



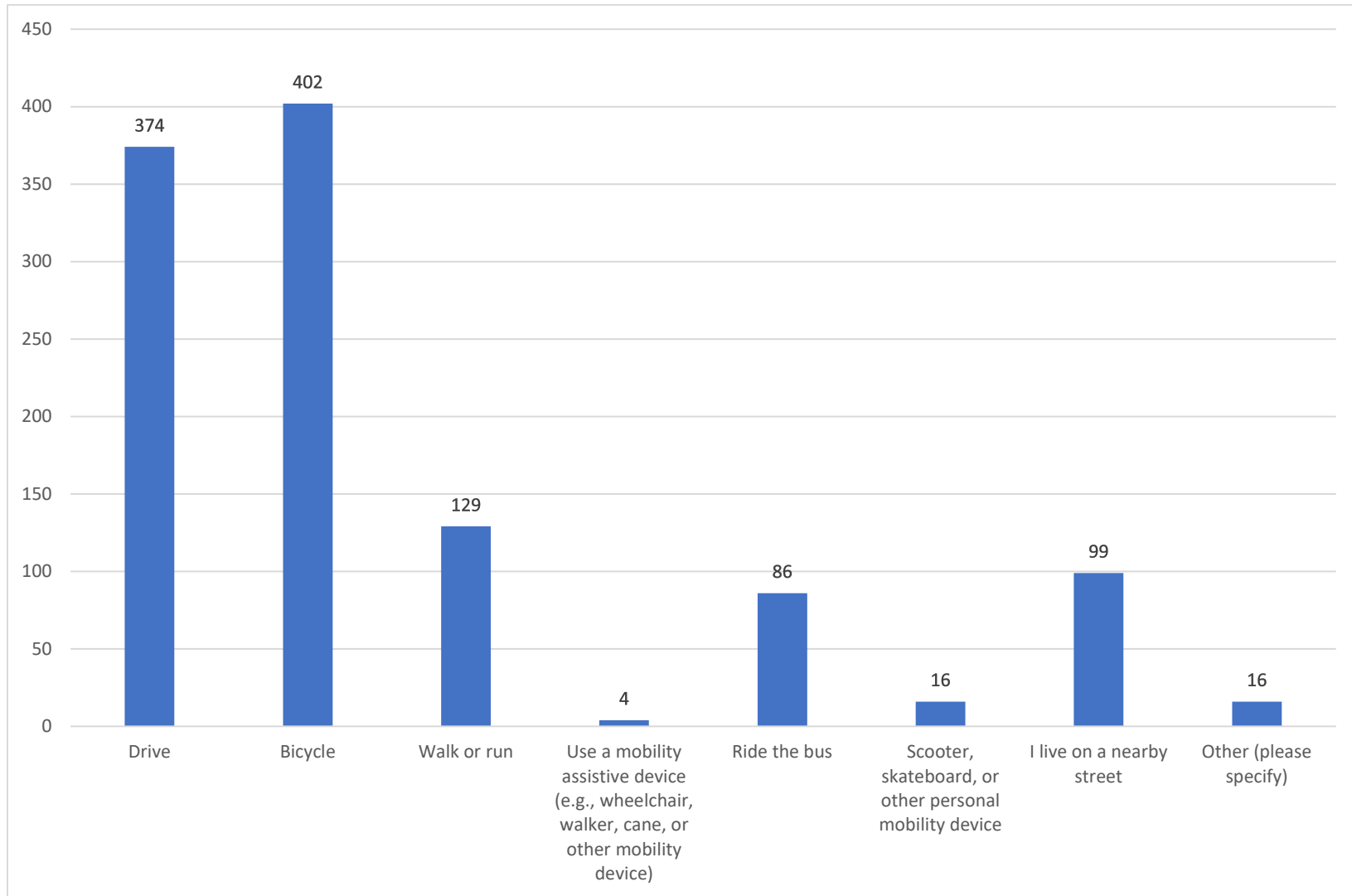
# **SOUTH PLEASANT VALLEY ROAD, BURLESON ROAD AND TODD LANE**

## **ALL PUBLIC INPUT**

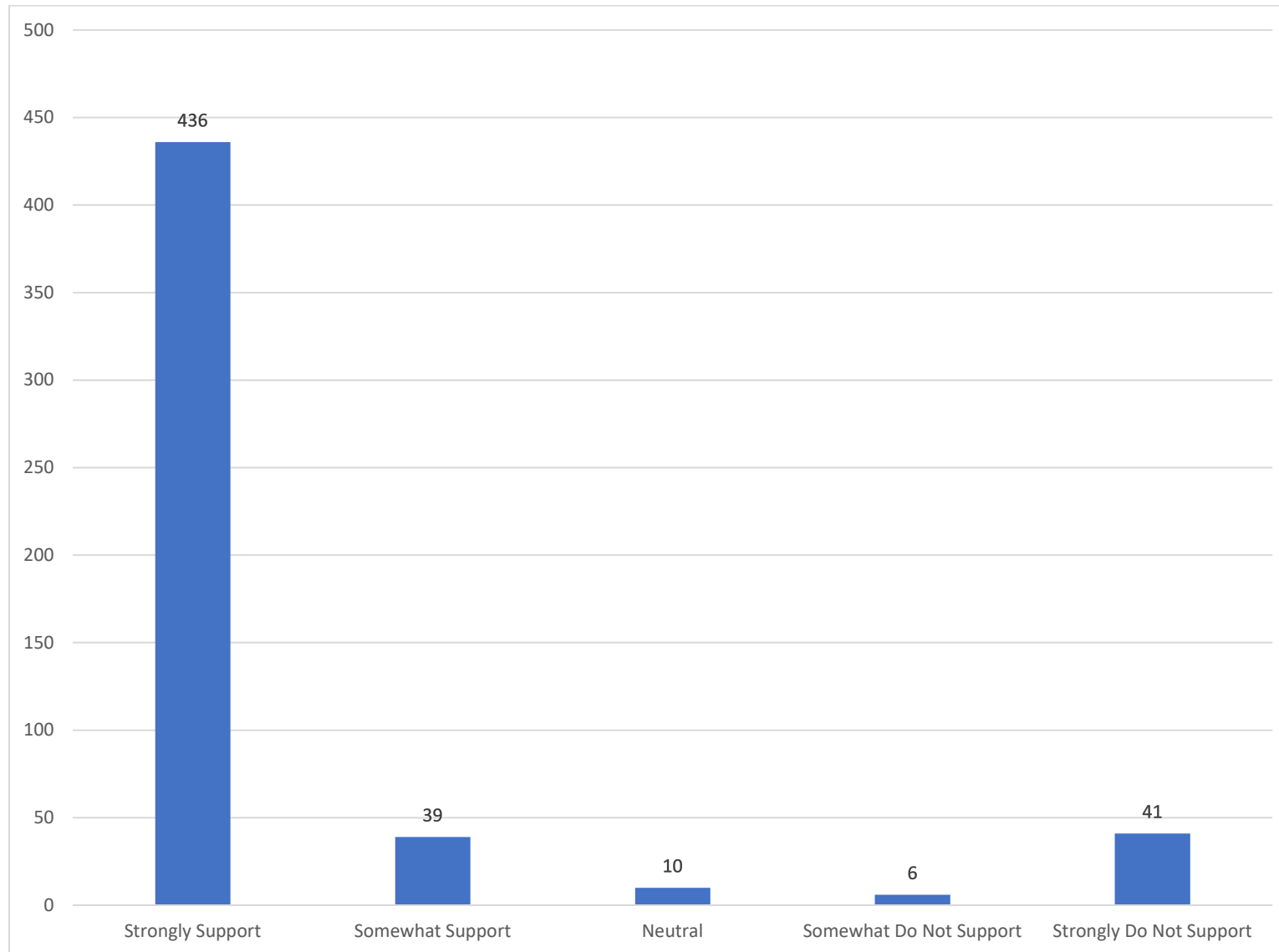
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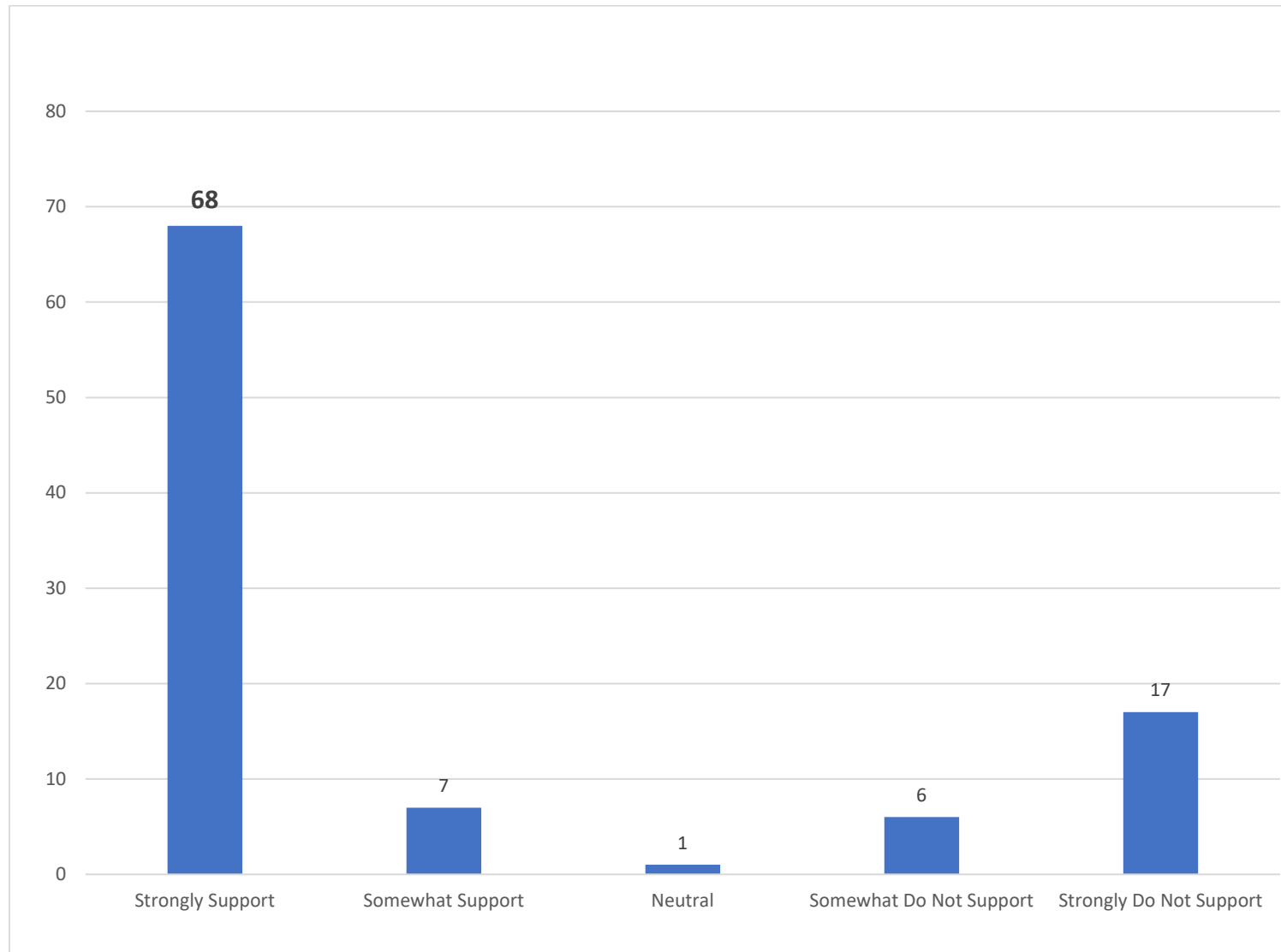
How do you use South Pleasant Valley Road, Todd Lane and Burleson Road (from Oltorf Street to Onion Creek Park)? *Check all that apply.*



## What is your level of support for the proposed changes? (n = 532)



## Level of Support Among People that Live Nearby the Street (n = 99)



What did you like about the project?		Bicycle infrastructure				Crossings or intersections				Maintenance				Motor vehicle access or circulation				Motor vehicle speeds				On-street parking				Safety				Sidewalk or other pedestrian infrastructure				Transit				Environment				General				Other					
		Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope										
Respondent ID	Response	Total comments:				411	4	5	3	55	0	3	1	3	0	1	0	40	23	1	0	17	3	2	0	0	0	0	0	48	0	0	0	49	0	1	0	0	0	0	0	11	0	0	0	11	12	18	0	3	0
3161	I will feel safer to walk into the library																																																		
3162	I will feel safer to walk to the library or Onion Creek Park																																																		
3163	These are obvious and easy changes to make																																																		
3164	Makes it a lot easier to get around without having to drive everywhere (and cuts down on carbon emissions)	1																																																	
3165	Love oltorf intersection protection for pedestrians and no more conflict in slip lane. Love protected bike lanes. Love making it less like a highway.	1				1								1																																					
3166	Protected bike lane throughout the road. Great	1																																																	
3167	Taking away a car lane for protected bike lanes is great. Love to see ATD working towards our climate change goals. Also like the proposed roundabout.	1				1								1																																					
3168	This is part of my nine-mile bike to work and the section between the Todd Lane roundabout and William Cannon is the most miserable part of it. With these changes, I will be in a protected or buffered bike lane or shared use path almost the entire way. I can't stress enough how much the bike lanes are needed.	1																																																	
3169	The protected bike lanes are fantastic! Having a continuous safe passage from Oltorf to Onion Creek Park will be incredible. The road diet is also wonderful and needs to happen everywhere! Slip lane removals will make walking and biking safer - excellent!	1				1								1																																					
3170	Less speeding, but it won't stop people from drag racing this street at night (which happens most nights) making it quite a scary place for bikers who plan to bike at night.																																																		
3171	I like that we are getting a dedicated protected lane for the entire section of this road and that we are reducing it to one lane for cars. That would help slow down the cars at many intersections. I like the round about planned at Teri rd and S. Pleasant Valley rd. This is a really good north-south corridor for all modes of transportation. Specially people on bikes. I would like similar changes on a lot of other roads that provides safe north-south and east-west corridors for people on bicycle.	1				1								1																																					
3172	Safety. Tired of getting buzzed by cars																																																		
3173	I like the idea of creating safety for bicyclists. It's not a safe route currently, and protected bike lanes are needed here. I also walk on this road, and better intersections are needed.	1																																																	
3174	I like the addition of buffered two lane bike. I think more of those are needed around the city.	1																																																	
3175	Segregated bike lanes!	1																																																	

What did you like about the project?		Bicycle infrastructure		Crossings or intersections	Maintenance	Motor vehicle access or circulation	Motor vehicle speeds	On-street parking	Safety	Sidewalk or other pedestrian infrastructure	Transit	Environment	General	Other
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3176	Protected Bike Lanes!	1												
3177	Protected bike lanes, single lane of traffic for less dangerous crossings	1	1			1								
3178	Protected bike lanes, connections with other planned bike lanes, pedestrian crossings	1	1											
3179	I like the idea of a protected bike lane! It will cut down on speeding on this road. Promote biking.	1					1							
3180	emphasis on safety.								1					
3181	More safety for bikers and pedestrians.								1	1				
3182	Adding protection on Burleson would be welcomed, always a big fan of closing slip lanes, and WOOHOO repurposing a lane on Pleasant Valley for a bikeway, finally! Also, having an actual safe crossing under 290 would be incredible!!	1	1			1								
3183	Increased bike ability and safety	1							1					
3184	I love protected bike lanes.	1												
3185	The traffic circle at Teri Lane and retaining lanes at major intersections.		1											
3186	I like the proposed changes at intersection and addition of protected bike lane.	1	1											
3187	Great addition of protected bike lane and roundabout at the intersection.	1	1											
3188	Good changes to some intersections. And better sidewalks for runners and walkers		1							1				
3189	proposed protected bike lane and intersection changes.	1	1											
3190	Protected bike lanes on Burleson road. Cars drive extremely fast and there are a lot of large trucks and semis that use this thoroughfare.	1												
3191	Protected lanes are great!!	1												
3192	Protected bike lanes and sidewalk improvements	1								1				
3193	Increase safety and separation of bike and vehicle traffic. I love that it's not a two way cycletrack, and instead there's lanes on each side.	1							1					
3194	The bike lane would be *protected*. Lines, unfortunately, are often seen as decoration or loose suggestions for Austin drivers.	1												
3195	I like the protected bike lanes and protected intersections via shared use paths.	1												
3196	A protected trail would keep cyclists safe from car accidents	1												
3197	Reduce chance of being hit.								1					
3198	Safer facilities for non-motorists to use a popular thoroughfare for commuters and recreational users.	1												
3199	Protected bike lanes. Roundabout. Overall facilitation of more bicycling.	1	1											
3200	Safety, probability of less debris in road.			1					1					
3201	Safety								1					
3202	Could slow traffic down and raise awareness of cyclists	1					1							

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3203	Separated bike lanes make me happy!	1											
3204	Safer transportation option							1					
3205	Wider and protected bike/run lanes for an area popular w cyclists and runners. Also pleasant valley and burleson is probably current safest way to bike from downtown to the airport which should be a priority of getting people outta cars and making it safe/accessible to bus train and any other mode	1											
3206	The protected bike lanes	1											
3207	the roundabout on Stassney and added mobility options	1	1										
3208	Protected Bike Lanes! Slower traffic.	1				1							
3209	I love the roundabout at Teri Road. That makes things smoother for all road users. I am also really glad about the closure of the slip lane at Nuckols Crossing. Slip lanes mean people barely slow down and it's terrifying to cross as a person walking with small children. I also really like the protected bicycle lanes and decrease in lanes on Pleasant Valley Road. People go very fast and it is not comfortable to walk or bike along there.	1	1		1	1							
3211	Bike lanes!	1											
3212	Nice to see something being done in this neglected part of town.											1	
3215	Safer for bikes	1											
3216	Accessibility, safety							1					1
3217	Continuous sidewalks.								1				
3218	I support them. It is hard to find safe ways to bike into this part of town. I have never seen enough car traffic on this road to warrant four travel lanes.	1			1								
3221	Like the connectivity. Roundabouts are good adds, as are furthering protected bike lanes across the corridor	1	1										
3222	Upgrading the Burleson Road buffered bicycle lanes to physically protected bicycle lanes. Closing slip lane at South Pleasant Valley Road and Nuckols Crossing Road. New pedestrian crossings with islands through the median, as well as shortened crossing distances. Coordination on proposed changes with planned installation of roundabout at Teri Road/S Pleasant Valley Road	1	1										
3223	Protected bike lanes	1											
3224	Additional bike lanes	1											
3225	I am strongly in favor of protected bike lanes and pedestrian improvements.	1	1										
3226	Protected bike lanes make it safe for cars and cyclists/pedestrians.	1						1					
3227	safety, emphasis on commuting, not just recreation	1						1					
3228	I love the idea of a protected bike lane making the road safe for people of all ages and abilities.	1											

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3229	LOVE the changes; all of them! they do a lot to protecting the safety of people on bikes and people walking. they address several extreme pain points that make the road challenging for those parties (Too many to list!). Please please please! these changes should also encourage slower driving speeds. Honestly, I drive SPV more than I bike it, and I know I am tempted to drive too fast.	1				1			1			1	
3230	Being able to bike on Pleasant Valley would be a huge connector for North-South travel in Austin. And given the speed of the cars typically traveling Pleasant Valley, a protected lane seems like the best way to go.	1				1							
3231	NO. I absolutely oppose the removal or lessening of vehicle lanes. This is terrible. Austin is growing so fast and this doesnt fit into the growth pattern. I am all for biking , walking ,etc but realistically austin is not keeping up with the needs of it's residents. Removing lanes, parking building new roads w/ only 1 lane each way is absurd.	1			1							1	
3232	Good so far as long as it's safe for women and children..more street lights and speed bumps.. Especially on Savorey lane					1							1
3233	Protected bike lanes	1											
3234	Much easier and safer for those in other modes besides cars	1							1				
3235	Protected bike lanes	1											
3236	Pleasant Valley is very congested and dangerous, especially along the bridge with the narrow sidewalk and busy road				1								
3237	Nothing. With the increase in the population in Austin we need wider streets and or better modes of commuting by the lite rail which serves only a certain area of austin				1								
3238	Nothing, it seems like the city wants to reduce lanes when there is a need to have more lanes to reduce the amount of traffic. This area is getting pretty populated.				1							1	
3239	Bike lanes! Finally!	1											
3241	Nothing. These bike lanes are a waste of space.	1										1	
3242	Nothing at all.. reducing space for vehicle who pay taxes insurance and registration for a bike lane ?!				1							1	
3244	It will get bicycles out of the traffic	1											
3245	new bike lanes	1											
3246	Nothing. It will make traffic even worse than it already is, especially with South Austin's continued growth.				1							1	
3249	I support all infrastructure improvements that have protected bike lanes! Protected lanes encourage people to bike because they feel and are safer. It reduces traffic too	1			1								



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3250	Please do not do this. I have been a resident of this area for 10 years. While bike lanes and protected crossings are great, the traffic on PV is massive during rush hour. It takes 17 to 22 minutes on PV from 71 to William Cannon during rush hour. Making this already congested major thoroughfare one lane will deteriorate our quality of life by potentially doubling our commutes in the next few years. The area is growing, we need more lanes and bike lanes - not one for the other.				1							1	
3251	I suggest not reducing to add bike lane. There's rarely any bikers in that area an alot of increasing vehicular traffic	1			1								
3252	the new roundabout may help with congestion at rush hour, however the reduction from existing two lanes to one as vehicles approach the circle may reduce any benefit		1		1								
3255	None. Taking away a lane will cause more congestion especially during high traffic times. The traffic to turn on east bound William Cannon backs up to the light at nuckles crossing quite often. There is no bus stops past blue meadow on William Cannon either. The homes that are off pleasant valley and William Cannon don't need a bike lane. It's too dangerous with the amount of traffic now in the area to ride a bike.	1			1							1	
3256	There will be a bike lane.	1											
3257	support the proposed changes - protected bicycle lanes. Upgrading the Burleson Road buffered bicycle lanes to physically protected bicycle lanes	1											
3258	Pedestrian accessibility and safety.								1				1
3259	Bike lanes, i want to bike more but am afraid to because its unsafe. The bike lanes will make it safe and possible for me and my family to be able to bike more and drive our cars less.	1											
3260	Protected bike lanes.	1											
3261	Reduction of car lane. Addition of protected bike lane. Improved side walk.	1			1				1				
3262	Roundabout addition. Slowing cars down. Improved intersection. Bike lane for kids near school. Kids will now be able to safely bike to school. There are 2 schools here.	1	1			1							
3263	Sidewalk and bike lane. Improved intersection at few places. Slowing down cars is great in this section. They go too fast risking peds. Lane reduction. Mobility for all.	1	1		1	1			1				
3264	Sidewalk addition. Lane reduction. Bike lane.	1			1				1				
3265	Great bike lane protection. Sidewalk addition. Lane reduction. Like the overall direction city is moving in. We could take bigger leaps for pedestrian safety though. We will not reach vision zero with small baby steps.	1			1				1				1

What did you like about the project?		Bicycle infrastructure	Crossings or intersections	Maintenance	Motor vehicle access or circulation	Motor vehicle speeds	On-street parking	Safety	Sidewalk or other pedestrian infrastructure	Transit	Environment	General	Other
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3266	I do not care for the proposed changes because the changes will decrease car lanes for an already congested majority car driven area.				1							1	
3268	Do like them, too much car traffic and it will only make it worse				1								
3269	Nothing, it will be disastrous and cause congestion on what is currently a perfect alternative route to I-35 to get downtown from South Austin.				1							1	
3272	Increased bike lanes and safety	1						1					
3273	Protected bike lanes are fantastic to have, makes it much more comfortable to bike on and therefore more likely for me to bike on	1											
3274	I like the more protected bike lanes	1											
3275	Better mobility options for pedestrians and cyclists	1											
3276	Better bike lanes	1											
3278	I agree with them. A bike lane is needed on South Pleasant Valley!	1											
3279	Nothing. It will hinder traffic even more than it already is				1							1	
3280	Safer for cyclists	1											
3281	buffered bicycle lanes to physically protected bicycle lanes, and new pedestrian crossings with islands through the median, as well as shortened crossing distances. New bicycle facilities under E Ben White Boulevard at Burleson Road Removing parking to extend protected bicycle lanes on select sections of Burleson Road	1	1										
3282	Improved Bike lane and pedestrian lane. Will make this area lively. ease of accessibility to schools and library through sidewalks and bike lane. improved intersection at few places. very important north south corridor.	1	1						1				
3283	Safety							1					
3284	More bike lanes	1											
3285	Bike lines are a good idea for those who use them.	1											
3286	Addition of protected bike lanes, which are sorely needed, esp. along Pleasant Valley. Also, more round-about's please...everywhere, not just on bike routes. Round-about's are bike friendly as well as more efficient for motorists (than stop signs or stop lights or even yield signs).	1	1	1									
3287	Round-about's, connectivity of bike lanes, extending bike lanes across Ben White	1	1										
3288	I like the addition and improvement of the cycling infrastructure. This will make it easier and safer for people to ride bicycles along these streets. Removing lanes for cars will also make for safer streets for everyone.	1			1			1					
3290	Bicycle lanes on S. P. Valley	1											
3291	I like physically protected bike lanes.	1											
3292	I like designs 1, 3, 5, 6 these designs emphasize pedestrian and cyclist safety and it is clear.	1							1				

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3293	Protected bike lanes. Physical islands for pedestrians.	1	1										
3294	Focus on improving this part of town.											1	1
3295	Attempted better traffic management				1								
3296	Bike Lanes!	1											
3297	I don't like them. decreasing our streets to 1 lane on areas that already back up is not going to help when you have the option to: for example, to add an additional left turn lane on Pleasant Valley and William Cannon going East and see if that can ease the traffic. The majority of the traffic is traffic turning east on William Cannon. Please try that first, if you don't see a difference then do what you will but not until you try.. This changes will bring a lot more traffic jam.		1		1							1	
3298	Slower automobile speeds, AAA bike infrastructure that the city needs so badly	1			1								
3299	We need a safety road diet and traffic calming, safe options for children and active transportation.	1			1	1							
3300	By connecting the neighborhoods with the schools and parks, they make the whole area more bikeable.	1											
3301	I would feel safer to bike over there. Currently haven't biked on that side of I-35 because of traffic, etc.	1											
3302	Bike lanes and increased pedestrian protection would do wonders for this area. All for it.	1							1				
3303	More accessible to buggies and strollers which will make it more attractive to families.							1	1				1
3304	More accessible to buggies and strollers which will make it more attractive to families.							1	1				1
3306	Need more protected bike lanes, connected properly!	1											
3307	The proposed protected bike lanes.	1											
3308	Protected bike lanes would make me feel safer	1											
3309	Improved safety for cyclists and a "bike facility" sounds nice	1											
3310	"I want protected bike lanes and pedestrian improvements on pleasant valley with better bike lane protection than plastic posts".	11							1				
3311	Protected bike lanes on Burleson Rd, and improved safety at Ben White crossing for cyclists.	1	1										
3312	Think the Teri Rd. roundabout is a great idea as the one on Todd Ln. and St. Elmo has worked fantastically. Like the Metcalfe realignment.		1										
3313	More bike lanes!	1											
3314	Protected bike lanes	1											
3315	details for Oltorf and Burleson Rd are not clear												1
3316	I currently only bike on pleasant valley north of the river because it seems busier on this section and I don't feel safe, but I would feel safer biking there now.	1			1								

What did you like about the project?																									
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3317	protected bike lanes are terrific	1																							
3318	They look usable.																					1			
3320	Separated one-way bike lanes.	1																							
3321	bike lanes with better bike protection than plastic posts will keep more people safe and improve transportation options	1																							
3322	The roundabout. Protected bike lane.	1		1																					
3324	Protected bike lanes	1																							
3325	It will make it safer for pedestrians and cyclists, esp. protected bike lanes.	1														1									
3326	Safe biking	1																							
3327	Pedestrian crossings. Increased time for people to cross streets. Shared use sidewalks.	1		1																					
3328	Closing the slip lanes. There is no safe way to cross these for pedestrians or bikes.	1		1												1									
3329	I cannot read or understand them. But I like improving mobility, safety, connectivity, and multi-modal transportation!	1											1												
3330	The S Pleasant Vally project will allow me to access shopping and other businesses by bike instead of polluting with the car with the ADDED, and very important benefit of building health and fitness.	1																		1					
3331	I like that the city is recognizing that people who bike or walk deserve to live.	1																							
3332	It would upgrade the roads																					1			
3333	improved roads pleasant valley and stassney lane are full of pot holes					1																			
3334	Road diet! safer!						1						1												
3335	Protected bike lanes	1																							
3336	More protected bike lanes is a great (and necessary) infrastructure improvement	1																							
3338	Bike safety	1																							
3339	A road diet with added bike lanes is sure to make the road safer. We had far too many traffic deaths in 2019. Pleasant Valley will also be a very important bikeway for many people to commute.	1						1					1												
3340	bike lane protections	1																							
3341	Improved bike and pedestrian facilities being provided	1														1									
3342	The proposed changes provide safe transportation for cyclists and pedestrians. The changes get cars off of the road and will help relieve traffic congestion.	1						1								1									
3344	It provides for safe use via multiple types of travel.	1											1												
3345	PROTECTED BIKE LANE!!!	1																							
3348	Bike lanes independent of the roadway	1																							
3349	More safety for cyclists.	1																							

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3350	NOTHING. It is an absolutely absurd idea to reduce the number of lanes on an increasingly busy road. People in this area are trying to commute to areas further north and downtown and are absolutely not riding bikes that long distance, as roadways further south and north are not appropriate for bike travel. I truly cannot name a single thing I like about the proposed changes.					1								
3351	Improved safety to bicycle lanes Ali g Burleson	1												
3352	I like the whole plan. Increasing safety for cyclists along Burleson Road should be a priority, and the safety barriers are a great idea. Providing safe crossings for pedestrians and cyclists across 71 is also really important and will open up a number of safe destinations for recreational cyclists, such as Dove Springs Park. I live on Santa Monica Drive, south of 71. The traffic-calming pedestrian crossway just south of our street has slowed traffic and made it much easier and safer to turn north onto Burleson Drive, plus made it much safer to cross Burleson to access the trails. I think these will be great additions to Burleson and Pleasant Valley Drive. As a 20+ year resident of this area, it is exciting to see this focus on making our neighborhood more bicycle and pedestrian-friendly, as it opens up additional means of exercise and recreation with access to the numerous parks and green areas southeast of downtown. Thanks!	1	1										1	1
3354	Safer N/S connectivity	1												
3355	It may relieve congestion on Pleasant Valley Rd south of Oltorf. It is dangerously congested by on-street parking now.					1	1							
3356	I would feel safer riding my bike there	1												
3357	I would consider riding a bicycle to work with improved safety this project provides.	1												
3358	I like all the physically protected and buffered bike lanes! If you want a truly all ages and abilities/disabilities bike network, you need to have physically protected bike lanes everywhere! Those plastic bollards aren't really sufficient - cars can still hit them and not have any damage. Concrete bollards would be awesome. Having protected bike lanes will keep bicyclists off the sidewalks, too. Closing slip lanes is great! Close more slip lanes!	1	1	1										
3359	Buffered separation. Metcalfe realignment. Intersection improvements at Oltorf, Stassney, Palo Blanco, Knuckles Crossing and especially Wm. Cannon!	1	1											
3360	I feel it is good to keep the bike lane.	1												
3361	I like the idea of giving bicycles dedicated lanes but I think we should not take vehicle lanes	1				1								
3362	The protected bike lane will make travel safer for everyone.	1							1					

What did you like about the project?		Bicycle infrastructure	Crossings or intersections	Maintenance	Motor vehicle access or circulation	Motor vehicle speeds	On-street parking	Safety	Sidewalk or other pedestrian infrastructure	Transit	Environment	General	Other
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3363	Realignment of Metcalf/Burleson is great, Teri/Pleasant Valley circle is great,		1										
3364	Safer bike lanes	1											
3365	It looks safe enough that I would be willing to bike this stretch. Currently I would not feel safe doing so.	1											
3366	Makes it safer for all							1					
3367	Slower traffic speeds, increased bicycle safety.	1				1							
3368	Protected bike lanes	1											
3370	protected bike lanes!	1											
3371	Protect bike lanes are good	1											
3372	I like the removal of parking lanes on sections of of Burleson RD. Also, the intersection at Burleson Rd and Oltorf is dangerous for Pedestrians to cross. This intersection must be made more pedestrian friendly.	1	1										
3374	As someone who would like to do more cycling in Austin, it's important to me that more roads have dedicated, PROTECTED bike lanes. Bike rider injuries and casualties concern me and as a result I have not biked on city roads since moving to Austin.	1											
3375	Safety							1					
3376	Safer more accessible transportation	1						1					
3377	I very much appreciate the dedicated space to bicycle lanes. It will make it more likely that I will use this corridor when traveling north-south. Currently, when traveling between the central city core and South Austin I opt to use the bus because there are so few corridors where I feel safe enough to bicycle. This corridor would be an efficient route that is not part of an isolated trail system and would make it more viable to choose bicycling on a regular basis.	1											
3378	Additional north/south bike lane in austin. In conjunction with Stassney Lane project I would feel far safer biking in south Austin. Bike facility at Ben White and Burleson Rd.	1	1										
3379	I would like to feel safe to travel from my home around the community on bike or have convenient use of bus. I like that this is getting us one step closer.	1											
3380	I do not like the idea of reducing lanes to make way for bike lanes that rarely ever get used. I've only ever seen one guy, on a horse, use the bike lane on E. Wm. Cannon since they made those changes. Reducing driving lanes for the one possible bike rider that may use the lane once, does not make sense.	1			1								
3381	I like the plan to upgrade Burleson bike lanes to protected and removing parking to extend bike lanes along the road. I like that Pleasant Valley will have protected bike lanes added	1											

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3382	More protection for vulnerable road users.	1											
3383	I will feel much safer biking this route now!	1											
3384	WE need more protected bike lanes. Help reduce cyclist mortality!	1											
3385	I always support protected bike lanes, and would ride more if we had more continuous protection on streets like PV	1											
3386	I want to see safe fully protected lanes to allow people access to the cities great locations and beautiful views without being forced to use automobiles that cost money, charge a lot to park, create more congestion and don't contribute to people's well being and physical fitness.	1											
3387	New roundabout and more lanes with protected bike lane. Great for all modes of transport. Now we are talking about equitable resources for all. Good to see the direction in which city is heading.	1	1										
3388	Primarily the safety aspect							1					
3389	Safer biking, less traffic, creating a safer biking region in S Austin	1			1								
3390	Anything to make safety a priority!							1					
3391	Bike lanes added in the direction of travel	1											
3392	more bike accessibility	1											
3393	I use this stretch of road often to travel by bicycle, and would welcome better/safer infrastructure.	1										1	
3394	I appreciate the city making the effort to build more bike infrastructure. I really appreciate the fact that the lanes will be fully protected.	1											
3395	More protected bike lanes are great. Helps connect the southside of Austin better without the need for a car.	1											
3396	The addition of a protected bike lane. This is super important for cyclists to safely use this route.	1											
3397	Protected bike lane that I can access from Oltorf	1											
3398	All of the bike lane proposals.	1											
3399	More biking infrastructure for all ages/all abilities is critical to a sustainable city!										1		
3400	safety, recreation, environmentally conscious							1			1		
3401	protected bike lanes - good for 8 year olds and 88 year olds - engine powered vehicles will still get by just fine	1											
3402	I support the proposed changes. As a bicyclist I prefer protected bike lanes to unprotected ones.	1											
3403	Bike Lanes	1											
3405	Protected bike lanes are critical to reducing traffic and protecting citizens. They're are sorely needed.	1			1								
3406	More safety to pedestrians and cyclists in this very high trafficked area.	1							1				
3407	what we really need is bike paths off the roads		1										
3408	that they give cyclists protected lanes	1											



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3409	Safer route.	1												
3410	Protected bike lanes will keep me safer and make riding more enjoyable.	1												
3411	addition of protected bike lanes	1												
3412	We should have bike lanes everywhere!		1											
3413	Cycle friendly	1												
3414	Protected bike lanes	1												
3415	protected bike lane please!	1												
3416	protected bike lanes are a must	1												
3417	Increased bicycle saftey is very importatnt. I have had some sketchy dangerous incidents navigating this part of town by bicycle, this will improve those routes.	1												
3418	Safer Bike Routes	1												
3419	They're long overdue. Pleasant Valley is one of the few North/South thoroughfares that isn't a major road (i35, Mopac) so it's extremely important to have more people, especially cyclist who cut down on traffic congestion, use that road.	1				1								
3420	That bike lane is part of my regular travel.	1												
3421	Safety for families. Connectivity.	1							1					
3422	Protected bike lanes provide not only a much less stressful riding experience but they also lead to increased bicycle ridership.	1												
3423	I support protected bike lanes on this important north-south route.	1												
3424	Designated bike lanes	1												
3425	I'm a huge fan of protected bike lanes	1												
3426	It doesnt even make sense with how many people live along this road how we do not have an adequate bike lane for the massive influx of commuters.	1				1								
3427	Safer bike utilization	1												
3428	Protected bike lane	1												
3429	Safer streets for cyclists and pedestrians	1								1				
3430	It enables me to feel more comfortable biking. Currently, I drive because I do not feel safe biking.	1												
3431	I like protected bike lanes.	1												
3432	Protected bike lanes encourage youth to ride bikes.	1												
3433	More protected bike lanes benefit everyone. Austin has lots of traffic congestion, and bikers get cars off the road. I'd like to see protected bike lanes on every busy street in Austin.		1			1								
3434	the protected lane	1												
3436	The addition of physically buffered / protected bike lanes. Closure of slip lanes for safer bike and pedestrian movement.	1	1											
3437	I will feel more comfortable riding my bike on a more frequent basis.	1												



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3438	Reducing car lanes is good. Adding bike lanes and reducing crossing distances	1	1		1								
3439	lane-separated protected bike lanes	1											
3441	safer							1					
3442	protected bike lanes improve transport for everyone	1											
3443	Protected bike lanes on South and northbound pleasant valley	1											
3444	need those proposed bike lanes!	1											
3445	Need protection from commercial vehicles	1											
3446	Protected bike lane	1											
3447	Protected bike lane means more safety and more likelihood I will use this route as a commuting road!	1											
3448	safe lanes for bikers. a must!	1											
3449	The changes would give me and my middle schooler daughter a safe way to bike out of our neighborhood. We could go north and then west to SoCo for cafes and shopping, or south to greenbelts. As it is now, we feel there's no good bikeways out of our area.	1											
3450	bike lanes!	1											
3451	Removal of parking for bike lanes Removal of car traffic lane for protected bike lane Willake me more comfortable riding on this road.	1			1								
3452	Need Protected Bike Lanes 1. S Pleasant Valley Rd (SPV) is the most direct north-south bicycling route in south-east Austin. We CANNOT afford to lose this one. 2. Bicycling is the most affordable transportation option for many nearby low income residents. Protected bike lanes would be a win for equity.	1											1
3453	The more multi-modal, the better, including protected bike lanes	1											
3454	Austin marks itself as a bike city but it's actually very limited and dangerous. I'm surprised no one has been killed on the bridge going north on Pleasant Valley by Cesar Chavez. A protected bike lane here is much over due. Please keep your promise and improve this city!	1											
3455	Bike lanes	1											
3456	Protected bike lanes are a must to make biking in that area accesible to people of all ages and abilities.	1											
3457	It adds additional safe options for not motorized vehicle travel in Austin, which is desperately needed if we are going to manage our traffic problems in this city.	1						1					
3458	I appreciate all the cities efforts to increase the number of bicycle lanes, especially protected ones.	1											
3459	Safer!							1					
3460	Safety							1					
3461	Easier access on bike to East Austin	1											

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3462	I like the idea of moving from two car optimized lanes on each side to a single lane on either side with an added bike lane. This approach would also solve the problem of cars changing lanes often/dangerously when they're stuck behind a car that's trying to turn into traffic. I see this same problem on S 1st street				1								
3463	I hope they will result in less injury and deaths for cyclists.	1											
3464	Protected bike lane!!	1											
3465	protected bike lanes will contribute to mobility, accessibility, and recreation in this part of town.	1											
3466	Bike lanes	1											
3467	expanding bicycle infrastructure through this area will be very good for my bike routes for commuting to/from work, bike transportation for running errands, and recreational biking I do. I like all the enhanced bike lanes and protection	1											1
3468	Protection for the safety of bike riders and pedestrians	1							1				
3469	It's a very "industrial" area - I often don't feel very safe on my bike (most used form of transportation on these roads) and even if I do feel safe, I'm dodging industrial debris which has punctured many a tire.			1									
3470	Protected bike lanes, improved pedestrian crossings, shortened crossings, removing parking.	1	1										
3471	Ability for multiple modes of transportation in a safe manner in a congested area	1											
3472	More bike lanes	1											
3473	They will hugely increase bike safety, reduce the risk of bike related accidents and deaths, and make it much more likely that I will use my bike instead of car to commute. It's the right step in the right direction to make Austin a bike friendly town and ease car traffic.	1			1							1	
3474	making the route safer for cyclists	1											
3475	Bicycling is the most affordable transportation option for many nearby low income residents.	1											1
3476	more and protected bike lanes	1											
3477	The addition bike lanes	1											
3479	I like to see more safety for cyclists.	1											
3480	If it's late and the bus stops running, I'd still be able to ride my bike SAFELY home using a pleasant valley route and if my boyfriend gets his car fixed, we'd be able to pull over in an accident from the extra room	1											
3482	Safety.							1					
3483	Addition of bike lanes especially at Ben White intersection.	1											
3484	space and safety for cyclists and pedestrians; protected bicycle lanes	1							1				

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3485	-Closing slip lanes -removing parking for protected bike lanes -roundabouts!	1	1										
3486	Bicycle facilities (separated and protected bike lanes)	1											
3487	Better bicycle and scooter protections	1											
3488	Protected bike lanes encourage more riders to take the bicycle as transportation.	1											
3489	more mobility options for lower income people, important transit route	1											1
3490	protected bike lanes!	1											
3491	Easier to get around by bike	1											
3492	Safety							1					
3493	Dedicated, protected space for cyclists and similar road users. Protected bike lines under Ben White Blvd.	1											
3495	Protection. Often motorist are on their phones or not aware of the bikers who need space on the road as well.	1											
3496	Protected lanes	1											
3497	accessibility increased!!!! a lot of people say they don't bike because they're scared. protected bike lanes wins.	1											
3498	It would be nice to have a safe route to the Walnut Creek park and that trail	1											
3499	Bikes and pedestrians will be safer.	1							1				
3500	More pleasant way to get directly into East Austin	1											
3501	Safety							1					
3503	I love that the proposal describes fully protected bike lanes. Austin doesn't have nearly enough of these!	1											
3504	bike lanes continuous connecting north of ben white to south of ben white	1											
3505	I love that there will be separated bike lanes the whole way. Wonderful.	1											
3506	Protected bike lanes will address real concerns for safety. Currently no useable shoulder and high speed traffic. These roads are used regularly be significant #of cyclists for commuting and recreational purposes.	1				1							
3507	Protected bike lanes are needed! They kept cyclists safe and reduce traffic.	1			1								
3508	adding infrastructure makes it safer and more attractive to ride bicycles	1											
3509	I would use them											1	
3510	Protected bike lanes.	1											
3511	The addition of protected bike lanes and improvements to help pedestrians.	1							1				
3512	We need safe bicycle routes throughout the city. This sounds like an important north-south route for people who live in Southeast Austin.	1											
3513	More bicycle lanes where it gets a little hairy riding close to buses and cars.	1											

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3514	Protected bike lane	1												
3515	I like the bike access idea. I sometimes have to bike there, and the speeds are very high.	1					1							
3517	Protected bike lanes would allow me to use Pleasant Valley without having to take trails. It would be faster, safer and more efficient.	1												
3518	Making biking safer	1												
3519	I like the protected bike lanes.	1												
3520	I like that the bike lanes will be protected	1												
3521	Protected bike lanes!	1												
3522	Protected bike lanes make this a safer street and promotes a clean mode of transportation.	1										1		
3523	I really like the separated bike lanes. This is key to safety and encouraging people to bike for transportation. This will definitely help me bike this route	1												
3524	Protected bike lanes are really important to making me feel safe on my bicycle. They are a significant improvement from buffered lanes, and are absolutely worth the increased space.	1												
3525	They will improve safety for bicyclists enough to allow novice bicyclists and children to use some of those routes.	1												
3526	Protected bike lanes	1												
3527	They'll make it much easier and safer for cycling.	1												
3528	Protected bike lanes are great but not at the expense of reducing traffic lanes.	1				1							1	
3529	Always like to see "shared streets" instead of vehicles first, everything else an afterthought	1												
3530	Stassney is an important 'connector' street and an obvious one to add high quality protected cycling facilities. Many trips could be converted from car to bicycle for shopping and for work commuting.		1											
3531	protected bike lanes	1												
3532	Bikes!	1												
3533	I would bicycle even more with protected bicycle lanes. This is a great plan to implement	1												
3534	We NEED protected bike lanes .. City Needs to keep its promise!	1												
3535	Protected Bike Lanes	1												
3536	Protected bike lanes	1												
3537	Protected bike lanes!	1												
3538	Improving pedestrian access and connecting existing bike lanes	1								1				
3539	protected bike lanes bike lane maintenance	1			1									
3540	Safer								1					
3541	Protection/Sparartion from the car traffic	1												
3542	Bike lanes, pedestrian crossings	1	1											

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3543	Protected bike lanes make it safer for more people to use bicycles for transportation (as well as recreation but my special passion is actually foregoing cars and using bikes)	1											
3544	Protect bicyclists from busy traffic	1											
3545	Near my home.												1
3546	Add necessary safety for alternate mobility	1											
3547	Easier mobility for people who do not have a car. Less cars on the road.	1			1								
3548	Improved bike access in a rapidly developing area of Austin. Provides a good route out of town for rides to the SE	1											1
3549	More Bike Lanes, Roundabouts, Better crosswalks	1	1										
3550	Makes safer biking an option	1											
3551	bike lanes are great.	1											
3552	it will make transportation less dangerous							1					
3553	Adds protected lanes to city-wide network	1											
3554	Provides safer bicycle access	1											
3555	safety and ease							1					
3556	Safer roads for bicyclists and cleaner air in Austin.	1									1		
3557	protect me when biking	1											
3558	SAFETY! And as a driver, it's also faster to have the bicycles off the road.	1						1					
3559	As a cyclist, I think protected bike lanes are very important to ensure safety.	1											
3560	With the importance of North/South travel in the Austin area, creating something safe and unique on the East side of town is important. As development of the area increases I've seen huge increases in traffic over the past 10 years, so roads that were once OK for shared lane use have ceased to become safe. Eliminating a car lane to increase safety for all users is a great step in the right direction. Thanks for considering and studying this option.	1			1	1							1
3561	Protected bike lanes are a good idea.	1											
3562	I like bike lanes and moving to one car lane.	1			1								
3563	I want protected roads for safe biking.	1											
3565	Protected Bike Lanes	1											
3566	Protected bike lanes	1											
3567	Creating and extending protected bike lanes.	1											
3568	Nothing. We need more lanes for traffic. And better timing on son...he signals.				1								
3569	Would be much safer							1					
3570	Protected bike Lanes! Underpass for peds!	1							1				
3571	more and safer biking and walking.	1							1				
3572	More safety for cycling and all other non-vehicular individuals.	1							1				

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3573	Bicycle safety	1											
3574	protected bicycle lanes	1											
3575	I want protected bike lines built as it provides transpiration to many low and moderate income people and is good for health and reducing carbon emissions.	1									1		1
3577	The goals to make it safer for non automobile traffic.	1							1				
3578	I like the protected bike lanes on this busy north south road.	1											
3579	More protected bike lanes and shared use paths	1											
3580	Given the state of the climate, we really need to get people out of their personal automobiles and instead walking, biking, and taking public transit as much as possible. Currently, there are not enough *safe* ways for people to get around the city, so many of us choose to drive instead of bike or walk for safety reasons. I would prefer to bike and walk more in the city, but there are a lot of roads that feel really dangerous to ride on - including the ones targeted in this plan. I am totally in favor of the proposed changes, and really excited about them. I especially like the road-diet and physically protected bike lanes.	1			1						1		
3581	The addition of protected bicycle lanes.	1											
3582	The addition of protected bike lanes throughout the project area; closing the slip lane; the roundabout on Teri; new pedestrian crossings and shortened distances;	1	1										
3583	I frequent north Pleasant Valley often and would feel MUCH safer with a protected bike lane.	1											
3584	Cyclist are more visible since cars & trucks are so tall. Many trucks pull trailers that confound safe driving & riding	1											
3585	Physically protected bike lanes, extended bike lanes	1											
3586	More protection for cyclists. Less emphasis on vehicle traffic.	1											
3587	Better bike lanes	1											
3588	I think it is way over due and having protection and connecting current bike lanes to provide a safe route will be great for everybody, including drivers	1											
3589	Looks like it will be much safer to bike south of Teri Lane. The recent changes between Ben White and Teri Road already make a big difference and will be glad to see similar changes both north and south of that section.	1											
3591	Better bike lanes on Todd lane and easier access to McKinney Falls	1											
3592	I like the protected bike lanes, the improved pedestrian crossings, removed slip lanes.	1	1										
3593	Protected bike lanes	1											
3594	Protected bike lanes	1											

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3595	Provides a connection from downtown to South Austin, allowing me to possibly commute by bicycle to work.	1											
3596	Love the all ages and abilities concept and network. Separate bike lanes are important.	1											
3597	It makes biking an actual, realistic, and safe option. While I can bike now, I don't feel conformable especially in south Austin.	1											
3598	I like the idea of more protected bike lanes in south Austin. I bike north to work occasionally and I'd love more consistent, protected bike options running north-south.	1											1
3599	The corridor would become friendlier and safer for both pedestrians and bicyclists. Walking and biking are my preferred modes of transport.	1							1				
3600	buffered bicycle lanes to physically protected bicycle lanes	1											
3601	Finally!!! A safe and efficient north/south route for bikes in this area!!!	1											
3602	Slow down the cars, more space for people					1							
3603	Improved intersection, roundabout, protection for bike lanes away from car lane. I like the overall direction in which the city is moving.	1	1		1								
3604	More protected bike lanes. More pedestrian access.	1							1				
3605	It has needed mobility alternatives.	1											
3606	It will promote safe multi mode transportation	1							1				
3607	provides a viable direct route for bicycle traffic	1											
3608	Protected lanes mean more people would feel safer biking in that area	1											
3609	Bike lanes!!!!	1											
3610	I like the overall project goals and the direction of city's improvements. Improved crosswalk, protected bike lane, and roundabout. The length of the road is also pretty long and very important north-south corridor for bikers as well.	1	1										
3611	Everything, especially the safer looking intersection at Nuckols Crossing.		1										
3612	It keeps bicycle riders safer. Helps walkers too.	1							1				
3613	Getting rid of car lanes and putting in protected bicycle lanes. I feel much safer when riding a bike when the lanes are protected with concrete curbs like on 4th Street. Also, added connectivity and pedestrian islands.	1	1		1								
3615	I really support protected bike lanes	1											
3616	Bike lanes.	1											
3617	Protects bicyclists	1											
3618	bike lanes!	1											
3619	Protected bike lanes	1											
3620	bike lane	1											
3621	I like that the bicycle lanes will be protected.	1											
3622	Safety							1					



What did you like about the project?		Bicycle infrastructure	Crossings or intersections	Maintenance	Motor vehicle access or circulation	Motor vehicle speeds	On-street parking	Safety	Sidewalk or other pedestrian infrastructure	Transit	Environment	General	Other
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3623	Bike lanes keep people safe. They promote healthy living. They help cut down on cars on the road and their emissions.	1			1						1		
3624	Safe bike travel will be a great part of our transportation solutions.	1											
3625	Protected bike lanes.	1											
3626	The adding of bike lanes, especially protected ones	1											
3629	physically protected bicycle lanes, New bicycle facilities under E Ben White Boulevard at Burleson Road, removing parking to extend protected bicycle lanes on select sections of Burleson Road	1											
3630	Safer for everybody!							1					
3631	Protected bike lanes	1											
3632	Protected bike lanes	1											
3633	Additional bike lines making safer streets	1						1					
3634	I would feel more able to bike rather than drive.	1											
3635	protected bike lanes	1											
3636	Pleasant Valley is unsafe for bicycles now but is a good road to make north-south connections with. Making it safer for bikes will make bike travel more practical.	1											
3637	protected bike lanes, road diet	1			1								
3638	i like the dedicated bike lanes and pedestrian crossings	1	1										
3639	Proposed bike lanes, since I've had near-death experiences at least twice from being assaulted by motorists with their cars. I would also like my senior mother to come through that road with me, but I would never invite her unless I knew it was safe.	1											
3640	Protected bike lanes will make this a MUCH easier, comfortable, but most importantly safer experience.	1											
3641	Protected bike lanes	1											
3642	The ability to safely bike. Right now it's extremely dangerous on this rode and it always makes me uneasy. This would be a massive improvement for Onion Creek Access	1											
3643	I think it would greatly increase the feeling of safety for walking and biking in this area, and connects to some of the best views of the city.	1							1				
3644	I love the protected bike lanes. This would make me feel much safer going to McKinney Falls park	1											
3645	I would like to be able to use that route for biking. I am an avid biker (both commuting and recreational), and being able to use bike lanes up to the State Park, would such a great addition to the city!	1											
3646	Protected lanes for safety	1											
3647	more robust cycling infrastructure to take more drivers off the road and allow for safer cycling	1			1								
3649	Love the added bike lane!	1											



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3650	I like idea of changes to have more safer options of travel for self, and others. Also to encourage greener thinking and actions to better care for ecological planetary health.	1										1		
3651	protection	1												
3652	Protected bike lanes will make me feel safer	1												
3653	Better safety for non motor vehicles.	1								1				
3654	Safer transit for vulnerable road users. I won't feel like I'm cheating death every time I make it to my destination	1								1				
3655	Protected bike lane, slower cars, roundabout.	1	1			1								
3656	Safety								1					
3657	More safe paths for pedestrians and other vulnerable road users.									1				
3658	Easier and more safe to get to work!								1					
3659	I always use Pleasant Valley and seeing people bike safely is a huge concern. It's a major North to South street, so it would be nice to see some safety increases on the non-congested areas.	1												
3660	The city needs as many ways to reduce the number of cars on the road for sake of traffic, and bike is a wonderful option.					1								
3661	I love the idea of being protected while riding my bike so I don't have to fight traffic.	1												
3662	Protected bike lanes, particularly near the ben white intersection are very helpful.	1												
3663	I would ride my bike more if I felt safer. This would make me feel safer and provide better access to these areas for me.	1												
3664	- The roundabout at Teri. -Removing/realigning slip lanes. -Fully protected bike lanes! -The floating bus stop design.	1	1	1										
3665	I can ride my bike safely across the river instead of going on the narrow sidewalk over the dam	1												
3666	Great New protected bike lane, the project goals of slowing down cars, improved facility for pedestrian and bicycles.	1					1			1				
3667	Protected lane for bike. Slower cars at intersections. Roundabouts. Pedestrian facility	1	1				1			1				
3668	Increased safety for area bikers and pedestrians .	1								1				
3669	Great to see protected bike lanes. That makes the road safer for all users and these are pretty hostile places right now. This is an important connection across this part of Austin. Love the added pedestrian crossings, and shortened crossing distances.	1	1						1					
3671	It will give more safety tip bike riders	1												

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3672	They allow for existing bicyclist to use the roads safely and feel protected and not fear for their life when riding. As it is cars are not looking for bicyclist even in Austin where it is so popular. A protected bike lane would make automobiles more aware of cyclist and allow cyclist to feel comfortable. It will also allow for more inclusivity for pop and low income communities surrounding the area. With a protected bike lane they would feel more encouraged to look into bikes as a means of transportation and help to get more people outside and active.	1											1
3673	Safer biking	1											
3675	There would finally be a safe north-south artery for bikes in southeast Austin.	1											1
3676	protected lanes	1											
3677	Love it, more bike lane connectivity and improved sidewalks are needed everywhere but especially here.	1							1				
3678	New Bicycle Lanes, safer bicycle Lanes, safer pedestrian crossings	1	1										
3679	More bike lanes are always better. Make it easier to commute for cyclists.	1											
3680	More bike safety and bike friendly needed to keep cyclists alive and in this city	1											
3682	Safer for cyclists and pedestrians	1							1				
3683	Bike lanes will be safer	1											
3684	PROTECTED BIKE LANES!!!	1											
3685	Bike lanes!	1											
3686	Promote cycling	1											
3687	I think we should be improving bike infrastructure citywide. I sometimes work in this area, so I have an interest in seeing its improvement for people transporting under their own power.	1										1	1
3688	The bike lanes look safe enough	1											
3689	I like increased safety and access for the many, many cyclists and pedestrians in this area.	1							1				
3690	Protected bike lane. Great for all ages bike network. Also slower cars project goals.	1				1							
3691	Great new bike lane for the entire section of the road. Very important for a network where bikers can travel easily north south easily here in SE Austin. I see many bikers using sidewalk so we have users but not great infrastructure. But with this plan now we are getting closer. Slower cars as project goal is really important for everyone's safety. Better sidewalk.	1				1							

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3693	They provide a large strip of connected and safe bike lanes, which make it safer for bicyclists like myself who do not have to veer into car traffic when the lane ends	1											
3694	I like that they are more bike friendly.	1											
3695	safer cycling options	1											
3696	Protected bike lanes	1											
3697	I like that the project goal is very equitable for all modes of transportation. Including bikes, walkers, and bus riders. I like that the city thinks about all of the people and finally there is good infrastructure for everybody and not just focusing on car oriented infrastructure. I like the separated bike lane with protection and better sidewalks for pedestrians or people taking bus. This is good direction to head in.	1							1				
3698	More bike lanes!	1											

What did you dislike about the project?		Bicycle infrastructure				Crossings or intersections				Maintenance				Motor vehicle access or circulation				Motor vehicle speeds				On-street parking				Safety				Sidewalk or other pedestrian infrastructure				Transit				Environment				General		Other									
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Respondent ID	Response	Total comments:				8	22	94	9	4	9	34	0	0	1	0	0	0	0	48	5	2	1	2	20	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	1	3	0	0	0	1	0	5	8	0	21	8	1
3161	we don't really use bicycle.	1																																																			
3162	Bike lanes on Brassiewood and Turnstone					1																																															
3164	Lack of roundabout at Nuckols Crossing and S Pleasant Valley									1																																											
3165	Prefer rigid barriers in bike lanes to pylons. Bike lane in front of Vics BBQ is bad enough I don't know if I'd take it. Probably use the sidewalk.	1																																																			
3166	Eliminate slip lanes on William cannon and s. Pleasant valley red. It is very dangerous and cars go at 30-40 mph while turning and that makes it life threatening for pedestrians and bikers. We will Not truly see people use bikes or walk unless we eliminate such risks									1								1																																			
3168	I have questions about the intersection operation about Nuckols Crossing/Pleasant Valley - the striping indicates that the second northbound lane is a through lane as well as a right-turn lane. Is that really necessary?									1																																											
3169	There's little to dislike here overall; this is an excellent project. Two important issues: 1. Maintaining car capacity at intersections: Mixing bikes & peds reduces safety and comfort for both; it would be better if the bike lane stayed in the road. The City needs to stop worrying so much about maintaining throughput for cars. Our reliance on cars is literally killing us; we need to transition away from cars as quickly as possible and the City must stand firm against resistance. 2. The method of bike lane protection wasn't specified but I imagine it's likely to be hit posts, which doesn't provide the safety and comfort more vulnerable bicyclists needs. The City needs to start pursuing more continuous and substantial yet comparatively inexpensive quick build protection, which will take time but would be perfect and necessary for projects like this.	1				1																																															
3170	Removing a lane from each direction is going to drastically change the current traffic that is already backed up most days due to the single turn lane at the end of a pleasant valley towards William Cannon. I've owned my home for a little over a year, and live right off stassney and pleasant valley and I just cannot imagine how bad traffic would be getting home in the afternoon.					1								1																																							

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3171	The project doesn't go far enough in terms of providing safe crossing for pedestrians at a major intersection. Especially the william cannon dr. intersection. I would like that we reduce the crossing distance for pedestrians and bikers at this junction. Cars come really fast on this section and just swerve around at 30 mph where pedestrians could potentially be crossing. If I am crossing William cannon rd. on S. Pleasant Valley rd, it is very dangerous as the visibility is low for cars and the cars are anyway encouraged to go at 25-30 mph on the slip lanes. It is very dangerous and really discourages the pedestrians and bikers on this stretch to use any infrastructure. This isn't a highway but definitely built like one with 6 lanes on William Cannon where cars can go at 45-50 mph risking lives of pedestrians.		1			11							
3178	I don't understand how bikes would navigate the roundabout at Teri, web after looking at the open house boards. Other roundabouts at major intersections, such as 51st at I-35, have not been well-implemented regarding bike safety so I'm concerned about that here too.												1
3179	I like the idea but wonder how traffic will be impacted. Could cause more congestion.				1							1	
3180	The proposal ignores the need to use all bridges (including the Longhorn Bridge) more effectively over the Colorado and thus does not connect Burleson/Todd Roads to the northern part of Pleasant Valley road that extends south from Oltorf. Its only a couple of blocks and would create another north south route into downtown Austin using Pleasant Valley Road and Seventh Sreet. Why ignore this low cost way to create another north south route into downtown Austin and relieve the strain in IH-35?				1								
3182	I understand the forces at play that want to maintain the vehicle lanes at intersections with major roads BUT if moving forward with the shared use path ramp ups at these intersections, please make sure they are marked well and that there is some sort of bulb out, leading bicycle signal, or some other treatment that allow people on bikes to get ahead of the right turning vehicles at the intersection, otherwise, all safety benefits are pretty much lost.	1											
3183	That area needs safe and separated bike lanes, not just paint and poles.	1											
3185	No connection in this plan between PVR from Todd Ln to the northern end of the street.				1								
3186	The bike lane protection should be more sturdy to actually protect bikes from any cars. Currently proposed protection is easily mowed by cars without any damage to the car	1											

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3187	Better protection for bike lane. Expect childrens to bike on this road because of the school and it being a major	1											
3188	Change the William Cannon sidewalk. Cars go really fast here and there is low visibility of walkers or runners.		1			1							
3189	some intersection could be designed better like the william cannon one and connected bike lane beyond ben white to get to downtown area from south east austin	1	1										
3193	I would like to see more bicycle signals at intersections.	1											
3194	Getting rid of two-lane driving altogether. The road signage could be designed so there are "pockets" of passing lanes, alternating on the right and left side of the road. In other words, when there are not turn-only lanes, there can be 3 lanes; 2 for traveling north and 1 for traveling south, then switch it so there are 2 lanes for traveling south and 1 for traveling north. The road space can be better utilized.				1								
3195	I would like to see major intersections signalized for bikes so that right and left turning cars do not cross the bike lane at high speeds or soon after the light changes.	1											
3205	Protected bike lanes means area where vehicles can't park. Too many cars delivery trucks blocking bike lanes today. City vehicles are especially prone to park in bike lanes	1											
3209	Nothing really, maybe make the delineators more than just flex posts?	1											
3211	Just make the bike lanes nice and not terrible like the ones on Oltorf	1											
3212	Please do not remove vehicle lanes to add bike lanes. We already have a traffic problem in the area. With so many houses being built in nearby areas, removing vehicle lanes just to add bike lanes would cause serious problems in the area. Please keep in mind that downtown is not very close and people in this area do not bike to work. How do you expect us to drop off and pick up kids from school? This is a family friendly neighborhood. The area is different from hipster neighborhood where single people spend a lot of money living in fancy condos and bike to work.				1								
3213	Bike lanes are very rarely used along Burleson from Ben White to Oltorf. Vehicle traffic is increasing in this area. Protected bike lanes will continue to increase traffic, especially near the two lane split at Burleson/Oltorf.	1			1								

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3214	This is not a safe neighborhood, increasing traffic with removal of slip lane, not widening lanes yet reducing size for bikes that folks will not use in an area that does not have connections to much public transit, shopping areas, and/jobs. Will increase traffic back up coming from E. McKinney Falls/ Wm. Cannon area since the turn right on S. Pleasant Valley lane will be backed more than regularly. Bike lane is only going to park at other side to Onion Creek Metro Park, what else? Staff doesn't live there - doesn't know the demographics does not look forward to decreased safety of a "protected bike lane" aka spray paint on roadway does not protect from a vehicle hitting your body.	1			1								
3216	Possible increased traffic				1								
3217	Everything to do with removing driving lanes and replacing them with bicycle lanes. No research was shown and no study was done for bicycle traffic, so zero case was made for removing traffic lanes and replacing them with bicycle lanes. Also, the proposals for crosswalks is a feeble attempt at addressing the issue at best.				1							1	
3221	Proposed solution at William Cannon and Pleasant Valley is lazy and dangerous. The protected bike lane needs to continue through the intersection, not be routed onto the sidewalk until a SUP can be built. Intersections are the biggest source of accidents of conflicts, why prioritize cars here when we know it will be more dangerous?		1										
3222	Reconfiguration of two travel lanes into one travel lane just for bikes. That would greatly increase vehicle traffic congestion. New bicycle facilities under E Ben White Boulevard at Burleson Road. Removing parking to extend protected bicycle lanes on select sections of Burleson Road.	1			1								
3223	Traffic				1								
3227	not happening fast enough												1
3230	I only wish they would extend further north past Lady Bird Lake, as crossing the water on Pleasant Valley currently requires bikers to slow down and take up the narrow sidewalk on that bridge.	1											
3231	The adding of bike lanes and removing a vehicle lane. We need MORE lanes for cars. not less. We need more parking NOT less.	1			1								
3233	It needs lower speed limits.					1							
3238	Everything, the city doesn't make good decisions when it comes to road planning, they installed bike lanes on Wm Cannon a few years back & I have yet to see any bikes using it.	1											

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3240	The proposed changes to close or convert Nuckols Crossing to one way will disrupt traffic significantly going to and from South Pleasant Valley Rd. to Nuckols Crossing. I use this road almost everyday and object to these changes. There is no justification to make such an extreme change to these roadways in a high traffic neighborhood.		1										
3241	Bike lanes	1											
3242	Bikes don't pay insurance registration												1
3243	Bike lanes that are preven useless. The bike lanes installed at ponciana and especially jacaranda, where cars park and it reduces two way traffic to one lane, are not used. Now you have restricted vehicle traffic for no reason. First do some research on how often the bike lanes are used specifically in that area of south Austin.	1			1								
3244	Removing lanes slows traffic and increases congestion ( personal observation on roads that have been modified similar to your proposal). Roundabouts are very hazardous due to aggressive drivers failing to yield. Reduced parking creates congestion in residential streets.	1	1		1								
3246	All of it. There is already too much traffic and taking lanes away makes no sense. We are continually growing and needing MORE lanes/roads for the added cars, not less.				1								
3247	This is the only north/south road from Hwy 71 and William Canyon between I 35 and McKinney. During 3:00-6:30 pm the traffic is terrible. Cars are coming from Hwy 71 going both ways on WC. I understand you want room for bicycles but there was no plan many years ago for that. South Pleasant Valley/William Cannon is over crowded because of the new housing development in South/East Austin.				1							1	
3248	everything... why are you not creating more roads with this growth within city limits? you are ruining this city				1								
3249	More protected bike lanes please!	1											
3251	There's rarely any bikers in that area an alot of increasing vehicular traffic, reducing to 1 lane will only add traffic	1			1								



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3252	Reduction of pleasant valley to one lane from Nichols Crossing to William Canon is concerning, as this whole portion of pleasant valley is already backed up at evening rush hour with the two lanes. I see no elongation of the left turn lane onto William canon eastbound, which is also backed up I also see no improvement to capacity for cars along Burleson and Todd lane as they approach Ben white. There are long backups of cars each morning now because the road is only one lane now. The lanes and lights at this intersection need to be revisited. The light for southbound burleson to turn left onto Ben white is very short and only allows 2 cars through. The problem is exasperated by vehicles in the rightmost turn lane stopping so they can merge into the one lane going straight onto Todd lane		1		1								
3253	Everything											1	
3254	We need more lanes to drive in, not less				1								
3255	Taking away a lane will cause more congestion especially during high traffic times. The traffic to turn on east bound William Cannon backs up to the light at knuckles crossing quite often. There is no bus stops past blue meadow on William Cannon either. The homes that are off pleasant valley and William Cannon don't need a bike lane. It's too dangerous with the amount of traffic now in the area to ride a bike.	1	1		1							1	
3257	they could include some speed management tactics					1							
3258	REDUCTION TO 1 LANE! Are you serious?				1								
3259	I dislike that continuing pleasant valley to connect to slaughter would mean developing in a beautiful wooded park area along onion creek.				1								
3261	Not enough protection for bike lane. We need strong barrier against fast cars Remove slip lane near Wm. Cannon. Cars are very fast there. Pedestrian are invisible and it is dangerous for all	1	1			1							
3262	Wm. Cannon Intersection is risky and cars are very fast here. Risky for me as a walker or biker. Had too many close call here. Slow the cars down at this juncture		1			1							
3263	Not strong enough barrier for bikes. Also Wm. Cannon Intersection is risky for peds. I don't see good improvement in this plan to slow down cars. It is very dangerous here for peds and bikers	1	1			1							
3264	Wm. Cannon Intersection changes could be better. Cars go very fast there on slip lanes. No respect for peds.		1			1							
3266	I do not care for the proposed changes because the changes will decrease car lanes for an already congested majority car driven area.				1							1	
3267	changing to one line will create more traffic. I don't see bicycle riders in huge numbers to justify this proposed change	1			1								
3268	Not enough people to justify the changes, most people drive	1											

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3269	It will destroy what is a perfect, alternative commute from William Cannon to nearby businesses and Riverside Dr., which is needed with the impending "Domain" project.				1								
3270	All of it											1	
3279	Closing one full lane to traffic that is already too congested. We need more lanes, not fewer.				1								
3280	I need it to go all the way across the river. I think I saw something about a bridge, that might be a different project, but if this links with that I like it.	1											
3282	some intersection improvement are not enough. Cars are speeding very much at Wm. Cannon, Stassney. Need to improve those to slow down cars.		1			1							
3284	The construction required												1
3285	I still think that overall, we really need to focus on improving public transportation throughout the entire city of Austin, from north south east and west. For example, the current Metro Rail that we have is a great idea but it only runs from Leander to downtown and runs at incredibly strange hours. What if we had a more efficient Metro Rail system that operated across the entire Austin city limits. That way, no area of town gets left out and people don't have to solely rely on cars. If we really wanted to, we could even convert all of Lamar Boulevard into an above ground train system and all of the shops, apartments, etc. would be able to remain where they are because there would be enough in-between for platforms.									1			
3286	The design of the protected bike lanes is SEVERELY deficient, because it does not physically separate the bike lane from the vehicle lane. You are probably thinking: "but wait, we have white sticks in the air and markings on the ground". Sorry - THESE ARE TOTALLY INSUFFICIENT as a physical barrier. I cycle daily, and I constantly see cars and trucks just blow over those white sticks, plus delivery and service trucks park in the bike...because they can. This is only getting worse as consumers move towards e-purchase and home delivery for nearly everything. YOU NEED TO REDESIGN these protections so that they at least are equal to those along the LAB on 3rd street (downtown) or along Berkman in Mueller. At at minimum, an 8 inch high and 3 foot wide concrete barrier needs to separate the bike lanes from the vehicle lanes. Thank you for understanding the importance of this change...it will save multiple lives and injury.	11											
3287	Not clear how parking will be situated relative to bike lanes on Burleson and whether dangerous situations could arise from opening doors/cars backing out of driveways												1

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3292	I dislike the proposed change to close slip lane onto Nuckols (design 2). Possibly close only to cars and keep for cyclists/pedestrians. Or keep with a shared-use sign. design 4 shows no improvement to safety going west on Teri Rd. People that live in the apartment buildings walk/bike on this road. The narrowness of the road makes the shared use dangerous especially since there are no signs for cars to slow down or share the road. Suggest at a minimum signage on the road display that it is a shared use path.	1	1										
3293	Not sure but can automotive speeds be reduced. Also it's not clear but are the protected bike lanes protected by more than bollards? Bollards aren't enough if so.	1				1							
3294	Cutting out a lane is going to negatively impact the flow of traffic.				1								
3295	Loss of passenger traffic lane and loss of exit to Nuchol's crossing		1		1								
3297	I like the roundabout at Terri rd and Pleasant Valley but considering that the city will take time to educate students crossing to go to Kipp Austin and to Rodriguez Elementary. Students are a priority and we need to be conscious of that.		1										
3298	Automobile speeds will probably be too high still					1							
3299	It's shown that the safest and most used facilities are separated with grade separation and at least a buffer or flipped/ removed parking, especially not just with paint or with sharrows. See Streetsblog	1											
3309	I'd like to see the protected lanes go all the way down Burleson to McKinney Falls Parkway. The bike lane on Burleson between Todd and McKinney Falls is pretty sketchy.	1											
3310	"I want protected bike lanes and pedestrian improvements on pleasant valley with better bike lane protection than plastic posts".	1											
3311	Reducing vehicle travel lanes has a potential for alienating motorists. And I'm inclined to improve safety of more-traveled, close-in roads before distant suburban sections, but I'm certainly in favor of the Burleson improvements.				1							1	
3312	Uncertain of benefits to traffic effects of closing slip lane to Nuckol's Crossing.												1
3313	It doesnt go out to the airport	1											
3315	don't have enough detail. My most urgent concern is to have Burleson onto Oltorf lanes be directionally exclusive; the right lane should be right turn only. As it now stands, cars can turn left from the right lane, thus holding up a long line that could move and turn instead of sitting and idling		1										1
3318	A: not certain about the connectivity.	1											

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3322	Intersection changes at Ben White and Wm. Cannon. We need to remove any slip lane. Smart right turns will not do any good for peds/bikers. Such baby steps will not take us to Vision Zero.		11											
3325	I've heard that the city may be backing off some of the pedestrian/cycling safety changes.													1
3327	Does not seem as though there is enough bike activity to warrant full bike lanes. Should primarily focus on public transit ammenities, pedestrian infrustructure, audible pedestrian signs and shared use sidewalks.	1									1			
3329	I dislike that the "rest" of Burleson Rd. is not included in the scope of work - they have lots of new construction, lots of opportunity for new sidewalks where none exist and fuller protections for people on bikes.		1											
3331	There is no assurance that the physical barrier will be adequate. Flexi-posts and turtles/buttons are not enough on this corridor.	1												
3332	Making S Pleasant Valley one lane each way is a bad idea....from Teri Rd to Wm Cannon is heavily traveled during commute times					1								
3334	still car dominated!					1								
3337	This proposal is not viable. There is not a need for bike lanes on south pleasant valley. Instead, there is a need for more vehicle lanes in both directions the improvements to Todd lane between St Elmo and 71 have been a failure. I drive that stretch frequently and in four years I have seen fewer than 4? Cyclists in the bike lanes. This is not an exaggeration. Please consider Our residents and do not pander to special interest groups advocating for bike lanes that we no not need or want and nobody uses. We need to end user the steady flow of vehicle and bus traffic as a first priority.	1				1								
3338	Not Long enough	1												
3339	Please pay more attention to your "all ages and abilities" treatments, and opt for true protection of these cyclists. Please do consider the young child biking with their parents or new rider. Also please improve sidewalks along the route.	1								1				
3340	expand the bike lanes further north to the river	1												
3341	Not enough improvements to bike and pedestrian facilities.	1								1				
3343	Todd Lane isn't increased to 5 vehicle lanes. Roundabouts are one lane only rather than two, which would make it safer for vehicles making a left turn. Pleasant Valley Road isn't continuous to the river. Bus stops: hopefully, they are outside of traffic lanes!			1		11					1			
3347	Everything												1	

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3350	Everything. I drive pleasant valley daily to get to work, and the idea of it being reduced to a single lane is very scary. South Austin is only continuing to grow and the majority of residents will NEED to drive pleasant valley, not bike. I understand the desire to improve safety and encourage residents to be more “green”, but this area cannot and will never be able to rely on biking for transportation. We need lanes for cars, NOT bikes.	1			1							1	
3355	It will very likely destroy part of the Country Club Creek Trail and Information kiosk.				1								
3357	Reduced car lanes.				1								
3358	Please don't have shared use paths - we should try to minimize conflicts between pedestrians and bicyclists as much as possible.	1											
3360	I feel it is good to keep the bike lane.	1											
3361	If anything, we need more vehicle lanes in the area. Don't take vehicle lanes. I am a huge supporter of multimodal transportation but not this idea on pleasent valley				1								
3363	The stretch that I walk daily (Burleson Road) desperately needs pedestrian crossings, the existing ones cannot be seen by traffic. The new crossing at Country Club Trail is great, this plan needs to add at least 2 more to Burleson alone. The turn at Nuckols Crossing is really hard to do, that turn radius needs to increase into that green space or there will be lots of accidents there.		1										
3366	Could be longer? :)	1											
3370	I'd like to see some better protection for the bike lanes -- e.g. something concrete like curbs, or better yet, something with greenery like planters or planted medians.	1											
3371	Need more transit options									1			
3374	I may have just missed it, but I would love to know exactly what kind of barriers will be used to create the protected bike lanes -- plastic bollards, something more substantial? I appreciate moving in the direction of protection, but I've also seen drivers run down bollards even under clear conditions. But even bollards are a step in the right direction.	1											
3377	Traffic along this corridor travels very fast for the comfort of someone on a bicycle. It would be an improvement to see traffic calming measures being taken so that bicyclists feel safe even when they are vulnerable to traffic, such as in intersections or when traffic is turning into a curb cut.	1				1							
3378	This project feels disconnect from other quality bike lanes.	1											
3379	I think the changes are good. I'd like to see William Cannon be safe for biking as well.	1										1	

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3380	Please do not reduce driving lanes!! Pleasant Valley at Wm. Cannon needs two left turn lanes heading east into Wm. Cannon. Please		1			1								
3381	I'm not sure what exactly it means by new bike facilities under Ben White at Burleson, but if it is referring to bike racks/storage facilities I'm not sure that I would feel comfortable leaving my bike in that area.													1
3385	It does not say how many pedestrian crossings. Several of these were placed in our neighborhood, and cars don't really pay attention to these, I find them dangerous.		1											
3386	I want to see more fully protected paths linking suburban neighborhoods like on slaughter all the way to the hike and bike trail circle and linking Govalle park trails and all the way down to the veloway safely		1											
3387	The intersection changes are not wnough. Intersection at Ben White and at Wm. Cannon with S. Pleasant Valley road need to remove slip lanes where car go at very fast speed. Also bike lane merges with car lane at Ben white. It is very dangerous. No slip lanes at those junction.	1	1											
3390	Time.													1
3394	The lack of connection with other bike lanes/trails, but I assume it will come in other phases of the project.	1												
3397	It does not address cyclist that want to use S Pleasant Valley to cross over Town Lake	1												
3401	Unclear whether they're 100% committed to protected bike lanes. Critical transportation infrastructure, for mobility as well as for safety and emissions reduction	1	1											
3407	they never clean the bike lane when they add barriers			1										
3411	loosing car traffic lanes.					1								
3417	Only that they're not done yet.													1
3418	Loosing car lanes					1								
3421	It's a long way.													1
3427	They've not been implemented yet.													1
3431	Not enough coverage		1											
3432	They should be extended further each direction	1												
3433	I wish it was already in place.													1
3434	the wait time													1
3436	Need to do more to make cars travel slower and more safely. Narrow ALL existing vehicular lanes to 10' or 11' maximum. Lower speed limits which has been shown to help also reduce travel speeds.						1							
3437	Time. We need it now.													1

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3438	I do NOT like the shared use paths that are to the right of right-turn lanes. To be safe, these will NEED No Right turns on red, and a lead time for cyclists going straight. BUT, I think this is a bad design because it puts straight going cyclists in danger of right hook crashes.	1											
3448	the possibility the needed changes won't get done.												1
3451	Mixed use bike and pedestrian path at intersections. These tend to be glorified sidewalks that cross multiple business driveways putting cyclists at risk of being hit by cars entering and exiting these businesses because they do not expect fast moving traffic on the sidewalk. See goes for intersections. Cars fail to check the sidewalk before turning through a cross walk. If this is anything like the design at Menchaca and Slaughter I think it is a bad idea and a safety risk.	1											
3453	Bikes are still not protected enough at key intersections, including the big rotary. It's not OK to have protected lanes most of the way and then dump cyclists into traffic	1											
3467	would like to see more protection for the bike lanes - more permanent curbs would be better	1											
3471	The adjustment will take time and getting used to												1
3473	Nothing - this is a great step. Even when I'm driving, I'm happy to see bike lanes.											1	
3476	to many cars				1								
3483	Shared use path at intersections.	1											
3485	-keeping car lanes at intersections. -Disallow right on red, eliminate all right turn only lanes; raised crosswalks at intersections, reduce the turning radii to slow turning traffic	1	1										
3488	Can't get done fast enough.												1
3493	I would also like to see dedicated cycling connections between Burleson Rd. north of Ben White and Burleson Rd. south of Ben White. Since Burleson Rd. is offset on either side of Ben White, navigating this intersection on a bike is difficult and dangerous. (This may be in the proposed plan and I'm not reading it correctly.)	1											
3495	Not sure if there will be any impact on genera traffic flow. If bike lanes allow space for people to pull into them to park - the driver will do it which causes more dangerous obstacles for bikers	1											
3498	It's not done yet												1
3502	Proposed pedestrian crossings are stupid and dangerous for all traffic.		1										
3504	wish south pleasant valley connected to north of ben white pleasant valley.				1								
3505	I wish there was more physical separation between bikes and cars (but I know that is really expensive/difficult).	1											
3507	The protected bike lengths should be the whole length of the road	1											



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3512	I'd have to study them in more detail. But other"protected" bike lane projects have left much to be desired. Bike lanes should be one way, should not stop and start or merge onto sidewalls, should have their own traffic signals, and shouldn't be blocked by parked cars or prone to dooring or right hooks.	1	1																
3513	Protected bicycle lanes are often really difficult to enter / exit for turns unless at an intersection.		1																
3514	Keep the bike lane		1																
3523	My main focus is on bike safety and so I am keyed on that. I think separated bike lanes are the key to safety and I would not like any plan that omits them	1																	
3524	I am concerned that the mixed use paths may make both pedestrians and cyclists (as well as those using other personal mobility devices) less safe. Protected bike lanes, with separated side walks are a much better choice.		1																
3525	It will increase friction between bicyclists and motorists at some of the reformatted intersections, which will be more awkward for motorists to navigate while turning.		1																
3528	Another round about at Teri and pleasant valley is a horrible idea. This needs to be changed to a street light like a normal intersection. In addition the round about at st Elmo and pleasant valley needs to be removed and turned into a light as traffic backs up all the way to 71 currently.			1	1														
3529	Do not like turns where the cycle has to ride between powered vehicles		1																
3530	Not sure right turn slip lanes will be eliminated and if not this will create an even greater hazard.				1														
3534	City can't change its mind , already said would put in protected bike lanes in Stasney area																	1	
3535	That there aren't more protected Bike Lanes.		1																
3537	We want more lighting																	1	
3542	Just traffic delays while construction happens					1												1	
3543	What's not to like? I love separate, protected bike lanes that allow folks to use their bikes every day for transportion safely if they wish	1																	
3544	Somewhat reduced auto traffic flow					1													
3546	The lanes need physical barriers		1																
3549	Want the bikes lanes to have physical barrier between traffic and not just cone things.		1																
3552	it doesn't protect bicyclist well enough		1																
3553	Needs to connect to more bike lanes.		1																
3554	Does not provided true physical barrier, such as curbing, median strip, or walls, to protect cyclists from automobile traffic injury and death.		1																



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3557	change for drivers who possibly are distracted	1											
3560	I support all proposed changes. While I dislike the intersections where shared-use paths are incorporated, I realize the need to maintain turn lanes and road width in these areas.	1											
3563	I don't like roundabouts		1										
3566	I wish it went further north.	1											
3568	We want to have more driving lanes.				1								
3570	Not clear if protection/buffering is permanent physical or just plastic buttons or posts that you can drive over. We need hard physical barriers!	1											
3571	still to much car traffic				1								
3575	Not building protected bike lanes.	1											
3576	We need more lanes not less lanes				1								
3577	I think that automobile traffic should have less accessibility to pleasant valley. Cars should have to take ben white and not be able to access pleasant valley at all. Unless they live there. Pleasant valley should not be an option to bypass the highway.				1								
3580	I want high quality protection, better than soft hit posts. I want safe protected intersections.	1											
3582	I hope more street trees or shade structures will be added, possibly as part of the bike lane protection.										1		
3583	Protected bike lanes are essential to ensure the safety of current cyclists and encourage new riders.	1											
3584	Intersection is difficult to figure out without buy-in from riders & drivers		1										
3585	The intersections. They do not reduce turn speed, help make cyclists visible or give bikes the right of way so far as I can see. Reminiscent of the island on the north side of Riverside at 35, right turn to head north. 95% of the motorists simply disregard anyone on the island, cyclists moreso than peds.	1	1			1							
3587	unsure about what will happen around bus stops, will the bike lane be protected there	1											
3589	Roundabouts are great for slowing down traffic but they seem to add extra complexity for cyclists	1	1										
3592	It is not clear that enough is being done to slow traffic down - the design of the road should be 30 mph - I am not sure that is the case here. There needs to be improved bicycle infrastructure east-west along Ben White at Burleson. The crossing of the eastbound frontage road sidewalk at Burleson (next to the McDonalds) is very dangerous with turning traffic not yielding to bicycles and pedestrians going straight on the sidewalk - there is never a safe time to cross this intersection.	1				1							

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3595	Its beyond the project scope, but I would like to understand the connectivity with Oltorf	1												
3597	I do not know a lot of details, only that they are protected lanes, which I love. Something that is important is that they remain protected lanes throughout and the project is viewed in a pedestrian/commuter centric way. People shouldn't be put at risk for the convenience of cars.	1	1											
3598	People use the bike lanes as right turn lanes and that's a frequent biking safety concern. I can't tell how the legality of that would be signposted or how those bike-car interaction zones would be marked clearly.	1												
3600	Closing slip lane at South Pleasant Valley Road and Nuckols Crossing Road		1											
3602	need more protection for people outside of cars	1												
3603	Not enough done to limit car speeds at major intersections like the Wm. Cannon and Ben White one where cars move dangerously fast to take right turn and creating hostile environment for peds/bikers. People will Not change their transportation from cars to transit if such half baked changes are done at the intersection and preference is always given to cars.	1	1				1							
3605	It needs to support wheelchairs and disabled users.													1
3610	The intersection design at Wm. Cannon and Ben White. This design doesn't align with overall goals of this project. The crosswalk at these major intersections still has slip lanes where cars can move fast. Some minor extension of sidewalk will not slow down cars. Cars will get used to the width of the road and still go fast. We need major improvement for truly encourage peds/bike/transit commutes. The design where bike lane crossed car lane at ben white is dangerous. It again doesn't align with overall project goal of reducing crashes. Give a safe and sound environment for bikers/peds. If I constantly have to check for cars I will not use any other mode of transport than car. Same at Wm. Cannon, we need to redesign the intersection completely and not any minor design changes. It is high time we do that.		1				1							
3611	Using shared use paths at intersections slows my roll. I prefer continuous bike lanes, bit if there is not enough room, who am I to complain?	1												
3612	I'm not sure how good it will be for motorists.					1								
3613	Flex posts, if that's what you're considering. I've seen many get run over by cars and trucks. They're better than nothing, of course, but I much prefer concrete protection.	1												
3621	I hope there will be bicycle stop lights that turn green prior to the car stop lights.	1												

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3627	That it hasn't happened sooner												1
3629	Ideally there would also be protected areas for cyclists at lights (designated areas for cyclists to wait at the light in front of cars), bicycle/pedestrian lights that turn ahead of car traffic	1											
3630	I'm concerned about the safety to both bicycle riders and residents should bike lanes fail to be built												1
3631	Reducing number of road lanes				1								
3636	I wish it went north of Oltoft	1											
3638	I wish the dedicated bike lanes would have a physical barrier (i.e. curb) instead of the plastic posts. Also I have noticed that pedestrian crossings that DO NOT HAVE SPEED BUMPS are not observed by cars/trucks as well as ones that have speed bumps. The East Link trail system is a prime example of this. Look at the ped crossing there and notice traffic rarely slows down and I personally have witnessed near collisions with bikes/cars.	1				1							
3639	Not being bold enough and forcing cyclists and pedestrians into "shared used paths" at intersections in order to make room for more cars.	1											
3642	Personally I would rather see it extend north from Burleson/Montopolis up through Grove Blvd so that it is connected to Roy G., but this is still a massive improvement regardless	1											
3643	It doesn't go far enough to make the large intersections pedestrian friendly. a little public use space set back and open to vendors, and raising the crosswalks to match sidewalks would be a huge improvement.		1						1				
3644	Nothing stands out as bad specifically Strongly support improved pedestrian/cycling infrastructure								1			1	
3646	It's not built already so I can use them now												1
3647	does not encompass enough to improve existing and limited cycling infrastructure within the city	1											
3653	Doesn't extend further north	1											
3654	want more.	1											
3655	The intersection design at Ben White and Wm. Cannon. Cars go very fast. As a pedestrian it is very dangerous. I am not visible to car drivers. And will have to wait at island. Not the minimum crossing distance. Against the goal of the project		1			1							
3656	It doesn't already exist												1
3659	Construction on a very busy street will suck, but positive change is way more important.												1
3660	It's not more.	1											

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3661	Nothing really. I wonder how with increased development around McKinney falls and Wm. cannon this will affect cars				1								
3662	Wish there were more bike lanes added on the neighboring streets.	1											
3663	I'd prefer we didn't have mixed-use/shared lanes, but they seem unavoidable in this instance.	1											
3664	I'm all for protected bike lanes, but those plastic bollards...they're better than nothing of course, but we could do better bicycle riders to feel safe. A proper poured concrete curb for separation is the best way for our children and grandparents to actually bike safely.	1											
3666	The intersection design does not go far attracting enough bikers or pedestrians using transit. We actually need to make them a priority in designs and not just be halfhearted about it. We will not see equality of all mode share 50:50 city's goal with half baked designs.	1											
3667	The design at William Cannon for pedestrian is very dangerous. No way cars will slow down with such mediocre design. The smart rights will eventually make drivers habituated and will still go fast. It is like interstate highway there the speed of cars. How can u expect people to use transit when the design is so poor. Pedestrian are not visible long crosswalk, islands. I wouldn't not use it as a pedestrian. The right turning cars just go freely there. 6 lane highway and islands. It is dangerous for any bikers, pedestrians, transit riders. The smart right design at Wm cannon does not go with the actually goals of the project. We need to have much better design. Even at Ben white.		1			1 1							
3670	Lots of valuable space to serve very few	1			1								
3671	I wish the configuration at intersections allow for more green paint to bring awareness to cyclists. And bike signal inclusion.	1											
3672	I dislike that parking is maintained along sections of the proposed route. Allowing parking to stay increases the chances of cyclist being hit but outgoing and ingoing cars as they are not paying attention or looking for cyclist, especially when parking.	1											
3677	One additional improvement, perbgbaps in a later phase, would be to create an official bike/ped entrance into the Williamson Creek Greenbelt directly off of So Pleasant Valley near the Williamson Creek Bridge crossing between Stassney and William Cannon.	1											
3680	More bike safety and bike friendly needed to keep cyclists alive and in this city	1											
3685	Could be even more bike lanes	1											
3686	Possible construction disruptions in the meantime												1
3689	Not enough for cyclists (though it's a start!), and the ped bridge on Pleasant Valley will be welcome	1											

What did you dislike about the project?		Bicycle infrastructure	Crossings or intersections	Maintenance	Motor vehicle access or circulation	Motor vehicle speeds	On-street parking	Safety	Sidewalk or other pedestrian infrastructure	Transit	Environment	General	Other
Respondent ID	Response	Like Concern Request to Improve Outside project scope	Like Concern Request to Improve Outside project scope	Like Concern Request to Improve Outside project scope	Like Concern Request to Improve Outside project scope	Like Concern Request to Improve Outside project scope	Like Concern Request to Improve Outside project scope	Like Concern Request to Improve Outside project scope	Like Concern Request to Improve Outside project scope	Like Concern Request to Improve Outside project scope	Like Concern Request to Improve Outside project scope	Like Concern	Like Concern Request to Improve Outside project scope
3690	Intersection design is baby steps towards multi modal transportation. We need to get rid of slip lane We need better bike lane design so that it doesn't cross with car lane at intersection. Also we need better protection for bike lane. Shorter cross walk for peds at Wm. Cannon and Even at Ben white. The design looks mediocre there for bikers and pedestrian and people using transit.	1	1										
3691	The William Cannon junction with smart right turns and raised turn will not be sufficient to slow down cars there. People drive there as if its I-35. And it is almost unusable for pedestrian/biker/ bus riders. We need to improve the design and make cars strictly turn right at right angle. So that they will slow down. There are many designs to accommodate bike lane and car lane like this. The proposed smart right is very basic improvement and will not help much for all modes of transportation users. The cross walk distance at the intersection is horrible for peds. Almost no visibility because of slope and speeding cars. We can definitely do much better at William Cannon and at other intersection with 71 as well. Bike lane should not merge with car lane at such intersection. They create risky environment for all.	1	1										
3697	These changes are not going far enough to actually be a sustainable mode of transport as bus or bike or even walk at some level. It is good progress but as a pedestrian or biker I will need better protection for bike lane and also improved lane at the intersection. Bike lane at ben white merges with car lane. That is very risky and should be a straight lane throughout for bikers. How can you expect adults with kids to use such risky lanes. They will not use it. It looks very half-hearted design. We need to make cars turn only at right angle with the signal on eliminate slip lane and make a fully protected bike lane there throughout the intersection. Intersections are the heart of bike network. If we dont design intersections well, it will not attract people to use any other infrastructure. Same at William Cannon, we need to focus on pedestrian safety and their crossing distance rather than keeping them waiting at signal, and at island again and again.	1	1										

Do you have additional comments?		Bicycle infrastructure				Crossings or intersections				Maintenance				Motor vehicle access or circulation				Motor vehicle speeds				On-street parking				Safety				Sidewalk or other pedestrian infrastructure				Transit				Environment				General		Other										
		Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope	Like	Concern	Request to Improve	Outside project scope																	
Respondent ID	Response	Total comments:				79	13	35	27	1	1	13	0	0	1	1	0	0	8	18	5	2	2	1	6	0	0	0	0	0	9	0	0	0	1	0	7	0	0	0	1	0	1	7	9	0	2	0	15	12	5	1	17	0
3165	Let’s get this done. I'd live to have rigid barriers and center lane on burleson as people pass in thr bike lane and oncoming traffic. I guess we'll see if these barriers are enough to calm it.	1												1																																								
3170	I'm all for increasing bike lanes in Austin, but, you just have to take a look at the demographics, and how often bikers actually use our neighborhood. I moved to south austin because it was the last place in the city that wasn’t super congested, and my commutes to work are a blessing compared to most of my peers. It’s a neighborhood full of rich culture, and a predominatley hispanic latino one. One full of blue-collar workers, many who hop in their work trucks to travel several miles to get to their destinations every single day. As a millennial Latina myself, I just would really hate to see this become an issue for many of my neighbors. The traffic trying to get home would become a nightmare. Less time would be spent with their families, more time preparing to make the long journey to work each day. This is why I oppose this plan. I want to keep this strip as is.	1												1																								1																
3172	Please put taller barriers on protected bike Lanes. Ubers and parked cars can open their doors into the bike lane, which almost completely negates their usefulness	1 1																																																				
3177	Please keep improving South Austin’s walk and bike infrastructure! These changes, along with the William Cannon, and Stassney improvements and proposed conversion of railway to mixed-use path are big steps fowards.	1																																																				
3180	Yes, its outside your responsibilities but please argue for making more efficient use of the Longhorn Bridge as a north south route into downtown Austin from Southeast Austin. Its so obvious that I wonder why it has not been proposed?	1												1																																								
3182	If carried forward as proposed, this has the potential to be a truly wonderful north/south bike route that is so sorely needed. Thank you!	1																																				1																
3184	4.5 miles of improvements! Think of all the cyclists and pedestrians who will benefit!	1																																																				
3186	Please improve the S. pleasant valley rd and William Cannon Intersection. Risky for any pedestrian.					1																																																
3187	Better protection for bike lane. Expect childrens to bike on this road because of the school and it being a major north South coridoor. Please improve protection for bike lane that I cannot just get away with if I hit it with my car. The cyclist might risk his or her life. Also have good sidewalks for the entire stretch. Specially at the William Cannon Intersection.	1				1																								1																								

Do you have additional comments?		Bicycle infrastructure	Crossings or intersections	Maintenance	Motor vehicle access or circulation	Motor vehicle speeds	On-street parking	Safety	Sidewalk or other pedestrian infrastructure	Transit	Environment	General	Other
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3188	I like the overall direction in which city is going. But we really need to do more for pedestrian and bike infrastructure and stop prioritizing cars and even change some infrastructure drastically that encourages cars to go faster.	1				1			1				
3189	I love the proposed changes. If we can get them done in time it would be great and move to bigger and better changes for multi modal transportation.												1
3190	Better lighting along these routes for night riding would be great too.												1
3192	Thanks for helping make Austin more pedestrian and bike-friendly. We are making the city more sustainable!										1		
3199	Thank you for accommodating cycling.											1	
3202	Lots of educational signage for motorists and cyclists												1
3204	No thank you											1	
3205	Reduce congestion. Get people outta single rider vehicles. Extend train from downtown to airport				1					1			
3209	Keep up the good work. We need safe facilities for all!							1					
3212	We need to drive to grocery stores to pick up food since there are no viable shopping establishments in the neighborhood. We do not bike to wholefoods to pick up a little bit of food for one person. We have family to feed. Please look at the demographics.	1			1								
3213	It is a great plan to get the community out of cars and into bikes, but overall most people will not give up their car for a bike. Increased bike lanes = increased and slower vehicle traffic.				1								
3214	Bad planning promoting activity that is not in line with the socio economic make up of the neighborhoods. Provide connections in the area to public transportation better, not safe neighborhoods. People aren't just going to take to biking because you reduced the road space and made it less safe.	1							1				
3217	The insistence of the city to force people to ride bicycles without doing a bicycle study in an area without destinations reachable by bicycles is irresponsible. The reduction of car traffic lanes in a suburban area that is growing in car traffic shows a level of contempt for the public by the County and City that borders on being authoritarian.	1			1								
3225	Please move forward with the physically protected bike lanes!	1											
3226	More protected bike lanes.	1											
3231	I really hope this is reviewed again before changes are made.											1	



Do you have additional comments?		Bicycle infrastructure	Crossings or intersections	Maintenance	Motor vehicle access or circulation	Motor vehicle speeds	On-street parking	Safety	Sidewalk or other pedestrian infrastructure	Transit	Environment	General	Other
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3232	We need more police present around the Pleasant Valley Rd and East Slaughter Lane... drag racing lately. Need traffic lights there. Also, need traffic lights at Quicksilver/Bluff Spring. Too many speeders on Bluff Spring. Enough people & pets getting killed since the new apartments builded on Bluff Spring! More street lights and speed bumps..				1	1							1
3237	Need to do away with bike lanes in east Austin which the bicyclists don't use. The streets in east Austin are not wide enough with the bike lanes and have increased the number of accidents for this part of town. You need to get people who have lived 15 to 20 years who really know what is needed	1											
3240	This proposal for such an extreme change to the current traffic pattern as described is detrimental to the mobility of neighborhood residents to travel safely and efficiently to their destinations. I do not believe that you have the correct data to back up this proposal.											1	
3241	Start really looking at the community. Seeing what the needs are, not what developers are throwing money at.											1	
3242	Make more lanes for CARS!				1								
3243	Bike lanes only make sense when they are used. Putting two lane bike highways on small two lane roads if very dangerous for vehicles and pedestrians.	1											
3244	Austin appears to discourage automobile use, yet does not consider that this pushes out those who need to use autos and trucks for business, and those who lack the the physical ability to use bicycles , or to walk a mile to the bus. Ideologically driven changes based on youth culture values are making the city inaccessible for older residents				1								
3245	more protected bike lanes for safety and increased mobility	1											
3246	Please reconsider this decision to take driving lanes away. There are not enough bike riders to make it make sense. Traffic is horrible here and getting worse as more building is done, and more people move here. Add more lanes, and add more roads to help us!	1			1								
3247	Please drive these roads during 3:00-6:30. Take notice how unsafe it would be for one person on a bicycle to the number of people traveling by car.				1								
3248	get it together austin. you're making austin unbearable to live in and i've been here 40+ years.											1	
3249	More protected bike lanes please!	1											



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3250	I would like to know how this plan was made. Did planners check traffic patterns in Pleasant Valley during rush hour? It is inconceivable to me that after seeing the amount of traffic, this was the best plan for mobility. Dove Springs, Springfield, McKinney Heights, Goodnight, Vista Point, and Easton Park will or already have more than 10,000 households and are 8 to 11 miles away from downtown. It is not realistic or feasible to think a sizeable number of these residents would bike to work. While we need bike lanes, removing a lane of traffic in an already congested road will not increase mobility.	1			1								
3252	This project only seems to benefit only bike riders by removing lanes from cars at points along the route that are already congested points at rush hour.				1								
3253	There is nothing close enough for biking. The bus routes are not feasible. We need more CAR lanes b				1								
3254	Please don't do it											1	
3255	I live off pleasant valley/Quicksilver and onion Creek area in a community. I travel daily on pleasant valley to work. I can't ride a bike due to disability and work downtown. Something that takes me 20 minutes to drive would take me an hour plus on the bus. No thank you. Besides the park off pleasant valley is never mowed and still has debris from flood. (Damaged trees, etc) it's not children friendly either.				1								
3258	The traffic is already insane with two existing lanes, why in the world do you want to reduce it to 1 lane just to have a bike lane. Do you all know how many people in this area commutes in car versus bikes? Is that how are taxes are working in this town? I'm really frustrated with city planning and your silly mobility plans. If you really consider input I'll tell you I'M super against it.				1								
3259	Please get more bike lanes throughout the area and please dont destroy the park to build more roads.	11			1								
3261	There is a school, library, and recreation center on this section and many kids, adults, seniors walk/bike on these roads to use these facilities. Currently the sidewalk and bike lane are almost unusable because of tall grass and just poor condition or non existent. The proposed changes seem good to me. I think there will be some adjustment for car lane but the travel time will not reduce. We need to share the roads with walkers/bikers. We have multiple lanes on all major roads. 6 lane both ways on Wm. Cannon and Slaughter. We need to be considerate of everyone.	1											

Do you have additional comments?		Bicycle infrastructure	Crossings or intersections	Maintenance	Motor vehicle access or circulation	Motor vehicle speeds	On-street parking	Safety	Sidewalk or other pedestrian infrastructure	Transit	Environment	General	Other
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3262	I understand that during peak hours Pleasant Valley backs up at Wm. Cannon and you might have to wait more than one signal cycle. But understand that these are not just a North-South corridor that we are passing through like the I 35 or 183. This section of PV is a neighborhood that we are passing where children walk/bike to schools, kids are playing with each other while waiting for the bus or their parents. Seniors are holding their grandkids finger and walking them home. People are walking to their neighborhood recreation center in the evening to freshen up after a hard days work. We would all want cars to slow down in our neighborhood for everyones safety. Same with PV.					1							
3263	This is a good neighborhood with schools, library, rec center. Treat it like one where cars are going slowly and kids, seniors, and adults can take a walk/jog. Enjoy cycling with their kids. Right now the roads are dangerous here with speeding cars, no good sidewalk and non existent bike lane.					1							
3268	I rarely see people walking, jogging or use their bikes	1											
3269	Don't do it.											1	
3270	Leave it alone and just fix the potholes			1								1	
3275	I am in favor of any changes that makes our streets safer while offering more mobility options besides motor vehicles, and this plan looks to do this.	1						1					
3276	Better map keys, please.												1
3285	I still think that overall, we really need to focus on improving public transportation throughout the entire city of Austin, from north south east and west. For example, the current Metro Rail that we have is a great idea but it only runs from Leander to downtown and runs at incredibly strange hours. What if we had a more efficient Metro Rail system that operated across the entire Austin city limits. That way, no area of town gets left out and people don't have to solely rely on cars. If we really wanted to, we could even convert all of Lamar Boulevard into an above ground train system and all of the shops, apartments, etc. would be able to remain where they are because there would be enough in-between for platforms.									1			
3286	See above comment on physical barriers. This is an extremely important defect that must be corrected.	1											
3287	Place public bike repair/maintenance tools, pumps along key bike corridors	1											
3290	Would feel much safer on my regular bicycle commute with these changes	1											

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3292	It is not clear at all where I can actually locate the plan on the S. Pleasant valley Rd Corridor website nor on the Austin Statagic Mobility website. Links should be made available to the plans from these sites in addition to this survey.																1
3294	This project doesn't reflect what the neighborhood needs.															1	
3296	South congress needs protected Lanes next!				1												
3298	Consider painting the bike lanes red for better safety!				1												
3299	Let's make this a safer, less polluted complete street and part of our safe network for cycling to build community and to raise property values in a struggling area. Street sweeping I needed annually or better on all bike routes to preserve safety from trash and glass, wet leaves. We should also replace and update bike routes signs to include maps and wayfinding. Thank you!				1										1		
3310	"I want protected bike lanes and pedestrian improvements on pleasant valley with better bike lane protection than plastic posts".	1			1												
3312	Consider changing traffic pattern on southbound Pleasant Valley at Ben White. Left lane turn to Ben White, center lane straight to Todd and right lane turn only. This intersection is a big unnecessary traffic jam. This change would allow more flow as most people are stuck on the far right lane with most going straight and some turning, making the center lane almost obsolete. Currently leads many to use center lane to go straight and cut off those on the far right lane that have the right of way.															1	
3313	Please make a protected route to the airport				1												
3315	Don't have enough info. A very expensive concrete walking trail was recently installed with no input from we who live next to it. It disrupted traffic on Burleson Rd., several vehicles have collided with the island inserted into the middle of Burleson Rd at a curve, so it just suddenly appears. Several months since, we see perhaps one or two people a week using it. Given the massive homeless problem we have, that was a lot of money that should have gone to an ongoing human crisis than to a fantasy that someday someone might want to hike on a concrete highway																1

Do you have additional comments?		Bicycle infrastructure	Crossings or intersections	Maintenance	Motor vehicle access or circulation	Motor vehicle speeds	On-street parking	Safety	Sidewalk or other pedestrian infrastructure	Transit	Environment	General	Other
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3322	My feedback is about the intersection of William Cannon and S. Pleasant Valley Rd and the intersection of Ben White and S. Pleasant Valley. I pass these junction multiple times every day by either walking, biking, driving, and sometimes taking the 333 Cap Metro bus. Intersections are where the majority of pedestrian, bike, and car accidents occur every day. And especially intersections like this one discourages many people from walking and biking on roads and potentially exposing them to accident. I myself had a very close call a few months ago when I was biking in the painted bike lane on this intersection and a truck swerved pass within less than one feet of me at at least 45 mph. If that truck was a few inches on right, I probably wouldn't be here writing this e-mail. That incident scared me from using bicycle again to commute on the deadly roads and it is rusting in my garage as I started using only my car to commute. The point is that this intersection is very dangerous with slip-lanes on all 4 sides and encouraging cars to not slow down while passing this junction. The slip lanes are really designed to sling shot cars making right turns at high speeds creating a severe safety risk for any pedestrians trying to walk through the corridor. They often increase speeds and create conflict and hostile environment between motorists and those walking or riding bikes deterring them from doing so. My suggestion would be to reduce crossing distance for pedestrians by REMOVING the slip lanes and extending sidewalk closer to travel lane and slightly elevating the pavement within the marked crosswalk so that when pedestrians cross they are easily visible to the motorists and everyone feels safer. Removing slip lanes would slow down the cars turning right and avert any accidents. Similar changes could be done on the S. Pleasant Valley and Ben White. If I am crossing this intersection on foot or bike today, I would first wait and make sure no car is coming on slip lane, then wait for pedestrian signal on the island	1	1			1							
3325	Thank you for making these changes throughout the city. More and more people are taking alternate transportation and safe options makes Austin a more attractive city.	1											
3327	Strong emphasis should be on pedestrian treatments including safe crossings and audible pedestrian signals. Shared use sidewalks are a plus.		1										1
3328	Need better connection to Pleasant Valley as it crosses the dam. Right now you have to ride on a dirt path.	1											
3329	Try to be clearer about what you're proposing and what you want to hear about. Thank you for inviting public input!												1
3330	Yes. Is anything planned for the area on E. Riverside between Grove Blvd and S. Pleasant Vally? The new mega apt/condo built up on the corner of Grove Blvd will dump hundreds of cars onto this area: how much better to have a bike lane to the businesses on Pleasant Vally set up beforehand.												1

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3331	The city should not cater to the view that people who bike and walk deserve to die. As in other projects, it is evident that people who oppose the changes would rather see people bicycling and walking either die or stay at home. This view should not influence the project.	1												
3332	Don't eliminate lanes, you'll create a bottle neck					1								
3334	Dedicated bus pullout zones!										1			
3336	I'd like to see even more bike protection and additional public transport throughout the city And infrastructures that don't only support car traffic	1	1								1			
3337	Please do my add bike lanes but make practical improvements for the benefit of residents and commuters. The Todd Lane bike lanes have not been and are not and possibly will never be used. This would be a huge waste of resources and would not benefit the neighborhood in any way.	1												
3339	Thank you for making Austin easier to get around for those without cars. We are a one-car car-lite household that also walks, bikes, and uses transit. We are all better off with better options!	1												
3340	Please make this a priority that reflects the will of the people as per the Bicycle Master Plan the COA has adopted. Thank you!												1	
3341	Just putting "No parking" signs along Todd Ln isn't going to prevent vehicles from parking in bike lanes. It doesn't work now in other parts of the city, and it's not about to start working there. We need more of the flexible bollards for protected bike lanes. At pedestrian crosswalks, there needs to be signs that motorists MUST YIELD to pedestrians.		1	1										
3350	Is this proposal a joke? It is honesty the most absurd proposal I've heard.												1	
3352	Just wanted to point out that most of the PDF files that are supposed to be linked In the support materials are broken links. :(													1
3353	I want protected bike lanes and pedestrian improvements with better bike lane protection than plastic posts	1	1							1				
3355	If you year up my trail and kiosk, please plan on replacing them. And limit on-street parking.		1	1										
3357	Increase shading and beautify the road along with this project. If there is a way to add the bicycle lane without removing car lanes, please do so. If this is not possible, move forward with project as proposed.					1						1		
3358	Do these changes follow Vision Zero principles?													1
3359	Thank you for addressing these safety and mobility concerns.	1							1					
3360	I feel it is good to keep the bike lane. However, if removing it can significantly improve the current traffic issue I won't feel bad either.	1				1								
3362	We want protected bike lanes!	1												
3365	Please add more protected bike lanes in S/SE Austin		1											

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3366	Do that more, in other roads too!	1										1	
3377	These are very good improvements but there are further infrastructure adjustments needed to make cyclists safe by calming motorized traffic.					1							
3380	Please add more driving lanes. With all the construction of homes and apartment complexes on the East side (Wm. Cannon/Slaughter/McKinney Falls Drive area) traffic and congestion is getting worse every day. Reducing driving lanes will only make that worse. Biking to work is a nice idea when you work down the street. But austin is so big, hardly anyone works near where they live.	1			1								
3382	Make Austin a safer place for cyclists / non-motorists to continue reducing congestion and dangerous roadway conditions!	1			1			1					
3384	Austin is about to hit a million souls. Many of them are young people who don't want cars and want to get around on a bike. Please think of the future of our community, not a few bellyaching truck drivers.	1											
3385	Thanks for making these proposed changes!											1	
3387	Cars donot stop while taking right turn with slip lane and this creates dangerous environment for peds/bikers. They just have to wait on island until car passes. Cars are not used to stopping there and they will not stop unless we make it righ at right angle only. That will make peds visible to car drivers and will be safe for all		1										
3394	Keep up with the great work! We need more mult-imodal transportation options!	1											
3396	Adding more protected bike lanes throughout Austin will help create alternative transportation options. As a cyclist, there are far too many routes I am too afraid to take since I am typically forced to share the road with motorists that are often driving distracted. When I am driving a car and see a cyclist, I typically cringe since more often than not, the road they are on is extremely dangerous for bikes.	1											
3398	Bike lanes will pay off and should definitely be included.	1											
3399	1. S Pleasant Valley Rd (SPV) is the most direct north-south bicycling route in south-east Austin. We CANNOT afford to lose this one. 2. Bicycling is the most affordable transportation option for many nearby low income residents. Protected bike lanes would be a win for equity. 3. The City said it would build protected bike lanes here. They must keep their promise on EVERY bike project.	1											1
3401	Thanks for taking public comment! Please keep sharing the overall goals for the projects - in this case, safety, mobility and cleaner air. That will help guide the public comments in the right direction.												1
3407	focus on separate bike paths, I hate riding next to cars	1											

Do you have additional comments?		Bicycle infrastructure			Crossings or intersections			Maintenance			Motor vehicle access or circulation			Motor vehicle speeds			On-street parking			Safety			Sidewalk or other pedestrian infrastructure			Transit			Environment			General			Other		
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3411	Thank you for adding PROTECTED bike lanes! After living in Denmark for 2 years I really see bicycles as the future of city transpiration for Austin.	1																																			
3412	We need more public transportation to places like the Domain.																										1										
3415	please push for the protected bike lane. It saves bikers and drivers lives and reduces traffic!	1								1										1																	
3419	This would be a huge step in the right direction for the city. Cycling east/west is so much easier and safer than cycling north/south (generally speaking) in this city.	1																																			
3421	Bike lanes are good for the city & its people.	1																																			
3422	I support all modes of transportation but we are still very far behind on safe bike infrastructure and need to catch up more quickly. A safe biking communities enhances quality of life.	1																															1				
3423	I support protected bike lanes on this important north-south route.	1																																			
3426	This city needs to do its diligence to support bike lanes in developing parts of town and encourage people to seek green forms of transit.	1																																			1
3432	Please keep making Austin a bike friendly city. I just bought an Electric bike and I really want to get out of my car and ride my bike for transportation. Many roads in this city are too scary to ride on. We need more bike lanes connecting the major routes.	1																																			
3433	Please make this happen - this will help with traffic and protect lots of people. Austin has tons of bikers and could stand to have a lot more.	1								1																											
3436	Incorporate protected but separated bike lane infrastructure across entire route.	1																																			
3438	I also like getting rid of all slip lanes. AND the No Parking in bike lanes MUST be enforced or the whole thing becomes a dangerous joke.		1			1																															1
3439	The larger/more lanes of traffic, the faster the average vehicle velocity and smaller reaction time when approaching/passing slower wheeled bikes, scooters, baby carriages, etc. Separated lanes, in lieu of paint stripes, help avoid sideswipes and collisions.	1		1																																	
3444	please add the bike lanes!	1																																			
3445	Need better bike options on Pleasant Valley over Town Lake bridge.				1																																
3447	More protected bike lanes				1																																



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3449	Southeast Austin seems to currently be the most underserved central area of town for ways to get around besides driving. We live at Stassney and Pleasant Valley, and feel basically trapped in our neighborhood if we don't drive our car. Not only are there no bike paths, there aren't good walking options, and the bus is pretty much nonexistent. Or if a bus route is plausible for a journey, it will take an hour to get just a handful of miles, like to downtown. We moved to this neighborhood a year ago and while I love it down here, my biggest complaint is first, lack of bikeways, and second, lack of busways.	1									1		1	1
3451	Please stop using shared bicycle-pedestrian facilities that essentially amount to a sidewalk with a bike painted on it if they cross business driveways and intersections. This isn't a safe compromise.	1												
3453	Think more like humans who aren't in vehicles, please. I realize you would say are, but please do some perspective-taking about what it's like to walk or bike along these roads.	1								1				
3461	Appreciate all efforts to create safer transportation options	1												
3462	keep adding more bike lanes around town, this will help drivers and cyclists and contribute towards Austin's 0 death goal	1												
3464	I strongly support a protected bike lane going as far as possible on these roads! I bike here all the time and a lane is so much safer	1												
3465	The more protected bike lanes we have here, the more people will be encouraged to ride, benefiting health, community, and well being in Austin.	1												
3470	So happy there are more proposed bike lanes & pedestrian infrastructure, especially in areas outside of the central core! We'll need every bit of this if we want to give people options to get around safely and comfortably other than by car. So thank you!	1								1				1
3473	I think it's crucial the city of Austin continue to fulfill its commitments to bike safety. Thank you.	1												
3476	less cars					1								
3477	Anything the city can do to improve safety for all is great								1					
3480	The city should add those little poles along the bike lane for safer separation from cars. I love that the city's gonna lengthen the pleasant valley bike lane from Oltorf! Next, we need one on East Riverside towards Austin Community College on Grove	1	1											
3484	Thank you for making Austin more bike and walk friendly. How will the local residents be addressed with this change? (As mindset to pedestrian rights seems to be the larger issue.)													1
3485	Vision Zero and the ASMP should drive the design, not input from automobilists wanting to maximize automobile speeds													1



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3488	The safer we can make the roads for cycling, the more potential cyclists will feel empowered to ride.	1											
3490	protected bike lanes make an enormous difference for cyclists of all ages and ability / comfort levels to get around our city without relying on a car (which reduces traffic, helps the environment, etc.)	1									1		
3494	Please build protected bike/walk lanes so it is safe to cycle!	1											
3496	I have seen a cyclist hit by cars out on this road. Protected lanes are needed.	1											
3499	Concrete sidewalks should feature minimal expansion joints and also be smooth finish rather than wire brush finish. These two details make usage by skateboards and scooters more efficient.								1				
3502	How about decent mass transit?									1			
3503	Please keep making upgrades like these across the city! Only a few short years from now, you'll realize how much demand there actually is for protected bike lanes city-wide.	1											
3505	Please take input from cyclists with more weight than those who won't be using these facilities. That is the primary community these will benefit. Costs to other stakeholders needs to be considered, but their concerns need to be considered in the larger context of improved transportation for non-car modes.												1
3507	Supporting cycling infrastructure is important in modernizing the cities roadways.	1											
3508	need more dedicated infrastructure for cyclist	1											
3510	Make sure the protected bike lanes have those plastic rods. They don't stop a car but they definitely make it clearer to cars that "hey, this is not a lane for cars to drive in".	1											
3517	Design must be careful to avoid merging bicycle traffic and vehicular traffic at intersections.	1											
3520	Thank you for working on these improvements, they will be good for the community	1											
3522	City Council approved funding for more than 4 miles of bike lanes on this road. Please make sure the project is implemented as planned.	1											
3523	Thanks for trying to make Austin safer for cyclists	1											
3524	I'm glad to see Austin investing in these kind of infrastructure projects. They make a big difference for pedestrians and cyclists, and make getting around the city much safer and easier.	1										1	
3525	I bicycle more of the time than I drive. Almost all of my commutes are by bike.	1											
3526	Protected bike lanes are optimal. And protected pedestrian crossings.	1	1										
3527	So glad to see these types of change happening.											1	

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3528	Start the fight for making pleasant valley go all the way thru instead of dying in between 71 and oltorf. This would alleviate so much traffic and allow for north/south travel without the pain of 35 or 183				1								
3529	Some of us ride 3-wheeled vehicles because we are older, less fit, more overweight, or otherwise. Extremely narrow lanes (less than 40" or so) do not allow us to fit within them.	1											
3532	Yes bikes!	1											
3533	We must make bicycling safer...more people will bicycle if we do!	1											
3534	I am all for BIKE improvements in our great city of Austin. I want changes that help cyclist & pedestrians., thanks !	1											
3535	More Protected Bike Lanes	1	1										
3537	Make it very, very difficult for people in mobility assistance devices to get hit by cars!	1											
3538	Keep adding bike lanes that improve access for all levels of skill and comfort.	1											
3542	Please ensure some level of protection (guards/barriers) for bike lanes	1											
3543	Thank you for your work and care in this project.											1	
3546	More bike lanes everywhere!	1											
3547	We have a traffic problem in Austin. We need to encourage more people to bike and use public transit. Most people I talk to don't ride a bike more because they are nervous about their safety riding in Austin traffic.	1			1								
3549	More bike lanes, more sidewalks, more bus infrastructure, and light rail	1							1	1			
3552	we need protected bike lanes and bike ways thru out the city to keep bicyclist safe and reduce traffic	1											
3554	Not until there are truly protective barriers between bicycle and car lanes will cycling be safer in Austin. These efforts are worthy, but cyclists need real protection from automobiles, not painted stripes, rumble strips, or plastic poles.	1											
3555	Thanks for making these changes	1											
3560	Thank you for not incorporating the new trend of putting two-way cyclists on one side of the road. The bike lanes where this has been done are extremely unsafe as motor vehicle operators do not expect cyclists travelling against the flow of traffic when forced to the "wrong" side of the road. Pedernales between Canterbury and points North is a nightmare of near misses and unaware drivers.											1	
3563	I think more of Austin's roads should have protected bike lanes.	1											
3564	Ban cars, stop driving	1											
3565	Please make sure the bike lanes are included in this project and that they are protected lanes.	1											
3568	Do not change our streets!!											1	

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3571	less cars please								1																
3575	Please build protected bike lanes along South Pleasant Valley.	1																							
3577	Please make it safer for pedestrian, bicycle, and bus traffic. Automobile traffic should not have any freedoms along pleasant valley	1													1										
3579	Thanks for continuing to improve the safety of bicyclists in Austin!	1																							
3580	Keep the bike and pedestrian safety improvements coming! We need more protected bike lanes, safe pedestrian crossings, and road diets in Austin to give people more options to get around the city safely and reduce our carbon footprint. Thanks for your work!	1		1																1					
3582	I hope the city will upgrade the planned flex posts to more sturdy, higher quality forms of protection for the bike lanes, to stop cars from rolling over the bike lane boundary and to keep more inexperienced riders from wandering out into the car travel lanes.			1																					
3583	I bike in Austin almost every day and the more protected bike lanes the more everyone (locals and tourists) are encouraged to hop on a bike!	1																							
3584	It's important to build trust & keep promises. City council en mass should support																						1		
3585	Review the NACTO "Designing all ages and abilities bicycle crossings" high capacity intersections/ protected intersections designs. This is for the long haul. Lets get it right.			1																					
3586	Thank you and please continue to support improvements that encourage cycling and other alternative modes of transportation.	1																					1		
3587	Please physically protect the full length of the bike lanes and place floating bus stops in them! This is an important biking area and intermittent physical protection (esp. around the intersections where bus stops occur) is dangerous			1																					
3592	Please look into safety along the Ben White sidewalks where they cross Burleson and Todd Ln.																								
3594	Please support bikes/alternative transit/mass transit	1																							
3597	Do it right. Focus on people and making the streets safer for everyone.														1										
3598	This is one of my favorite bike lane projects because it's such a long distance - it could actually be useful for commuting.	1																					1		
3599	These changes would favor lower-income Austin residents who may not own private vehicles or be able to afford rideshare trips.																							1	
3602	SLOW THE CARS										1														
3609	Bike lanes are my favorite! More bike lanes, everywhere. Please and thank you.	1		1																					

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3610	Austin's green house gas emissions per citizen is one of the highest in the country due to car use and the overall land use patterns. We really need to shake ourselves and redesign roads and intersection to remove slip lanes so that people can actually travel using transit/bike/walk. Our GHG emissions are even worse than Houston's and cost of housing and transportation for an individual eats up 49% of his/her income. This shouldn't be acceptable. We need drastic changes please.	1									1		
3611	Thanks for making our streets safer for everyone.							1					
3623	Bike lanes save people's lives and promote a healthy city with less traffic	1			1								
3629	Please continue to invest in alternative forms of transportation! Thank you!!	1											
3634	I would hope for it to seamlessly merge with the Lake Austin trail and proposed bridge to the north side.	1											
3637	protected bike lanes!	1											
3639	We need more interventions like these, all over Austin! You don't need to walk or bike around but you need to be forced to drive at safe speeds, to protect those around you who DO chose to bike or walk. We could also do with more mixed buildings, so we could have cafés, petshops, restaurants, and offices closer to where we live (or live closer to where we work) Given how much sun we get, I think I've seen cities with projects of either pergolas or photovoltaic panels forming a cover over bike lanes in order to make cycling more comfortable. And we need FAR more trees than what we currently have. Plant some trees down the roadway median. Things that give us proper shade.					1					1		
3640	Bike infrastructure makes the city safer, greener, and healthier.	1									1		
3643	Under 35 right by riverside (where the concrete footpath crosses underneath) would be an amazing area for food trucks, benches, and generally a great hang out spot for everyone in the neighborhood. It's currently dark and spooky. Add a bunch of lights and a few electrical hookups and make it a nice place for people to post up after work.												1
3645	I appreciate the effort of the city, but we need even more bike lanes to allow sustainable commuting and recreational biking!	1									1		
3650	We need to explore ever more optional possibilities for productive living in relationship with local sustainability. Example: The Venus Project (here on Earth).										1		
3659	The road itself could use more lanes near the river as well (but that's completely separate)! :)				1								
3663	Thank you for promoting bike use. Bike riding is my preferred method of transportation, but I often feel unwelcome on the roads by car drivers.	1											

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3664	Unclear how wide the shared use paths are--are they the equivalent of the full width of the sidewalk plus the full width of the bike lane, plus a little extra for buffer? Because that's how wide they should be, at least.			1													
3666	The bike lane at ben white intersects with car lane and that creates risky environment for bikers and they will not choose to bike. The slip lane at ben white needs to be removed and cars should have strictly right turn. so that pedestrian/bikers/transit riders will have short cross walk and not have to wait on island forever and check for cars always. Same with Wm. Cannon intersection. It is a horrible intersection for peds. No visibility for drivers, long crosswalk, very unsafe. Cars go at 45-50 mph at this intersection above speed limit. It is not pedestrian friendly road at all. It is almost like a 6 lane highway that we have. we need to get rid of slip lanes at the minimum there.			1				1									
3667	If we actually need people to use alternate mode of transport, we will need to do much better than the currently proposed designs. Better intersections , which are pedestrian friendly, short distance cross walk, and better protection for bikes.	1		1													
3668	I think something similar would be extremely beneficial in Old Montopolis. We have a heavy amount of bikers in this neighborhood and unsafe or nonexistent infrastructure for them/us.				1												
3672	Protected bike lanes and tactical urbanism are solutions we need fast! They will help increase safety, reduce traffic and get more people on bikes.	1				1											
3675	Completing an east-west artery for bikes on the abandoned Bergstrom AFB railroad spur would connect it to the South Congress/Ben White area, and the international airport.			1	1												
3677	Please continue to add bike/ped connectivity and reduce dangerously narrow double lane roads to single around Austin. For example, MLK blvd. Thank you.			1				1									
3680	More bike safety and bike friendly needed to keep cyclists alive and in this city	1															
3690	Baby steps towards the goal but atleast some progress. I like the overall direction of the city															1	
3696	Please build more. Contine to the Eastside.			1	1												