

St. Johns Avenue

North Lamar Boulevard to Berkman Drive

All Public Input

Source of Input

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St. Johns Avenue

Open Ended Responses Categorized by Location



Responses by Category

Category	Response	Question	Respondent ID
Location: Intersection - IH 35			
Bicycle infrastructure - Like - Protected bicycle lanes			
	I'd just like to vote my approval for the plans for St. Johns bridge. I bike to work along St. Johns every day and this section is currently a mess. Protected bike lanes will definitely help!		4706
Bicycle infrastructure - Request - Bicycle signal			
	Leading bike/ped phase? Yes!		4749
	Bike lead light at all 4 corners!		4751
Bicycle infrastructure - Request - Concrete barrier protection			
	Could we get additional protection around approach to 35? Vehicle traffic seems more dangerous there. Is raised curb protection possible		4717
	Is concrete bike lane barrier permanent? Would like to keep. Yes!		4750
Bicycle infrastructure - Request - Grade-separated bicycle lanes			
	Email 1: Hi. I think this is a fantastic idea and if implemented properly will provide an important gateway between west and east in this part of Austin; specifically, it will help make the Linc development and the ACC Highland campus much more accessible for residents of Northeast Austin. I cannot attend the open house tonight, but I do have concerns about vehicular parking in the bike lanes on St. Johns, despite signage, and especially the crossing at I-35. It's imperative that this be made as safe and comfortable as possible for cyclists. The only other remotely safe I-35 crossing for bicycles is in the vicinity is at 51st Street, two miles to the south. Thank you for working on this important piece of bicycle and pedestrian connectivity. I look forward to seeing (and riding on) the results!		4703
	Email 2: I'm not up on best practices in traffic safety but it seems like a grade separation at the I-35 crossing might be preferable--I've seen what happens to those plastic posts and it ain't pretty. :)		
Bicycle infrastructure - Request - Protected bicycle lanes			
	Widen sidewalk and protect bike crossing		4752
Crossings or intersections - Request - Crossing or intersection improvement			

Location: Intersection - IH 35

Crossings or intersections - Request - Crossing or intersection improvement

Email 1:

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Widen sidewalk and protect bike crossing

4752

Crossings or intersections - Request - Signal timing change

Leading bike/ped phase? Yes!

4749

Sidewalk or other pedestrian infrastructure - Request - Pedestrian improvements

Widen sidewalk and protect bike crossing

4752

Location: Segment - Grand Canyon to Cameron

Bicycle infrastructure - Like - Protected bicycle lanes

Location: Segment - Grand Canyon to Cameron

Bicycle infrastructure - Like - Protected bicycle lanes

I reviewed the boards and materials for St Johns and I wanted to express my support for them. I regularly bicycle along this stretch of road and I would love to be able to bring my children with me but at the moment, it is NOT safe and I do not trust the speeding drivers, so they are not allowed to ride their bikes in the street. There are many many drivers I have seen speeding along this road, and I am excited about these critical safety improvements to encourage people to drive more slowly.

4704

For the Cameron Road intersection, I would recommend clearly defined green bicycle boxes, similar to what is shown on the diagram for Northcrest Boulevard. In my experience, the intersection at Cameron has a lot more vehicles, and more visibility for those on bicycles would be helpful there.

For the section from Grand Canyon to Cameron, this is by far the most dangerous section for me. When I cycle through there, I have never found the bicycle lanes clear. Not once. There are always multiple cars parked in the bike lane, and I am always forced to take the lane. It is very unsafe and protected lanes will be critical here in addition to enforcement.

As you may have heard, Brentwood Elementary is temporarily moving to Webb campus and it will be critical that families have a safe route to school.

Thanks for your work on this! I can't wait to use these new lanes with my children.

Bicycle infrastructure - Concern - Currently cars parking in bicycle lanes

Location: Segment - Grand Canyon to Cameron

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Cars are always parked here - need no-parking signs. Yes!

4765

Issues w/ cars parked in bike lane

4769

Can City work with residents of this apartment complex to solve the parking issue and allow a real bike lane?

4770

Bicycle infrastructure - Request - Concrete buttons in addition to flex posts

Speed management from Blessing to Cameron (like Berkman St)

4771

Maintenance - Request - Refresh markings

Faded markings. Unclear that it's a bike lane

4768

Motor vehicle speeds - Concern - Speeding and speed management

Speed management from Blessing to Cameron (like Berkman St)

4771

On-street parking - Concern

Location: Segment - Grand Canyon to Cameron

On-street parking - Concern

Email 1:

4702

I hope you're well. I'm writing to start a conversation about the St. Johns Avenue Bike Lanes in advance of the open house tomorrow.

I live on East St. Johns Avenue, close to Cameron Road.

We not only live on E. St. Johns, seeing the day to day action but we frequently drive up and down the road going to the parks and commuting to and from work. I

am so very excited about the ATD mobility project and protected bike lanes. I've been advocating for slowing traffic down and making St. John Avenue safer for all. One of the primary reasons I joined the St. John Neighborhood Association (where I serve as Assistant Secretary) is to help our street with speed management and more specifically help slow traffic down on the residential stretch of E. St. Johns to help the residents and community of people who frequent this main corridor.

Since we've lived on this street, almost 4 years now, we've seen an increase in the number of drivers speeding, swerving and accelerating past buses, residents turning into driveways and bicyclers on the road. We've had a drunk driver crash into our steel fence taking out a telephone pole before ending up in the middle of our yard in his pick up truck. We came home to another car accident just last night that happened across the street from us, in front of [address redacted].

I want to specifically point out the stretch of E. St. Johns that has residential homes/driveways. The area of E. St. Johns Avenue where we live is the only length of E. St. Johns where the homes have driveways directly on to the street. I believe there are around 10-12 duplex homes, not including the apartments on E St. Johns/Grand Canyon whose driveways lead directly onto the street. I wanted to bring this to your attention for two reasons, first to understand if there is any action we can take to help preserve our street parking while still allowing for safe bike lanes and second to ask if your project can help assist in slowing drivers down along the residential stretch of E. St. Johns between Cameron and Blessing. I believe this would work to everyone's benefit, pedestrians walking to the bus stop, kids crossing the street, bicyclers, and the residents of E. St. Johns Avenue.

Lastly, since I've learned about this project I've been looking for and recalling streets in residential neighborhoods that are similar to ours and have found that Speedway, south of 45th Street does a good job and of course Berkman's new bike lanes. I also think Woodrow Avenue does a great job with their medians to help slow traffic but I'm not sure they actually have protected bike lane.

Thanks for your time. I look forward to learning more about your

Location: Segment - Grand Canyon to Cameron

On-street parking - Concern

project tomorrow.

Email 2:

Eric, Thank you for taking the time to get back to my email and to present your design to the community.

Laura, I appreciate your taking the time to hear my concerns as a resident of E. St. Johns Avenue.

As I mentioned last night, there are a handful of us who live on E. St. Johns Avenue whose street parking would be removed. There is no street parking within a safe, walk-able distance from our home. I'd like to advocate for the few of us on E. St. Johns Avenue to retain our street parking. Additionally, there was some mention of removing the center turn lane and this making the street safer but there is no center turn lane on our area of the street and never has been.

As I move forward in my research I will start to document some precedents around Austin to see how these similar challenges were resolved in other neighborhoods. I've started a list of locations, see below, where bike lanes were modified to incorporate equal access parking for residents and visitors.

Modified Bike Lanes:

- The west side of Speedway, specifically the 4 homes located at 4400 - 4408 Speedway
- The west side of Woodrow between Romeria and Payne
- The west side of Woodrow between Ruth and Choquette
- The east side of Guadalupe between Bissonet Lane and Morrow
- Guadalupe between 7002 Guadalupe - 7102 Guadalupe
- The east side of Duval between 50th and 51st

We ask that you look at the short residential stretch of our street through a different lens. Treating one residential block of E. St. Johns Avenue with the same solution as the other eight blocks of the non-residential road seems to leave the residents, our families and our neighbors out of the picture. We live here, our kids live here and we all face the everyday reality of this decision. These sweeping policies that come through our neighborhoods break down and have real repercussions in our daily life. I believe that safe bike lanes are incredibly important but this broad, urban transportation department approach results in taking away much needed parking from neighborhoods and families, including ours. Removing our street parking will force us to find parking on a side street a block or more away. These streets already have their own residents parking in front of their homes and if you spend some time in our neighborhood you may see that some streets are not very safe. Are we to carry our babies, kids and groceries from our car parked blocks away back to our home? It seems like the solution you've proposed to keep bikers safe puts us in a potentially hazardous situation, maybe this is just an oversight in the plan for bicycle lanes but we'd like to know if you can come up with an alternate plan for the residents who live directly on E. St. Johns Avenue.

Thank you again for your work on this project. I look forward to hearing back from you and will continue to research this issue.

Email 3:

Hope you've all had a great weekend.

I wanted to check-in on this and see if there's been any movement to start looking into and/or reassessing our residential street parking within the bike lane project.

Have you had time to see the areas I listed in the past email? The most similar shared usage of cars, bike lane and residential parking is on Speedway just south of 45th Street. I've been in contact with a few of those residents who were able to keep their street parking and am looking at how they were able to preserve parking in front of their homes.

I would greatly appreciate if you can keep me in the loop on where this request is in your design process.

Email 4:

Thanks for your response Eric. Sorry for the radio silence, going through a lot of newness and changes over here, along with the rest of the world. I hope you and your family are all doing well in these surreal times.

I wanted to follow up and add some comments on a couple of points below -

There was a letter that Laura gave me at the open house that stated this bike lane concept passed in 2013. These were supposed to be mailed to the residents but many people I've talked to in the neighborhood never received one. Nonetheless, Austin was a very different city in 2013, seven years ago. Our home, built under the new code laws, didn't even exist on this lot. The point here is that The Austin Land Development Codes for duplexes don't allow builders (or us) to add more parking to our home. Impervious lot coverage laws restrict duplex parking to just one paved parking spot. I don't think any of the other homes on E. St. Johns share this qualm with us and therefore some don't share the same concerns as us.

We're also confused about how the following would work for homes on E. St. Johns if no one can park or pull up in front of our homes ...

- Residential pest control
- Residential Lawn Services
- Childcare Attendants
- Home Nurse Visits
- Essential Maintenance Services that require direct access to their vehicles
- HVAC
- Plumbers

Location: Segment - Grand Canyon to Cameron

On-street parking - Concern

- Cleaning Company
- USPS Mail Delivery
- UPS/Fed Ex delivery
- Trash/Recycling pick up
- Street Cleaning

We desperately rely on the one or two street parking spaces in front of our home and it would have a very real and negative impact on our daily lives if we didn't have access to this critical street parking. We've seen so many streets in other neighborhoods where bike lanes make way for residential parking, we're just really surprised that our home and our neighbor's homes and daily lives were not being considered in this decision.

I'm writing you to express concerns around the newly proposed bike lane. I'm the owner at [address redacted] and use street parking heavily. These homes are small, have limited parking and the neighborhood also has security concerns of parking further away where I do not have direct visibility. I understand the need and importance of a bike lane, however this would really disturb my day to day life due to my reliance on street parking directly in front of my home.

4710

I would appreciate a serious consideration taken into the impacts of the bike lane and how security concerns would rise. Convenience of parking would be eliminated. Living on an already busy street makes it difficult enough, but not having direct access to parking would make this worse.

I appreciate your time and consideration.

We live here and would like to know how we can preserve our street parking spot.

4766

Safety - Concern - Currently unsafe to bike along St. Johns

Location: Segment - Grand Canyon to Cameron

Safety - Concern - Currently unsafe to bike along St. Johns

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Thanks for your work on this! I can't wait to use these new lanes with my children.

Safety - Concern - Sight distance

Visibility concern at turn

4767

Location: Intersection - Cameron

Bicycle infrastructure - Request - Bicycle signal

Bike box and signals please!

4773

It would be good to have a leading bike interval here

4774

Bicycle infrastructure - Request - Bike box

Location: Intersection - Cameron

Bicycle infrastructure - Request - Bike box

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Thanks for your work on this! I can't wait to use these new lanes with my children.

Bike box and signals please!

4773

Crossings or intersections - Request - Crossing or intersection improvement

Lack of bike markings makes this intersection dangerous

4775

Crossings or intersections - Request - Signal timing change

Ped signal wait time is very long. Yes!

4772

Location: Intersection - Northcrest

Bicycle infrastructure - Like - Bike box

I like bike box, however, EB bike traffic doesn't usually stop here.

4734

Bike box is great

4735

yay! Bike box!

4736

Crossings or intersections - Request - Crossing or intersection improvement

Email 1:

As residents of the area and being the directors of Highland Montessori School, we've received notice of the proposed changes to St Johns, and we certainly applaud the efforts! While our little students won't be using the bike lanes, per se, as a pre-school with several families who walk daily (including, this year, two families who cross St Johns twice daily) we welcome anything that helps to slow traffic and promote non-auto transportation.

One small item I'd like to add is to re-stripe the stoplight on eastbound St Johns at Northcrest such that it is further from the intersection and halts stopped traffic before they are in front of our parking lot entrance. Better still, a "Stop here on red" sign would be ideal. It seems like this would improved our families' Safe Route to School.

Several times a day stopped traffic on St Johns blocks people from entering or leaving out parking lot. This has been on my mind for a couple of years now, but without particular knowledge of who to contact, it's slipped through. However, since I suspect the whole street will be re-striped for this project, this seems like the time one way or another!

I plan to attend the Feb 25 session, but if anyone would like to come see the corner in question, I'm happy to meet anyone at the site. We also live in the neighborhood and I walk to/from the school several times each day, so I can certainly answer any questions about other issues in the area.

Email 2:

It was nice visiting with you yesterday evening about the changes to St Johns.

I thought I'd pass along the Highland Neighborhood Park Master Plan that I mentioned last night. Specifically, section 4.7, p. 37, on the "North Greenbelt." As it says, it's not park land per se, but there is ample city-owned land for a 12' ped/bikeway on the east side of the existing ditch/creek. (Apparently original neighborhood plans called for an Arroyo Seco-style boulevard for Northcrest that never materialized). As I understand it, this is part of the Sidewalk Master Plan, but that it's pretty low down the list.

https://austintexas.gov/sites/default/files/files/Parks/Planning_and_Development/Highland_Master_Plan_2016.07.19.pdf

I'm not sure how this might affect St Johns in 2020, but at some point, it will surely change the nature of the Northcrest/St Johns intersection and the park entrance. For one, I'm now thinking about the location of the proposed westbound bus stop, wondering where it would fall in the path of the future sidewalk.

As mentioned below, I drive/walk these 3 blocks on Northcrest multiple times each day, was very involved with the creation of Highland Neighborhood Park, and interact both personally and professionally with many others who frequent this stretch. As such I'm more than happy to be a resource and walk this area with anyone on your team, and I'm sure other neighbors could join as well.

<u>Category</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Location: Intersection - Northcrest			
Crossings or intersections - Request - Crossing or intersection improvement			
	Is this EB left turnbay needed? Very tight for bikes with elevations		4741
Maintenance - Concern			
	Somewhere near here? Big hole in eastbound bike lane, near drainage inlet		4740
Sidewalk or other pedestrian infrastructure - Like - Proposed crossing			
	Great Work. I especially like the focus on safe crossing at Northcrest and Lamar.		4716
	Yes! Great ped crossing addition E. of Northcrest		4737
Sidewalk or other pedestrian infrastructure - Request - Pedestrian improvements			
	Existing space for ped waiting area at corner is minimal. If possible and design could move western crossing over St. John further west would improve		4739
Location: Intersection - Lamar			
Bicycle infrastructure - Request - Bicycle signal			
	Bike turn signals please!		4723
Other - Outside project scope			
	<p>This will be a great connection for various uses, including connecting people between northeast Austin and the Red Line Crestview Station and North Lamar future transit, as well as the existing and future Red Line Parkway.</p> <p>I wanted to highlight that the connections could be improved for both eastbound and westbound users immediately on the west side of Lamar Blvd. I.e.:</p> <ul style="list-style-type: none"> * Westbound: It should be made clear for a person bicycling to see how to exit the cycletrack on the northwest corner and to enter the street west of Lamar Blvd. * Eastbound: It should be made clear for a person bicycling to see how to enter the southwest corner waiting area, then the "crossbike" across Lamar Blvd., and then to access the cycletrack east of Lamar Blvd. <p>Also, there is a broken link at https://data.austintexas.gov/stories/s/St-Johns-Bikeway/huj2-tedc The link titled "View a preliminary design of St. Johns Avenue from North Lamar Boulevard to Berkman Drive" has a stray word in the URL</p>	4711	
	I approve - in general. Consider how bike traffic travels east-west between St. Johns and the entry driveway, in order to access train.		4725
Location: Segment - East of IH 35			
Crossings or intersections - Request - Crossing or intersection improvement			

Location: Segment - East of IH 35

Crossings or intersections - Request - Crossing or intersection improvement

I know you closed the comment period, but I hope you will accept my comments under these unusual circumstances.

4712

I used to live off of St. Johns west of I-35, and now I live east. The eastern portion is very unsafe for pedestrians; I used to cross it, but I stopped. Even a policeman hit a pedestrian in that portion. The whole street is not safe for bicyclists, and I see few using it. A lot of cars come in and out of streets and driveways. In the eastern portion, cars go too fast, and it is hilly so visibility is limited.

At Blessing street, many children cross, and the neighbors have been trying to get safety measures for years. An HPB might not be the best option because a lot of cars turn onto Blessing from St. Johns.

The speed of cars needs to be slowed. It would be good to lower the speed limit, but people might not obey it. Another suggestion is to have stop signs at some of the intersections. With HPBs, the cars only stop when they are lit, so that may not impact the speed most of the time. We have an HPB on Camino La Costa, and the cars still go too fast most of the time. Few people use the HPB; people cross at different places up and down the street.

I am concerned about removing the left turn lanes. A lot of cars turn into Webb Middle School, and a fair number turn into the stores east of I-35. The buses and a lot of cars turn left onto Roland Johnson. I don't know if you intended to close that left turn lane also; that could result in serious back-ups because there is already a line of cars for the I-35 intersection. Have you measured the turn volumes at different times of day? What you call "protected" bike lanes are not really protected, they're just small sticks spaced far apart. So I think it is probably not worth removing the turn lanes for that.

I hope that you will seriously consider these comments.

Motor vehicle speeds - Concern - Speeding and speed management

Location: Segment - East of IH 35

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Safety - Concern - Sight distance

Location: Segment - East of IH 35

Safety - Concern - Sight distance

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Location: Intersection - Blessing

Crossings or intersections - Like - PHB

Good idea! Love this at Blessing

4762

Crossings or intersections - Request - Crossing or intersection improvement

Location: Intersection - Blessing

Crossings or intersections - Request - Crossing or intersection improvement

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Crossings or intersections - Request - New signal or PHB

Needs a traffic light

4760

Study to see if could put a stop light that is yellow or acts as a stop sign during non-peak hours and work to control traffic during peak time

4761

Location: Segment - West of Lamar

Other - Outside project scope

Bulb out in development creates conflicts with bikes, through traffic, and right turns. Suggest cutting back

4721

Location: Segment - Lamar

Other - Outside project scope

This road is too wide. This is dangerous.

4724

<u>Category</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Location: Intersection - Guadalupe			
Bicycle infrastructure - Concern - Existing bicycle ramps			
	Will this intersection be fixed? Currently awkward bike lane transition.		4726
	I always avoid the sidewalk bike lanes when biking		4727
	I find it problematic to push bicycle traffic onto the sidewalk in front of a bus stop / share the sidewalk w/ a bus stop @ the bottom of a hill when bikes are @ max speed		4731
	Agree. Remove or change sidewalk / add bike lane		4732
Bicycle infrastructure - Request - Bike box			
	Bike box! Pls.		4728
Crossings or intersections - Request - Signal timing change			
	EB movement needs to be coordinated with EB from Lamar Blvd., poor progression. NB/SB Guad. Traffic demand is low		4729
Maintenance - Request - Refresh markings			
	Please re-paint/darken these chevrons. Thank you!		4730
Location: Segment - Northcrest to Twin Crest			
Motor vehicle speeds - Concern - Speeding and speed management			
	Hill creates issues for speeders in cars		4743
Safety - Concern - Sight distance			
	Hill creates issues for speeders in cars		4743
Location: Intersection - Twin Crest			
Bicycle infrastructure - Request - Bicycle lanes on side street			
	Bike lanes on Twin Crest?!		4747
Crossings or intersections - Request - Crossing or intersection improvement			
	Crosswalk please! And protected corners		4745
Motor vehicle speeds - Concern - Speeding and speed management			
	Once, I was here in this bike lane at 1:30 AM on a bike and an APD car drove past me going about 60 MPH. It was really scary.		4746
Sidewalk or other pedestrian infrastructure - Request - Pedestrian improvements			
	Crosswalk please! And protected corners		4745
Location: Intersection - Roland Johnson			
Other - Like - General support for project			
	Yes, great!		4748
Location: Segment - IH 35 to Bennett			
Crossings or intersections - Concern - PHB			

<u>Category</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Location: Segment - IH 35 to Bennett			
Crossings or intersections - Concern - PHB			
	Does this make sense with the lights on Bennett and 35?		4753
Location: Segment - Bennett to Blessing			
Bicycle infrastructure - Request - Concrete buttons in addition to flex posts			
	From Bennett to Blessing, speed management like Berkman Ave. (the turtle yellow bumps to help ppl slow down)		4755
Motor vehicle speeds - Concern - Speeding and speed management			
	From Bennett to Blessing, speed management like Berkman Ave. (the turtle yellow bumps to help ppl slow down)		4755
Location: Intersection - Bethune			
Crossings or intersections - Request - New signal or PHB			
	Blind spot for cars approaching hill. Needs signal/PHB		4757
Safety - Concern - Sight distance			
	Blind spot for cars approaching hill. Needs signal/PHB		4757
Location: Intersection - Grand Canyon			
Other - Concern - Drainage			
	Big drainage problem here		4764
Location: Segment - Blessing to Grand Canyon			
Bicycle infrastructure - Request - Concrete buttons in addition to flex posts			
	Speed management from Blessing to Cameron (like Berkman St)		4771
Motor vehicle speeds - Concern - Speeding and speed management			
	Speed management from Blessing to Cameron (like Berkman St)		4771
Location: Intersection - Berkman			
Sidewalk or other pedestrian infrastructure - Request - Pedestrian improvements			
	Protect turns for corners!		4776

St. Johns Avenue

Open Ended Responses Categorized by Theme



Responses by Category

Category	Response	Question	Respondent ID
Bicycle infrastructure - Like - Bike box			
	I like bike box, however, EB bike traffic doesn't usually stop here.		4734
	Bike box is great		4735
	yay! Bike box!		4736
Bicycle infrastructure - Like - East-west connectivity of proposed plan			
	<p>Email 1:</p> <p>Hi. I think this is a fantastic idea and if implemented properly will provide an important gateway between west and east in this part of Austin; specifically, it will help make the Linc development and the ACC Highland campus much more accessible for residents of Northeast Austin.</p> <p>I cannot attend the open house tonight, but I do have concerns about vehicular parking in the bike lanes on St. Johns, despite signage, and especially the crossing at I-35. It's imperative that this be made as safe and comfortable as possible for cyclists. The only other remotely safe I-35 crossing for bicycles is in the vicinity is at 51st Street, two miles to the south.</p> <p>Thank you for working on this important piece of bicycle and pedestrian connectivity. I look forward to seeing (and riding on) the results!</p> <p>Email 2:</p> <p>I'm not up on best practices in traffic safety but it seems like a grade separation at the I-35 crossing might be preferable--I've seen what happens to those plastic posts and it ain't pretty. :)</p>		4703
	<p>I live in Quail Hollow, about 1 mile east of Kramer station. A few weeks ago, my husband, two stepsons, and I rode our bikes from our house to Mueller (and back again -- it was a blast). A large portion of the ride was along St. John's Avenue so I wholeheartedly support the plan for the improvements to St. John's Bikeway. I love that the City of Austin has gone to great lengths to make our city more bike friendly and I look forward to future improvements.</p>		4705
	<p>I recently heard about the improvements proposed for St. John's from Lamar to Berkman from the Red Line Initiative.</p> <p>As a cyclist who lives in Mueller, I fully support adding/improvements to East/West routes in the area. I currently use 51st street to get from Mueller to the west, including the I-35 roundabout, which can be scary during high traffic times.</p> <p>Thanks for working to improve mobility in Austin.</p>		4708

Bicycle infrastructure - Like - East-west connectivity of proposed plan

This will be a great connection for various uses, including connecting people between northeast Austin and the Red Line Crestview Station and North Lamar future transit, as well as the existing and future Red Line Parkway.

4711

I wanted to highlight that the connections could be improved for both eastbound and westbound users immediately on the west side of Lamar Blvd. I.e.:

* Westbound: It should be made clear for a person bicycling to see how to exit the cycletrack on the northwest corner and to enter the street west of Lamar Blvd.

* Eastbound: It should be made clear for a person bicycling to see how to enter the southwest corner waiting area, then the "crossbike" across Lamar Blvd., and then to access the cycletrack east of Lamar Blvd.

Also, there is a broken link at

<https://data.austintexas.gov/stories/s/St-Johns-Bikeway/huj2-tedc>
The link titled "View a preliminary design of St. Johns Avenue from North Lamar Boulevard to Berkman Drive" has a stray word in the URL

This is a great project - I am so glad it is being proposed. East-west safe connectivity for bikes is badly needed in this area. I transport my kids by bike and currently feel unsafe doing so on St. Johns due to the lack of protected lanes and high frequency of cars parked in the bike lanes.

4718

Bicycle infrastructure - Like - Protected bicycle lanes

Bicycle infrastructure - Like - Protected bicycle lanes

I reviewed the boards and materials for St Johns and I wanted to express my support for them. I regularly bicycle along this stretch of road and I would love to be able to bring my children with me but at the moment, it is NOT safe and I do not trust the speeding drivers, so they are not allowed to ride their bikes in the street. There are many many drivers I have seen speeding along this road, and I am excited about these critical safety improvements to encourage people to drive more slowly.

4704

For the Cameron Road intersection, I would recommend clearly defined green bicycle boxes, similar to what is shown on the diagram for Northcrest Boulevard. In my experience, the intersection at Cameron has a lot more vehicles, and more visibility for those on bicycles would be helpful there.

For the section from Grand Canyon to Cameron, this is by far the most dangerous section for me. When I cycle through there, I have never found the bicycle lanes clear. Not once. There are always multiple cars parked in the bike lane, and I am always forced to take the lane. It is very unsafe and protected lanes will be critical here in addition to enforcement.

As you may have heard, Brentwood Elementary is temporarily moving to Webb campus and it will be critical that families have a safe route to school.

Thanks for your work on this! I can't wait to use these new lanes with my children.

I'd just like to vote my approval for the plans for St. Johns bridge. I bike to work along St. Johns every day and this section is currently a mess. Protected bike lanes will definitely help!

4706

- Supports improving bicycle facilities on St. Johns
- Frequently traveling by bike all around Austin
- Flex posts are a false sense of security and don't work to protect people biking from a vehicle crossing into bicycle lane
 - +Distracted drivers won't be stopped from hitting people biking by flex posts
- Wants a 3-4' wide curb to redirect vehicles crossing into bicycle lane away from people biking
 - +Examples are: Berkman, Rio Grande, Lance Armstrong Bikeway
- Flex posts don't provide AAA as people typically uncomfortable with biking are much more confident and content with concrete curb protection
- Would like to know what steps he can take to change our policto instead build fewer and high quality facilities

4715

Love the protected bike lane!! I ride from Blessing Ave to Guad on the way to UT

4763

Bicycle infrastructure - Concern - Currently cars parking in bicycle lanes

Bicycle infrastructure - Concern - Currently cars parking in bicycle lanes

Email 1:

4703

Hi. I think this is a fantastic idea and if implemented properly will provide an important gateway between west and east in this part of Austin; specifically, it will help make the Linc development and the ACC Highland campus much more accessible for residents of Northeast Austin.

I cannot attend the open house tonight, but I do have concerns about vehicular parking in the bike lanes on St. Johns, despite signage, and especially the crossing at I-35. It's imperative that this be made as safe and comfortable as possible for cyclists. The only other remotely safe I-35 crossing for bicycles is in the vicinity is at 51st Street, two miles to the south.

Thank you for working on this important piece of bicycle and pedestrian connectivity. I look forward to seeing (and riding on) the results!

Email 2:

I'm not up on best practices in traffic safety but it seems like a grade separation at the I-35 crossing might be preferable--I've seen what happens to those plastic posts and it ain't pretty. :)

I reviewed the boards and materials for St Johns and I wanted to express my support for them. I regularly bicycle along this stretch of road and I would love to be able to bring my children with me but at the moment, it is NOT safe and I do not trust the speeding drivers, so they are not allowed to ride their bikes in the street. There are many many drivers I have seen speeding along this road, and I am excited about these critical safety improvements to encourage people to drive more slowly.

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For the Cameron Road intersection, I would recommend clearly defined green bicycle boxes, similar to what is shown on the diagram for Northcrest Boulevard. In my experience, the intersection at Cameron has a lot more vehicles, and more visibility for those on bicycles would be helpful there.

For the section from Grand Canyon to Cameron, this is by far the most dangerous section for me. When I cycle through there, I have never found the bicycle lanes clear. Not once. There are always multiple cars parked in the bike lane, and I am always forced to take the lane. It is very unsafe and protected lanes will be critical here in addition to enforcement.

As you may have heard, Brentwood Elementary is temporarily moving to Webb campus and it will be critical that families have a safe route to school.

Thanks for your work on this! I can't wait to use these new lanes with my children.

<u>Category</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Bicycle infrastructure - Concern - Currently cars parking in bicycle lanes			
	This is a great project - I am so glad it is being proposed. East-west safe connectivity for bikes is badly needed in this area. I transport my kids by bike and currently feel unsafe doing so on St. Johns due to the lack of protected lanes and high frequency of cars parked in the bike lanes.		4718
	Cars are always parked here - need no-parking signs. Yes!		4765
	Issues w/ cars parked in bike lane		4769
	Can City work with residents of this apartment complex to solve the parking issue and allow a real bike lane?		4770
Bicycle infrastructure - Concern - Degree of protection provided by flex posts			
	<p>Email 1:</p> <p>Hi. I think this is a fantastic idea and if implemented properly will provide an important gateway between west and east in this part of Austin; specifically, it will help make the Linc development and the ACC Highland campus much more accessible for residents of Northeast Austin.</p> <p>I cannot attend the open house tonight, but I do have concerns about vehicular parking in the bike lanes on St. Johns, despite signage, and especially the crossing at I-35. It's imperative that this be made as safe and comfortable as possible for cyclists. The only other remotely safe I-35 crossing for bicycles is in the vicinity is at 51st Street, two miles to the south.</p> <p>Thank you for working on this important piece of bicycle and pedestrian connectivity. I look forward to seeing (and riding on) the results!</p> <p>Email 2:</p> <p>I'm not up on best practices in traffic safety but it seems like a grade separation at the I-35 crossing might be preferable--I've seen what happens to those plastic posts and it ain't pretty. :)</p>		4703

Bicycle infrastructure - Concern - Degree of protection provided by flex posts

I know you closed the comment period, but I hope you will accept my comments under these unusual circumstances.

4712

I used to live off of St. Johns west of I-35, and now I live east. The eastern portion is very unsafe for pedestrians; I used to cross it, but I stopped. Even a policeman hit a pedestrian in that portion. The whole street is not safe for bicyclists, and I see few using it. A lot of cars come in and out of streets and driveways. In the eastern portion, cars go too fast, and it is hilly so visibility is limited.

At Blessing street, many children cross, and the neighbors have been trying to get safety measures for years. An HPB might not be the best option because a lot of cars turn onto Blessing from St. Johns.

The speed of cars needs to be slowed. It would be good to lower the speed limit, but people might not obey it. Another suggestion is to have stop signs at some of the intersections. With HPBs, the cars only stop when they are lit, so that may not impact the speed most of the time. We have an HPB on Camino La Costa, and the cars still go too fast most of the time. Few people use the HPB; people cross at different places up and down the street.

I am concerned about removing the left turn lanes. A lot of cars turn into Webb Middle School, and a fair number turn into the stores east of I-35. The buses and a lot of cars turn left onto Roland Johnson. I don't know if you intended to close that left turn lane also; that could result in serious back-ups because there is already a line of cars for the I-35 intersection. Have you measured the turn volumes at different times of day? What you call "protected" bike lanes are not really protected, they're just small sticks spaced far apart. So I think it is probably not worth removing the turn lanes for that.

I hope that you will seriously consider these comments.

- Supports improving bicycle facilities on St. Johns
- Frequently traveling by bike all around Austin
- Flex posts are a false sense of security and don't work to protect people biking from a vehicle crossing into bicycle lane
 - +Distracted drivers won't be stopped from hitting people biking by flex posts
- Wants a 3-4' wide curb to redirect vehicles crossing into bicycle lane away from people biking
 - +Examples are: Berkman, Rio Grande, Lance Armstrong Bikeway
- Flex posts don't provide AAA as people typically uncomfortable with biking are much more confident and content with concrete curb protection
- Would like to know what steps he can take to change our politico instead build fewer and high quality facilities

4715

Bicycle infrastructure - Concern - Existing bicycle ramps

Will this intersection be fixed? Currently awkward bike lane transition.

4726

<u>Category</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Bicycle infrastructure - Concern - Existing bicycle ramps			
	I always avoid the sidewalk bike lanes when biking		4727
	I find it problematic to push bicycle traffic onto the sidewalk in front of a bus stop / share the sidewalk w/ a bus stop @ the bottom of a hill when bikes are @ max speed		4731
	Agree. Remove or change sidewalk / add bike lane		4732
Bicycle infrastructure - Concern - Ramping bike lanes up to shared use paths			
	I always avoid the sidewalk bike lanes when biking		4727
	I find it problematic to push bicycle traffic onto the sidewalk in front of a bus stop / share the sidewalk w/ a bus stop @ the bottom of a hill when bikes are @ max speed		4731
	Agree. Remove or change sidewalk / add bike lane		4732
	When you're bumped up on the curb in the bike lane, people driving don't understand that they're next to a bike lane. Just today someone turned right into us and almost hit us.		4733
Bicycle infrastructure - Request - Bicycle lanes on side street			
	Bike lanes on Twin Crest?!		4747
Bicycle infrastructure - Request - Bicycle signal			
	Bike turn signals please!		4723
	Leading bike/ped phase? Yes!		4749
	Bike lead light at all 4 corners!		4751
	Bike box and signals please!		4773
	It would be good to have a leading bike interval here		4774
Bicycle infrastructure - Request - Bike box			

Bicycle infrastructure - Request - Bike box

I reviewed the boards and materials for St Johns and I wanted to express my support for them. I regularly bicycle along this stretch of road and I would love to be able to bring my children with me but at the moment, it is NOT safe and I do not trust the speeding drivers, so they are not allowed to ride their bikes in the street. There are many many drivers I have seen speeding along this road, and I am excited about these critical safety improvements to encourage people to drive more slowly.

4704

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For the section from Grand Canyon to Cameron, this is by far the most dangerous section for me. When I cycle through there, I have never found the bicycle lanes clear. Not once. There are always multiple cars parked in the bike lane, and I am always forced to take the lane. It is very unsafe and protected lanes will be critical here in addition to enforcement.

As you may have heard, Brentwood Elementary is temporarily moving to Webb campus and it will be critical that families have a safe route to school.

Thanks for your work on this! I can't wait to use these new lanes with my children.

Bike box! Pls.

4728

Bike box and signals please!

4773

Bicycle infrastructure - Request - Bike parking

- When will the proposed AAA facility on Powell and Rutherford be built?
- Loved Spanish translation of boards at project
- Would like bike parking at apartments on St. Johns and at Webb Middle School

4713

Bicycle infrastructure - Request - Concrete barrier protection

<u>Category</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Bicycle infrastructure - Request - Concrete barrier protection			
	<ul style="list-style-type: none"> -Supports improving bicycle facilities on St. Johns -Frequently traveling by bike all around Austin -Flex posts are a false sense of security and don't work to protect people biking from a vehicle crossing into bicycle lane <ul style="list-style-type: none"> +Distracted drivers won't be stopped from hitting people biking by flex posts -Wants a 3-4' wide curb to redirect vehicles crossing into bicycle lane away from people biking <ul style="list-style-type: none"> +Examples are: Berkman, Rio Grande, Lance Armstrong Bikeway -Flex posts don't provide AAA as people typically uncomfortable with biking are much more confident and content with concrete curb protection -Would like to know what steps he can take to change our policto instead build fewer and high quality facilities 		4715
	Could we get additional protection around approach to 35? Vehicle traffic seems more dangerous there. Is raised curb protection possible		4717
	Is concrete bike lane barrier permanent? Would like to keep. Yes!		4750
Bicycle infrastructure - Request - Concrete buttons in addition to flex posts			
	Turtles too throughout please!		4742
	From Bennett to Blessing, speed management like Berkman Ave. (the turtle yellow bumps to help ppl slow down)		4755
	Use turtles and posts thru-out project!!!		4758
	Speed management from Blessing to Cameron (like Berkman St)		4771
Bicycle infrastructure - Request - Grade-separated bicycle lanes			

Bicycle infrastructure - Request - Grade-separated bicycle lanes

Email 1:

4703

Hi. I think this is a fantastic idea and if implemented properly will provide an important gateway between west and east in this part of Austin; specifically, it will help make the Linc development and the ACC Highland campus much more accessible for residents of Northeast Austin.

I cannot attend the open house tonight, but I do have concerns about vehicular parking in the bike lanes on St. Johns, despite signage, and especially the crossing at I-35. It's imperative that this be made as safe and comfortable as possible for cyclists. The only other remotely safe I-35 crossing for bicycles is in the vicinity is at 51st Street, two miles to the south.

Thank you for working on this important piece of bicycle and pedestrian connectivity. I look forward to seeing (and riding on) the results!

Email 2:

I'm not up on best practices in traffic safety but it seems like a grade separation at the I-35 crossing might be preferable--I've seen what happens to those plastic posts and it ain't pretty. :)

Bicycle infrastructure - Request - Protected bicycle lanes

Bicycle infrastructure - Request - Protected bicycle lanes

4702

Email 1:

I hope you're well. I'm writing to start a conversation about the St. Johns Avenue Bike Lanes in advance of the open house tomorrow.

I live on East St. Johns Avenue, close to Cameron Road.

We not only live on E. St. Johns, seeing the day to day action but we frequently drive up and down the road going to the parks and commuting to and from work. I

am so very excited about the ATD mobility project and protected bike lanes. I've been advocating for slowing traffic down and making St. John Avenue safer for all. One of the primary reasons I joined the St. John Neighborhood Association (where I serve as Assistant Secretary) is to help our street with speed management and more specifically help slow traffic down on the residential stretch of E. St. Johns to help the residents and community of people who frequent this main corridor.

Since we've lived on this street, almost 4 years now, we've seen an increase in the number of drivers speeding, swerving and accelerating past buses, residents turning into driveways and bicyclers on the road. We've had a drunk driver crash into our steel fence taking out a telephone pole before ending up in the middle of our yard in his pick up truck. We came home to another car accident just last night that happened across the street from us, in front of [address redacted].

I want to specifically point out the stretch of E. St. Johns that has residential homes/driveways. The area of E. St. Johns Avenue where we live is the only length of E. St Johns where the homes have driveways directly on to the street. I believe there are around 10-12 duplex homes, not including the apartments on E St. Johns/Grand Canyon whose driveways lead directly onto the street. I wanted to bring this to your attention for two reasons, first to understand if there is any action we can take to help preserve our street parking while still allowing for safe bike lanes and second to ask if your project can help assist in slowing drivers down along the residential stretch of E. St. Johns between Cameron and Blessing. I believe this would work to everyone's benefit, pedestrians walking to the bus stop, kids crossing the street, bicyclers, and the residents of E. St. Johns Avenue.

Lastly, since I've learned about this project I've been looking for and recalling streets in residential neighborhoods that are similar to ours and have found that Speedway, south of 45th Street does a good job and of course Berkman's new bike lanes. I also think Woodrow Avenue does a great job with their medians to help slow traffic but I'm not sure they actually have protected bike lane.

Thanks for your time. I look forward to learning more about your project tomorrow.

Bicycle infrastructure - Request - Protected bicycle lanes

Email 2:

Eric, Thank you for taking the time to get back to my email and to present your design to the community.

Laura, I appreciate your taking the time to hear my concerns as a resident of E. St. Johns Avenue.

As I mentioned last night, there are a handful of us who live on E. St. Johns Avenue whose street parking would be removed. There is no street parking within a safe, walk-able distance from our home. I'd like to advocate for the few of us on E. St. Johns Avenue to retain our street parking. Additionally, there was some mention of removing the center turn lane and this making the street safer but there is no center turn lane on our area of the street and never has been.

As I move forward in my research I will start to document some precedents around Austin to see how these similar challenges were resolved in other neighborhoods. I've started a list of locations, see below, where bike lanes were modified to incorporate equal access parking for residents and visitors.

Modified Bike Lanes:

- The west side of Speedway, specifically the 4 homes located at 4400 - 4408 Speedway
- The west side of Woodrow between Romeria and Payne
- The west side of Woodrow between Ruth and Choquette
- The east side of Guadalupe between Bissonet Lane and Morrow
- Guadalupe between 7002 Guadalupe - 7102 Guadalupe
- The east side of Duval between 50th and 51st

We ask that you look at the short residential stretch of our street through a different lens. Treating one residential block of E. St. Johns Avenue with the same solution as the other eight blocks of the non-residential road seems to leave the residents, our families and our neighbors out of the picture. We live here, our kids live here and we all face the everyday reality of this decision. These sweeping policies that come through our neighborhoods break down and have real repercussions in our daily life. I believe that safe bike lanes are incredibly important but this broad, urban transportation department approach results in taking away much needed parking from neighborhoods and families, including ours. Removing our street parking will force us to find parking on a side street a block or more away. These streets already have their own residents parking in front of their homes and if you spend some time in our neighborhood you may see that some streets are not very safe. Are we to carry our babies, kids and groceries from our car parked blocks away back to our home? It seems like the solution you've proposed to keep bikers safe puts us in a potentially hazardous situation, maybe this is just an oversight in the plan for bicycle lanes but we'd like to know if you can come up with an alternate plan for the residents who live directly on E. St. Johns Avenue.

Thank you again for your work on this project. I look forward to hearing back from you and will continue to research this issue.

Bicycle infrastructure - Request - Protected bicycle lanes

Email 3:

Hope you've all had a great weekend.

I wanted to check-in on this and see if there's been any movement to start looking into and/or reassessing our residential street parking within the bike lane project.

Have you had time to see the areas I listed in the past email? The most similar shared usage of cars, bike lane and residential parking is on Speedway just south of 45th Street. I've been in contact with a few of those residents who were able to keep their street parking and am looking at how they were able to preserve parking in front of their homes.

I would greatly appreciate if you can keep me in the loop on where this request is in your design process.

Email 4:

Thanks for your response Eric. Sorry for the radio silence, going through a lot of newness and changes over here, along with the rest of the world. I hope you and your family are all doing well in these surreal times.

I wanted to follow up and add some comments on a couple of points below -

There was a letter that Laura gave me at the open house that stated this bike lane concept passed in 2013. These were supposed to be mailed to the residents but many people I've talked to in the neighborhood never received one. Nonetheless, Austin was a very different city in 2013, seven years ago. Our home, built under the new code laws, didn't even exist on this lot. The point here is that The Austin Land Development Codes for duplexes don't allow builders (or us) to add more parking to our home. Impervious lot coverage laws restrict duplex parking to just one paved parking spot. I don't think any of the other homes on E. St. Johns share this qualm with us and therefore some don't share the same concerns as us.

We're also confused about how the following would work for homes on E. St. Johns if no one can park or pull up in front of our homes ...

- Residential pest control
- Residential Lawn Services
- Childcare Attendants
- Home Nurse Visits
- Essential Maintenance Services that require direct access to their vehicles
- HVAC
- Plumbers
- Cleaning Company
- USPS Mail Delivery
- UPS/Fed Ex delivery
- Trash/Recycling pick up

Category	Response	Question	Respondent ID
Bicycle infrastructure - Request - Protected bicycle lanes			
	- Street Cleaning		
	<p>We desperately rely on the one or two street parking spaces in front of our home and it would have a very real and negative impact on our daily lives if we didn't have access to this critical street parking. We've seen so many streets in other neighborhoods where bike lanes make way for residential parking, we're just really surprised that our home and our neighbor's homes and daily lives were not being considered in this decision.</p>		
	Widen sidewalk and protect bike crossing		4752
Crossings or intersections - Like - PHB			
	Good idea! Love this at Blessing		4762
Crossings or intersections - Concern - PHB			
	<p>I know you closed the comment period, but I hope you will accept my comments under these unusual circumstances.</p>		4712
	<p>I used to live off of St. Johns west of I-35, and now I live east. The eastern portion is very unsafe for pedestrians; I used to cross it, but I stopped. Even a policeman hit a pedestrian in that portion. The whole street is not safe for bicyclists, and I see few using it. A lot of cars come in and out of streets and driveways. In the eastern portion, cars go too fast, and it is hilly so visibility is limited.</p>		
	<p>At Blessing street, many children cross, and the neighbors have been trying to get safety measures for years. An HPB might not be the best option because a lot of cars turn onto Blessing from St. Johns.</p>		
	<p>The speed of cars needs to be slowed. It would be good to lower the speed limit, but people might not obey it. Another suggestion is to have stop signs at some of the intersections. With HPBs, the cars only stop when they are lit, so that may not impact the speed most of the time. We have an HPB on Camino La Costa, and the cars still go too fast most of the time. Few people use the HPB; people cross at different places up and down the street.</p>		
	<p>I am concerned about removing the left turn lanes. A lot of cars turn into Webb Middle School, and a fair number turn into the stores east of I-35. The buses and a lot of cars turn left onto Roland Johnson. I don't know if you intended to close that left turn lane also; that could result in serious back-ups because there is already a line of cars for the I-35 intersection. Have you measured the turn volumes at different times of day? What you call "protected" bike lanes are not really protected, they're just small sticks spaced far apart. So I think it is probably not worth removing the turn lanes for that.</p>		
	I hope that you will seriously consider these comments.		
	Does this make sense with the lights on Bennett and 35?		4753
Crossings or intersections - Request - Crossing or intersection improvement			

Crossings or intersections - Request - Crossing or intersection improvement

4700

Email 1:

As residents of the area and being the directors of Highland Montessori School, we've received notice of the proposed changes to St Johns, and we certainly applaud the efforts! While our little students won't be using the bike lanes, per se, as a pre-school with several families who walk daily (including, this year, two families who cross St Johns twice daily) we welcome anything that helps to slow traffic and promote non-auto transportation.

One small item I'd like to add is to re-stripe the stoplight on eastbound St Johns at Northcrest such that it is further from the intersection and halts stopped traffic before they are in front of our parking lot entrance. Better still, a "Stop here on red" sign would be ideal. It seems like this would improved our families' Safe Route to School.

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I plan to attend the Feb 25 session, but if anyone would like to come see the corner in question, I'm happy to meet anyone at the site. We also live in the neighborhood and I walk to/from the school several times each day, so I can certainly answer any questions about other issues in the area.

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As mentioned below, I drive/walk these 3 blocks on Northcrest multiple times each day, was very involved with the creation of Highland Neighborhood Park, and interact both personally and professionally with many others who frequent this stretch. As such I'm more than happy to be a resource and walk this area with anyone on your team, and I'm sure other neighbors could join as well.

Crossings or intersections - Request - Crossing or intersection improvement

Email 1:

4703

Hi. I think this is a fantastic idea and if implemented properly will provide an important gateway between west and east in this part of Austin; specifically, it will help make the Linc development and the ACC Highland campus much more accessible for residents of Northeast Austin.

I cannot attend the open house tonight, but I do have concerns about vehicular parking in the bike lanes on St. Johns, despite signage, and especially the crossing at I-35. It's imperative that this be made as safe and comfortable as possible for cyclists. The only other remotely safe I-35 crossing for bicycles is in the vicinity is at 51st Street, two miles to the south.

Thank you for working on this important piece of bicycle and pedestrian connectivity. I look forward to seeing (and riding on) the results!

Email 2:

I'm not up on best practices in traffic safety but it seems like a grade separation at the I-35 crossing might be preferable--I've seen what happens to those plastic posts and it ain't pretty. :)

Category	Response	Question	Respondent ID
Crossings or intersections - Request - Crossing or intersection improvement			
	<p>I know you closed the comment period, but I hope you will accept my comments under these unusual circumstances.</p> <p>I used to live off of St. Johns west of I-35, and now I live east. The eastern portion is very unsafe for pedestrians; I used to cross it, but I stopped. Even a policeman hit a pedestrian in that portion. The whole street is not safe for bicyclists, and I see few using it. A lot of cars come in and out of streets and driveways. In the eastern portion, cars go too fast, and it is hilly so visibility is limited.</p> <p>At Blessing street, many children cross, and the neighbors have been trying to get safety measures for years. An HPB might not be the best option because a lot of cars turn onto Blessing from St. Johns.</p> <p>The speed of cars needs to be slowed. It would be good to lower the speed limit, but people might not obey it. Another suggestion is to have stop signs at some of the intersections. With HPBs, the cars only stop when they are lit, so that may not impact the speed most of the time. We have an HPB on Camino La Costa, and the cars still go too fast most of the time. Few people use the HPB; people cross at different places up and down the street.</p> <p>I am concerned about removing the left turn lanes. A lot of cars turn into Webb Middle School, and a fair number turn into the stores east of I-35. The buses and a lot of cars turn left onto Roland Johnson. I don't know if you intended to close that left turn lane also; that could result in serious back-ups because there is already a line of cars for the I-35 intersection. Have you measured the turn volumes at different times of day? What you call "protected" bike lanes are not really protected, they're just small sticks spaced far apart. So I think it is probably not worth removing the turn lanes for that.</p> <p>I hope that you will seriously consider these comments.</p>		4712
	Is this EB left turnbay needed? Very tight for bikes with elevations		4741
	Crosswalk please! And protected corners		4745
	Widen sidewalk and protect bike crossing		4752
	Lack of bike markings makes this intersection dangerous		4775
Crossings or intersections - Request - New signal or PHB			
	Blind spot for cars approaching hill. Needs signal/PHB		4757
	Needs a traffic light		4760
	Study to see if could put a stop light that is yellow or acts as a stop sign during non-peak hours and work to control traffic during peak time		4761
Crossings or intersections - Request - Signal timing change			

<u>Category</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Crossings or intersections - Request - Signal timing change			
	EB movement needs to be coordinated with EB from Lamar Blvd., poor progression. NB/SB Guad. Traffic demand is low		4729
	Leading bike/ped phase? Yes!		4749
	Ped signal wait time is very long. Yes!		4772
Maintenance - Concern			
	Somewhere near here? Big hole in eastbound bike lane, near drainage inlet		4740
	After done, keep bike lanes clean!		4754
	Replace posts ASAP once knocked over		4756
Maintenance - Request - Refresh markings			
	Please re-paint/darken these chevrons. Thank you!		4730
	Faded markings. Unclear that it's a bike lane		4768
Motor vehicle speeds - Concern - Speeding and speed management			

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I live on East St. Johns Avenue, close to Cameron Road.

We not only live on E. St. Johns, seeing the day to day action but we frequently drive up and down the road going to the parks and commuting to and from work. I

am so very excited about the ATD mobility project and protected bike lanes. I've been advocating for slowing traffic down and making St. John Avenue safer for all. One of the primary reasons I joined the St. John Neighborhood Association (where I serve as Assistant Secretary) is to help our street with speed management and more specifically help slow traffic down on the residential stretch of E. St. Johns to help the residents and community of people who frequent this main corridor.

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Lastly, since I've learned about this project I've been looking for and recalling streets in residential neighborhoods that are similar to ours and have found that Speedway, south of 45th Street does a good job and of course Berkman's new bike lanes. I also think Woodrow Avenue does a great job with their medians to help slow traffic but I'm not sure they actually have protected bike lane.

Thanks for your time. I look forward to learning more about your project tomorrow.

Motor vehicle speeds - Concern - Speeding and speed management

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Eric, Thank you for taking the time to get back to my email and to present your design to the community.

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Thank you again for your work on this project. I look forward to hearing back from you and will continue to research this issue.

Motor vehicle speeds - Concern - Speeding and speed management

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Hope you've all had a great weekend.

I wanted to check-in on this and see if there's been any movement to start looking into and/or reassessing our residential street parking within the bike lane project.

Have you had time to see the areas I listed in the past email? The most similar shared usage of cars, bike lane and residential parking is on Speedway just south of 45th Street. I've been in contact with a few of those residents who were able to keep their street parking and am looking at how they were able to preserve parking in front of their homes.

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We're also confused about how the following would work for homes on E. St. Johns if no one can park or pull up in front of our homes ...

- Residential pest control
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Motor vehicle speeds - Concern - Speeding and speed management

- Street Cleaning

We desperately rely on the one or two street parking spaces in front of our home and it would have a very real and negative impact on our daily lives if we didn't have access to this critical street parking. We've seen so many streets in other neighborhoods where bike lanes make way for residential parking, we're just really surprised that our home and our neighbor's homes and daily lives were not being considered in this decision.

I reviewed the boards and materials for St Johns and I wanted to express my support for them. I regularly bicycle along this stretch of road and I would love to be able to bring my children with me but at the moment, it is NOT safe and I do not trust the speeding drivers, so they are not allowed to ride their bikes in the street. There are many many drivers I have seen speeding along this road, and I am excited about these critical safety improvements to encourage people to drive more slowly.

4704

For the Cameron Road intersection, I would recommend clearly defined green bicycle boxes, similar to what is shown on the diagram for Northcrest Boulevard. In my experience, the intersection at Cameron has a lot more vehicles, and more visibility for those on bicycles would be helpful there.

For the section from Grand Canyon to Cameron, this is by far the most dangerous section for me. When I cycle through there, I have never found the bicycle lanes clear. Not once. There are always multiple cars parked in the bike lane, and I am always forced to take the lane. It is very unsafe and protected lanes will be critical here in addition to enforcement.

As you may have heard, Brentwood Elementary is temporarily moving to Webb campus and it will be critical that families have a safe route to school.

Thanks for your work on this! I can't wait to use these new lanes with my children.

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	Hill creates issues for speeders in cars		4743
	Add traffic calming to this street and speed traps!!!		4744
	Once, I was here in this bike lane at 1:30 AM on a bike and an APD car drove past me going about 60 MPH. It was really scary.		4746
	From Bennett to Blessing, speed management like Berkman Ave. (the turtle yellow bumps to help ppl slow down)		4755
	Speed management from Blessing to Cameron (like Berkman St)		4771
On-street parking - Concern			

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I'm writing you to express concerns around the newly proposed bike lane. I'm the owner at [address redacted] and use street parking heavily. These homes are small, have limited parking and the neighborhood also has security concerns of parking further away where I do not have direct visibility. I understand the need and importance of a bike lane, however this would really disturb my day to day life due to my reliance on street parking directly in front of my home.

4710

I would appreciate a serious consideration taken into the impacts of the bike lane and how security concerns would rise. Convenience of parking would be eliminated. Living on an already busy street makes it difficult enough, but not having direct access to parking would make this worse.

I appreciate your time and consideration.

We live here and would like to know how we can preserve our street parking spot.

4766

Other - Like - General support for project

Other - Like - General support for project

4700

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As I move forward in my research I will start to document some precedents around Austin to see how these similar challenges were resolved in other neighborhoods. I've started a list of locations, see below, where bike lanes were modified to incorporate equal access parking for residents and visitors.

Modified Bike Lanes:

- The west side of Speedway, specifically the 4 homes located at 4400 - 4408 Speedway
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- Guadalupe between 7002 Guadalupe - 7102 Guadalupe
- The east side of Duval between 50th and 51st

We ask that you look at the short residential stretch of our street through a different lens. Treating one residential block of E. St. Johns Avenue with the same solution as the other eight blocks of the non-residential road seems to leave the residents, our families and our neighbors out of the picture. We live here, our kids live here and we all face the everyday reality of this decision. These sweeping policies that come through our neighborhoods break down and have real repercussions in our daily life. I believe that safe bike lanes are incredibly important but this broad, urban transportation department approach results in taking away much needed parking from neighborhoods and families, including ours. Removing our street parking will force us to find parking on a side street a block or more away. These streets already have their own residents parking in front of their homes and if you spend some time in our neighborhood you may see that some streets are not very safe. Are we to carry our babies, kids and groceries from our car parked blocks away back to our home? It seems like the solution you've proposed to keep bikers safe puts us in a potentially hazardous situation, maybe this is just an oversight in the plan for bicycle lanes but we'd like to know if you can come up with an alternate plan for the residents who live directly on E. St. Johns Avenue.

Thank you again for your work on this project. I look forward to hearing back from you and will continue to research this issue.

Other - Like - General support for project

Email 3:

Hope you've all had a great weekend.

I wanted to check-in on this and see if there's been any movement to start looking into and/or reassessing our residential street parking within the bike lane project.

Have you had time to see the areas I listed in the past email? The most similar shared usage of cars, bike lane and residential parking is on Speedway just south of 45th Street. I've been in contact with a few of those residents who were able to keep their street parking and am looking at how they were able to preserve parking in front of their homes.

I would greatly appreciate if you can keep me in the loop on where this request is in your design process.

Email 4:

Thanks for your response Eric. Sorry for the radio silence, going through a lot of newness and changes over here, along with the rest of the world. I hope you and your family are all doing well in these surreal times.

I wanted to follow up and add some comments on a couple of points below -

There was a letter that Laura gave me at the open house that stated this bike lane concept passed in 2013. These were supposed to be mailed to the residents but many people I've talked to in the neighborhood never received one. Nonetheless, Austin was a very different city in 2013, seven years ago. Our home, built under the new code laws, didn't even exist on this lot. The point here is that The Austin Land Development Codes for duplexes don't allow builders (or us) to add more parking to our home. Impervious lot coverage laws restrict duplex parking to just one paved parking spot. I don't think any of the other homes on E. St. Johns share this qualm with us and therefore some don't share the same concerns as us.

We're also confused about how the following would work for homes on E. St. Johns if no one can park or pull up in front of our homes ...

- Residential pest control
- Residential Lawn Services
- Childcare Attendants
- Home Nurse Visits
- Essential Maintenance Services that require direct access to their vehicles
- HVAC
- Plumbers
- Cleaning Company
- USPS Mail Delivery
- UPS/Fed Ex delivery
- Trash/Recycling pick up

Other - Like - General support for project

- Street Cleaning

We desperately rely on the one or two street parking spaces in front of our home and it would have a very real and negative impact on our daily lives if we didn't have access to this critical street parking. We've seen so many streets in other neighborhoods where bike lanes make way for residential parking, we're just really surprised that our home and our neighbor's homes and daily lives were not being considered in this decision.

Email 1:

4703

Hi. I think this is a fantastic idea and if implemented properly will provide an important gateway between west and east in this part of Austin; specifically, it will help make the Linc development and the ACC Highland campus much more accessible for residents of Northeast Austin.

I cannot attend the open house tonight, but I do have concerns about vehicular parking in the bike lanes on St. Johns, despite signage, and especially the crossing at I-35. It's imperative that this be made as safe and comfortable as possible for cyclists. The only other remotely safe I-35 crossing for bicycles is in the vicinity is at 51st Street, two miles to the south.

Thank you for working on this important piece of bicycle and pedestrian connectivity. I look forward to seeing (and riding on) the results!

Email 2:

I'm not up on best practices in traffic safety but it seems like a grade separation at the I-35 crossing might be preferable--I've seen what happens to those plastic posts and it ain't pretty. :)

Other - Like - General support for project

I reviewed the boards and materials for St Johns and I wanted to express my support for them. I regularly bicycle along this stretch of road and I would love to be able to bring my children with me but at the moment, it is NOT safe and I do not trust the speeding drivers, so they are not allowed to ride their bikes in the street. There are many many drivers I have seen speeding along this road, and I am excited about these critical safety improvements to encourage people to drive more slowly.

4704

For the Cameron Road intersection, I would recommend clearly defined green bicycle boxes, similar to what is shown on the diagram for Northcrest Boulevard. In my experience, the intersection at Cameron has a lot more vehicles, and more visibility for those on bicycles would be helpful there.

For the section from Grand Canyon to Cameron, this is by far the most dangerous section for me. When I cycle through there, I have never found the bicycle lanes clear. Not once. There are always multiple cars parked in the bike lane, and I am always forced to take the lane. It is very unsafe and protected lanes will be critical here in addition to enforcement.

As you may have heard, Brentwood Elementary is temporarily moving to Webb campus and it will be critical that families have a safe route to school.

Thanks for your work on this! I can't wait to use these new lanes with my children.

I live in Quail Hollow, about 1 mile east of Kramer station. A few weeks ago, my husband, two stepsons, and I rode our bikes from our house to Mueller (and back again -- it was a blast). A large portion of the ride was along St. John's Avenue so I wholeheartedly support the plan for the improvements to St. John's Bikeway. I love that the City of Austin has gone to great lengths to make our city more bike friendly and I look forward to future improvements.

4705

I recently heard about the improvements proposed for St. John's from Lamar to Berkman from the Red Line Initiative.

4708

As a cyclist who lives in Mueller, I fully support adding/improvements to East/West routes in the area. I currently use 51st street to get from Mueller to the west, including the I-35 roundabout, which can be scary during high traffic times.

Thanks for working to improve mobility in Austin.

You and I met at the ATD open house on February 25 re: ATD's proposed work on St John Ave. I saw a lot of cool plans for that corridor and as a cyclist I like what the city is planning to do to protect vulnerable road users, like myself, get around this city in one piece.

4709

Category	Response	Question	Respondent ID
Other - Like - General support for project			
	<p>I know you closed the comment period, but I hope you will accept my comments under these unusual circumstances.</p> <p>I used to live off of St. Johns west of I-35, and now I live east. The eastern portion is very unsafe for pedestrians; I used to cross it, but I stopped. Even a policeman hit a pedestrian in that portion. The whole street is not safe for bicyclists, and I see few using it. A lot of cars come in and out of streets and driveways. In the eastern portion, cars go too fast, and it is hilly so visibility is limited.</p> <p>At Blessing street, many children cross, and the neighbors have been trying to get safety measures for years. An HPB might not be the best option because a lot of cars turn onto Blessing from St. Johns.</p> <p>The speed of cars needs to be slowed. It would be good to lower the speed limit, but people might not obey it. Another suggestion is to have stop signs at some of the intersections. With HPBs, the cars only stop when they are lit, so that may not impact the speed most of the time. We have an HPB on Camino La Costa, and the cars still go too fast most of the time. Few people use the HPB; people cross at different places up and down the street.</p> <p>I am concerned about removing the left turn lanes. A lot of cars turn into Webb Middle School, and a fair number turn into the stores east of I-35. The buses and a lot of cars turn left onto Roland Johnson. I don't know if you intended to close that left turn lane also; that could result in serious back-ups because there is already a line of cars for the I-35 intersection. Have you measured the turn volumes at different times of day? What you call "protected" bike lanes are not really protected, they're just small sticks spaced far apart. So I think it is probably not worth removing the turn lanes for that.</p> <p>I hope that you will seriously consider these comments.</p>		4712
	Great Work. I especially like the focus on safe crossing at Northcrest and Lamar.		4716
	This is a great project - I am so glad it is being proposed. East-west safe connectivity for bikes is badly needed in this area. I transport my kids by bike and currently feel unsafe doing so on St. Johns due to the lack of protected lanes and high frequency of cars parked in the bike lanes.		4718
	yay!!		4719
	yay!!!		4720
	Yes, great!		4748
Other - Concern - Drainage			
	Big drainage problem here		4764
Other - Request			

<u>Category</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Other - Request			
	-What is meant by "maintain existing configuration" by IH-35? -The link to the scroll is difficult to find on the project website		4714
	Increased signage thruout project		4759
Other - Outside project scope			
	This will be a great connection for various uses, including connecting people between northeast Austin and the Red Line Crestview Station and North Lamar future transit, as well as the existing and future Red Line Parkway. I wanted to highlight that the connections could be improved for both eastbound and westbound users immediately on the west side of Lamar Blvd. I.e.: * Westbound: It should be made clear for a person bicycling to see how to exit the cycletrack on the northwest corner and to enter the street west of Lamar Blvd. * Eastbound: It should be made clear for a person bicycling to see how to enter the southwest corner waiting area, then the "crossbike" across Lamar Blvd., and then to access the cycletrack east of Lamar Blvd. Also, there is a broken link at https://data.austintexas.gov/stories/s/St-Johns-Bikeway/huj2-tedc The link titled "View a preliminary design of St. Johns Avenue from North Lamar Boulevard to Berkman Drive" has a stray word in the URL		4711
	Bulb out in development creates conflicts with bikes, through traffic, and right turns. Suggest cutting back		4721
	This road is too wide. This is dangerous.		4724
	I approve - in general. Consider how bike traffic travels east-west between St. Johns and the entry driveway, in order to access train.		4725
Safety - Concern - Currently unsafe to bike along St. Johns			

Safety - Concern - Currently unsafe to bike along St. Johns

4704

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Thanks for your work on this! I can't wait to use these new lanes with my children.

Safety - Concern - Currently unsafe to bike along St. Johns

I know you closed the comment period, but I hope you will accept my comments under these unusual circumstances.

4712

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The speed of cars needs to be slowed. It would be good to lower the speed limit, but people might not obey it. Another suggestion is to have stop signs at some of the intersections. With HPBs, the cars only stop when they are lit, so that may not impact the speed most of the time. We have an HPB on Camino La Costa, and the cars still go too fast most of the time. Few people use the HPB; people cross at different places up and down the street.

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4718

Safety - Concern - Currently vehicles passing buses on single lane

Safety - Concern - Currently vehicles passing buses on single lane

4702

Email 1:

I hope you're well. I'm writing to start a conversation about the St. Johns Avenue Bike Lanes in advance of the open house tomorrow.

I live on East St. Johns Avenue, close to Cameron Road.

We not only live on E. St. Johns, seeing the day to day action but we frequently drive up and down the road going to the parks and commuting to and from work. I

am so very excited about the ATD mobility project and protected bike lanes. I've been advocating for slowing traffic down and making St. John Avenue safer for all. One of the primary reasons I joined the St. John Neighborhood Association (where I serve as Assistant Secretary) is to help our street with speed management and more specifically help slow traffic down on the residential stretch of E. St. Johns to help the residents and community of people who frequent this main corridor.

Since we've lived on this street, almost 4 years now, we've seen an increase in the number of drivers speeding, swerving and accelerating past buses, residents turning into driveways and bicyclers on the road. We've had a drunk driver crash into our steel fence taking out a telephone pole before ending up in the middle of our yard in his pick up truck. We came home to another car accident just last night that happened across the street from us, in front of [address redacted].

I want to specifically point out the stretch of E. St. Johns that has residential homes/driveways. The area of E. St. Johns Avenue where we live is the only length of E. St Johns where the homes have driveways directly on to the street. I believe there are around 10-12 duplex homes, not including the apartments on E St. Johns/Grand Canyon whose driveways lead directly onto the street. I wanted to bring this to your attention for two reasons, first to understand if there is any action we can take to help preserve our street parking while still allowing for safe bike lanes and second to ask if your project can help assist in slowing drivers down along the residential stretch of E. St. Johns between Cameron and Blessing. I believe this would work to everyone's benefit, pedestrians walking to the bus stop, kids crossing the street, bicyclers, and the residents of E. St. Johns Avenue.

Lastly, since I've learned about this project I've been looking for and recalling streets in residential neighborhoods that are similar to ours and have found that Speedway, south of 45th Street does a good job and of course Berkman's new bike lanes. I also think Woodrow Avenue does a great job with their medians to help slow traffic but I'm not sure they actually have protected bike lane.

Thanks for your time. I look forward to learning more about your project tomorrow.

Safety - Concern - Currently vehicles passing buses on single lane

Email 2:

Eric, Thank you for taking the time to get back to my email and to present your design to the community.

Laura, I appreciate your taking the time to hear my concerns as a resident of E. St. Johns Avenue.

As I mentioned last night, there are a handful of us who live on E. St. Johns Avenue whose street parking would be removed. There is no street parking within a safe, walk-able distance from our home. I'd like to advocate for the few of us on E. St. Johns Avenue to retain our street parking. Additionally, there was some mention of removing the center turn lane and this making the street safer but there is no center turn lane on our area of the street and never has been.

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We ask that you look at the short residential stretch of our street through a different lens. Treating one residential block of E. St. Johns Avenue with the same solution as the other eight blocks of the non-residential road seems to leave the residents, our families and our neighbors out of the picture. We live here, our kids live here and we all face the everyday reality of this decision. These sweeping policies that come through our neighborhoods break down and have real repercussions in our daily life. I believe that safe bike lanes are incredibly important but this broad, urban transportation department approach results in taking away much needed parking from neighborhoods and families, including ours. Removing our street parking will force us to find parking on a side street a block or more away. These streets already have their own residents parking in front of their homes and if you spend some time in our neighborhood you may see that some streets are not very safe. Are we to carry our babies, kids and groceries from our car parked blocks away back to our home? It seems like the solution you've proposed to keep bikers safe puts us in a potentially hazardous situation, maybe this is just an oversight in the plan for bicycle lanes but we'd like to know if you can come up with an alternate plan for the residents who live directly on E. St. Johns Avenue.

Thank you again for your work on this project. I look forward to hearing back from you and will continue to research this issue.

Safety - Concern - Currently vehicles passing buses on single lane

Email 3:

Hope you've all had a great weekend.

I wanted to check-in on this and see if there's been any movement to start looking into and/or reassessing our residential street parking within the bike lane project.

Have you had time to see the areas I listed in the past email? The most similar shared usage of cars, bike lane and residential parking is on Speedway just south of 45th Street. I've been in contact with a few of those residents who were able to keep their street parking and am looking at how they were able to preserve parking in front of their homes.

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Email 4:

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- Trash/Recycling pick up

Safety - Concern - Currently vehicles passing buses on single lane

- Street Cleaning

We desperately rely on the one or two street parking spaces in front of our home and it would have a very real and negative impact on our daily lives if we didn't have access to this critical street parking. We've seen so many streets in other neighborhoods where bike lanes make way for residential parking, we're just really surprised that our home and our neighbor's homes and daily lives were not being considered in this decision.

Safety - Concern - Sight distance

I know you closed the comment period, but I hope you will accept my comments under these unusual circumstances.

4712

I used to live off of St. Johns west of I-35, and now I live east. The eastern portion is very unsafe for pedestrians; I used to cross it, but I stopped. Even a policeman hit a pedestrian in that portion. The whole street is not safe for bicyclists, and I see few using it. A lot of cars come in and out of streets and driveways. In the eastern portion, cars go too fast, and it is hilly so visibility is limited.

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I hope that you will seriously consider these comments.

Hill creates issues for speeders in cars

4743

Blind spot for cars approaching hill. Needs signal/PHB

4757

Visibility concern at turn

4767

Sidewalk or other pedestrian infrastructure - Like - Proposed crossing

<u>Category</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Sidewalk or other pedestrian infrastructure - Like - Proposed crossing			
	Great Work. I especially like the focus on safe crossing at Northcrest and Lamar.		4716
	Yes! Great ped crossing addition E. of Northcrest		4737
Sidewalk or other pedestrian infrastructure - Request - Pedestrian improvements			

Sidewalk or other pedestrian infrastructure - Request - Pedestrian improvements

4700

Email 1:

As residents of the area and being the directors of Highland Montessori School, we've received notice of the proposed changes to St Johns, and we certainly applaud the efforts! While our little students won't be using the bike lanes, per se, as a pre-school with several families who walk daily (including, this year, two families who cross St Johns twice daily) we welcome anything that helps to slow traffic and promote non-auto transportation.

One small item I'd like to add is to re-stripe the stoplight on eastbound St Johns at Northcrest such that it is further from the intersection and halts stopped traffic before they are in front of our parking lot entrance. Better still, a "Stop here on red" sign would be ideal. It seems like this would improved our families' Safe Route to School.

Several times a day stopped traffic on St Johns blocks people from entering or leaving out parking lot. This has been on my mind for a couple of years now, but without particular knowledge of who to contact, it's slipped through. However, since I suspect the whole street will be re-striped for this project, this seems like the time one way or another!

I plan to attend the Feb 25 session, but if anyone would like to come see the corner in question, I'm happy to meet anyone at the site. We also live in the neighborhood and I walk to/from the school several times each day, so I can certainly answer any questions about other issues in the area.

Email 2:

It was nice visiting with you yesterday evening about the changes to St Johns.

I thought I'd pass along the Highland Neighborhood Park Master Plan that I mentioned last night. Specifically, section 4.7, p. 37, on the "North Greenbelt." As it says, it's not park land per se, but there is ample city-owned land for a 12' ped/bikeway on the east side of the existing ditch/creek. (Apparently original neighborhood plans called for an Arroyo Seco-style boulevard for Northcrest that never materialized). As I understand it, this is part of the Sidewalk Master Plan, but that it's pretty low down the list.

https://austintexas.gov/sites/default/files/files/Parks/Planning_and_Development/Highland_Master_Plan_2016.07.19.pdf

I'm not sure how this might affect St Johns in 2020, but at some point, it will surely change the nature of the Northcrest/St Johns intersection and the park entrance. For one, I'm now thinking about the location of the proposed westbound bus stop, wondering where it would fall in the path of the future sidewalk.

As mentioned below, I drive/walk these 3 blocks on Northcrest multiple times each day, was very involved with the creation of Highland Neighborhood Park, and interact both personally and professionally with many others who frequent this stretch. As such I'm more than happy to be a resource and walk this area with anyone on your team, and I'm sure other neighbors could join as well.

<u>Category</u>	<u>Response</u>	<u>Question</u>	<u>Respondent ID</u>
Sidewalk or other pedestrian infrastructure - Request - Pedestrian improvements			
	Existing space for ped waiting area at corner is minimal. If possible and design could move western crossing over St. John further west would improve		4739
	Crosswalk please! And protected corners		4745
	Widen sidewalk and protect bike crossing		4752
	Protect turns for corners!		4776
Transit - Like - Proposed bus stops			
	Very excited about the new bus stops!		4722
	I'm very excited about these bus stops		4738