand the challenges but it could definitely be better than it is now

4679

## Other - Concern - General concern

I believe the changes are ill conceived and unsupported by up to date data regarding traffic counts and accident causes and results.. Staff appear at meetings w/o an understanding to the environment they are talking about and do not appear to learn from month to month. They are either handed a fiat accompli or are not sentient human beings. They do not listen to residents and bring the same flawed message month after month. They are like mis-wired droids, left in the sun until the batteries are dead.

4467

## Question: What do you like about the proposed changes?

## Other - Concern - General concern

I am adamantly opposed to any changes to the NARROW streets in the North University Area. Austin Transportation Dept. appears to be using a cookie cutter/ one size fits all design for all of Austin's streets. Some of their designs increase the danger to children riding bikes, elderly alighting from cars and lawn service crews. They cause more U turns and pedestrian crossings in mid block. They divert traffic into residential areas. Most importantly they endanger the lives of residents by limiting access of AFD fire trucks and EMS trucks in life and death situations. For this reason along, I am planning to request that the Texas Board of Professional Engineers sanction any Licensed Texas engineers involved in this project. Moreover, I believe that City of Austin engineers at ATD are inadequately trained and supervised and that the Department should be considered as training for an EIT, because the level of care is below acceptable national standards.

4468

I like the idea of reducing speed and volume of vehicular traffic and connecting trail heads but it's not clear to me that proposals will achieve those goals.

4473

I do not think it is appropriate for ATD to fund this project.

4478

I do not approve of the changes. The Shoal Creek Conservancy doesn't care about the creek, just about wrecking neighborhoods.

4493

Nothing at all. Do not change it. The proposed changes will increase congestion and create a dangerous situation.

4494

I don't believe the narrow streets will create a safe riding/driving situation. The newly adapted 'updates' to Shoal Creek from Steck to 45th street have created a dangerous situation. Bike riders are still riding on the East side of Shoal Creek making it very dangerous to drive.

4502

I don't. We have other more immediate and serious issues at stake that need attention.

4509

Very little. These are way too intrusive. I think you will see accidents increase.

4523

I do not support any of the proposed changes based on what was done on upper Shoal Creek Boulevard. I live on SCB and use it everyday. The design that was implemented has created exponentially more dangerous situations for every user on the street - bicyclists, pedestrians and cars. The implementation is so sub par and inconsistent with the variations in the striping, the overall narrow car lanes and the dangerously narrow parking lanes. ATD has a very serious credibility issue and neighbors are very upset. The 2 way bike lanes do not adhere to NACTO best practices and were best suited for 1 way streets. The many, many blind curves, street intersections and driveways on SCB create dangerous points of conflict every few yards. The parking lanes that disappear generally at curves have created near miss collisions with cyclist. This is a serious accident waiting to happen. Neighborhood residents are very upset and statistically it will be one of our family, friends or children who will be hurt. I do not support additional bike lanes until you start putting everyone's safety first and stop pushing projects through for 2% of the users of our roads.

4556

Leave our streets alone. Shoal creek is a mess

4606

Not much. If it creates a mess like what's been done on Shoal Creek Blvd I'm not for it at all.

4627

Category	Response	Respondent ID
Question: What do you like about the proposed changes?		
Other - Concern - General concern		
	I appreciate the intent, but not the details.	4635
	Nothing...these streets are already hopeless compact.	4640
	Nothing. I hate bike lanes like so many others	4671
Safety - Like		
	Safe access for all users	4448
	Safe access for all users	4449
	Biking safely means staying away from heavy car traffic when possible. These improvements will help connect safe bike routes through the city.	4462
	Ensuring everyone can safely access the new Shoal Creek Blvd facilities, and to get around the North University / Heritage / Rosedale area safely.	4490
	I like that the proposed changes will provide more space for cyclists, and that they will narrow the space allocated for motor vehicles, which will reduce motor vehicle traffic and speed and thus make for safer streets.	4503
	Safe, designated bike and pedestrian lanes.	4512
	More cycling options and safer for pedestrians too	4519
	Connectivity and Safety	4530
	more safe streets for all-ages-and-skills biking is important for Austin	4531
	Safety for cyclists, more options for bike commuting.	4540
	Safer riding	4542
	Commuting by bike needs to be safer for everyone.	4548
	I like the increased safety particularly with the dedicated bike lanes on Rio Grand near UT. I would have hoped that Shoal Creek would have had a curb separator rather than the buttons. I also greatly appreciate the increased awareness that vehicles other than cars can be used for transportation.	4552
	Those are routes and streets that I take most often while biking and very rarely in my vehicle. I would love to see them have proper bicycle infrastructure to increase safety and awareness in the area.	4560
	Safer bike route	4566
	This will help me safely make my bike commute	4569
	Safer for cyclists. Would bike more and drive less	4573
	Safety for bikers. Bike lanes have slowed traffic on Shoal Creek Blvd	4575

## Question: What do you like about the proposed changes?

## Safety - Like

I love them. I love biking once I'm on the shoal creek trail or rio grande trail. I feel nervous, especially with my kids, when getting over to those trails. These bikeways will help me feel safer with my kids when biking to the longer north/south routes.

4579

Supports my travel as a cyclist; will make me feel safer on this leg of my commute

4581

It addresses safe access of the areas by bike. Every day I take a route that goes through the segment of 30th st on Hemphill by Trudy's, and it's very dangerous when the bike lane ends into traffic. I also see a lot of cyclists in the area struggling to turn left from stop signs around the Hemphill park. I wouldn't say this is the most dangerous biking area in central Austin, but I think it is a problem area, and it would serve myself and my neighborhood a lot to protect cyclists through the proposed measures. It would bring more people outside to exercise, enjoy nature and their neighbors, feel generally connected with the area as they bike through, and reduce pollution.

4584

Any increase in bike lanes and safety for bikers is fantastic considering the issues with traffic

4598

Better and safer bike routes

4615

I like that the proposed changes will make biking safer for all, and provide protection to cyclists of all ages

4623

Bike safety.

4630

Safer biking through that area

4631

Anything that improves bike and pedestrian safety is better than the current situation.

4639

Create safe spaces

4665

I appreciate the greater attention to pedestrian safety and slower driving.

4667

The slowing of the traffic, the safety connectivity for peds and bicycle, walkers. The focus should concern the people not simply accommodate the car.

4674

I love it! I ride my bike everyday on the Rio Grande protected bike lanes and this will help so much in creating a safe environment passed 29th street for me to get home!

4687

Safer for all modes, slower traffic

4689

Safety is improved by the parking restrictions which improve visibility.

4694

## Sidewalk or other pedestrian infrastructure - Like

additional sidewalks. speed reduction devices,

4504

Safe, designated bike and pedestrian lanes.

4512

Additional sidewalks are always good. The best improvement would be to fix the broken concrete on 34st between Guadalupe and Lamar. This has been in terrible shape for at least the last 30 years.

4516

Bike routing improvements; speed reduction; & improved/added intersections, sidewalks, & bike lanes.

4535

## Question: What do you like about the proposed changes?

## Sidewalk or other pedestrian infrastructure - Like

Making it easier to bike through the neighborhood, adding sidewalks, 4537

Any infrastructure to slow traffic and improve access and mobility for pedestrians and cyclists is a positive step for Austin. 4541

managed lanes for walkers and cyclists. alert signs for drivers and reduced speeds 4551

I like any infrastructure that provides protected/dedicated bike lanes - which also protects pedestrians too 4567

Protected bikeways and complete sidewalks are essential. 4582

Many neighborhoods here need sidewalks much less a bike lane so -YES improved pedestrian/bike is great! 4613

Many neighborhoods here need sidewalks much less a bike lane so -YES improved pedestrian/bike is great! 4614

New bike lanes and connections to the Shoal Creek Trail are most important to me personally, but I'm also an advocate of improvements for the safety of pedestrians. 4624

Improved safety crossing 31st/Lamar. Added and connecting sidewalks. Connection to trail and to campus. 4634

Sharrows, signage, reduced speeds!, filling in sidewalk on 31st PHB at 31st and Lamar is great; however, cars still run the red light. 4643

There are a lot of runners and bikers on these streets, it makes sense to have a designated lane for them. 4660

I like the signage/sharrows and the work on intersections. I like added sidewalks. 4678

Sidewalk at 31st and west, bikeways at hemphill (would love to see hemphill take a similar street section to Arroyo secco) medical & 40th crossing 4695

## Sidewalk or other pedestrian infrastructure - Request

I would love more protected accessibility to/from Shoal Creek for cyclists/peds. 4622

## Transit - Like

It helps to more safely connect me to university and downtown via bicycle. I use a pedal assist bike, and I can't use the park without getting a ticket. I'm trying to be a bike commuter, and things are getting better everyday. Imagine Austin being like Amsterdam... we could get places via bike most months of the year (Oct-June). I think once we improve Bike lanes and also the bike racks on public transit (to fit eBikes), gas-powered vehicles will no longer be necessary to navigate the city. We are getting close to solving this underrated transit issue that is an obvious and integral step to solving our transit issues and keeping residents and visitors safer on our roads. 4605

## Question: What do you dislike about the proposed changes?

## Bicycle infrastructure - Like - Routing or wayfinding improvements

## Question: What do you dislike about the proposed changes?

## Bicycle infrastructure - Like - Routing or wayfinding improvements

At 31st and Lamar, there is a LOT of traffic at rush hour. It backs up east on 31st, and causes gridlock, causing frustration among the cars. Adding bicycles would add to the problems and would be dangerous for the bicyclists. There is a significant amount of employee parking from the properties at 31st and Lamar on the 900 block of 31st, so removing any of the street parking will make it so that the residents won't be able to park in the block where they live. It's already difficult, given the amount of employee parking that goes on. 31st street, just east of Lamar is a 20 - 30% grade, and very few cyclists use the street. Another street with less grade would be a better choice. Offering this as a bike route could be deadly for an inexperienced cyclist who wouldn't know what they were getting into, and slamming into Lamar traffic. About once a month, there's a traffic accident that I hear happening on the west side of 31st and Lamar. Th is simply isn't the place that the route should cross Lamar. It's far too traffic-laden, steep, and congested. I Would recommend either 30 1/2, (much less grade) or 34th (protected by a light.)

4691

## Bicycle infrastructure - Concern

I don't like separated 2 way bike paths that turn 4 way stops into 6 way stops.

4518

They're modest, I prefer bigger moves like painted, protected bike paths, but that's just me.

4528

There need to be more bike lanes.

4550

I think it is important for there to be consistency in protected bike lane design throughout the City. This would result in less confusion and more safety for all concerned.

4599

38th/lamar has no bikeway, left to dismount and cross at light

4612

lacking roads built only for bicycles

4620

If this is going to be anything like the Shoal Creek Blvd bike lanes, it's going to do nothing but increase the danger for riders and give them a false sense of security. Cars still park and go into the new bike lanes on Shoal Creek, even driving between the poles to do so.

4627

I don't like them at all as a cyclist, driver, and parent. The new Shoal Creek bike lanes have created a far more dangerous situation for cyclists and drivers.

4629

## Bicycle infrastructure - Concern - Routing



## Question: What do you dislike about the proposed changes?

## Bicycle infrastructure - Concern - Routing

1. 31st Street is too steep for all except elite bicyclists. Heading west downhill toward Lamar is very dangerous, especially for children. Heading uphill is too strenuous for average bicyclists. In both directions the line of sight is limited, making it dangerous for cyclists. With convenient access on both 29th Street and 34th Street, we see no need for another bicycle route to Lamar and the trail at 31st Street. This route is adequate only for pedestrians, and even they must be very careful crossing Lamar as motorists frequently ignore that pedestrian signal. The bike train to Bryker Woods Elementary crosses Lamar at 34th Street because that intersection is safer and easier for children although for some 31st Street is a more direct route. 2. 34th Street businesses between Guadalupe and West Avenue rely on both customers and delivery vehicles ability to access on-street parking in front of their businesses. Removing this parking will harm our local businesses and possibly risk their ability to remain in their current locations. The bike route on 34th Street functions well with the current configuration. We prefer that on-street parking and bike lanes remain unchanged on that block. 3. Speed cushions or bumps are uncomfortable for cyclists. These traffic mitigation devices are proposed on narrow streets where the on-street parking naturally slows down the traffic. We see no need for the proposed speed cushions or bumps and ask that they be avoided, especially on narrow, over parked, streets.

4457

West 31st street is quite steep and maybe a barrier for some cyclists.

4462

Crossing 38th on Shoal Creek Trail is terrifying and the plan doesn't seem to address that. It is currently difficult to get to Central Park Shopping Center or any of the medical offices in the 35th/Burnet area from the north east. It looks like the plan missed that line of travel. Could it be included on any future projects?

4463

The speed bump between 30th and 31st is NOT needed. It is a waste of taxpayer dollars. The traffic circle already in place at 31st already reduces traffic speeds between this short distance. Cars are parked on both sides of the street which does not allow for cars to drive fast down this area since 2 cars traveling in opposite directions usually can not pass without 1 car pulling over to the curb to let the other car pass. I've lived this street since 2011. While I find passing oncoming vehicles annoying. The positive side is it requires cars to drive slower. I've only seen vehicle speed to be an issue within the 1st 2 weeks of UT Fall Semester then drivers tend to slow down. Lastly, I'm curious why the bike path is not using Washington Square (1 street to the East) since Washington Square is 2-3 times wider than West Ave and most savvy bikers use Washington Square already. I know this because I walk my dog in the neighborhood and consistently see more bikers on Washington Square than on West Ave.

4466

1. Speed bumps on already overparked and narrow streets in Heritage, I ride my bike a lot and do not want to be going over speed bumps. Even school buses have a hard time on these streets so don't make it worse. 2. Bike lane on steep 31st down to Lamar when everyone uses 29th or 34th to cross Lamar 3. 34th east of West Ave bike lane to nowhere. 34th on the other side of Guadalupe is dangerous.

4485

Central Market parking lot route is interesting

4532

I would like to see better connectivity to the north.

4578



## Question: What do you dislike about the proposed changes?

## Bicycle infrastructure - Concern - Routing

What is the plan for going through Heart Hospital? That seems awkward due to possible pedestrian traffic and emergency vehicles, unless campus already has good arteries through it. 4585

some are very busy, i.e burnet 4590

SHARROWS!!!!!! Also going through the central market parking lot seems like a very bad idea. It is already difficult to go from the store to my car with my grocery, I can't imagine crossing the parking lot with my bike. 34th street - It should be narrowed and have a dedicated 2 way bike lane on the South side 4603

I wish there were more connections to the Triangle area, which I almost always drive to because it feels unsafe on a bike or as a pedestrian. Also, Burnet/Medical needs bike protections urgently. I drive Burnet daily and I see my fellow bikers risking their lives amidst speeding drivers who see them as obstacles. They're often forced to take the full lane in 40-50 mph traffic or use the irregular sidewalk. I dread the day I see an injury, I've seen too many close calls. These high traffic areas need bike protection. They're transit corridors and there are important amenities there (Central Market and other groceries, Triangle residences, Corepower Yoga.) 4604

It does not extend down south into the part of west campus below 24th 4616

I wish West Ave. and 40th street would connect more clearly through central park and the central market 4617

Safety /feasibility concerns on 31st stretch --> too steep, narrow 4634

31st St is too steep for a bike lane. Businesses on 34th between West and Guadalupe need the on-street parking to survive. I don't like speed bumps. 4635

That both streets on each side of Hemphill park are included, that 33rd and 34th Streets are included. It makes more sense to me that the West side street of Hemphill park be used as a bike lane as it connects directly to 34th street. Leave 33rd and the east side of Hemphill off the bike path or you may create bikes just circling around instead of a path to somewhere. 4677

I don't understand why you selected West Ave for North-South and not something like Washington Square, which is SUPER wide and needs to be narrowed. Heck, add some planters and make a protected bike lane on each side, then let people park on the other side, and the street is probably still too wide. It's amazing that you could put a full park in the middle of that street. Maybe a grassy knoll or something! 4679

I'm concerned about routing the bikeway along 31st. St. east of Lamar. That is a HUGE hill that would be very challenging to bike up, especially starting from a dead stop or turn from Lamar. This doesn't seem consistent with All Ages/All Abilities because even as a strong and confident cyclist, I would do my best to avoid this hill and don't think I could attempt it at all with my cargo bike and kids. I know that you're probably trying to use the existing PHB at 31st St., but I'm still wondering if there is any other possible solution. Perhaps widening sidewalk along Lamar between 31st and 32nd St. to a shared use path and then using 32nd St. as the bikeway?? I'm guessing you don't have enough space to do that, but I just really hope you can find a different solution since I just can't imagine 31st St. really being usable. 4680

## Question: What do you dislike about the proposed changes?

## Bicycle infrastructure - Concern - Routing

I dislike the fact that the bike route goes through the hospital and central market parking lot. Using this "shortcut" some time, I can attest that this is a bad idea. Car drivers looking for a parking stop, or to exit the are quickly completely ignore the other users (people biking walking and returning shoppers). The use of sharrows should not be part of the an all age an ability bike network. 4683

I bike on this route everyday and I can tell you most traffic does not go on West Ave past 30th street. Most traffic goes up through Washington Square and takes a right on to King Street. There's pretty heavy bike traffic on that route and I don't think they would migrate to West Ave. 4687

I do not like that the route is proposed to head up west street, I think it would be more effective if it ran up king street instead, which is a higher bike used road 4688

## Bicycle infrastructure - Concern - Sharrows or sharing road with motor vheicles

I am skeptical that sharrows and signs will make a significant difference in the experience of riding a bike around vehicle traffic. Re. speed humps often lead people to speed up/slow down in cars, and I've experienced biking in a bike lane (such as those on Duval St.) where speed humps are employed, and instead of slowing traffic, bikers just need to constantly be watching over their shoulder because folks just swerve there cars around the humps and into the bike lane to avoid having to slow down. Don't get me wrong - I really am pleased to see this getting attention, and I think these efforts are a step in the right direction. 4444

Sharrows as opposed to actual bike lanes. 4489

I dislike having two-way Bike-Ped traffic on a narrow lane and in an area where drivers are parking, pulling out and pulling in and do not have peds/n=bkes in mind. 4500

I think sharrows are useless, but go ahead and try it, I guess it will make it clear it's a bikeway. 4537

- Sharrows: Doesn't seem there are any safety benefits to these, according to studies - Would like more details about bike protection between Lamar & Guadalupe north of 38th 4538

"Sharrows" are generally ineffective and inferior to divided bicycle lanes. 4541

Do this more outside central Austin, cycling elsewhere is nowhere near as comfortable. Especially in the eastern crescent. Sharrows are essentially pointless, changing the physical characteristics of the road will do more to improve safety and cyclist comfort. 4543

Sharrows do very little to prevent cars from speeding around bikers angrily. I do not enjoy streets that have sharrows on them because I may feel like I have a place there as a biker but with nothing physically changed about the street, drivers still behave poorly and antagonistically toward bikers. 4588

SHARROWS!!!!!! Also going through the central market parking lot seems like a very bad idea. It is already difficult to go from the store to my car with my grocery, I can't imagine crossing the parking lot with my bike. 34th street - It should be narrowed and have a dedicated 2 way bike lane on the South side 4603

## Question: What do you dislike about the proposed changes?

## Bicycle infrastructure - Concern - Sharrows or sharing road with motor vehicles

Sharrows--drivers don't see and/or don't care about them, in my experience 4611

Sharrows are dangerous and do not actually provide any protection from vehicles. It's frequently safer to take the lane rather than ride in a sharrow. 4621

I wish there was the addition of full protected bike lanes instead of just more sharrows, because cars still often get aggressive when forced to wait behind a bicyclist. Also, if speed bumps were added they should be the kind that have several separate bumps so bicyclists don't hit it too roughly, not the kind that is one long raised bump 4636

Sharrows are NOT AAA bike facilities. It doesn't matter what the MUTCD says, sharrows are terrible. Build protected bike lanes. 4647

I would prefer bike lanes to sharrows. I would prefer narrowing ROW/street space to naturally calm traffic instead of speeds humps. I often see cars speed up drastically right after a speed hump because the street is so wide. 4673

I dislike the fact that the bike route goes through the hospital and central market parking lot. Using this "shortcut" some time, I can attest that this is a bad idea. Car drivers looking for a parking stop, or to exit the are quickly completely ignore the other users (people biking walking and returning shoppers). The use of sharrows should not be part of the an all age an ability bike network. 4683

I generally dislike the use of sharrows. 4686

Sharrows require Texan drivers to care, which they do not. Dedicated lanes are the only safe option. 4696

## Bicycle infrastructure - Request

Would prefer to see hemphill have a section similar to Arroyo secco 4695

## Bicycle infrastructure - Request - Protected bicycle lanes

They're modest, I prefer bigger moves like painted, protected bike paths, but that's just me. 4528

I would prefer separated bike lanes throughout the area, but I realize that isn't entirely feasible. Rio Grande between 29th and 30th is a mess right now. I would LOVE it if that was restricted to one-way for cars and the separated, divided bike-lane on Rio Grande south of 29th continued north for one more block. It feels so dangerous getting to and from the divided bike lane south of 29th. 4549

Not fully having protected bike lanes 4576

Nothing, I guess the only thing I would strongly suggest is protected bike lanes. 4577

no separation between bike lanes & traffic 4583

## Question: What do you dislike about the proposed changes?

## Bicycle infrastructure - Request - Protected bicycle lanes

I wish they added bollards, or green paint in the bike lanes, and some buffer space. I know space is in short supply, but I was almost hit by a car last week that didn't notice the bike lane at all, and pulled out without checking the bike lane. Having just a white line and some signs do not get people's attention as much as color and physical bollards next to the drivers. If there were bollards or even green paint coloring the bike lane, I think the driver would have noticed that they needed to check the bike lane. A single white line feels a lot like a typical break-down lane to a driver that's not used to bike lanes, so it makes a lot of sense that drivers would not notice the bike lane! Thanks for your consideration!!

4584

I think the streets will either need to be narrowed significantly or separated bike facilities need to be provided for me to feel comfortable riding. Wish we could have widened the off street trail next to St. Andrews.

4589

I think it is important for there to be consistency in protected bike lane design throughout the City. This would result in less confusion and more safety for all concerned.

4599

SHARROWS!!!!!! Also going through the central market parking lot seems like a very bad idea. It is already difficult to go from the store to my car with my grocery, I can't imagine crossing the parking lot with my bike. 34th street - It should be narrowed and have a dedicated 2 way bike lane on the South side

4603

I hope there a separate lanes for bikes

4615

I wish there was the addition of full protected bike lanes instead of just more sharrows, because cars still often get aggressive when forced to wait behind a bicyclist. Also, if speed bumps were added they should be the kind that have several separate bumps so bicyclists don't hit it too roughly, not the kind that is one long raised bump

4636

i'd like to see a network of protected bikeways that cyclists can use to navigate the city

4638

Sharrows are NOT AAA bike facilities. It doesn't matter what the MUTCD says, sharrows are terrible. Build protected bike lanes.

4647

I like the Rio Grande approach if possible to implement for these connections

4693

## Crossings or intersections - Concern

Dislike light, walkway at trail head. Also the parking suggestions

4483

I don't protected crossing of major streets

4572

The transition to interconnect with Shoal Creek should have better options. Lamar is a very busy street. An elevated pedestrian bridge might be an option.

4645

## Question: What do you dislike about the proposed changes?

## Crossings or intersections - Concern

At 31st and Lamar, there is a LOT of traffic at rush hour. It backs up east on 31st, and causes gridlock, causing frustration among the cars. Adding bicycles would add to the problems and would be dangerous for the bicyclists. There is a significant amount of employee parking from the properties at 31st and Lamar on the 900 block of 31st, so removing any of the street parking will make it so that the residents won't be able to park in the block where there live. It's already difficult, given the amount of employee parking that goes on. 31st street, just east of Lamar is a 20 - 30% grade, and very few cyclists use the street. Another street with less grade would be a better choice. Offering this as a bike route could be deadly for an inexperienced cyclist who wouldn't know what they were getting into, and slamming into Lamar traffic. About once a month, there's a traffic accident that I hear happening on the west side of 31st and Lamar. Th is simply isn't the place that the route should cross Lamar. It's far too traffic-laden, steep, and congested. I Would recommend either 30 1/2, (much less grade) or 34th (protected by a light.)

4691

## Crossings or intersections - Concern - Signals

The reliance on signals at 34th and Lamar, around Central Market. The signal at 34th & West takes way too long, and the city's sensors are unreliable.

4506

The speed bumps are not warranted. The streets are narrow and the speed bumps will not help. They are going to make it difficult for people to park on the street and hard for people that live on those streets. I wish the city spend money to upgrade the light at 34th street and Guadalupe. The green time is less than 10 seconds for crossing Guadalupe and is very dangerous for anyone traveling on foot or by bike. The push buttons are not ADA accessible from the ramps.

4533

I'd like to see more traffic light coordination for cyclists along Rio Grande between 29th St and 51st St. Please do not restrict north side parking on 34th between West & Guadalupe. That would kill the businesses between King St and Guadalupe.

4675

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

I'm disappointed there isn't a more comprehensive plan to stop the cut through traffic through our neighborhood.

4547

## Motor vehicle access or circulation - Request

BAN CARS

4557

The people commuting on Rio Grande North are forced to yield to the 2 way traffic at Rezle house (? transcriber note - indistinguishable word). I believe the speed bumps would help but really a one way traffic south would help more.

4674

## Motor vehicle speeds - Like - Slower speeds

Automobile traffic should be slowed to less than 20 mph wherever possible

4448

Automobile traffic should be slowed to less than 20 mph wherever possible

4449

## Motor vehicle speeds - Like - Speed reduction devices

The people commuting on Rio Grande North are forced to yield to the 2 way traffic at Rezle house (? transcriber note - indistinguishable word). I believe the speed bumps would help but really a one way traffic south would help more.

4674

## Question: What do you dislike about the proposed changes?

## Motor vehicle speeds - Like - Speed reduction devices

I would like to see less speed cushions and more full lane speed bumps.

4690

## Motor vehicle speeds - Concern

May slow down car traffic

4508

Slower traffic

4542

Want them to be even more protected from people speeding through my neighborhood.

4579

## Motor vehicle speeds - Concern - Speed reduction devices

1. 31st Street is too steep for all except elite bicyclists. Heading west downhill toward Lamar is very dangerous, especially for children. Heading uphill is too strenuous for average bicyclists. In both directions the line of sight is limited, making it dangerous for cyclists. With convenient access on both 29th Street and 34th Street, we see no need for another bicycle route to Lamar and the trail at 31st Street. This route is adequate only for pedestrians, and even they must be very careful crossing Lamar as motorists frequently ignore that pedestrian signal. The bike train to Bryker Woods Elementary crosses Lamar at 34th Street because that intersection is safer and easier for children although for some 31st Street is a more direct route. 2. 34th Street businesses between Guadalupe and West Avenue rely on both customers and delivery vehicles ability to access on-street parking in front of their businesses. Removing this parking will harm our local businesses and possibly risk their ability to remain in their current locations. The bike route on 34th Street functions well with the current configuration. We prefer that on-street parking and bike lanes remain unchanged on that block. 3. Speed cushions or bumps are uncomfortable for cyclists. These traffic mitigation devices are proposed on narrow streets where the on-street parking naturally slows down the traffic. We see no need for the proposed speed cushions or bumps and ask that they be avoided, especially on narrow, over parked, streets.

4457

The speed bump between 30th and 31st is NOT needed. It is a waste of taxpayer dollars. The traffic circle already in place at 31st already reduces traffic speeds between this short distance. Cars are parked on both sides of the street which does not allow for cars to drive fast down this area since 2 cars traveling in opposite directions usually can not pass without 1 car pulling over to the curb to let the other car pass. I've lived this street since 2011. While I find passing oncoming vehicles annoying. The positive side is it requires cars to drive slower. I've only seen vehicle speed to be an issue within the 1st 2 weeks of UT Fall Semester then drivers tend to slow down. Lastly, I'm curious why the bike path is not using Washington Square (1 street to the East) since Washington Square is 2-3 times wider than West Ave and most savvy bikers use Washington Square already. I know this because I walk my dog in the neighborhood and consistently see more bikers on Washington Square than on West Ave.

4466

Would like for speed bumps along 40/41 to be broken up like along Duval Rd. to allow bikes to not have to jump over bumps.

4472

Speed bumps. Traffic circles would be preferable such as the existing one at West and 31st

4481



## Question: What do you dislike about the proposed changes?

## Motor vehicle speeds - Concern - Speed reduction devices

1. Speed bumps on already overparked and narrow streets in Heritage, I ride my bike a lot and do not want to be going over speed bumps. Even school buses have a hard time on these streets so don't make it worse. 2. Bike lane on steep 31st down to Lamar when everyone uses 29th or 34th to cross Lamar 3. 34th east of West Ave bike lane to nowhere. 34th on the other side of Guadalupe is dangerous.	4485
Speed limit reduction and speed control devices. Especially the speed reduction devices - they are problematic for bicycles and vehicles, and it is my opinion that they introduce more safety and maintenance issues. Such things as swerving to minimize going directly over the devices - going over at a higher speed smoothes the ride over them - so for me i speed up rather than slow. They are worthless and if you talk to the regular majority of drivers who are also cyclists their opinion would align with mine. Special interest groups for cyclists take devices to an extreme	4488
Unclear whether speed bumps will be effective speed abatement. Would prefer through-street closure for vehicles.	4492
It would be awesome to see actual car diversion vs speed humps. If humps are the only way, though, they need to actually slow cars down. The existing speed humps on our streets right now do NOTHING to slow cars down.	4524
The speed bumps are not warranted. The streets are narrow and the speed bumps will not help. They are going to make it difficult for people to park on the street and hard for people that live on those streets. I wish the city spend money to upgrade the light at 34th street and Guadalupe. The green time is less than 10 seconds for crossing Guadalupe and is very dangerous for anyone traveling on foot or by bike. The push buttons are not ADA accessible from the ramps.	4533
I completely understand the need to control car speeds, but biking over speed humps kinda sucks.	4561
I dislike speed humps or speed reduction devices because they are uncomfortable to use while riding a bike or scooter, and do not make me feel safe because speed humps do not seem to slow down many cars, esp. bigger vehicles with larger suspension systems. I prefer to have more car-free streets or streets with roundabouts and pinch points to to forces cars to slow down to walking speed.	4562
1. no parking on 34th east of west. 2. speed bumps. 3. encrusion (note from transcriber: unable to read writing) into traffic circle	4633
31st St is too steep for a bike lane. Businesses on 34th between West and Guadalupe need the on-street parking to survive. I don't like speed bumps.	4635
I wish there was the addition of full protected bike lanes instead of just more sharrows, because cars still often get aggressive when forced to wait behind a bicyclist. Also, if speed bumps were added they should be the kind that have several separate bumps so bicyclists don't hit it too roughly, not the kind that is one long raised bump	4636
I remain somewhat concerned about the reliance on speed humps and want to be sure that they can either be comfortably negotiated or avoided by bikes.	4672

## Question: What do you dislike about the proposed changes?

## Motor vehicle speeds - Concern - Speed reduction devices

I would prefer bike lanes to sharrows. I would prefer narrowing ROW/street space to naturally calm traffic instead of speeds humps. I often see cars speed up drastically right after a speed hump because the street is so wide. 4673

The speed bumps in Heritage are unnecessary since our streets are short and there are constantly cars parked which narrows the street and calming traffic. I really dislike removing parking in front independent businesses on 34th Street. These businesses, esp Foodheads, help make our neighborhood walkable. 4678

Speed humps or cushions should be designed to discourage drivers from moving towards the curb to go around them, as they currently do on East 38 1/2 Street. 4694

## On-street parking - Concern - Removal of on-street parking

1. 31st Street is too steep for all except elite bicyclists. Heading west downhill toward Lamar is very dangerous, especially for children. Heading uphill is too strenuous for average bicyclists. In both directions the line of sight is limited, making it dangerous for cyclists. With convenient access on both 29th Street and 34th Street, we see no need for another bicycle route to Lamar and the trail at 31st Street. This route is adequate only for pedestrians, and even they must be very careful crossing Lamar as motorists frequently ignore that pedestrian signal. The bike train to Bryker Woods Elementary crosses Lamar at 34th Street because that intersection is safer and easier for children although for some 31st Street is a more direct route. 2. 34th Street businesses between Guadalupe and West Avenue rely on both customers and delivery vehicles ability to access on-street parking in front of their businesses. Removing this parking will harm our local businesses and possibly risk their ability to remain in their current locations. The bike route on 34th Street functions well with the current configuration. We prefer that on-street parking and bike lanes remain unchanged on that block. 3. Speed cushions or bumps are uncomfortable for cyclists. These traffic mitigation devices are proposed on narrow streets where the on-street parking naturally slows down the traffic. We see no need for the proposed speed cushions or bumps and ask that they be avoided, especially on narrow, over parked, streets. 4457

Potential loss of parking in a neighborhood of older homes, where many of us park on narrow streets. 4482

Dislike light, walkway at trail head. Also the parking suggestions 4483

1. no parking on 34th east of west. 2. speed bumps. 3. encursion (note from transcriber: unable to read writing) into traffic circle 4633

31st St is too steep for a bike lane. Businesses on 34th between West and Guadalupe need the on-street parking to survive. I don't like speed bumps. 4635

Reduced on-street parking seems to be the biggest draw-back. 4639

Ruins residential streets for parking for guests, etc. It is legal for bikes to ride on sidewalks - best place for them! 4651

I park on one of these streets for work, and it would be really difficult if we weren't able to park on these streets due to the bike paths 4660



Category	Response	Respondent ID
Question: What do you dislike about the proposed changes?		
On-street parking - Concern - Removal of on-street parking		
	I'd like to see more traffic light coordination for cyclists along Rio Grande between 29th St and 51st St. Please do not restrict north side parking on 34th between West & Guadalupe. That would kill the businesses between King St and Guadalupe.	4675
	The speed bumps in Heritage are unnecessary since our streets are short and there are constantly cars parked which narrows the street and calming traffic. I really dislike removing parking in front independent businesses on 34th Street. These businesses, esp Foodheads, help make our neighborhood walkable.	4678
Other - Like - General support		
	I have no dislikes. Any improvement in infrastructure to encourage cycling is good.	4552
	It all looks pretty good to me!	4560
	Doesn't cover entire city ;)	4581
	There is always the upfront inconvenience of construction, but that goes with the territory, but otherwise, I have no other dislikes about the proposed changes.	4664
Other - Like - W 31st Street / Shoal Creek Boulevard - Alternatives		
	Option B is the only one I support	4656
Other - Concern - General concern		
	They distract current users and increase accidents. ATD changes over the past 6 months have more than doubled the accident death rate in just the first two months this year. The changes increase the number of delivery truck drivers and lawn crews crossing in the middle of the block, with bags of clippings and equipment. The bikes distract both walkers trying to cross the street and endanger the walkers.	4467
	The proposed changes unnecessarily narrow roads and limit access to emergency vehicles and endanger the health, safety, welfare and property of the residents of the area. Any engineers involved in this project should be sanctioned and potentially forfeit their license.	4468
	I think that too much is being asked of a street that the City acknowledges is already constrained.	4473
	The changes excessively push a limited public use into neighborhood culture.	4493
	Austin is catering too much to bikers who most of the time do not obey any traffic rules	4499
	Too bike centric. I do not like it. More people drive than bike. Not everyone can bike when it is 95 degrees or more. When Heritage trees are cut down along corridors it will be even hotter.	4501
	See response to preceding Q. City budget money (taxpayer dollars) should be allocated toward solving actual problems that need more immediate attention. This falls under the heading of discretionary spending, not meeting essential needs.	4509
	Again, we are seeing roadways that move a lot of people taken up with bikes that are seasonal. If 1.5% of people bike to work and 85% take a car, we are wasting street space. You could spend this money on sidewalks.	4523

Category	Response	Respondent ID
Question: What do you dislike about the proposed changes?		
Other - Concern - General concern		
	Stop wasting money on these projects - you are just making things worse and creating bad blood between drivers and cyclists. I voted for the bond, which I truly regret.	4527
	I do not trust that the design will make the streets better for all. Your SCB bike lanes are the worst implementation I have seen to date. You have created an unsafe environment for all users.	4556
	They don't really address commutes, do they?	4570
	Would like even more bike-friendly roads	4573
	Small scale project. Increase scope and implement in shorter time	4586
	Needs to go further into East Austin	4587
	Coverage needs to be more extensive but this is a reasonable first step.	4593
	There should be more upgrades done throughout the area.	4594
	It's not enough. There should be easy routes that run north and south at least for biking commuters.	4598
	I wish they were more extensive	4605
	Doesn't go far enough to make it harder to drive and easier to cycle.	4619
	I think some of these street could be shut to car traffic entirely	4623
	Never goes far enough -- to work, each segment must connect to another segment. We can not STOP work on an individual segment; but we also can not assume that each segment is enough.	4628
	West Avenue probably okay, the 34th street connector and every everything east of Guadalupe is a disaster.	4640
	No focus or vision on improving anything for those who have to drive.	4648
	The proposed changes	4650
Other - Concern - Outside of project scope		
	We have so many streets that need resurfacing and ATD needs to use monies for streets, not bike ways.	4478
	- Sharrows: Doesn't seem there are any safety benefits to these, according to studies - Would like more details about bike protection between Lamar & Guadalupe north of 38th	4538

## Question: What do you dislike about the proposed changes?

## Other - Concern - Outside of project scope

I wish there were more connections to the Triangle area, which I almost always drive to because it feels unsafe on a bike or as a pedestrian. Also, Burnet/Medical needs bike protections urgently. I drive Burnet daily and I see my fellow bikers risking their lives amidst speeding drivers who see them as obstacles. They're often forced to take the full lane in 40-50 mph traffic or use the irregular sidewalk. I dread the day I see an injury, I've seen too many close calls. These high traffic areas need bike protection. They're transit corridors and there are important amenities there (Central Market and other groceries, Triangle residences, Corepower Yoga.)

4604

It all looks great. I would suggest that the city condemn the three houses above Shoal Creek and get on with the trail work and creek cleanup. It is the safest and cheapest option.

4637

Assessment and changes seem to stop at Speedway, and Duval not identified as a bikeway route. We live between speedway and duval and bike traffic on duval is significant and consistent (UT, Lee elementary, etc). Why no speed/flow assessments East of Speedway?

4670

## Other - Concern - W 31st Street / Shoal Creek Boulevard Alternatives

Potential removal of on-street parking and potential imposition of westbound-only traffic

4445

Neither the proposed removal of parking on north side of W. 31st Street / Shoal Creek, or the proposed "westbound-only" direction of auto traffic are acceptable to the residents and businesses on this street.

4446

I think we need a mechanism that allows parking on the north side for the school as well as two way traffic since there are a lot of different constituents.

4447

I am opposed to the proposed removal of on-street parking on the north side of W. 31st Street. I am in my eighties and have many different care givers who stop by to see me each day, not to mention other visitors. Not having street parking for them would be a burden. I do still drive, and I am also opposed to the possibility of making my street one-way / westbound-only.

4452

Proposed westbound-only travel lane, and proposed removal of on-street parking along W. 31st Street. As a resident of W. 31st Street I think these proposed changes would be incredibly unfair to the residents and businesses who use this street the most.

4453

loss of two way traffic or on street parking. Alternatives A or C.

4455

Why change things up? Making it a 1-way street would be very inconvenient. The city recovered the street and never repainted the bike lane. I want it back the way it was.

4456

Why change things up? Making it a 1-way street would be very inconvenient. The city recovered the street and never repainted the bike lane. I want it back the way it was.

4458

## Question: What do you dislike about the proposed changes?

## Other - Concern - W 31st Street / Shoal Creek Boulevard Alternatives

I drop my child off at school each day, am actively involved at the school (1-2 meetings at the school every other week), and use the hike/bike path along W. 31st during the weekends. I am opposed to removing any of the on-street parking, and also opposed to westbound-only traffic. Neither of these alternatives is at all practical. When we walk along W. 31st Street, we use the existing sidewalk on the north side of the street. I dislike any of the proposed alternatives that alter the basic current function which accommodates parking / two-way auto traffic / pedestrian / bicycle uses.

4460

I live and work on W 31st Street and adamantly support maintaining two-way automobile traffic, and parking on the north side of W. 31st street. This is essential for the ingress and egress to our homes and businesses as well as for our guests, employees, patrons and clients. The proposed "alternatives" seeking to remove on-street parking, create "westbound only" one-way automobile traffic, or insert curbs or bollards for a shared use path are completely antithetical to the conditions on the street, and would represent a serious failure by ATD to both understand the needs of the residents/school, and utilize the existing street and sidewalk infrastructure that is already in place and underutilized.

4461

I live at [street address redacted] W 31st and work at [street address redacted] W 31st and strongly believe that maintaining two-way traffic and parking on the north side of the street is essential for the ingress and egress to our homes and businesses as well as for our guests, employees, patrons and clients.

4470

None of the proposed changes consider rush hour traffic, school traffic and traffic from new Seton Hospital project.

4471

I live and work at [street address redacted] W. 31st St. and strongly believe that maintaining two way traffic and parking on the north side of the street is essential for the ingress and egress to our homes and businesses as well as for our guests, employees, patrons and clients. I strongly dislike the proposed one-way traffic change.

4474

Dislike light, walkway at trail head. Also the parking suggestions

4483

Reducing vehicular traffic to a 1-way configuration along Shoal Creek from 31st to 34th streets.

4487

Please do not make this street one way: [W 31st Street/Shoal Creek Boulevard between North Lamar Boulevard and W 34th Street,]

4504

The proposed Shoal Creek connections other than the neighborhood bikeway.

4507

I dislike Alt B & C.

4515

Retaining parking for Option B seems like a bad use of the street.

4520

The alternate (A) to remove on street parking will be detrimental to those that use that parking to access the trail and also to those of us that don't have enough driveway space to park all our vehicles (plus any guests). There is also a shortage of street parking in the surrounding areas which will be worse with the new Seton medical building on W 32nd. Alternate B will not do enough to keep the bike lane safe (unless the street can be widened).

4544

I would not want to lose on-street parking on 31st street in front of my residence

4545

## Question: What do you dislike about the proposed changes?

## Other - Concern - W 31st Street / Shoal Creek Boulevard Alternatives

It is difficult to understand/visualize the proposed improvements to W 31st St. between Lamar Blvd and 34th St. 4563

I wish there were also an option to implement the 2-way bike lanes from Lamar to just where the Shoal Creek Trail picks up, instead of continuing them all the way to 34th street. That way, for example, if Option A were selected, there could be bike lanes for the lower half of this Lamar-34th stretch, then some parking on SCB closer to 34th Street for folks who want to park and visit Seiders Springs Park and the Shoal Creek Greenbelt adjacent to St. Andrews. 4564

I think the streets will either need to be narrowed significantly or separated bike facilities need to be provided for me to feel comfortable riding. Wish we could have widened the off street trail next to St. Andrews. 4589

Options A and B don't provide enough room for the hike and bike trail, especially on trash day when recycling and trash carts block the trail and there is concurrent runners and bicycles, which is common in the early morning and late afternoon. 4642

Dont quite understand Shoal creek connection alternatives 4643

making 31st Street a one way street 4652

I really think there are many safety issues where Shoal Creek and 31st street run together. This is already a narrow road where cars are allowed to park on the street next the St. Andrews. By adding Bike and Walking lanes on an already narrow road is only going to make traffic more challenging than it already is. There have been many close calls with bikes and pedestrians on this narrow street. The last thing I want see is someone hurt. I really wonder how many people want this added just for the sake of few people. I really feel the city is trying to push the cars off the streets to allow more walking and bicycle lanes. 4657

Potential for one way access increasing traffic congestion. 4658

I dislike that parking on 31st would be eliminated, making it more difficult to park and walk my most desired area of Shoal Creek. 4659

I dislike alternatives for W 31st (across from St Andrews) that DO NOT include a protected bicycle/walking path. Due to the street size I believe having a protected path would mean either eliminating parking or making it a one way street. Due to the high need for parking along this street i think the best option is to convert it to a one way. 4662

Possibility of losing parking and one way driving 4665

I dislike the one-way street proposal and the loss of parking. 4667

I do not like the prospect of taking away parking along 31st Street for our school community. I am also concerned that making 31st Street/Shoal Creek a one-way street could cause additional congestion and make our children less safe. 4669

The proposal to make Shoal Creek/31st one-way 4681

## Question: What do you dislike about the proposed changes?

## Other - Concern - W 31st Street / Shoal Creek Boulevard Alternatives

I live and work on W 31st Street and do strongly believe that maintaining two way traffic and parking on the north side of the street is essential for our ingress and egress to our homes and businesses as well as for our guests, patrons and clients. 4682

At 31st and Lamar, there is a LOT of traffic at rush hour. It backs up east on 31st, and causes gridlock, causing frustration among the cars. Adding bicycles would add to the problems and would be dangerous for the bicyclists. There is a significant amount of employee parking from the properties at 31st and Lamar on the 900 block of 31st, so removing any of the street parking will make it so that the residents won't be able to park in the block where there live. It's already difficult, given the amount of employee parking that goes on. 31st street, just east of Lamar is a 20 - 30% grade, and very few cyclists use the street. Another street with less grade would be a better choice. Offering this as a bike route could be deadly for an inexperienced cyclist who wouldn't know what they were getting into, and slamming into Lamar traffic. About once a month, there's a traffic accident that I hear happening on the west side of 31st and Lamar. Th is simply isn't the place that the route should cross Lamar. It's far too traffic-laden, steep, and congested. I Would recommend either 30 1/2, (much less grade) or 34th (protected by a light.) 4691

## Safety - Concern

Dangerous for all - especially bikes and walking 4491

everything .....giving bikes a huge swath and pushing cars into head-in collision chances is ridiculous and an endangerment of your citizens 4525

These are such congested areas it is still scary to ride and walk. It would be fantastic to have fly over bridges/walk-rideways 4571

I wish they added bollards, or green paint in the bike lanes, and some buffer space. I know space is in short supply, but I was almost hit by a car last week that didn't notice the bike lane at all, and pulled out without checking the bike lane. Having just a white line and some signs do not get people's attention as much as color and physical bollards next to the drivers. If there were bollards or even green paint coloring the bike lane, I think the driver would have noticed that they needed to check the bike lane. A single white line feels a lot like a typical break-down lane to a driver that's not used to bike lanes, so it makes a lot of sense that drivers would not notice the bike lane! Thanks for your consideration!! 4584

I think it is important for there to be consistency in protected bike lane design throughout the City. This would result in less confusion and more safety for all concerned. 4599

If this is going to be anything like the Shoal Creek Blvd bike lanes, it's going to do nothing but increase the danger for riders and give them a false sense of security. Cars still park and go into the new bike lanes on Shoal Creek, even driving between the poles to do so. 4627

I don't like them at all as a cyclist, driver, and parent. The new Shoal Creek bike lanes have created a far more dangerous situation for cyclists and drivers. 4629

Need to be sure we are prioritizing safety of pedestrians and cyclists at all times 4641



Category	Response	Respondent ID
Question: What do you dislike about the proposed changes?		
Safety - Concern		
	They should account for changes to make sure the bikers are safe i.e. one-side parking only on overly cramped streets.	4654
Question: Do you have any additional comments?		
Bicycle infrastructure - Like		
	So glad to see bicycling infrastructure is being seriously addressed in ATX.	4675
Bicycle infrastructure - Like - Connectivity		
	Austin should be a 100% bike friendly city considering how small it is and traffic congestion. Growing bike lanes and connecting them to allow safe travel between points of interest will help with traffic congestion.	4598
	Keep creating a connected bike network!	4603
Bicycle infrastructure - Like - Protected bicycle lanes		
	Adding as much signs as possible for drivers realize that lanes are shared and always in support of protected bike lanes. Can south congress be the next area to review - a lot of bikers use that road daily.	4576
Bicycle infrastructure - Concern		
	Please do not put in any more 2 way bike lanes. They are dangerous for cyclists (going the wrong way) and a waste of money.	4516
	Seriously when are we going to get a bike lane on Lamar. AKA the main north south artery in the city. Why do you hate us so much? Also bike lanes painted on sidewalks are not bike lanes. Don't be bringing that weak ass stuff up here.	4550
	Additionally confused as to how E32nd heading East from Duval is a bikeway, when Duval itself is solely a connecting? Duval flow, I believe, more significant than E32 for bikes.	4670
	stop bike lanes.	4671
	The bike lanes on Guadalupe from 38th to 29th need to be resurfaced. They are so rough that they are nearly un-rideable, and are a safety hazard to any cyclist.	4676
Bicycle infrastructure - Concern - Routing		
	Biketrain to Bryker Woods Elementary uses 34th street at Lamar, not 31st because that is too steep and dangerous. remember that you are designing this for normal folk and children.	4485
	Why not continue on West 34th straight through from Speedway to Shoal Creek? I do see the benefit of moving bike traffic to less traveled streets. Although you are encircling Hemphill park totally.	4677
	If you cannot create additional bikeways on Washington Square and King Street to 34th, if you switched the stop signs from facing North-South to East-West it would make King Street much safer and bikeable. Currently, bikes on King Street have to stop while cars on 32nd street go way to fast coming off of Guadalupe. Also most of the traffic on 32ns is just using it as a through way to get to Lammar.	4687
Bicycle infrastructure - Concern - Sharrows or sharing road with motor vheicles		

## Question: Do you have any additional comments?

## Bicycle infrastructure - Concern - Sharrows or sharing road with motor vehicles

Please separate any path from street traffic. 4526

Adding as much signs as possible for drivers realize that lanes are shared and always in support of protected bike lanes. Can south congress be the next area to review - a lot of bikers use that road daily. 4576

## Bicycle infrastructure - Request

Improve bike detection at southbound/parking lot edge of West Ave/38th intersection. Consider blinking ped/bike xing signs at 41st/Shoal Creek intersection (curved, hilly junction limits driver's view of bikes entering roadway). 34th street roadbed between West Ave and Guadalupe is failing in large areas and is dangerous to less skilled bicycle users. Visibility around traffic circle at West and 31st is very poor, and I have had many close calls with drivers speeding through while I'm biking through that traffic circle. Also (not relevant to this project) but a pedestrian hybrid beacon or two should be considered for the stretch of Guadalupe between 27th and 29th. Students run across here all the time between restaurants and apartments. 4472

Build a bicycle freeway so we can reduce the number of cars on mopac....this is the only issue at hand 4620

I bike on Shoal Creek/31st street every day to drop kids off at Bryker Woods and go to work. I strongly support options that create a separated path for bikers and walkers. The mixed bike/car lanes in alternative B are worse than the current conditions. Another stretch that needs to be looked at is the South-bound lane of Jefferson between 35th and 34th St. Every kids that lives in the Oakmont Heights, Ridgelea, and Grove neighborhoods takes Jefferson St. south to get to Bryker Woods. There is a south-bound bike lane north of 35th St, but south of the intersection, that bike lane gets merged into a vehicle lane with sharrows. Dozens of very young kids bike this way every morning mixed with the heavy rush hour traffic. This is a small stretch of road, but is quite hazardous currently. 4686

If you cannot create additional bikeways on Washington Square and King Street to 34th, if you switched the stop signs from facing North-South to East-West it would make King Street much safer and bikeable. Currently, bikes on King Street have to stop while cars on 32nd street go way to fast coming off of Guadalupe. Also most of the traffic on 32ns is just using it as a through way to get to Lammar. 4687

Consider hemphill park north and south lanes getting the Arroyo Seco treatment. 4696

## Bicycle infrastructure - Request - Protected bicycle lanes

I forgot to ask: Will the new bike lanes on 34th be protected? I hope so. 4498

Ensure to create as many protected lanes as possible and ensure Austin truly is a bike friendly and pedestrian friendly city. 4594

Please consider creating protected bicycle lanes. 4621

Protected bike lanes I think are the best alternative 4688

## Bicycle infrastructure - Request - Wayfinding

Could way finding be added to the missing link of Shoal Creek Trail between 38th and 31st? 4463



## Question: Do you have any additional comments?

## Crossings or intersections - Concern

Please begin improving the bike lanes on W 29th St from Guadalupe to Hemphill. Currently, there is a newly painted bike lane west of Guadalupe but it ends at the intersection. After cyclists/scooters have crossed eastbound on 29th St the bike lane disappears and bikes/scooters are forced to dangerously merge with vehicle traffic as there is no clearly painted bike lane east of Guadalupe and the road is in poor condition next to the curb. In my experience, cars do not want to let cyclists in.

4489

## Crossings or intersections - Concern - Signals

The city needs to either find a better way of detecting people on bikes, or give up on sensors altogether and stick with a timer. And light cycles on bike routes should be quicker.

4506

The pedestrian activated crossing at Lamar and 31st takes several minutes to activate. Why is this? Every other one is immediate. I use this one daily.

4528

The streets are narrow and the speed bumps will not help. They are going to make it difficult for people to park on the street and hard for people that live on those streets. I wish the city spend money to upgrade the light at 34th street and Guadalupe. The green time is less than 10 seconds for crossing Guadalupe and is very dangerous for anyone traveling on foot or by bike. The push buttons are not ADA accessible from the ramps.

4533

## Crossings or intersections - Request - Crosswalk

Please add a crosswalk where the trail ends to cross 31st St to the northside sidewalk to those who do prefer not to use the shared space on the street. Crossing 31st N/S alongside Lamar is also problematic for pedestrians - I have experienced this both as a pedestrian and as a driver, because driver's focus is on getting through Lamar traffic, not pedestrians!

4515

## Crossings or intersections - Request - Traffic signal

Strongly support Alternative B. Strongly oppose Alternative A because those of us that live and work on W 31st need on street parking for our guests, employees, patrons and clients. Also strongly oppose Alternative C because creating one-way westbound travel lane will make ingress and egress to and from our homes and businesses exceptionally difficult during rush hour traffic. Please consider installing a stop light at the intersection of 34th and Shoal Creek, or a flashing school light, or a specific lower speed limit on Shoal Creek and/or 34th St

4470

Making 31st Street one way in the west direction between Lamar and Wabash and installing a stop light at the corner of 31st and Lamar might address some of the problems in the street.

4471

Improve bike detection at southbound/parking lot edge of West Ave/38th intersection. Consider blinking ped/bike xing signs at 41st/Shoal Creek intersection (curved, hilly junction limits driver's view of bikes entering roadway). 34th street roadbed between West Ave and Guadalupe is failing in large areas and is dangerous to less skilled bicycle users. Visibility around traffic circle at West and 31st is very poor, and I have had many close calls with drivers speeding through while I'm biking through that traffic circle. Also (not relevant to this project) but a pedestrian hybrid beacon or two should be considered for the stretch of Guadalupe between 27th and 29th. Students run across here all the time between restaurants and apartments.

4472

## Question: Do you have any additional comments?

## Crossings or intersections - Request - Trail crossing

For the section of SCB between 31st and 34th, it would be nice if the current pedestrian-only creek crossing were made accessible to bikes. At present it is not possible to ride a bike across the creek. If it were, that is, if the trail were upgraded to include a bridge there, then bike could cross under 34th on the trail and then avoid part of the pickup/dropoff traffic for St. Andrews.

4600

It would be nice to have a bicycle connection under 34th at Shoal Creek that doesn't involve either crossing 34th or crossing the creek on 34th.

4649

## Motor vehicle access or circulation - Concern - Congestion

I am an angry citizen. My tax dollars are being used to cause more and more gridlock. I applaud those who bike everywhere, but not all of us can do so. I work hard to share the road, but am beginning to feel that bikes are not willing to share!

4478

Less is more! The area is already super congested and adding a bike lane and humps is going to make it even more problematic unless you cut out a lane of traffic

4483

Austin should be a 100% bike friendly city considering how small it is and traffic congestion. Growing bike lanes and connecting them to allow safe travel between points of interest will help with traffic congestion.

4598

By treating neighborhood roads as such, it'll encourage traffic on the major roads. We should avoid slightly larger roads (burnet/lamar) from becoming like parmer ln - where its neither a highway nor a neighborhood road

4612

I live at [street address redacted] Rio Grande 25' wide street with traffic on both sides. Rush house traffic coming north provides a conflict with cars and bikes at their drive. This short block of Rio Grande is overused at that drive with the traffic being shuttled north. Is the way to "heal" the traffic on Guadalupe St - too many drivers it's a (???) to beat the light and get to 30.

4674

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

If you cannot create additional bikeways on Washington Square and King Street to 34th, if you switched the stop signs from facing North-South to East-West it would make King Street much safer and bikeable. Currently, bikes on King Street have to stop while cars on 32nd street go way to fast coming off of Guadalupe. Also most of the traffic on 32ns is just using it as a through way to get to Lammar.

4687

## Motor vehicle access or circulation - Request

Making 31st Street one way in the west direction between Lamar and Wabash and installing a stop light at the corner of 31st and Lamar might address some of the problems in the street.

4471

I strongly oppose Alternative A. Street parking is essential for everyone living and working on, and visiting the street. Alternative B increases the chaos and endangers people using the street. A modified Alternative C, 31st Street one way west from Lamar to Wabash, could reduce the volume and speed of traffic, simplify flow and increase safety of everyone.

4473

Please make Rio Grande St. between 30th and 29th Streets one way, with one side parking. All of the permanent residents of this block strongly want this to happen.

4654

## Motor vehicle speeds - Like - Slower speeds

## Question: Do you have any additional comments?

## Motor vehicle speeds - Like - Slower speeds

Slow the cars! 4448

Slow the cars! 4449

Strongly support Alternative B. Strongly oppose Alternative A because those of us that live and work on W 31st need on street parking for our guests, employees, patrons and clients. Also strongly oppose Alternative C because creating one-way westbound travel lane will make ingress and egress to and from our homes and businesses exceptionally difficult during rush hour traffic. Please consider installing a stop light at the intersection of 34th and Shoal Creek, or a flashing school light, or a specific lower speed limit on Shoal Creek and/or 34th St 4470

Shared use paths are better than nothing, but I prefer that pedestrian facilities be separated from biking/scooting lanes. More space needs to be allocated to walking and biking, even it means taking away space from cars. I almost checked a lower level of support because 20 mph is still too fast for most of these streets and the city should make all efforts for a target speed of 15 mph or less in the design. Also, as mentioned, too many speed reduction devices are planned. 4562

Lower speed limits and signage are good; but need to continue to actually correct bad design of streets if you want to slow down everyone (not just those that obey speed limits). Support the use of chicanes vs. just speed bumps, which aren't often very effective as people just speed between speed bumps. 4588

Regarding my answer to #5: speed bumps are unpleasant on a bike and I strongly prefer other design interventions to slow car speeds. Narrowing streets is the big one. 4589

I look forward to seeing vehicle speed reductions in the Rosedale neighborhood. 4690

## Motor vehicle speeds - Concern - Speed reduction devices

The streets are narrow and the speed bumps will not help. They are going to make it difficult for people to park on the street and hard for people that live on those streets. I wish the city spend money to upgrade the light at 34th street and Guadalupe. The green time is less than 10 seconds for crossing Guadalupe and is very dangerous for anyone traveling on foot or by bike. The push buttons are not ADA accessible from the ramps. 4533

Shared use paths are better than nothing, but I prefer that pedestrian facilities be separated from biking/scooting lanes. More space needs to be allocated to walking and biking, even it means taking away space from cars. I almost checked a lower level of support because 20 mph is still too fast for most of these streets and the city should make all efforts for a target speed of 15 mph or less in the design. Also, as mentioned, too many speed reduction devices are planned. 4562

Regarding my answer to #5: speed bumps are unpleasant on a bike and I strongly prefer other design interventions to slow car speeds. Narrowing streets is the big one. 4589

The provided picture of speed humps from Portland, OR appears to show a car parked on the speed hump. I am hoping that in Austin, you would restrict parking around the speed humps/cushions. I like the statement that on streets without sidewalks, there would be 3 feet of clear space between the gutter and edge. This would allow bikes to go around the device, which I like to do. However, this is not possible when cars park on or too close to speed humps/cushions. 4680

Category	Response	Respondent ID
Question: Do you have any additional comments?		
Motor vehicle speeds - Request - Lower speed limits		
	Lower speed limits and signage are good; but need to continue to actually correct bad design of streets if you want to slow down everyone (not just those that obey speed limits). Support the use of chicanes vs. just speed bumps, which aren't often very effective as people just speed between speed bumps.	4588
On-street parking - Like - Supports restrictions		
	Please restrict parking on these streets where ever possible!	4623
	Street parking on these streets should heavily be reconsidered because often cars are blocking lanes and making it unsafe for bicyclists.	4636
	The provided picture of speed humps from Portland, OR appears to show a car parked on the speed hump. I am hoping that in Austin, you would restrict parking around the speed humps/cushions. I like the statement that on streets without sidewalks, there would be 3 feet of clear space between the gutter and edge. This would allow bikes to go around the device, which I like to do. However, this is not possible when cars park on or too close to speed humps/cushions.	4680
On-street parking - Concern - Removal of on-street parking		
	I'm STRONGLY opposed to reducing any parking on WEST AVE.	4466
	I hate all the proposals because you are taking away our parking. We are seniors and should be allowed near our home. It is difficult to carry groceries that far.	4482
	No changes!!!! bikes can use the street or sidewalk just fine. No reduction in parking - homeowners should have priority over non-resident bikers.	4651
	Please don't destroy our local restaurants!! Allow parking on the north side of 34th Street.	4678
Other - Like - General support		
	Thank you for all that you do! I have been biking in Austin for years on the streets/in traffic, and every year it gets a bit better - obviously, Shoal Creek Trail is one of our crown jewels and I am grateful to you all.	4444
	Thanks for your work to improve Austin!	4490
	Thank you for continuing to make Austin more bike friendly!	4524
	Excited to hear that these connections are being explored!	4530
	More bike and pedestrian infrastructure everywhere please! And bus lanes!	4537
	Thank you so much for your work. This city is growing so rapidly and sprawling with new apartments, and when people can only get around by car it keeps people further apart. What you're doing is helping strengthen the bike community in Austin and upholding the culture of connecting with our environment. Additionally, these types of changes, if expanded through other parts of Austin, would greatly improve access to important areas for folks who cannot afford a car.	4584
	Any attempt to improve infrastructure for pedestrians and cyclists will have my support as a pedestrian, cyclist, driver, and resident of a neighborhood next door to North University	4611

Category	Response	Respondent ID
Question: Do you have any additional comments?		
Other - Like - General support		
	The whole city needs better pedestrian and bike support - PUBLIC TRANSIT!!!!	4613
	The whole city needs better pedestrian and bike support - PUBLIC TRANSIT!!!!	4614
	very excited about this!	4617
	I'm a home owner living on the impacted block of Rio Grande, and I know that at least 3 of my other neighbors are also in support of the proposed changes. Lots of love for alternative transportation options from Heritage!	4653
	Thanks so much for looking at the neighborhood! Really appreciate the work	4692
Other - Like - W 31st Street / Shoal Creek Boulevard - Alternatives		
	Making 31st Street one way in the west direction between Lamar and Wabash and installing a stop light at the corner of 31st and Lamar might address some of the problems in the street.	4471
	I strongly support Alternative A and C, but would prefer C since it looks like the shared use pathway is wider.	4495
	Traffic studies done in the past by St Andrews and Seton need to be reviewed by ATD as well. In addition, studies regarding a one-way (Alternative C) need to be done. I also do not have a preference if the one-way is partial (W 34th to Wabash or Wabash to Lamar), or if it is for the entire length from W 34th to Lamar. I am only in favor of a one way if it is westbound only.	4544
	I think W 31st St (across from St Andrews) needs to have a PROTECTED bicycle/walking path which will require either converting it to a one-way or eliminate parking and due to the high need for parking i think the only way to go is to make it a one-way.	4662
	I think that Alternative B is the best compromise for all concerned.	4664
	I strongly support option B. Thank you for allowing our school community to share our opinion.	4669
	My second choice on 31st would be Alternative C. A shared use path is critical for the project to be successful.	4679
	I bike on Shoal Creek/31st street every day to drop kids off at Bryker Woods and go to work. I strongly support options that create a separated path for bikers and walkers. The mixed bike/car lanes in alternative B are worse than the current conditions. Another stretch that needs to be looked at is the South-bound lane of Jefferson between 35th and 34th St. Every kids that lives in the Oakmont Heights, Ridgelea, and Grove neighborhoods takes Jefferson St. south to get to Bryker Woods. There is a south-bound bike lane north of 35th St, but south of the intersection, that bike lane gets merged into a vehicle lane with sharrows. Dozens of very young kids bike this way every morning mixed with the heavy rush hour traffic. This is a small stretch of road, but is quite hazardous currently.	4686
	Alternative C would really help with tendency of cars to stack up at pedestrian light and try to use it as a traffic light	4695
Other - Concern - General concern		

## Question: Do you have any additional comments?

## Other - Concern - General concern

Yes, Question 6 doesn't have the choice - "Do Nothing". ATD has been ignoring neighborhood input and not adequately evaluating overall safety in other 'trails'. 4493

Quit destroying our road system with these ridiculous bike ways. 4494

I object to this plan. This plan starts with a false basis and proceeds the wrong way. Not everyone is like you or has your abilities. 4501

I would like to have answered none of the above to the preceding Q. When the questions are set up that way, it is not a valid survey, it has become a "push poll." Also, unless SCC is going to fund these recreational projects, then I believe city transportation funds are better spent elsewhere. The COA does not exist and collect tax dollars to support the recreational goals of SCC. 4509

I find these projects highly intrusive. It will be difficult for me to vote to spend more money on bike routes. The Shoal Creek plan is really bad, turns are impossible, and the clearance to pass is greatly reduced. I strongly suspect you will increase accidents. If so, I'll be in touch. By the way, what does this have to do with Shoal Creek? 4523

I have lived near Shoal Creek Blvd for over 30 years and seen y'all do stupid things after stupid things for a few people on bikes getting in the way of everyone. This is not commuters - your dream - it is all the Spandex crowd acting entitled... and you give it to them at expense of thousands of tax payers. 4525

Austin Police Dept are not enforcing the law when you are on two wheels; they have a giant bias that will not improve VisionZero. 4548

Stop ignoring the real traffic issues while making them worse with dangerously designed bike lanes, too narrow car, parking and intersections. You are allowing the organized special interest groups to skew these surveys by doing a horrible job of communicating and informing the residents who are directly affected by these changes. Several special interest groups have been sending emails to thousands of subscribers, have lots of money, volunteers and advocacy programs rallying support while the majority of the people who actually live in the neighborhoods aren't even aware of these input opportunities. This is not representative of the majority when the majority has no idea what is being planned. That is why there is so much frustration when these projects go in and then they create increased traffic issues, safety issues and don't address sidewalk and road conditions that should have been addressed first. 4556

Please keep in mind moving from A to B. If each such path is NOT complete, the work is NOT done. We have "recreational pathways" such as Brushy Creek and Walnut Creek, and they are great but NOT a substitute for increasing NON-car ways to get from A to B. 4628

Shoal Creek is a huge disappointment as a long-time cyclist and resident. I would not want any more money wasted. 4629

Stop the bike lane madness. 4640

Transportation gives zero shits about anybody that has to use a car. 4648



## Question: Do you have any additional comments?

## Other - Concern - General concern

No changes!!!! bikes can use the street or sidewalk just fine. No reduction in parking - homeowners should have priority over non-resident bikers.

4651

## Other - Concern - Outside of project scope

Please create more jobs for entry level planners. I don't have 3 - 5 years of experience and all of your jobs, even lower level, require experience. Also, crossing I-35 at Oltorf on a bike is a dangerous experience and severely needs safety improvements. Cross it every day for commuting and I have to ride against traffic lights to cross safely.

4543

Adding as much signs as possible for drivers realize that lanes are shared and always in support of protected bike lanes. Can south congress be the next area to review - a lot of bikers use that road daily.

4576

i don't like the changes made on shoal creek blvd. ya'll screwed that up

4590

## Other - Concern - W 31st Street / Shoal Creek Boulevard Alternatives

Alternatives A and C are disconnected from the needs of the interested parties (residents / businesses / pedestrians / bicyclists)

4445

Alternatives A and C are completely disconnected to the needs of and wants of the interested parties (residents, businesses, pedestrians and bicyclists).

4446

Strongly oppose option A because parking is needed for the school, visitors, patrons. Also oppose C due to the fact that a one-way street will create huge issues for parents, home owners and businesses.

4447

Loss of on street parking or two-way traffic will have a dramatic negative impact for those of us who live on and use the street and this section of the trail.

4455

I strongly oppose Alternative A because those of us that live and work on W 31st need on-street parking for our guests, employees, patrons and clients. I also strongly oppose Alternative C because creating one-way westbound travel lane will make ingress and egress to and from our homes and businesses exceptionally difficult during rush hour traffic, not to mention during school pick-up and drop-off hours. In my conversations with the ATD staff during the Project Open House, I found it very frustrating that Staff provided few answers about how the answers to this survey might be weighted or used. Would responses by residents and business owners along this street (who use the street FAR more frequently) be given greater consideration than someone who rides their bike on this street once every few weekends? If not, why not? No one would share with me whether the results of the survey would be posted online. Every Austin resident understands that the City of Austin is growing and changing, and that mobility and transportation are important topics for all of us. However, for our small section of W. 31st Street alternatives A and C are so diametrically divorced from the physical conditions in force on our street that it makes us long-time business owners and residents wonder how much logic was really utilized as part of this process.

4461

## Question: Do you have any additional comments?

## Other - Concern - W 31st Street / Shoal Creek Boulevard Alternatives

Strongly support Alternative B. Strongly oppose Alternative A because those of us that live and work on W 31st need on street parking for our guests, employees, patrons and clients. Also strongly oppose Alternative C because creating one-way westbound travel lane will make ingress and egress to and from our homes and businesses exceptionally difficult during rush hour traffic. Please consider installing a stop light at the intersection of 34th and Shoal Creek, or a flashing school light, or a specific lower speed limit on Shoal Creek and/or 34th St

4470

I strongly oppose Alternative A. Street parking is essential for everyone living and working on, and visiting the street. Alternative B increases the chaos and endangers people using the street. A modified Alternative C, 31st Street one way west from Lamar to Wabash, could reduce the volume and speed of traffic, simplify flow and increase safety of everyone.

4473

Strongly support alternative be. Strongly oppose alternative A because those of us that live and work on W. 31st St. need on street parking.. Also strongly oppose alternative C because creating a one-way westbound travel lane will make ingress and egress to and from our homes and businesses exceptionally difficult. We are property owners of two buildings on the street and feel like our opinion should be significantly weighted.

4474

Please add a crosswalk where the trail ends to cross 31st St to the northside sidewalk to those who do prefer not to use the shared space on the street. Crossing 31st N/S alongside Lamar is also problematic for pedestrians - I have experienced this both as a pedestrian and as a driver, because driver's focus is on getting through Lamar traffic, not pedestrians!

4515

it would be helpful to see diagrams of the proposed alternatives instead of just a narrative of them

4517

I'd like to see a diagram/map of the proposed alternatives so I can better evaluate them.

4518

Need better bike access to trail from 34th St @ SCB intersection

4529

The new Shoal Creek bikeway that was implemented looks great and I'd be happy to see a similar design on 31st st as long as it did not mean losing on-street parking on the north curb

4545

I would really like to see more detailed information on the W 31st street options. I don't know what the difference between a "neighborhood bikeway" and a "shared use path" is. I am not sure I voted for my true preference. But this is important to me! I walk on W 31st with my kids (2 and 5) all the time, and improvements are much-needed.

4563

I support Option A. My only concern is losing parking near this parkland, because I want folks from neighborhoods across town to still feel like they can access and enjoy this parkland.

4564

The maps do not make the three options very clear at all. Just do NOT add two way bike lane as was done on SCB. These are worse than nothing at all because they are confusing and encourage cyclists to ride against traffic.

4619

I actually don't ride further south of 34th on shoal creek. Instead I go over at 34th and down West. So I can't provide an opinion on the plan for 31st/shoal creek portion.

4632



## Question: Do you have any additional comments?

## Other - Concern - W 31st Street / Shoal Creek Boulevard Alternatives

I have been running on the Shoal Creek Hike and Bike Trail for nearly 20 years. The segment from Lamar to St. Andrews school is one of the most dangerous parts of the trail, especially in early morning hours when the rising sun blinds eastbound drivers, cars and buses are loading and unloading at St. Andrews School, landscaping trucks are parking illegally, bicyclists are commuting, and dozens of runners are going both directions on the trail.

4642

I do not like Alternative B for the proposed Shoal Creek Trail connection.

4661

Strongly oppose Alternative A because those of us that live and work on W 31st need on street parking for our guests/patrons/clients. Also strongly oppose Alternative C because creating one way westbound travel lane will make ingress to our homes and businesses from North Lamar exceptionally difficult during rush hour traffic.

4682

I don't like Ny of the choices on question 6. Taking parking away from the street will make it so that residents won't be able to park into the block where we live. We pay some of the highest taxes in town, and we deserve to be able to use public parking by our homes! Its It's already a challenge because of the employee parking that happens from Lamar businesses. Please don't take our parking away!

4691

Alternative B for West 31st Street does not feel as safe because there is no curb or other barrier between the travel lane and the walking/bike lane.

4694

## Safety - Like

Bike safety is important.

4630

## Safety - Concern

I have a preference --- leave well enough alone. You are going to kill people by slowing fire trucks headed to fires and by delaying ambulances going to emergency situations. None of the above suggestions sound well thought out. Just a repeat of previous work on Justin, Shoal Creek and other Austin roadways. You are acting like a patriarch and we don't need you.

4467

The Shoal Creek north south connection is a street I've biked for years. Now it is terrifying because of the narrow passage and many curves, particularly at night. I am sure this is a nightmare for residents in Shoal Creek. Driving is equally treacherous, particularly in the curves and at night. Someone is inevitably going to get hurt.

4491

Please recognize that the changes proposed are making it more dangerous for bikes and cars. Streets south in this area are extremely narrow.

4502

I use the Shoal creek and Rio Grande trails going south, and soon the Shoal Creek going north, once it gets built out. The only thing from using bikes as a greater share of my trips is safety. Sometimes I feel nervous, especially at and around rush hour.

4579

Yes bidirectional on one side of the street is dangerous for people entering and leaving their driveway. Stop making things worse.

4606

The bike lanes on Guadalupe from 38th to 29th need to be resurfaced. They are so rough that they are nearly un-rideable, and are a safety hazard to any cyclist.

4676

## Sidewalk or other pedestrian infrastructure - Concern - Pedestrian facilities separated from bicycle lanes

## Question: Do you have any additional comments?

## Sidewalk or other pedestrian infrastructure - Concern - Pedestrian facilities separated from bicycle lanes

Shared use paths are better than nothing, but I prefer that pedestrian facilities be separated from biking/scooting lanes. More space needs to be allocated to walking and biking, even it means taking away space from cars. I almost checked a lower level of support because 20 mph is still too fast for most of these streets and the city should make all efforts for a target speed of 15 mph or less in the design. Also, as mentioned, too many speed reduction devices are planned.

4562

## Sidewalk or other pedestrian infrastructure - Request

I would like to request that a sidewalk on the north side of 40th St. between Lewis Lane and Medical Parkway be included in this project. This is a heavily foot-trafficked path to Central Park businesses and bus stops on Burnet and Lamar. As spill over parking from new businesses near 38th/Lamar has encroached farther and farther west on 40th, this walking route has become increasingly treacherous over the years. Thank you for your consideration.

4685

## Transit - Like

The whole city needs better pedestrian and bike support - PUBLIC TRANSIT!!!!

4613

The whole city needs better pedestrian and bike support - PUBLIC TRANSIT!!!!

4614