

SAFE ROUTES TO SCHOOL PROJECT EVALUATION REPORT



TRANSPORTATION
PUBLIC WORKS

MARCH 28, 2025

TABLE OF CONTENTS

Project Evaluation Summary	3
Project Background	5
Evaluation Process	6
Participation	7
Findings	8
Solutions, Next Steps, Project Cost and Future Changes	12
Hillside Terrace Drive: Feedback and Findings	15
Community Feedback Themes	15
Preferences by Use	16
Motor Vehicle Speed Analysis	17
Observations	17
Planned Changes Based on Feedback, Analysis and Observations	17
Barstow Avenue: Feedback and Findings	19
Community Feedback Themes	19
Preferences by Use	20
Motor Vehicle Speed Analysis	20
Observations	20
Planned Changes Based on Feedback, Analysis and Observations	20
Allerton Avenue: Feedback and Findings	23
Community Feedback Themes	23
Preferences by Use	24
Motor Vehicle Speed Analysis	25
Observations	25
Planned Changes Based on Feedback, Analysis and Observations	25
All Community Feedback	27
Survey Comments	28
Listening Sessions: Photos and Feedback	239
Intercept Surveys	269
Letter and Recommendation	330

PROJECT EVALUATION SUMMARY

ABOUT THE PROJECT

Transportation and Public Works Department (TPW) routinely evaluates streets for safety and mobility, with a duty to provide safer streets that serve all users.

Streets serving the neighborhoods of Circle C North, Villages at Western Oaks and Heights at Loma Vista neighborhoods were selected for changes to better serve walking and bicycling trips, based on the District 8 Safe Routes to School Infrastructure Plan.

EVALUATION PROCESS

The City of Austin has completed a project evaluation of these changes, consisting of a resident survey, listening sessions, on-street interviews with residents, observations and technical analysis.

WHY THESE STREETS?

- Access to schools, parks, the library, nearby grocery store and trail systems
- Recommended in the Safe Routes to School Infrastructure Report due to lack of crossings and bicycle facilities as well as excessive vehicle speeds

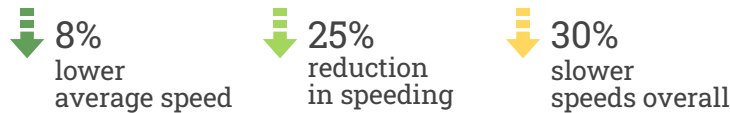
ONE OF MANY PROJECTS CITYWIDE

- The project is one of more than 600 Safe Routes to School projects completed since 2016, serving all seven independent school districts (ISDs) in the City's jurisdiction
- Benefits include offering choices in how people get around and meeting their daily physical activity needs

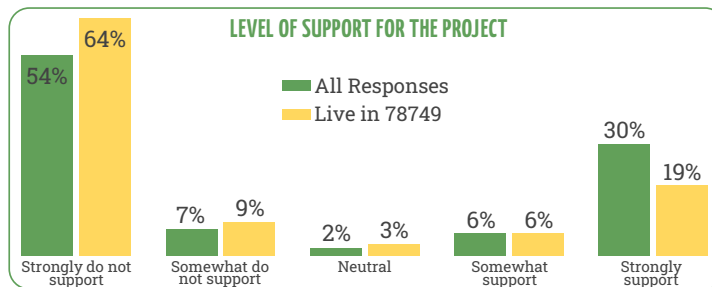


WHAT WE FOUND

1 Reduced speeds have improved safety:



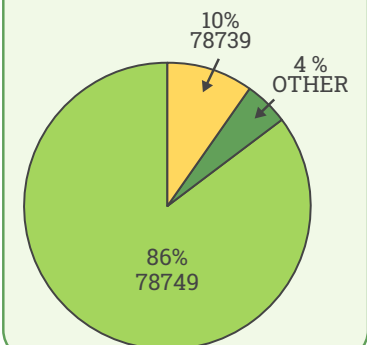
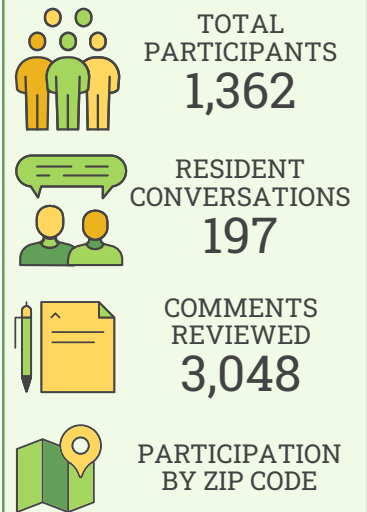
2 Most people do not support and change is needed:



3 Changes can address concerns, keep benefits:

- Address access to and from community mailboxes
- Simplify street design, keep bicycle connectivity
- Maintain slower speeds with the neighborhood's help
- Ensure changes stay within project budget to sustain citywide program

ENGAGEMENT BY THE NUMBERS



PROJECT EVALUATION SUMMARY

PATH FORWARD

As a result of the project evaluation process, the City will proceed with substantial modifications to the project to address concerns raised by the community, balanced with the technical analysis and observations performed.

While not everyone will be satisfied, the City has a duty to provide for all street users and believes this solution best balances that responsibility with the feedback received.

With neighborhood support for keeping speeds low, the updated approach will simplify the streets within the neighborhood while preserving bicycle connectivity and generally shorter effective distances for people crossing the street.

All planned work can be delivered for less than 10% of total project costs and remains within budget, ensuring that the Safe Routes to School and Bikeways programs continues to benefit neighborhoods throughout the city.

SUMMARY OF CHANGES

- Modify the two-way bikeway segments on Hillside Terrace Drive west of Lantana Way, Allerton Avenue and Barstow Avenue to one-way painted bike lanes or shared lanes
- Install curbside parking in areas where parking is in consistent demand such as at mailboxes and along the north curb of Hillside Terrace Drive
- Install buffered bike lanes where there is no parking demand, such as where there are no residential driveways or mailboxes

PERSPECTIVE DRAWING OF CHANGES ON HILLSIDE TERRACE DRIVE



- Provides curbside parking where there are residential driveways or mailboxes
- Maintains visibility at corners and improves visibility on north curb for residences
- Maintains bicycle connectivity with no change east of Lantana Way near Escarpment Boulevard and one-way painted bike lanes or shared lanes west of Lantana Way within neighborhood.

PERSPECTIVE DRAWING OF CHANGES ON BARSTOW AVENUE



- Provides curbside parking at both mailboxes near Melawa Court and Barstow Court
- Enables turning movements from mailboxes
- Maintains bicycle connectivity with shared lanes just southwest of Hillside Terrace Drive and buffered bike lanes northeast of Hillside Terrace Drive

PERSPECTIVE DRAWING OF CHANGES ON ALLERTON AVENUE



- Provides curbside parking on both sides of the street from the school gate to Hachita Drive with a shared lane in the downhill (eastbound) direction and a painted bike lane in the uphill direction
- Installs buffered bike lanes between Hachita Drive and Barstow Avenue

PROJECT TIMELINE

Project complete
November 2024

Jan - Feb 2025
Evaluation

Analysis & Report
March 2025

May 2025
Resurface Street

Install Markings
June 2025

PROJECT BACKGROUND

Transportation and Public Works Department (TPW) routinely evaluates streets for safety and mobility, with a duty to provide safer streets that serve the community with mobility choices.

Street design changes installed in the Circle C North, Villages at Western Oaks and Heights at Loma Vista neighborhoods between December 2023 and November 2024 were informed by the citywide Safe Routes to School Infrastructure Plan, developed between 2017-2019. Evaluations were conducted at 137 schools across the city, including Gorzycki Middle School and Mills Elementary School, to identify projects to help children safely and easily walk and bike to school and in turn provide these mobility choices to everyone in the neighborhoods served by these streets.

Citywide, there have been more than 600 projects installed in service to safer routes to school and other neighborhood destinations since 2016. The program is on track to deliver projects at all schools within the City's jurisdiction, at seven independent school districts (ISDs).



Map of pedestrian crossings and bikeways installed to serve Mills Elementary School and Gorzycki Middle School

Projects for Gorzycki Middle School and Mills Elementary School are pictured on the map above. These streets were chosen for the connections they can offer and the lack of facilities that limit mobility choices for the schools and neighborhood.

The City sought community feedback on the proposed projects starting in early 2022, with a final project announced in late 2023. This engagement effort did not fully reach its intended audience, given the level of concern heard during implementation of phase two of the project, prompting this project evaluation process to better understand those concerns.

For more details on the process used to develop this project, please refer to the project's [FAQ](#) found on the [project webpage](#).

EVALUATION PROCESS

The project evaluation process was initiated approximately 60 days after substantial completion of the project. Typical evaluation processes would be held six months following a project's substantial completion, with a safety analysis at 18 months.

As such, results of this evaluation process are likely to capture initial reactions to projects well before intended benefits have time to become established.



Community members share their feedback at the first of two listening sessions offered as part of the project evaluation process.

The evaluation process included hearing from the community in the following ways:

- A survey, offered online or mailed by request, available from January 22 to March 4, 2025, seeking feedback from people who live in and travel to, from and within the neighborhoods served by this project;
- Two community listening sessions hosted on Wednesday, February 19 at the Gorzycki Middle School library and Saturday, March 1 at the corner of Allerton Avenue and Barstow Avenue, where participants could provide feedback on printed maps of the project, indicate their preferences for the project overall as well as the three streets under evaluation, and visit with the project team in person; and
- Intercept surveys in the neighborhood, during morning and afternoon peak hours where staff positioned themselves near the neighborhood mailboxes on Hillside Terrace Drive and Barstow Avenue, along the neighborhood trail at the corner of Allerton Avenue and Barstow Avenue, as well as at the end of Allerton Avenue during school pick up and drop off times to discuss the project with neighbors going about their day-to-day movements.

The City also completed a technical review and traffic analysis consisting of the following:

- Observations of traffic patterns, movements and behaviors during various times of the day and days of the week, including school pick up and drop off times;
- Analysis of changes to motor vehicle speeds and volumes; and
- Counts of bicycles at the elementary and middle school to assess changes in the number of children riding to and/or from school.

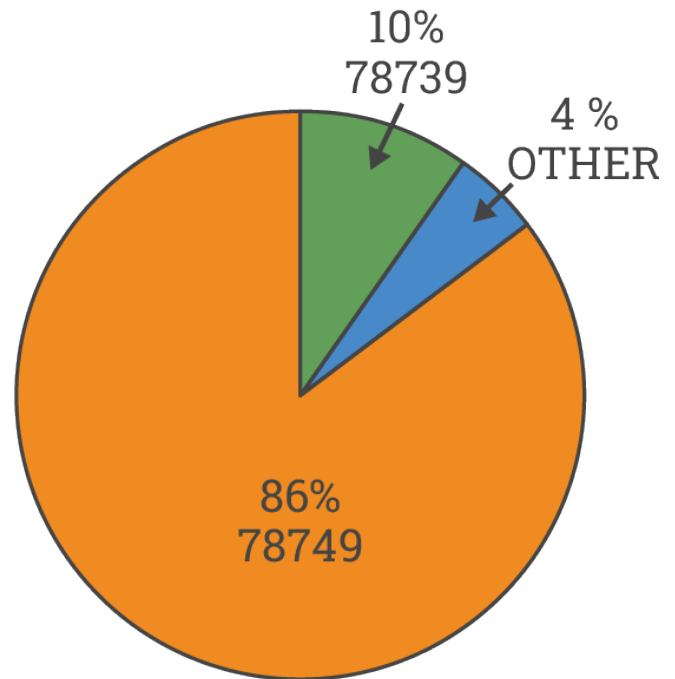
PARTICIPATION

There was strong participation in the evaluation process, with 1,362 responses to the project survey, 58 on-street interviews (intercept surveys) conducted in the neighborhood, at least 72 people attending one or both of the listening sessions and 77 people attending or registering for one or both neighborhood calls offered on October 31, 2024 and December 13, 2024.

This high level of engagement netted 3,048 comments that were reviewed and categorized by location and theme. Additional comments were received via email as well as in the form of a letter from Safe Streets Austin and a recommendation by the Bicycle Advisory Council. All comments and feedback are included in the feedback section of the report starting on page 27.

The vast majority of participants – 86% of respondents – indicated that they live in the 78749 ZIP code where the project is located. The second most commonly reported ZIP code was 78739, which is located immediately south of the project, accounting for 10% of all respondents. Other areas of the City accounted for 4% of all participants.

PARTICIPATION BY ZIP CODE



Survey Abuse Analysis

The City analyzed IP addresses used to submit online surveys and did not find concerning levels of repeated entries of the survey. An IP address that appeared four times, which could represent multiple views from one household, accounted for 0.3% of all survey entries. This amount would not materially change any of the findings and thus were not removed from the analysis.



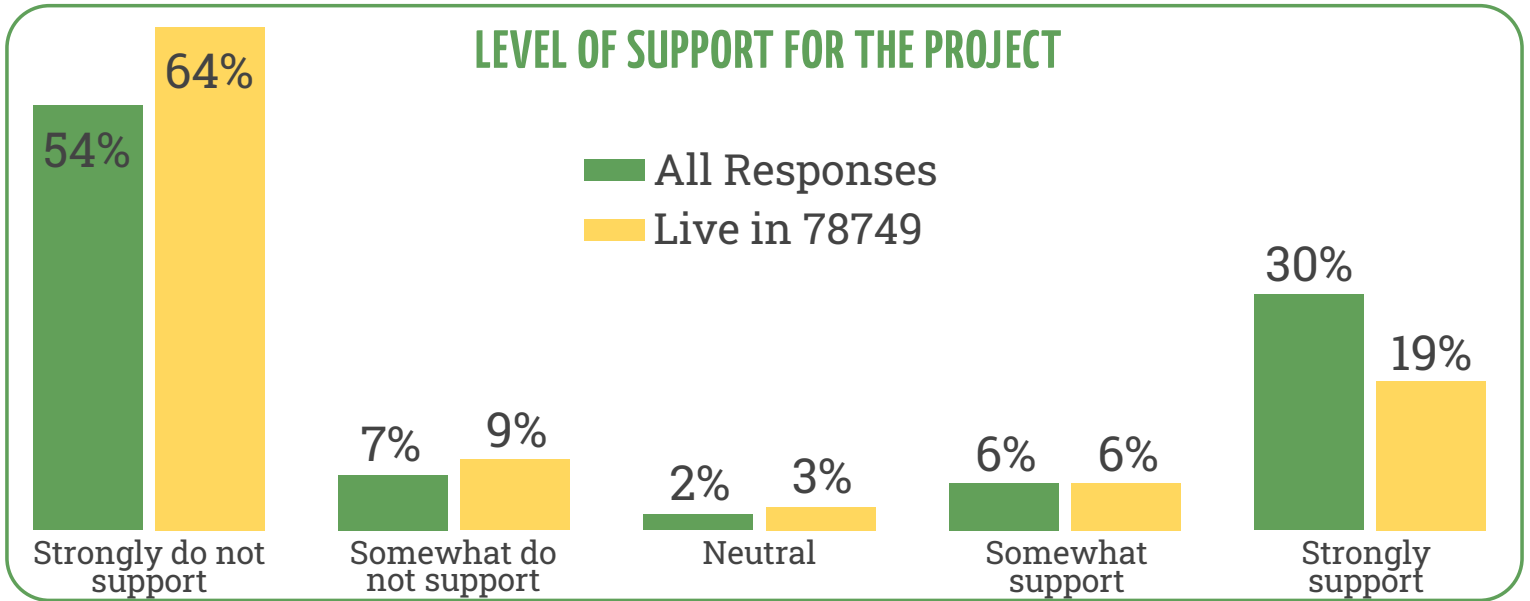
Residents gather on Saturday, March 1 at the corner of Barstow Avenue and Allerton Avenue to share feedback with City staff.

FINDINGS

The following findings and observations were used to inform the next steps in this process. The Transportation and Public Works Department (TPW) recognizes that the findings here and next actions that follow will not address all feedback received. However, TPW has a duty to take responsible and responsive action as a result of this process, considering all input gathered both from the community along with a thorough technical analysis. The findings here are further described in the subsequent sections of this report that focus on each street specifically.

Most people do not support the project, indicating changes are needed.

Respondents were asked for their level of support of the project, with 61% of all respondents reporting they either strongly do not support or somewhat do not support the project. This figure increases to 73% if the respondent lives in the 78749 ZIP Code. A total of 36% of respondents either somewhat support or strongly support the project overall, with 25% of people living in the 78749 ZIP Code supporting the project.



Survey findings further show that slightly over half of all respondents (54%, 52% and 53% respectively) prefer to remove the changes on Hillside Terrace Drive, Allerton Avenue and Barstow Avenue. Another 11% of respondents (among all three streets) suggested ways the design could be modified while 36%, 38% and 36% prefer to keep the changes on Hillside Terrace Drive, Allerton Avenue and Barstow Avenue, respectively. Combined percentages may not add to 100 due to rounding.

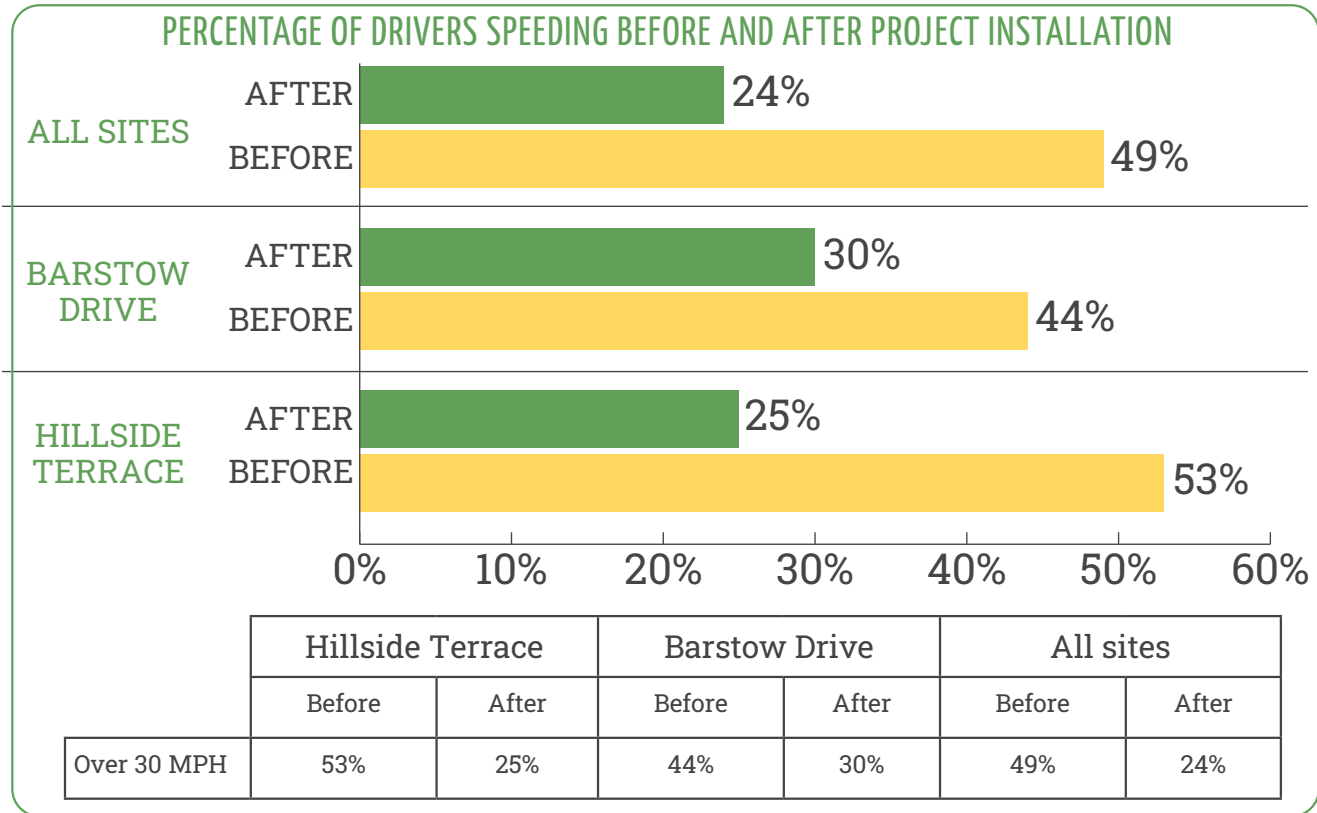
For people living in the 78749 ZIP code, preferences for removal moves up to 65%, 62% and 63% on Hillside Terrace Drive, Allerton Avenue and Barstow Avenue, respectively. Suggestions for how to modify the changes also increases to 13% for Allerton Avenue and Barstow Avenue, and 14% for Hillside Terrace Drive among people who live in the 78749 ZIP code. Preferences for keeping the changes among people living in the 78749 ZIP code are at 21% for Hillside Terrace Drive, 25% for Allerton Avenue and 24% for Barstow Avenue. Again, all combined percentages for each street may not add to 100 due to rounding. Find more detailed analysis of preferences in the following sections for each street.

At 60-days from substantial completion of the project, it is not unusual to have concern and discomfort with the changes. However, the goal with any project of this kind is to have such changes understood and generally supported, often with modifications based on feedback, prior to installation. While the proposed project was generally supported in 2022 and modified based on feedback received at that time, upon installation of phase 2 it became clear some residents were not reached through the prior community conversation, or what was presented was not clear enough to understand the changes. The feedback gathered through this evaluation process now helps to direct this concern into a responsive and responsible way forward.

FINDINGS

Reduced speeds have improved safety.

In addition to community surveys, the City measured changes in motor vehicle speeds to determine if safety had been improved in the area. Lowering speeds significantly increases the comfort of more vulnerable users, namely people walking and bicycling along and across the street. Lower speeds also save lives. A person walking hit by a person driving at 20 mph has a 90% survival rate. This survival rate drops to only 50% at 30 mph.¹



While these neighborhood streets did not have a concerning level of crashes prior to the project, the fact that speeds were above the posted limit before the project was installed indicates that many people would likely feel some discomfort or concern bicycling in these conditions or be less likely to allow their young child to bicycle or ride their scooter on the street alone.²

Average speeds in the neighborhood dropped by 8% after the project was installed from an average of 30 mph to an average of 27 mph. High-risk speeding (speed 5 mph over the posted limit) decreased by 68%. Before the project was installed, almost half of all drivers in the neighborhood were speeding. Now, on average, only 1 in 4 are speeding as shown in the table above.

The promising results in lowering speed – coupled with the low motor vehicle volumes on all three streets – introduces other design options to serve people bicycling and walking along the street, as long as those speeds and volumes stay low. This is because bicycle facilities are designed in large part based on relative speeds and volumes of motor vehicles. With lower speed and volume of motor vehicles, shared lanes or painted bike lanes can provide an adequate level of comfort. With higher speed and volume of motor vehicles, separated facilities such as protected bike lanes and protected intersections are more appropriate.

The next section discusses design changes that address many concerns heard through the process while still providing for bicycle connectivity within the neighborhood in a different way.

¹ Limpert, R. "Motor Vehicle Crash Reconstruction and Cause Analysis." Charlottesville, S.C.: Michie Company, 1994.

² Mekuria, Furth and Nixon. "[Low-Stress Bicycling and Network Connectivity](#)." San Jose, Calif.: Mineta Transportation Institute, 2012.

FINDINGS

Some kids are riding and walking to school but it is too soon to see change.

Counts of bicycles were done at both Mills Elementary School and at Gorzycki Middle School after the project was installed. A total of 27 bikes were counted at Mills Elementary School one afternoon on the week of March 10. The project team did not count families who bring their children to and from school, for example on a cargo bike equipped to carry children, however this behavior was consistently observed at Mills Elementary school during the morning pick up and afternoon drop off periods. Before the project was installed, there were 28 kids bicycling in the morning and 24 bicycling home at Mills Elementary School based on a show-of-hands survey.

While the City does not have similar figures for Gorzycki Middle School before the project, seven bicycles were counted at the bike racks at Gorzycki Middle School the week of February 3, after the project was installed. The goal is to increase these numbers as a result of providing a safer bikeway option, however, expecting an increase in bicycling 60 days from the project completion without any promotional or educational programming is unrealistic.

The City will work with Mills Elementary School and Gorzycki Middle School to develop encouragement programs such as bike buses, walking school buses and bicycle education to encourage and educate families about the benefits of bicycling and walking to school.



Students walk and bike home from Gorzycki Middle School along Allerton Avenue shortly after the project was installed.



Bikes parked at Mills Elementary (left) and Kiker Elementary (right) on the afternoon of March 12, 2025.

FINDINGS

Observations confirm changes are feasible to address concerns, keep benefits.

City staff also observed street use at key locations – such as at mailboxes and student drop off areas – at different times of the day and days of the week. Staff saw people using the bike lanes to ride bikes, walk and push strollers. Staff also saw people choosing not to use the bike lanes.

They also observed drivers crossing the center line and parking in the wrong direction as well as parking in the bike lane. U-turns were also a frequently observed behavior, especially during student pick up or drop off on Allerton Avenue or when picking up mail on Barstow Avenue.



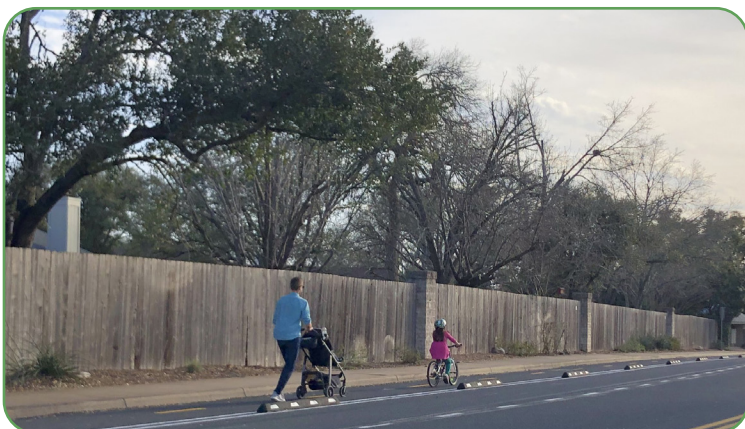
U-turns on Allerton Avenue at Colberg Drive



Use of bike lane on Barstow Avenue



Parking in bike lane on Allerton Avenue



A family uses the bike lane on Barstow Avenue



On-street parking along Hillside Terrace Drive

These observations, coupled with the speed analysis and feedback received, have helped to identify solutions to many of the concerns expressed by participants in the evaluation process, as outlined in the next section and summarized in the table that follows.

SOLUTIONS, NEXT STEPS, PROJECT COST & FUTURE CHANGES

As a result of these analyses, the City will proceed with the following modifications to the design while keeping the connectivity benefits and monitoring the safety benefits. The two-way bikeway on Hillside Terrace Drive west of Lantana Way, Allerton Avenue and Barstow Avenue will be changed to one-way painted bike lanes or shared lanes with curbside parking in areas where there is parking demand and buffered bike lanes where there is no parking demand.

On Allerton Avenue in the eastbound (downhill) direction, the City will install a shared lane between the school gate and Hachita Drive with curbside parking. These changes provide for curbside parking at mailboxes and on the north curb of Hillside Terrace Drive and simplify the street design on streets within the neighborhood. Motor vehicle speed will be monitored to ensure the lowered speeds continue to offer comfort and safety for everyone. Should motor vehicle speeds increase, the City will evaluate other traffic calming measures.



Renderings, cross sections and descriptions of changes to each street are provided in the sections that follow. In addition, detailed drawings are viewable and downloadable online at the [project webpage](#).

SOLUTIONS, NEXT STEPS, PROJECT COST & FUTURE CHANGES

Next Steps

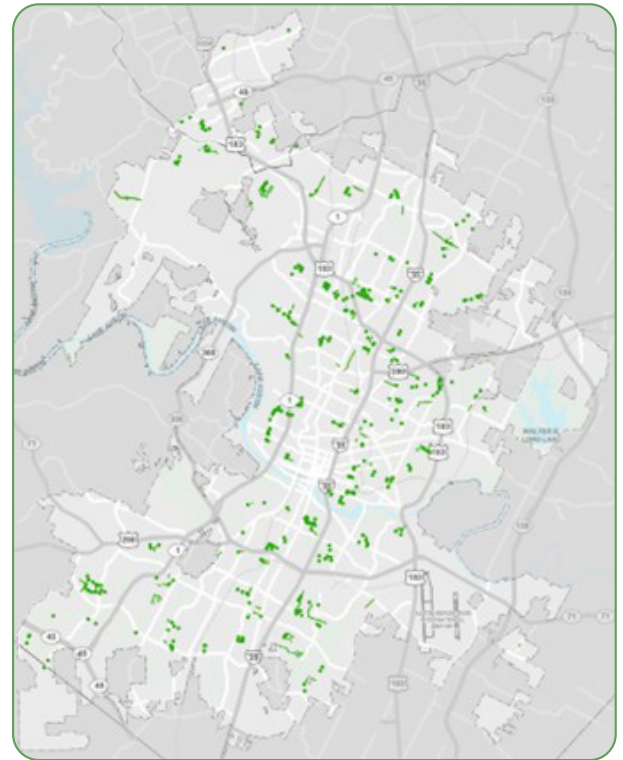
To implement these changes, portions of Allerton Avenue, Barstow Avenue and Hillside Terrace Drive will be resurfaced starting in May. Prior to this treatment, devices such as rubber curbs, in-street signs and posts will be removed. The resurfacing process will enable removal of the existing markings on the street. The method of resurfacing is called seal coat or chip seal. This process applies asphalt binder with a mix of small aggregate to the street and rolls it into place to create a compacted, durable surface. The City will sweep loose aggregate that will be left behind in this process. Residents can call 3-1-1 to request additional sweeping. Following a cure period, new markings will be applied over the newly coated streets. The process to resurface and remark all three streets is expected to take approximately two months to complete.



Project Costs and Citywide Impact

The changes are expected to cost approximately \$80,000, which is less than 10% of the overall project costs and within the project budget of \$1.3M. The project to date has invested \$1.1M into the project to deliver 14 new or improved pedestrian crossings, signal upgrades on Escarpment Boulevard at Davis Lane and Hillside Terrace Drive, protected corners at Taylorcrest Drive and Hillside Terrace Drive and protected bikeways on Davis Lane, Lantana Way, Hillside Terrace Drive, Allerton Avenue and Barstow Avenue.

The overall project budget of \$1.3M is consistent with similar scale projects delivered to schools citywide. By keeping project budgets at these levels, the Safe Routes to School and Bikeways programs ensure projects are scoped to deliver comprehensive changes that provide measurable safety and quality of life benefits to school communities and residents in the surrounding neighborhoods. At the same time, project budgets of this size also ensure the program can deliver that comprehensive benefit at a citywide scale so that the maximum amount of people benefit from these changes. At 600 projects and counting, the Safe Routes to School program is on track to deliver projects to every independent school district (ISD) served within the City's jurisdiction.



Map of completed or in construction Safe Routes to School projects citywide

Future Changes Based on Feedback

Transportation and Public Works highly values the feedback received through this process and will be applying lessons learned moving forward. For example, projects will use more illustrative graphics of the street design changes to more clearly express the proposal to the community. Cross sections, while helpful, may not fully convey what the design is meant to provide and look like on the street. Representative photos of similar projects elsewhere in the city will also be used. Secondly, reaching people through in-person, neighborhood-based events, while a common practice before the pandemic, will continue to be a highly valued part of the public engagement process moving forward. And thirdly, door hangers and intercept surveys that put City staff in touch with neighbors using the streets day to day will be used more frequently to inform project design.

SOLUTIONS, NEXT STEPS, PROJECT COST & FUTURE CHANGES

Summary Table of Feedback, Analysis and City Action

Resident Feedback	Observation/Analysis	City Action
Aesthetic and operational concerns expressed as perceived excessive use of signage, markings and devices in the street such as flexible delineator posts, rubber curbs and in-street signage.	The signage, markings and devices are used to bring attention to two-way bicycle travel at conflict points and were installed as intended. Some signage and devices showed signs of being hit repeatedly.	City will change the design to reduce the number of signs, markings and devices on interior neighborhood streets by installing one-way painted bike lanes or shared lanes, depending on where on-street parking is utilized.
Difficulty navigating the street such as expressing fear of being hit head-on by an oncoming driver.	Some drivers were moving over the centerline, especially when passing a parked car.	City will change the design to provide one-way painted bike lanes or shared lanes and curbside parking.
General support for bicycling but a concern for the way the bikeway design was installed within the neighborhood.	Motor vehicle volumes are less than 2,000 cars per day on most streets interior to the neighborhood.	City to make changes to bikeway design that still provide bicycle connectivity, given low motor vehicle volumes.
Discomfort with parking on the street given placement (such as on Hillside Terrace Drive) or available width (such as on Barstow Avenue).	Parked cars were sometimes found in the opposite direction at the curb or in parking pockets, or cars were parked in the bike lane.	City will change design to provide for curbside parking on both sides of the street where parking demand is consistent.
General expressions of frustration with the cost of the project and statements that the project was not necessary.	The budget is in line with similar scale projects elsewhere in the city and per-project costs still ensure benefit is delivered citywide.	Changes will not incur more than 10% of total project costs and are within the allocated project budget of \$1.3M.
Concerns with inadequate public engagement with many unaware of the changes and others aware but not provided with enough detail in the design proposal.	The 2022-2023 process did not fully reach intended audiences. Mailings and cross sections were not sufficient to build awareness and understanding of the proposal.	Future city projects like this will offer in-person gatherings to share/hear feedback. Project proposals will include roll plots and example photos from other parts of Austin to show the proposed changes.
Support for lower speeds as a result of the project and a request to keep the changes.	Speeds have generally decreased since the project was installed. People were observed using the facilities as well as choosing not to.	Changes will keep bicycle connectivity on streets within the neighborhood.

HILLSIDE TERRACE DRIVE FEEDBACK AND FINDINGS

Community Feedback Themes

All comments related to Hillside Terrace Drive, as gathered from the survey, listening sessions and interviews are included in the feedback section of the report, starting on page 114. While there were many perspectives shared, this section offers an understanding of several feedback themes specifically regarding Hillside Terrace Drive. The themes below are not meant to summarize all ideas heard.

• Passing Interactions, Navigating the Street in General

Many people expressed concern for the passing interactions they experience on portions of Hillside Terrace Drive. Some people expressed that as a fear or frustration. With the changes to the street, lane widths are narrower than they were before and would understandably feel very different, however these lane widths are typical of those experienced elsewhere in the city.

"I drive on Hillside frequently, and definitely need to slow down to move through safely when there are parked cars on either side."

"The parking spots that have cars parked in the middle of the street do not provide enough room for cars to pass safely if there are cars coming in both directions at the same time. Especially around the curves or bends in the street."

"At first I thought the changes were annoying, maybe even a little dangerous for cars. However, I saw some kids riding their bikes on the bike lane, and I felt they were much safer with the additions than without them. The narrower car lanes contribute to the feeling that cars are less safe, but they also tend to encourage cars to reduce their speeds, likely making everyone net safer."

• Visual Cues and Aesthetics

Other comments expressed feelings of frustration with the amount of signs and markings, some describing them as distracting. Two-way bikeways do require generally more signage and specialty markings to draw attention to the crossing points, such as at side streets.

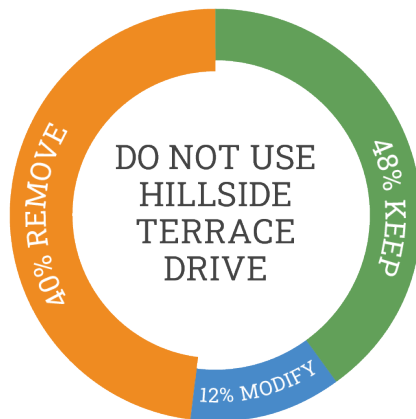
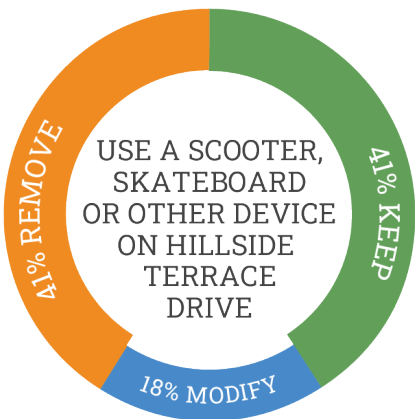
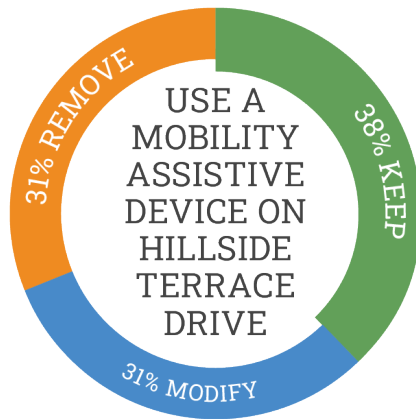
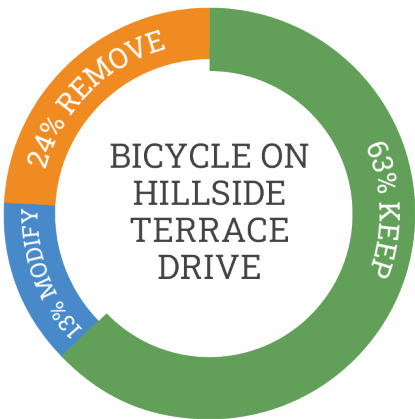
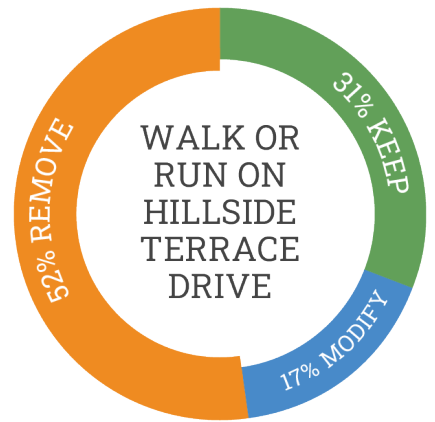
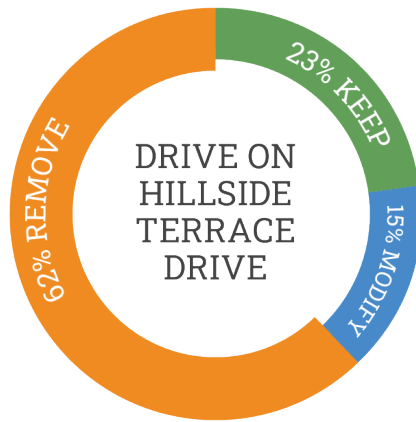
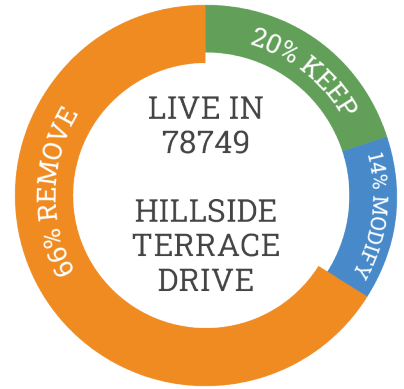
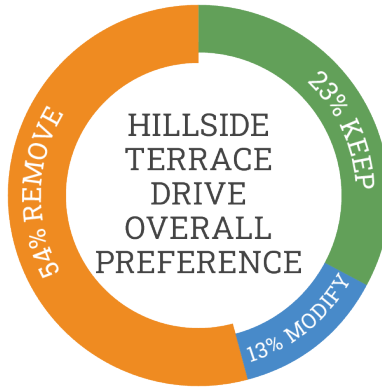
"I'm not against bike lanes but this project wasn't necessary, at least the way it was done. I don't feel safe anymore either by car or bike. All the signs are a distraction and confusing."

"Whatever problems had been identified to be solved have been replaced by more problems tied to safety, [a]esthetics and livability in this neighborhood."

HILLSIDE TERRACE DRIVE FEEDBACK AND FINDINGS

Preferences by Use

In general, 54% of respondents to the survey prefer to remove the changes on Hillside Terrace Drive while 66% of those living in 78749 prefer removal, as shown in the graphs at right. These preferences also differ by how one uses the street as shown in the graphs below.



HILLSIDE TERRACE DRIVE FEEDBACK AND FINDINGS

Motor Vehicle Speed Analysis

Motor vehicle speed analysis before and after the project shows that average speeds have generally decreased on Hillside Terrace Drive by 2-3 mph. The most recent speed studies were taken before and after the project at Hillside Terrace Drive and Ruxton Lane, where speeds went from an average of 32 mph to an average of 29 mph. There were some higher speeds recorded in the segment between Salcon Cliff Drive and Pizarro Cove that will be repeated to confirm those findings but overall the percentage of drivers going over the posted limit dropped from 53% before the project to 25% of drivers after the project was installed.

As shared in the Findings section above, with neighborhood streets like Hillside Terrace Drive, higher speeds add to traffic stress and lower speeds increase comfort for more vulnerable street users, such as people of all ages and abilities bicycling.³ But lower speeds don't only benefit people bicycling. When more people bike on a street, the street becomes safer for everyone.⁴

Observations

Traffic patterns were observed on Hillside Terrace Drive along with intercept survey interviews conducted with residents. Staff observed some drivers moving across the centerline, especially when passing parked cars. Bikeway use was observed on Hillside Terrace Drive, including students bicycling to school as well as use of the bike lanes by people walking and pushing strollers. While bike lanes are primarily designed for people on bicycles, it is not unusual for pedestrians to choose to use them, especially when there may be obstruction on the sidewalk, or a lack of sidewalk connectivity at all. Staff also generally observed proper stop compliance and slower turning movements on and off the street.

Planned Changes Based on Feedback, Analysis and Observations

Based on feedback received, changes to motor vehicle speeds and observations and interaction with neighbors on the street, the City will change the bikeway facility from a two-way facility to a one-way facility west of Lantana Way. The City will install one-way bikeways with curbside parking where there is direct residential frontage (residential driveways). Shared lanes will be provided in sections where there is direct residential frontage on both sides of the street, such as between Ruxton Lane and Edwardson Lane. This change will provide curbside parking to residents on both sides of the street and provide a bicycle connection within the neighborhood. Pedestrian crossings will remain on the street and the two-way bikeway will remain east of Lantana Way to maintain an All Ages and Abilities bikeway connection to and from Escarpment Boulevard. Cross sections and a rendering of these changes are found on the next page.

Summary Table of Resident Feedback, Analysis and City Action

Resident Feedback	Observation/Analysis	City Action
Frustration with the overall space provided for on-street parking and travel lanes as well as the parking pockets on the north curb with the two-way bikeway.	Vehicles were generally parked within designated spots, though some were parked in the wrong direction.	City will change the design to provide for curbside parking on both sides of the street where there is direct residential frontage or curbside access to mailboxes.
Difficulty navigating the street expressed by fear, distraction and feeling terrified due to narrower lanes and proximity to parked cars on both sides of the street.	Some drivers were moving over the centerline, especially when passing a parked car. Lane widths are the same as those experienced elsewhere in the City.	City will reconfigure the street to provide for two general travel lanes, curbside parking on both sides and either shared lanes or one-way painted bike lanes west of Lantana Way.

³ Mekuria, Furth and Nixon. "Low-Stress Bicycling and Network Connectivity." San Jose, Calif.: Mineta Transportation Institute, 2012.

⁴ Marshall, Wesley E., and Nicholas N. Ferenchak. "Why cities with high bicycling rates are safer for all road users." Journal of Transport & Health, 2019.

HILLSIDE TERRACE DRIVE FEEDBACK AND FINDINGS

Cross Sections, Renderings, Detailed Drawings of Changes on Hillside Terrace Drive



Hillside Terrace Drive – Sections with parking on the side with direct residential frontage.

Hillside Terrace Drive – Shared lane sections with parking on both sides.



Existing conditions on Hillside Terrace Drive



Planned change to one-way painted bike lanes with curbside parking at residences



For a detailed drawing on changes on Hillside Terrace Drive, please visit the [project webpage](#).

BARSTOW AVENUE FEEDBACK AND FINDINGS

Community Feedback Themes

All comments related to Barstow Avenue, as gathered from the survey, listening sessions and interviews are included in the feedback section of the report, starting on page 205. Like Hillside Terrace Drive, there were many perspectives shared about Barstow Avenue and this section offers an understanding of a few of those perspectives but is not meant to summarize all ideas heard.

- Mailbox Access, Parking Lane Widths

Residents of Circle C North pick up their mail from community mailboxes on Barstow Avenue. Many residents expressed frustration with the changes here, citing the concerns with accessibility to the mailboxes, making U-turns to get to and from the mailbox area, parking lane widths and accessibility to the mailboxes.

"It is really difficult to stop at the mailboxes with the changes that were made on Barstow. I can't even turn around after getting my mail without having to make a 3 point turn due to the 'zebra footballs' in the middle of the street."

- One-way Bike Lane Option Suggested

Many expressed their frustrations with the design on Barstow Avenue and some of those comments included suggestions for one-way bike lanes over the current two-way configuration.

"I think it would be better to have single direction bike lanes on either side of Barstow that would flow in the same direction as the cars."

"I am not opposed to bike lanes and appreciate the effort to make a safe place for bikers and runners. The current design however is more dangerous for all and takes up an unnecessary amount of the streets utilized. The old style of single bike lanes on each side of the street would be much more efficient and safe."

- Use of Resources and Aesthetics

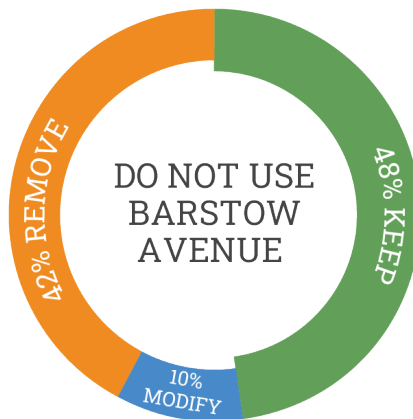
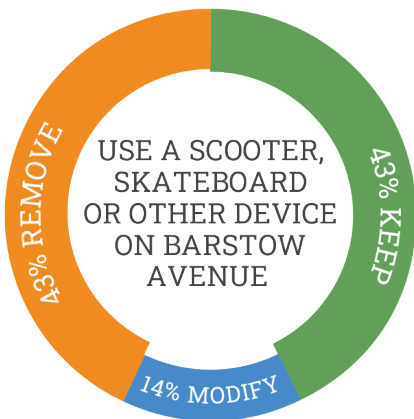
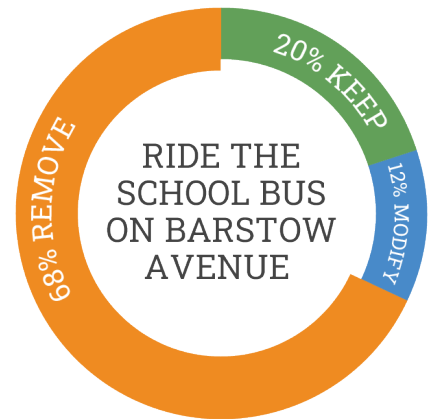
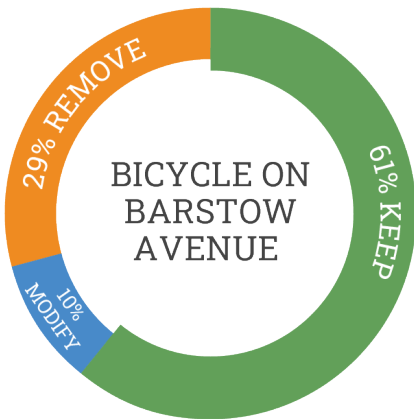
Many people expressed extreme frustration with the aesthetics and cost of the project overall, and questioned the need for the project in the first place. This comment was expressed on Barstow Avenue as follows:

"Over engineered, poorly designed, an eyesore and most importantly, unsafe. We did not have problems before, so I can't understand why this mess was implemented and all these tax dollars were spent on this ridiculous project. Completely useless and unnecessary. It is truly a waste of resources. It has made the area less safe with so many obstacles and blind spots now. Please listen to the feedback from those who live life here. It is absolutely awful!"

BARSTOW AVENUE FEEDBACK AND FINDINGS

Preferences by Use

In general, 53% of respondents to the survey prefer to remove the changes on Barstow Avenue while 63% of those living in 78749 prefer removal, as shown in the graphs at right. These preferences also differ by how one uses the street as shown in the graphs below.



BARSTOW AVENUE FEEDBACK AND FINDINGS

Motor Vehicle Speed Analysis

Barstow Avenue is median divided in several segments of the street, which helps to segregate the street and influence motor vehicle speeds differently than a street without a median. Average speeds on Barstow Avenue increased slightly (1%) in the southbound direction where there were no changes to the street and decreased by 17% in the northbound direction where the bikeway was installed, from an average of 35 mph to 29 mph.

Observations

Problematic areas were observed at the community mailboxes on Barstow Avenue where curbside parking was often observed, sometimes with cars parked in the wrong direction (opposing the flow of traffic) or in the two-way bike lane. Many residents expressed their frustration with the amount of signage and markings as well as access to the mailboxes during interviews with staff while on the street at this location. Bikeway use was observed on Barstow Avenue, including pedestrian use of the two-way bikeway.

Planned Changes Based on Feedback, Analysis and Observations

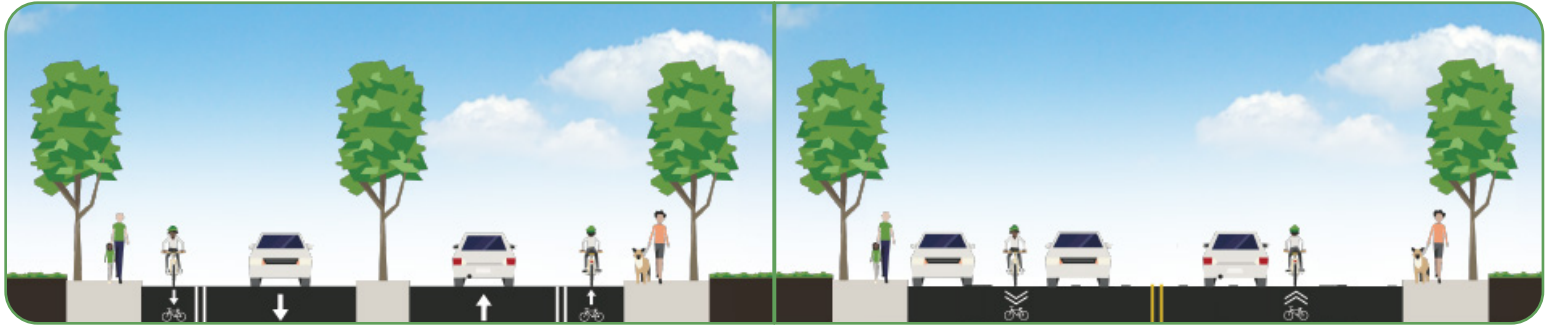
Based on feedback received and observations and interaction with neighbors on the street, the City will change the configuration on Barstow Avenue to provide for shared lanes and curbside parking from Slaughter Lane to just south of Hillside Terrace Drive. This change will provide for curbside parking at both mailboxes near Melawa Court and Barstow Court while maintaining bicycle connectivity. The City will install one-way bike lanes with buffers on Barstow Avenue north of Hillside Terrace Drive, where there is no parking demand.

Summary Table of Resident Feedback, Analysis and City Action

Resident Feedback	Observation/Analysis	City Action
Frustration with access to the mailboxes and turning around.	Vehicles were parked in the wrong direction, including the mail carrier's vehicle.	City will change the cross section to provide for curbside parking on both sides of the street at the mailboxes near Melawa Court and Barstow Court.
Aesthetic and operational concerns expressed as perceived excessive use of signage, markings and devices in the street such as flexible delineator posts, rubber curbs and in-street signage.	The signage, markings and devices are used to bring attention to two-way bicycle travel at conflict points and were installed as intended. Some signage and devices showed signs of being hit repeatedly.	City will change the design to a shared lane with curbside parking or buffered bike lanes where there is no parking demand. This is possible due to the very low motor vehicles volume on Barstow Avenue.

BARSTOW AVENUE FEEDBACK AND FINDINGS

Cross Sections, Renderings, Detailed Drawings of Changes on Barstow Avenue



*Barstow Avenue – Buffered Bike Lane
(Hillside Terrace Drive – Allerton Avenue)*

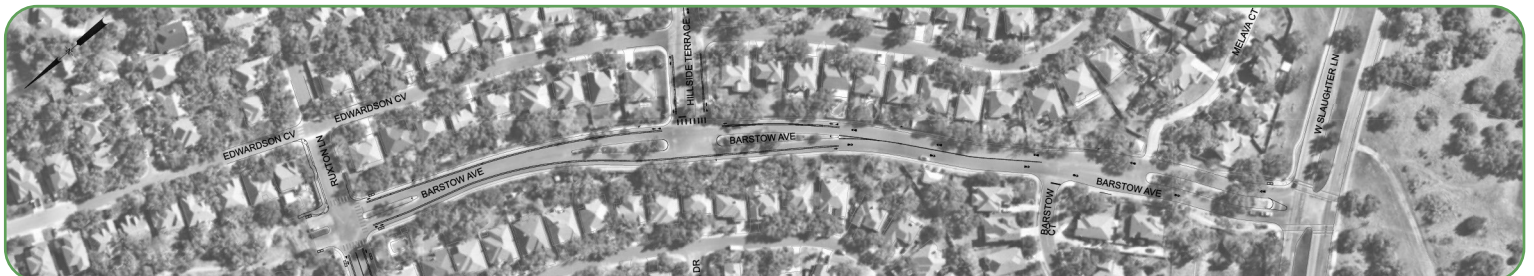
*Barstow Avenue – Shared Lane
(Slaughter Ln – south of Hillside Terrace Dr)*



Existing conditions on Barstow Avenue



Planned change to one-way painted bike lanes with curbside parking on Barstow Avenue



For a detailed drawing on changes on Barstow Avenue, please visit the [project webpage](#).

ALLERTON AVENUE FEEDBACK AND FINDINGS

Community Feedback Themes

All comments related to Allerton Avenue, as gathered from the survey, listening sessions and interviews are included in the feedback section of the report, starting on page 178. Like the previous two sections of the report, the following themes and quotes are meant to offer an understanding of perspectives shared about Allerton Avenue but will not be entirely representative of all comments.

• School Access

Allerton Avenue connects to a back entrance to Gorzycki Middle School. Pick up and drop off is generally handled off the entrance to the school at Slaughter Lane. However, students and families access the school from Allerton Avenue. This generates a unique demand for space at specific times of the morning and afternoon on weekdays that can be better managed.

"The major issue with this street is that SO many parents drop off & pick up their children near the back gate of the school ... before the changes there were cars lined up along the street but NOW with the alterations to the road there is no place for them to park so they are parking INSIDE the bike lane and along all the side streets (blocking driveways and creating traffic issues everywhere)."

• Uphill, Downhill Characteristics

Many comments pointed out the challenge in climbing the Allerton Avenue hill westbound and how people on bikes often chose to take the general travel lane in the downhill direction. Children were overheard in the early days of the project's installation remarking how hard it would be to climb the hill but how fun it would be to ride down the hill.

"Allerton is very difficult to ride a bike on because it is so steep. Kids typically push their bike up the hill on the sidewalk."

• Visual Concerns, Confusion

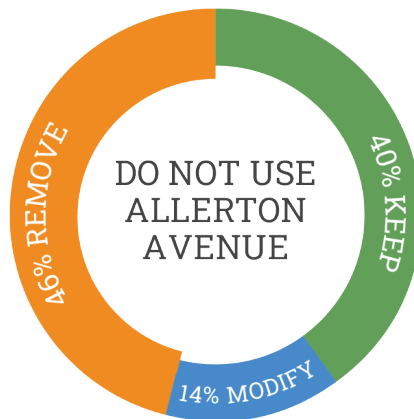
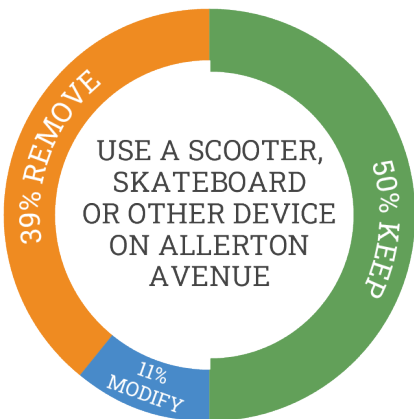
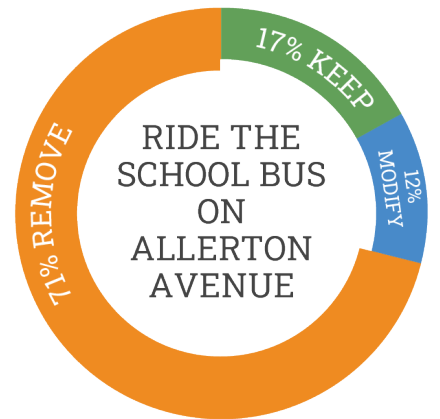
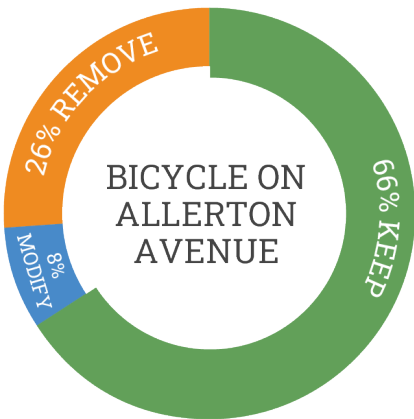
Many comments expressed frustration with the use of markings, signs and devices, including confusion with how to navigate the street. While this type of comment was shared across all streets, it was expressed on Allerton Avenue in comments like this one:

"The changes make it both more difficult to drive and more treacherous to cross the street as a pedestrian. And when we invite friends to our house, they find it extremely confusing. One friend got so confused that she ended up driving in the bike lane before she figured out that was not where she was supposed to be."

ALLERTON AVENUE FEEDBACK AND FINDINGS

Preferences by Use

In general, 54% of respondents to the survey prefer to remove the changes on Allerton Avenue while 63% of those living in 78749 prefer removal, as shown in the graphs at right. These preferences also differ by how one uses the street as shown in the graphs below



ALLERTON AVENUE FEEDBACK AND FINDINGS

Motor Vehicle Speed Analysis

Speed studies were done after the changes on Allerton Avenue, but not before. Current average speeds after the changes to the street are just slightly below the posted limit of 30 mph, with 18% of drivers driving over the posted limit of 30 mph.

Observations

The most problematic areas were observed at the intersection of Colberg Drive and Allerton Avenue where people picking up or dropping off middle school students must make a U-turn as traffic is not permitted to drive through the school gate onto campus. Allerton Avenue climbs up a hill to the back entrance of the school. Bikeway use was observed on Allerton Avenue, using the general travel lanes, sidewalks and bike lane. Pedestrians pushing double-wide strollers were observed using the protected bikeway as the sidewalk would not be wide enough to permit another person to pass. Parking in the bike lane was a frequent occurrence, especially near the school gate. Drivers were observed often crossing the centerline when passing a parked car.

Planned Changes Based on Feedback, Analysis and Observations

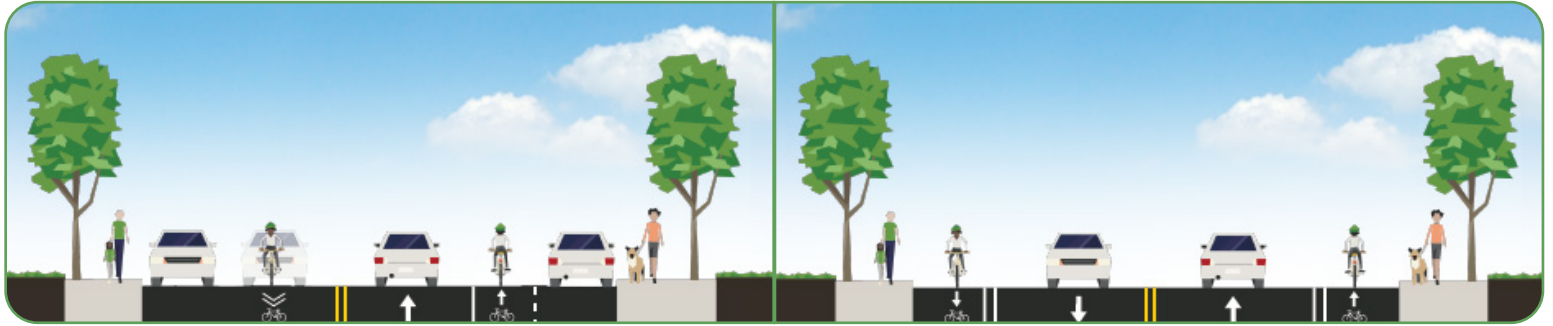
Based on feedback received and observations and interaction with neighbors on the street, the City will substantially change the configuration on Allerton Avenue. The City will install one-way bike lanes with buffers between Barstow Avenue and Hachita Drive where there is very little to no parking demand. This will help to maintain visibility at corners and continue to encourage slower turning movements. The City will install curbside parking and a bike lane in the westbound (uphill) direction between Hachita Drive and the school gate to best manage parking demand, avoid the tendency for people to park on nearby Colberg Drive for school pick up and to keep the school bus access curbside. Curbside parking and a shared lane will be provided in the eastbound (downhill) direction between the school gate and Hachita Drive.

Summary Table of Resident Feedback, Analysis and City Action

Resident Feedback	Observation/Analysis	City Action
Frustration with the overall design relative to the particular demands on the street at afternoon pick up.	Vehicles were parked in the bike lane near the gate to the school.	City will make changes to provide for curbside parking on both sides of the street between the school gate and Hachita Drive.
Difficulty navigating the street such as experiencing fear of being hit head-on by an oncoming driver.	Drivers were moving over the centerline to maintain speed, especially when passing a parked car.	City will change the cross section to provide for a shared lane in the downhill direction between the school gate and Hachita Drive.
Concern with parking in the bike lane.	Vehicles were parked in the wrong direction and parking in the bike lane to reach the curb.	City to provide curbside parking on both sides of the street from the school gate to Hachita Drive.

ALLERTON AVENUE FEEDBACK AND FINDINGS

Cross Sections, Renderings, Detailed Drawings of Changes on Allerton Avenue



Allerton Avenue
(school gate – Hachita Drive)

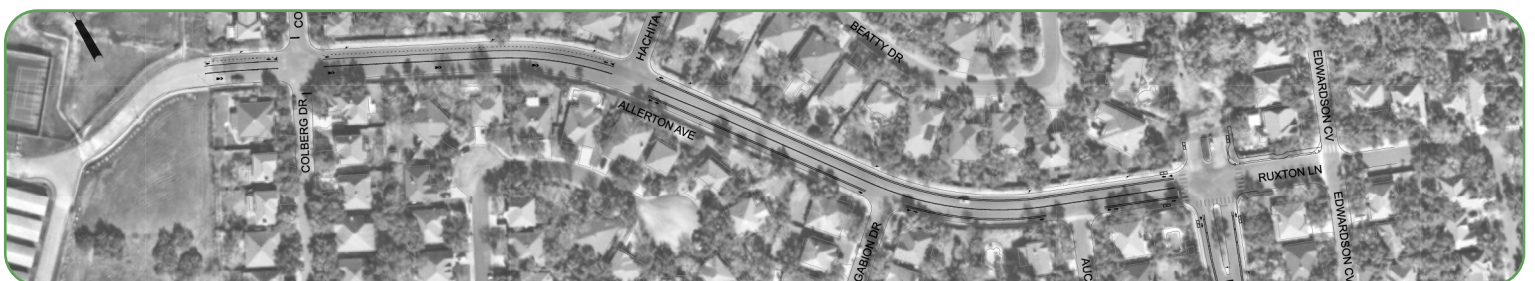
Allerton Avenue
(Hachita Drive – Allerton Avenue)



Existing conditions on Allerton Avenue



Planned change to a shared lane downhill with curbside parking on Allerton Avenue



For a detailed drawing on changes on Allerton Avenue, please visit the [project webpage](#).

ALL COMMUNITY FEEDBACK

Survey Comments – General in nature	28
Survey Comments – Neutral Level of Support	33
Survey Comments – Strongly Do Not Support	34
Survey Comments – Somewhat Do Not Support	87
Survey Comments – Somewhat Support	93
Survey Comments – Strongly Support	97
Hillside Terrace Drive – Comments Related to Keeping the Changes	114
Hillside Terrace Drive – Comments Related to Modifying the Changes	125
Hillside Terrace Drive – Comments Related to Removing the Changes	140
Allerton Avenue – Comments Related to Keeping the Changes	178
Allerton Avenue – Comments Related to Modifying the Changes	183
Allerton Avenue – Comments Related to Removing the Changes	188
Barstow Avenue – Comments Related to Keeping the Changes	205
Barstow Avenue – Comments Related to Modifying the Changes	210
Barstow Avenue – Comments Related to Removing the Changes	217
Listening Session Feedback – Wednesday Feb. 19th at Gorzycki Middle School	239
Listening Session Feedback – Saturday, Mar. 1st at Allerton Ave. and Barstow Ave.	256
Intercept Surveys – Scanned Field Notes	269
Bicycle Advisory Council Recommendation	331
Safe Streets Austin Letter	332

Survey Comments

SURVEY COMMENTS – GENERAL

Note: The following comments were provided by participants who chose not to answer the question, “What is your level of support for the project?” thus are categorized here as “general” even though the level of support may be inferred from the nature of the comment.

As a neighbor who lives in the area, I frequently walk and bike in the area and support the recent changes to improve cyclist and pedestrian safety.

Bike lanes make it safer for everyone

Dangerous. Waste of taxpayer \$

Davis Lane is a mess. The removal of the one lane has created delays and causing cut thru to other neighborhoods. Remove the flappers on Barstow @ Davis

do not support

I am completely supportive of the modifications and applaud the City for putting the safety of pedestrians first. This is especially beneficial to our young children who ride their bikes to school at Mills Elementary. Davis/Barstow and surrounding streets are very busy with drivers routinely traveling in excess of the speed limit. Thank you to the COA for keeping our kids' safe.

I have the ability to drive safely so extra safety precautions for people who are not actively protected by a hunk of metal do not hinder my ability to drive and thus I have no problem adding protections for the people. I am pro protecting and encouraging people to bike and walk. If you cannot drive within lines, maybe you shouldn't be driving.

I often ride here on my bike and with my kids. The few dangerous interactions I have had were before these changes and that was when I had my children in a bike trailer when very little. These lanes (and others around circle C) have improved my and my children's personal safety. I look forward to the day I can have my children ride safely to school in protected bike lanes. Rather than take bike lanes away, I would expand them. I would actually prefer there to be lower speed limits, roundabouts and no street parking but many people are so car focused they can't see past their oversize vehicles to understand that it is almost universally cars and their distracted drivers causing dangerous interactions.

Please keep me and my kids safe and keep the changes

I strongly support keeping bike lines.

SURVEY COMMENTS – GENERAL

Note: The following comments were provided by participants who chose not to answer the question, "What is your level of support for the project?" thus are categorized here as "general" even though the level of support may be inferred from the nature of the comment.

If anything, we need a cross walk at Oliver Loving and Escarpment. Raise the speed on Escarpment to 45 and get rid of the light at Hillside Terrace.

If these projects are being designed like the "improvements" on Davis next to Mills, then it is a waste of taxpayer money. All of the bike lane barriers are unnecessary and a waste of taxpayer money due to lack of use to begin with. It has made the turns being made tricky and hard to avoid turning into the oncoming lane. Garage trucks and other larger trucks or pickups pulling trailers are unable to turn without running over the bike lane poles. On Davis itself, it has made dangerous for the parents and kids being dropped off since the parking lane is narrow and when they open up their car doors, they are in the main traffic lane. Sometimes it is wise to operate under the principal of "if it's not broken, don't fix it".

Please remove all physical items installed as a part of this project. The roads are unsafe for all

Please remove the bike lanes, it is hardly used, the parking of cars in the middle of the street and the narrowed right lanes have caused more issues and made it unsafe. Changes have to benefit the large majority of the folks living here, not some perceived benefit to bikers who form 0.000000001% of the usage.

Remove it. It is dangerous and confusing for all. The primary users are cars. Why are you waiting for an accident? These bike lanes are unnecessary and unsafe. ; Avoiding these new "protected" bike lanes because they are worse than before there were bike lanes. You now can't see around the cars and there are too many poles, striped armadillos, and junk to avoid. Wasteful and ugly.

Standard NIMBY whining on the changes; property values, unsafe, no one in my peer group asked for this, etc. It's inconvenient to the Pilates Mommy set and that infuriates them.

Stop the madness! Even this survey is a joke. The City does not care what we, the residents, think. Residents are the ones affected by this atrocity in CCN. If you cared, you would ask for our address and verify we are a resident. ONE AND A HALF MILLION DOLLARS AND YOU ARE STILL SPENDING MY TAX DOLLARS ON THIS RIDICULOUSNESS. STOP THE WASTE. REMOVE IT ALL NOW!!!

SURVEY COMMENTS – GENERAL

Note: The following comments were provided by participants who chose not to answer the question, "What is your level of support for the project?" thus are categorized here as "general" even though the level of support may be inferred from the nature of the comment.

Thank you for reaching out to neighborhood to revisit this project- I really hope you modify the design on my street or I believe you have lowered the value on my home and due to my age I will need to sell in the next year or two.

You will only be hearing from Half of the neighborhood on my street- because the people on the other side of the street have no changes in the street in front of their home- you put everything in front of homes on my side of the street. NO THANKS!!

The changes to Hillside Terrace, Allerton and Barstow - and I would argue at the end of Davis Ln where it curves into Barstow - should all be removed and re-designed with true input from the people who live here. There is no balance in the approach that has been implemented - it has all favored one side and has been terribly over engineered to the detriment of those who actually live here. In my comments in a different section of this survey I stated the following: Whatever problems had been identified to be solved have been replaced by more problems tied to safety, esthetics and livability in this neighborhood. I stand vigorously behind these comments as a homeowner who has been negatively impacted by the decisions made by a few people who are not directly impacted by those decisions.

These are public streets and should be subject to the same safety initiatives as any other street in Austin. "Local" is citywide, not just residents of Circle C. I bicycle on these streets and see plenty of speeding, which makes the roads unsafe. Narrower lanes slow driver speeds and also help separate cyclists from traffic. I don't see anyone requesting that the sidewalks be removed despite their light use, which is an argument I'm seeing here frequently regarding the bike lanes. It's moot. Additionally, Circle C residents have the benefit of receiving millions of dollars in infrastructure that allows them to drive and park in the city. If we're getting rid of the bike lanes, can we can we also get rid of their parking? Probably not going to happen. This is a public right of way, not their private lane.

These lanes are greatly appreciated especially for parents who's children ride to Mills and Gorzycki. The only changes I would suggest is making them more permanent with concrete curbs.

SURVEY COMMENTS – GENERAL

Note: The following comments were provided by participants who chose not to answer the question, "What is your level of support for the project?" thus are categorized here as "general" even though the level of support may be inferred from the nature of the comment.

These pocket parking spaces in the entire neighborhood need to be removed. There was never a problem before. Drivers cant exit their cars safely, especially during peek hours around the school, without worry that a car isnt going to run you over. An ambulance had to get through the school area (Davis) during peek time and because of the pocket parking and having only a single lane, the ambulance was stuck because no one could get out of the way. Having pocket parking all the way down to Davis/Clairmont intersection is a huge over kill. Also further up Davis, yall extended a special sidewalk for bikers coming off the regular sidewalk pinching the lane even smaller. I walk my kids home everyday and the kids do not use these lanes, probably because they are scared or because their parents told them not to. One parent did a u turn at Davis/Clairmont and in order to not hit the median or the cones, they literally drove into the new crosswalk on Clairmont Dr. Remove all these cones and pocket parking in the entire neighborhood, they are very dangerous!

This is a "solution" to a non-existent problem. Make Slaughter safer for the kids that walk along it either to school or to Torchy's, HEB, Starbucks, etc. There are documented vehicle/pedestrian deaths on Slaughter, not on the streets effected by this "project." The bike lands, reflectors, stripes, bollards, signs, armadillos et. al. are confusing for folks who live here and do not alike. The bollards and signs have been hit and run over already, making them look like absolute garbage, which makes our neighborhood look like garbage. This has been a horribly planned and executed project and a more horrible use of tax payers' money.

Those saying they don't see anyone using bike lanes or are annoyed that I might use "their" streets despite not living in the area should think about all the parking I see that goes unused in strip malls and parking garages in places like downtown, where I live. Well, if you don't want me using "your" streets, I don't want you using "my" parking in a dense area like downtown, so stop driving into the city and using what I consider a colossal waste of space and money, not to mention a giant eyesore. This works both ways.

We need enforcement so everyone uses their correct lane

SURVEY COMMENTS – GENERAL

Note: The following comments were provided by participants who chose not to answer the question, “What is your level of support for the project?” thus are categorized here as “general” even though the level of support may be inferred from the nature of the comment.

Whatever outreach the City did to the residents around Hillside Terrace, Barstow, and Allerton before this project was inadequate because I and my neighbors knew nothing about it until the changes began to be implemented. Hard for me to believe the City would spend \$450,000 dollars to create a safe bike pathway to Mills and GMS when a few unobtrusive one-way bike lanes would have accomplished that goal. All of this other apparatus is not only money wasted to fix a manufactured and overblown non-issue, it is also creating confusion and dangers where there were none before as well as being a visual blight on our neighborhood.

SURVEY COMMENTS - NEUTRAL SUPPORT FOR THE PROJECT

Building bike lane on narrow streets does bother everyone when we meet, but crazy folks don't care about speeding in narrow streets, so danger remains or even increases.

I appreciate the city using the funds to provide safer bike lanes. But this seems excessive. It reminds me of the "solutions" that were originally installed on Shoal Creek that had to be removed and simplified because they proved too confusing and dangerous.

If there was an opportunity for feedback prior to this happening, I missed it.

Seems like it could have been done better. Maybe concrete or something or just wider sidewalks. It's pretty ugly in its current form.

Speed limit on Escarpment needs to be lowered south of Davis. North of Davis is 35mph and doesn't have any schools, parks or businesses. South of Davis it's 40mph - right by the school, businesses and circle c park. The curves south of salcon cliff limits response time & visibility for drivers and pedestrians. And people pulling out of businesses have to cross lines and deal with merging of 2 to 1 lane.

The bike lanes are too wide! Nobody even uses them ! I'd be fine if they were wide enough for one bike but 2 bikes at the expense of the danger it causes is a bad tradeoff

There is some good and some bad. The good is that it has made it a bit safer to walk around the neighborhood and cross streets.

The bad is that it has made certain parts more narrow, increasing risk of hitting parked cars.

Left turning onto Barstow has also been made harder, due to having to cross a bike and pedestrian path.

Turning onto Hillside Terrace Drive from a side street, and driving on Hillside are both not optimal. Hillside Drive is notably curved. It has parked cars on both sides of the street, 2-way bike lanes at the curb, a pocket parking lane adjacent to the bike lanes, and additional parking on the opposite side of the street.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

My family is active and I run and walk along all streets in this neighborhood. My husband bike rides just to leave to get to trails off Davis or Veloway. There are not a lot of people riding bikes on hillside terrace. The city has created a problem where there really was not a problem.

The biggest problem on hillside terrace and alerton is speeding and uneven sidewalks.

Please take this confusing system down. It looks like a construction zone and is going to cause accidents.

Not needed, awkward and dangerous; We need to have our streets the way they were !

- These lanes are a solution to something that was never a problem.

- These do not reflect how people use routes to get their kids to school and pick them up. It should be more welcoming to parents that walk and drop off. Making that enjoyable and less stressful experience should be the priority. Not creating congestion and giving priority to a small minority of bikers. Kids will continue to use the sidewalks to ride bikes on Escarpment and Slaughter.

- We should prioritize ways to connect walkers through escarpment and slaughter. If you better connect these neighborhoods it could slow down traffic and give our neighborhood a chance to be walkable to restaurants and retail in the future.

Have you considered that one reason more kids bike in elementary but not middle school is due to after school activities at the middle school going longer/later/after dark, kids needing more equipment, etc? Also, since middle school ends later than elementary, many parents have to drive their kids straight to non-school based extracurriculars so the kids don't have time to bike home.

100% against this project which turned a pleasant neighborhood into a danger zone

98% people drive on this roads, other 2% includes walking, running, cycling. So dedicating more than 1/2 of the road for 2% use not very intelligent move. I have own bicycles, motorcycles, and I do ride with my children. People on this area drive on 25miles per hr or slower. So we do not need bikes lanes. Please remove it.

A downtown solution implemented in a cozy suburban neighborhood that had no problem that needed solving. Remove completely and restore the street to its original state.

A simple bike route is ok, but this elaborate maze of parking, no parking, wide lane, narrow lane combination is over engineered! Plus this looks too expensive for a neighbor street.

*Over engineered for the size and scope for the area in question.

*Places a risk to people, pets, and property under normal circumstances and in emergencies.

*Questionable clearance for emergency vehicles to drive and maneuver (e.g., fire truck, ambulances). Where are drivers supposed to pull over in an emergency?

*If the USPS worker said you are making the job more difficult, what other services for this neighborhood have been affected?

*Poses a hazard. I have personally witnessed people driving over double lines to avoid people opening car doors to get the mail; people almost getting into accidents during school pick up/drop off times; and cars almost getting side swiped in parking spots now displaced into the middle of the street.

*This work has continued despite promises from the city that it would stop during evaluation. It has not. Plastic reflectors and poles in the road have been installed, making it even more difficult for drivers trying to avoid hitting pedestrians or people getting in/out of their cars.

*Designated and blocked off spaces on both sides of Allerton makes it difficult for people who live in the neighborhood to get in/out during peak school pick up/drop off times. The city has made this situation worse for everyone and created a chaotic and hazardous mess!

*It would have been better to use the money to provide better street lighting, or repair pot holes...but no one asked this community directly what they needed. This would have been a better use of taxpayer funding and resources.

*While a "safe bike to school/work plan" may be well-intentioned, it did not consider feedback nor impact of this particular community. One bike rider to work does not supersede the right to the safety or needs of an entire community of tax paying citizens who live and work here.

*Despite community feedback, the city continues the work, including plastic reflectors in the middle of the road.

*No one wants this, no one asked for this.

*All the evaluation steps you are taking now with the community should have occurred BEFORE installation. This could have avoided the backlash and ire you are receiving now from the tax paying citizens who live and work here.

The only solution is *TOTAL REMOVAL*. Not partial removal, but a *TOTAL REMOVAL*.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Absolutely second to all comments about causing hazards and confusion to all in this area; This project has caused confusion and safety hazards. We do not like it. We had no issues using the sidewalks and roads before this was installed. Please remove it.

Adding hazards to the roadways to slow traffic is unsafe. It also reduces the homes values when the community looks more commercial than residential. And these so called traffic calming devices/safe route devices are just plain ugly! Remove them to help make the community what it once was. Also let the homeowners park their vehicles out of the streets and back along the curb. If a vehicle gets damaged because of this new configuration, will the city be paying for their repairs?? This was a waste of taxpayers' money.

All known data and official TXDOT and APD reports through open records shows 0 injuries and 0 fatalities to bikers and pedestrians. We were lucky and blessed to have safe roads and now you have ruined it with the addition of these bike lanes on all 3 lanes . Remove them all and give is back our roads back.

All the bike lanes do is tie up road space and slow traffic for something that is rarely used.

All the biking paraphernalia has ruined the look of our beloved neighborhood-- half of it is not even a bike route that would make sense for students to travel... they connect zones that are split between two different schools, for that area. It is ridiculous, what you have done-- since their inception, over a year ago-- I have seen less than 10 bike travelers in these lanes... YOU RUINED THE NEIGHBORHOOD-- it looks like an inner city construction site, throughout the entire Circle C community!!! STOP IT!!!

All the changes made were terribly designed and unnecessary. NO ONE uses the bike lanes. I've seen people on it twice in 4 months. It was a complete waste of money and resources. Driving down these roads has become stressful abd hazardous.

It's impossible to even turn on these streets due to the poles. They are such a hazard. Please get rid of the poles turning from escapement into Davis and also bear Mills elementary. It's so risky and endangers our kids. ; Please get rid of these lanes. They are not needed and actually cause more harm. If you must make a bike lane. Designate one side of the road with the footpath for biking and the other side for walking. We have wide footpaths in our area. There is no need for these bike lanes and the 1000 poles and signs on any other street other than escapement. That street has a lot of bikers and it is probably justified. Not the side streets. This is just a maze at this point! ; Get rid of the poles die the turn from escapement to hillside, escapement to Davis (it's impossible to turn right on this turn), alterrin and Barstow. Also along Mills. Y

All these changes do is make auto drivers more angry at cyclists

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

All these street projects are hideous. Please just add a pair of stop sign at hillside terrace and saloon cliff dr.

Remove the pillars.

Remove the bars.

Remove armadillos.

Remove all these hideous changes.

Although some people use the new dedicated lanes, the number of people using these bike lanes does not seem high enough to warrant the changes and the expense of the project. If the purpose was to encourage more use of bicycles vs cars, it has failed. If it was meant to make for a safer commute for cyclists, it has led to a false sense of security. It also will have a negative impact on the property value of neighborhoods that have to deal with impractical, unaesthetic, and potentially hazardous changes to the neighborhood.

As a community member, I had no option for input on these terrible changes. I understand the want for more accessible streets, but these changes were ill-thought out

As a traffic engineer, I would think the city would have done more study on the existing operations prior to the cluster you created, esp in Davis. You tried to solve a problem that never existed. You have diverted traffic through other neighborhoods and made more of a problem.; Terrible

Awful changes. Why??? Take it down.

Basically the bike lanes were never needed since no kids ride their bikes to middle school and those kids I see riding around are in the middle of the street ignoring the lanes (little rebels).

Bi-directional bike lanes means that half the time a cyclist has oncoming traffic on BOTH sides of them. This is dangerous.; I have lived in this neighborhood for 30 years, and I am a frequent cyclist. I have cycled in many other countries (Britain, Switzerland, Netherlands, etc.). I have never seen anything like this, and I am concerned that it will lead to a child being killed because of driver confusion. Please fix it.

Biggest waste of money and time. Would have been more beneficial for the neighborhood to have a playground. We have sooooo many young kids in our community and no park to walk to safely

Biggest waste of resources I've ever seen. A complete nuisance for drivers. Parking in the street is hazardous to drivers. Some of the paint for bike & walk lanes is fine, but those rubber sticks & speed bumps & humps should be removed immediately. 10,000 autos use the routes daily, but only a few bicycles. Your priorities are completely out of order.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Bike lanes have had the opposite intended effect, causing more congestion, narrowing streets and causing traffic delays that never previously existed.

Car traffic is worst than before, and I don't really see an important number of bikes. Honestly at peak hours there are none.

Children are let off the bus in the street. The bus drivers hate the lanes. Several children are about to get hit by getting out of cars since opening the doors are in the street in oncoming traffic! Every single day I am having to drive in the opposite lane over the yellow line to drive around cars parked along the curbs since the lanes are too narrow. The tiny fraction of cyclists don't use the lanes and ride in the street or next to the curb. I don't blame them. We don't have overweight or obese kids (or adults) so the ridiculous argument posted here that people need exercise is absurd. People do get exercise in other ways. Don't force folks to bike that don't want to and then endanger 99.9% of people that need to drive safely and want a nice looking neighborhood. Remove this off our streets.

city of austin needs to stop putting poles all over town and especially putting concrete and poles in the middle of streets. some of the bike lanes make right turns difficult to figure out. I've actually driven down bike lanes I thought were right turn lanes. If it ain't broke don't fix it. Also spending millions putting out bike lanes just to have a couple of users a year (Slaughter In for example) is ridiculous and doesn't make austin affordable. Building bike lanes will not get people to stop using their cars believe it or not. I've actually met people who think this is true most of which if not all came from other states

Comments above on Lantana Lane

Complete waste of taxpayer money. I rarely see bicycles in the lanes and see more bicycles in the driving lanes. The idiot that thought this was a good idea needs to be terminated immediately.; This was a complete waste of taxpayer money!

Creating more traffic congestion and safety hazards which is everything against the Safe routes to school mission. You also had no stakeholder outreach or feedback prior which is another fail.

Current configuration does not leave enough room for cars and parking spots in middle of the street are dangerous and will cause car crashes with parked cars.

Dangerous

Decision made without considering the data on the need for the solution provided. This has made parking and driving unsafe and for utility vehicles not able to deliver or pick trash safely. It has not achieved its intended purpose but caused both an eye sour and safety concerns

Delivery trucks can't make turns onto Hillside Terrace

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Everything needs to go. ESPECIALLY the parking spaces in the MIDDLE of the road, and DOUBLE (unnecessary) bike lanes. We have had perfect, wide, safe sidewalks on both sides of the street on almost all the streets in the neighborhood, but definitely on the streets at issue, for years and never had an issue with safety, UNTIL NOW. ; This project has caused confusion and safety hazards. We do not like it. We had no issues using the sidewalks and roads before this was installed. Please remove it.

Existing side walk ramps were removed and replaced for no measurable change. Measured grade seems same as before replacement. Cross walks installed where no one crosses the streets. We walk these streets multiple times a day. New Cross Walks on Via Correto are not where anyone crosses the streets. The new cross walks near Mills Elementary are fine but all the white safety poles are excessive. We know of two neighbors selling their house because all the safety white poles are such an eyesore.

Excessive number of white safety poles and cross walks. Poor use of taxpayer money and a terrible eyesore. Visual pollution. We walk/bike/drive this neighborhood multiple times a day and all these expensive (and ongoing maintenance costs) a waste where so many other Austin streets and sidewalks are in disrepair. Very disappointing decisions to expend so much money when needed elsewhere.

; The new crosswalks installed on Via Correto Drive are not where anyone crosses the street. We walk it multiple times daily and no one crosses the street where they were installed. All the existing sidewalk ramps removed and new ones installed with no measurable change in grade for pedestrian or bicycle use. Waste of taxpayer money when so many streets and sidewalks in Austin need upgrade. And all the new changes will require expense to maintain.

Eyesores that have made the roads much more dangerous vs less. ; The changes have made the roads much more dangerous for all and unfortunately will inevitably lead to an accident, hopefully not a fatality, but a fatality is foreseeable. Damage to cars forced to park in the middle of the road on Hillside Terrace is also foreseeable. Awful, awful, awful. Dangerous and a major eyesore.

Has there been any thought paid to the fact that the City might be liable for any injury or damage suffered by someone based on these changes? See Tex. Civ. Prac. & Rem. Code § 101.0215(a)(3) and § 101.021(b). Further, now that the dangers have been identified (as you can see from the comments) the negligent employees designing and the workers implementing the design might be individually liable for any harm to people resulting from the changes. See Tex. Civ. Prac. & Rem. Code § 101.021(a). I hope injuries don't happen, but just in case, can you identify the people who authorized these changes?

Have no idea why. No info on why it was unsafe before. I never saw an accident with kids. Not even sure what was hoped to accomplish. Like building bridge to nowhere. I guess city had funds to spend and the good idea fairy showed up.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

For Hillside Terrace AND Lantana Way – “Safe Routes to School” should only be implemented during school zone hours and only affect travelers and homeowners during morning drop-off and afternoon pick-up - homeowners should be allowed to park in front of their houses on weekends, holidays, and summers. The negative impacts on homeowners and vehicle drivers outweighs any positive impacts on school children riding bikes to school. The new bike lanes are barely used by school children. I’ve seen very few middle school children use these bike lanes, and even fewer elementary school children who are still using the existing sidewalks on both sides of the street, as they have done for the past 20+ years. I've watched and I’ve counted - the average number is three. Three students riding a bike to school can use the sidewalk. In addition to this, students are traveling TO the school in the morning and AWAY from the school in the afternoon - why on earth would they need a two-way bike lane for 'safe routes to school'?? The roads were designed wide when the neighborhood was built for the purpose of accommodating school buses, and now this project has made school bus navigation almost impossible due to too narrow lanes with barely any clearance for oncoming traffic. This is also negatively affecting delivery trucks (including large food delivery trucks to the elementary school), service vehicles, and trash/recycling trucks. The travel lanes are too narrow making vehicle travel more dangerous. The signage is obstructive and does the opposite of making things safer, as driver's eyes are drawn away from surrounding view and focused on trying to not hit the signs or poles with their car, especially when turning. So instead of looking ahead and around for bikers, pedestrians, other cars - the driver is focused on not hitting a sign or pole in the middle of the road. The homeowners are now required to park either on the opposite side of these wider streets or in the middle of the road and forced to open their doors into the travel lane on one side of their car and trip over large parking curbs placed directly next to the parked car on the other side. And this is only if there are any parking spaces left. Several of my neighbors have to park half a block or more away from their homes now. The visual impacts of the neighborhood streets are hideous and are lowering re-sale values of these homes. Neighbors that have gotten along for years are now battling each other for the very few parking spaces available on only one side of the street. We live in a neighborhood, not in a downtown suburb - remove it all!

Gorzycki Middle School is a large school with very few residents in Circle C North. The changes dramatically impact the residents of Circle C North who have minimal students traveling to Gorzycki each day. Changes should be made to Slaughter Lane with the entrance of the school to make traveling safer on that route used by most all attending Gorzycki and with the most traffic than making an neighborhood less safe by causing congestion and confusion for only a small student population.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Gross waste of money. I have kids and I am a cyclist. This is my neighborhood and it's been turned into some kind of graffiti zone. I have seen older folks run stop signs trying to look at all the bike signs and colors. Amazon trucks, landscape trucks, and furniture trucks have all driven over the zebra dividers and poles. They have knocked limbs off our trees that the city claims were within correct height and falsely claimed no tree damage had occurred. People are commenting on this survey on how bike lanes are safe. Actually, they are not safe unless they are concrete of some sort. All of the poles and rubber dividers are a false sense of security. At any time, a car or truck can drive right over them- as they do currently. The argument that they keep people safe is an assumption. There are incidents all over the US where people die on bike lanes. Let's base decisions on FACTS. The fact is, there were no issues prior to install. Kids use the sidewalks or the street. The bike lanes have been installed since October and they are empty.

Hazardous to drivers. Distracting as well. Lanes are too narrow. Someone opening their car door might be injured, lawsuit would happen. Road humps & bumps are damaging to wheels, tires, undercarriage. Parking in the painted lines in the middle of the road is ridiculous. Walkers can use sidewalk. Only a very few bikes are ever seen here, but 10,000 cars use these roads daily. An aspect of too many city employees with nothing to do but create these asinine woke socialist over-regulations. A little paint on the side for a bike lane is just fine as it was.

Honestly, this project spent a lot of money, and I see very little improvement for the money. You already had to redo the turn lanes at the stoplight at Escarpment and Davis, and it seems like you might backtrack on other streets as well. How much money are we spending to do something and remove it?

HT had devices to slow the traffic. You all took the out!; These changes have nothing but negative impact on our area.. You have blocked parking for a trail entrance, made two way bike lanes which are on busy streets so no child can see ongoing cars, and taken away our street lanes with tire ruining obstacles and silly signs.

I am a cyclist and enjoy the safety provided by using the bicycle lanes on Escarpment and other roads with fast moving or high volume traffic. However bicycle lanes only provide benefit on busy roads. On quiet neighborhood roads with minimal traffic, simple roads with no bicycle lanes are far better and safer than adding useless and unnecessary bicycle lanes. The bicycle lanes along Allerton, Hillside Terrace, and Barstow are ignored and avoided by cyclists in this neighborhood as an annoyance.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

I am a proud father of 2x K-12 boys and take advantage of the surrounding trails, running and biking multiple times per week. Safety is a primary concern of mine. In my 5 years in the neighborhood, not once have I had or seen dangerous interactions between cars, bikers and pedestrians. Since the city has relegated and installed the bike lane project in our community, I have personally experienced 3 near head-on collisions and seen a potentially catastrophic collision with a delivery truck exiting on Barstow while another vehicle was trying to enter the neighborhood. These lanes are DANGEROUS, CONFUSING and must be REMOVED ASAP.

I am so upset that these changes were made. They have made driving on the streets extremely dangerous, AND I haven't actually seen anyone using these new "bike/ walk" lanes!! What a waste!

I am strongly against these lanes. Every single person on my street is against them and feels unsafe. When I meet people at the mailbox, they talk about how unsafe the lanes are. I have seen multiple trucks run over all of the zebra rubbers. They have hit branches off trees. Remove these lanes. People who are supporting them state they feel safer. I question their sanity since there were no injuries or fatalities prior to them being installed.

I can't imagine what kind of morons would come up with this stupid idea of installing all these bike lanes. I would curse on these bike lanes every single time I see those in the street. The stupidest bike lane design I have ever seen! Why waste so much money and 50% of useable street space for less than 0.1% of usage.

I do not feel safe using the two-way bike lanes on Hillside Terrace, nor switching from side to side on the streets around Mills Elementary. Rather than increased usage, I cycle and drive other streets now—which drives up traffic in neighborhood areas.

I do not like the project as it stands. Zero community input, and poor use of our tax dollars. Remove.

I do not live in this neighborhood but am frequently on these streets with my grandson.

I do not live on Hillside Terrace but I would be furious if I did. You have taken away street parking from people that are property owners. I would not be parking my car in the middle of the street like it is required now. The most absolute insane project I've ever seen. Looks like a hot mess!

I really wish we hadn't spent taxpayer dollars on this ridiculousness. It's a mess. As much as I support biking/walking mobility, if the cars can no longer safely drive in what's left, then it endangers pedestrians that much more. Everything should be ripped out.

I see little or no one using this lanes. They have created mass confusion

I am a resident of Circle C North. I have never complained once to the Transportation Public Works or the City of Austin until they installed these unsafe lanes. All my neighbors have also emailed the city multiple times. I hope they are listening and reading my below comment. Please remove these bike lanes in full. Please read below on how these lanes have created more problems and are extremely unsafe.

1. Allerton- Allerton is not AISD property and should not be a pickup and drop off location. Gorzycki Middle School staff have told parents in the past that this is not a safe and appropriate drop/off and pickup. Instead of understanding this fact before design and install, the Transportation and Public Works employees proceeded anyway. Not only is the lane taking up nearly half the road, but the current design also created parking pockets ENCOURAGING the behavior. Will parents continue to do what they want regardless if school staff tells them NOT to do it- sure they will. But it does not mean the City staff should ignore the school's statement and also residents who DO NOT WANT THIS. The gate to Gorzycki is also LOCKED unless there is a school event later in the evening. This is NOT the entrance to the school. This lane needs to be removed since it is not the entrance to the school. Staff at Austin ISD explained to me that the reason the gate is locked is for SECURITY and there is not enough budget for police officers at school. City of Austin TPW staff, this lane needs to be 100% removed, not modified. In addition, the grade of the hill leading up the hill is very high and steep. There are no children riding their bikes up this extremely steep hill. Most kids walk to school. If you spent time the past 2.5 years researching this, you can go to the bike racks at Gorzycki and take notes. In addition, many students at GMS have sports and extracurricular activities after school and do not walk/bike home. The lanes and horribly ugly signs installed on Allerton make it very dangerous and create blind spots from those that live on Hachita, Colberg, Beatty, etc to turn left out of the neighborhood. E-bikes are flying down the hill in both the middle of the street and in the lane. If I do see a cyclist out, I may see less than a handful at any time of day- but mostly cyclists are in the street or on the sidewalk. This includes children and adults. Walkers are on the sidewalk. People that have backyards whose fence line the lanes hear honking and brakes slamming. This NEVER happened prior to these lanes being installed. This happens both at middle school pickup and late in the evening as it is dark. On Allerton, the street is DARK and there are hardly any street lights.

2. Barstow- The Barstow bike lane also takes up half the lane. The city falsely claimed on the FAQ page that the trees were evaluated before the project and that clearance was high enough to not damage the tree. Fast forward to October 2024 and beyond after the lanes were installed. Circle C North residents noticed delivery trucks and landscape trucks hitting the limbs and causing large debris in the middle of the road. This was NEVER an issue prior to install since the road was wide enough and people were not forced to drive under trees. Residents were forced to take the debris off the road themselves. This also occurred on Hillside Terrace. The Circle C HOA paid for all the damage done to the trees, in addition to having the arborist trim the trees. The City of Austin has not paid back this cost. In addition, residents of Circle C North asked the thecity staff to correct their FAQS as it falsely states several statements. Isn't it ironic that we are the ones that have to constantly correct

these folks- hence the point we are making that they lacked a tremendous amount of research and due diligence. Residents also emailed the Transportation and Public Works staff multiple times informing them of the limbs in the street and bike lanes. Did they do anything? Nope. They ignored our emails, but luckily our Circle C HOA responded immediately. The manner in which we park and check mail on Barstow has become a huge safety issue. Before the lanes were installed, residents would pull up to the mailbox area and there was plenty of space to open our door and safely exit the vehicle. Not once have we complained on this issue. Since the bike lanes have been installed, the city has created “parking pockets” in the MIDDLE of the road and there is NO room to safely open your door and exit. If you open the door in the parking pocket, it is blocking the lane people are driving in. If you have cars driving in both directions, it causes near head on collisions with this set up. The Mail Man/Post Man parks directly in front of the mail area- as do a lot of other residents. We have spoken to the Postal Office worker and he states it is VERY unsafe!! He needs to be able to unload boxes/mail etc and needs to park ALONG the curb. I also use this method, however the same risk applies. Opening your door to exit and enter the vehicle is in the driving lane. The city fails to respond on how this is accessible to folks that may be handicapped. Sometimes folks need extra time exiting/entering their vehicle and there is a high probability someone will be hurt- or their car will be hit- with this design. Barstow is also a road that is VERY dark at night and has hardly any light. This makes it even more dangerous if people did park in the parking pockets and are attempting to cross the street in the pitch black. There are multiple “yield to pedestrian” signs that have been run over and banged up. The city claims they will come out and “sweep” and replace broken signs on a regular basis. We all know this does not happen- look at the conditions of the poles and yield signs all over the city and nearby- they are banged up, cracked, and make the neighborhood look like trash. The city DOES NOT actively replace these. Please protect residents with a disability, residents who are older and need extra time to exit/enter their vehicle, and ALL residents that fear checking their mail and please remove these lanes in full on Barstow.

3. Hillside Terrace- Where do I begin? Let’s start with the parking pockets near the middle of the road. Residents who have lived here 30 years have been able to park next to the curb in front of their homes. Their guests used to be able as well. They used to be able to put their trash/recycle/compost bins in front of their homes by the curb. Seems logical to keep this for tax paying residents in one of the most expensive areas/highest property taxes in town? NOPE. They took all of that away. This is unacceptable. In addition, the lanes in each direction on Hillside Terrace are extremely narrow. On one side of the street is a bike lane, then parking pockets. On the other side of the street, there are several cars daily parked along the curb. Because of this, we all must drive over the yellow median line INTO THE OPPOSING lane daily. There is nowhere near enough room for drivers to stay in their own lane when driving in the lane opposite of the bike lane. As we all are aware, Amazon delivery trucks are making deliveries all day, and often the size of their trucks create a huge safety hazard – everyone must drive around these cars into the median/opposite lane. This is extremely unsafe. How do residents pull out of their driveway safely? There are several blindspots if you consider cars parked in parking pockets. In addition to these hazards, people still cycle on the street. So now we have narrow lanes that drivers can’t stay in their

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

own lanes, and now let's add in the cyclists that feel safe riding on the opposite side of the bike lane. Why are some cyclists and pedestrians not using the bike lane? Because they feel unsafe on them and/or prefer the sidewalk. Residents have taken MANY pictures since October of unsafe situations with the city. Nothing has been done to remedy this. I would never purchase a home on this street. Not only is it unsafe, it looks like garbage. The insignificant number of cyclists that are in the neighborhood DOES NOT justify this. Please remove all work that has been done on this street.

The residents in Circle C North had no say in any of this and did not get notification of the survey in 2022. The city also conducted ZERO in person townhalls/ meetings. In order to have taken the survey back in 2022, you had to first receive the mailing. You then were required to sign up with an email address. At that point, you were considered a "project stakeholder". Only those individuals received updates through the past 2 years. All of the rest of us were NOT project stakeholders and had NO voice. The city leaders responsible for this project also received response from only 124 people out of 3,100 residents on the first survey. The analysis of the survey was analyzed and published by an extremely biased employee of the Transportation Public works whose main job is to promote bike lanes. The analysis falsely claims that 65% of residents were in favor of this project. The city used this as a reason to proceed with this project- again falsely stating that there was resident and project stakeholder support, If you actually read all 200 comments from this survey, you will find that most people were against the design and idea of bike lanes. The city also was not allowing residents to speak of safety concerns in the public zoom call held on Dec 13, 2024. Again, the only people invited to this call were the people who signed up for emails. This did not include ALL of the other residents; a large MAJORITY of residents did not know about the call. We did have over 30-40 people though and not one comment was positive. The city only allowed each resident 1 minute to speak. At that point they were cut off. There are still residents as we speak that signed up for the "Mobility Austin" email blast that still have not been added! They are being left off all communication due to the dysfunction of this Transportation and Public Works office.

I'm not against bike lanes but this project wasn't necessary, at least the way it was done. I don't feel safe anymore either by car or bike. All the signs are a distraction and confusing. It would have been much more useful the bike lanes at Slaughter Lane not inside the neighborhood.

I'm not against bike lanes but this project wasn't necessary. I have lived in this neighborhood for over 20 years and we never had issues with bikes or kids going to school. All the signs are a distraction and confusing. It would have been much more useful the bike lanes at Slaughter Lane not inside the neighborhood. Cars have already run over the yield to bikes signs and the aramadillo speed bumps are going to take out someone's alignment.

It has caused way more issues than solutions.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

I am against the roadway changes as they were made. Calming traffic by making roadways safer for bikes but less safe for cars is NOT an intelligent strategy; it's far more likely there will be fatalities when VEHICLES collide. But that is the choice that was made.

It seems to me this plan was also made without input from key stakeholders, which should have included drivers of Garbage Trucks, School Buses and Emergency vehicles as well as those responsible for maintaining/cleaning roadways (gonna take all those poles down to run the street sweeper?)

There are not enough bikers to justify the changes made during this project and it has resulted in so much wasted roadway; it's either an unused parking lane along Davis Ln. for all but ~3 hrs/day, or bike lanes that MIGHT see up to 20 bikes/day (if a group of bikers travel it).

It's not enough to make a lane - the things you want to reach on bike have to be relatively near to make it a viable method of transportation for all things in life. Not to mention its > 100F for more than a quarter of the year - its probably not very safe to be exposed to while exercising/commuting for long periods.

I am safe driver and follow speed limits. However, I can't drive safe navigating these new bike lanes. There have been other vehicles crossing into my lane on a daily basis. I will admit I have had to do the same, otherwise I will be hitting a parked car. How about all the kids. I love all of them who still choose the sidewalk since they were taught well by their parents to use them instead. I was on the first call when a city employee actually stated they would pay for the damage if a parked car got hit on Hillside Terrace. Well that was nice to say if you think I am a fool. ; Did you know the same people who are pushing this bike lanes agenda are responsible for publishing this survey? Sounds ethical doesn't it? How about when I could not get to the survey from the QR code on the street sign? I asked around and got some help from my neighbors. How about that time when I added my email to the mobility address and I still have never received one email? Changing the subject, Whoever removed the yellow pole on Hillside Terrace and stuck it behind their car on a parking pocket and tied it next to a white pole, you are my hero.

It honestly feels like an obstacle course and I feel is even more distracting. I think lines on the road would be much simpler.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

I appreciate the city's efforts to enhance mobility and encourage alternative transportation options in our neighborhood. However, I would like to express my concerns regarding the recent addition of two-way bike lanes on one side of the street. While promoting cycling is a worthwhile goal, the current design poses significant safety issues. A two-way bike lane on one side of the street creates confusion for both drivers and cyclists, increasing the risk of accidents. Additionally, the narrowing of our streets has made navigation more difficult for residents and visitors, raising concerns about emergency vehicle access and overall traffic flow. Beyond safety, the visual impact of these lanes has also changed the character of our neighborhood. The design feels out of place and does not align with the aesthetic of our community. More importantly, since their installation, usage has been minimal, raising the question of whether this was the best investment of taxpayer dollars. With a budget of over half a million dollars, our community could have benefited from other recreational enhancements that would serve a broader audience, such as a park, tennis courts, or improved green spaces—all of which would offer long-term value and increased community engagement. I encourage the city to reassess the effectiveness of these bike lanes and consider alternative projects that better reflect the needs and desires of our residents.

I do not support the bike/walk/run lanes as they currently are! While driving through other parts of SW Austin, I see other options that make much more sense. One of those examples is Beckett. Those who live on that street have the ability to park in front of their home. They also are able to place bins out for pick up without causing confusion or difficulty in getting their bins emptied. All while managing to still have a bike lane. I completely agree with one of the terms I saw used in another post, "over engineered" but I would even say it goes beyond that. The amount of confusion that this has all caused has not helped in making it safer but in my opinion, more dangerous. I've seen bikers not even using the designated lanes and some who are using it, are doing so incorrectly. I've seen people who want to turn left onto Allerton end up on the wrong side of the bollards (bike lane) because they were confused and didn't know where they were supposed to go. The sign at Barstow and Hillside Terrace has been hit numerous times because it's hard for the average vehicle to make that turn much less a first responder, school bus or delivery trucks. The amount of signage that the city has put in is redundant and only adds to the eye sore that is this project. My suggestion is to split the bike lanes up so that they go with the flow of traffic. Consider putting in speed bumps for speeders. The take away from my comment is that we have never had the amount of bikers/runners/walkers to warrant this scope of work. It's all too much. Modify to simplify.

I DO NOT support this project. There were no issues before besides needing crosswalks. It's more confusing and congested with all these changes that were not necessary.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

I do support the bike lanes, but a single bike lane would have sufficed than having double bike lanes! Please get rid of the poles. The street parking in Hillside Terrace is extremely bad..it's like vehicles are parked in middle of the street. The armadillo delineators are terrible too.

I don't like the double bike lane. It is solving a problem that doesn't exist. There is no problem with a single bike lane on both sides of the street. The barriers are inconvenient and unnecessary. Nobody likes it. I feel bad for the people that want to park on hillside terrace.

I don't think it's made our neighborhood any safer. It seems there would be better uses of our tax dollars deemed for our safety.

I don't feel safe anymore, all the signs are a distraction and confusing. The roads are extremely narrow and it is inconvenient for everyone. I would be ok with the bike lanes on the main roads, but the neighborhood roads were already skinny without them.

I fear cars are going to hit me on that narrow road. It's also in my opinion scary at night.

I feel that these changes surely pose a hazard with emergency, trash pickup, and delivery vehicles. ; I have concerns about emergency, trash pickup and delivery vehicles maneuvering our neighborhood roads.

I get sick to my stomach looking at these every day. Remove them and put our streets back exactly as they were before. I have children and refuse to let them use them- Stay on the sidewalk as you are supposed to do.

I have asked neighbors about this door card you left: Many did not even get one. And a door hanger is for landscape services and Chinese food. Do not conclude that sparse responses indicate a lack of interest. Every one of my lovely neighbors hates the changes, whether they respond, show up at meetings or not.

I have lived off of Allerton for 3.5 years and feel much less safe riding my bike and driving now. I had no problems before the dangerously narrow and over-configured lanes were installed. They are a hazard and create visual distractions (especially at night). Quite honestly, installing some streetlights would be a much better use of taxpayer money.

I have seen the changes to the local streets cause issues with pedestrians and motorists

Not only to these changes air the area less safe, they also significantly affect emergency vehicle access to the neighbors in the area.

Not used. Ugly. Decreases property value. Parking in the street is dangerous.

Nothing but confusion. Vertical bicycle barriers a colossal waste of money. Look awful.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

I live on Lantana Way. There are many families that have to park on the street. With the bike lane there is not enough spaces on a single side of the road. With cars parked on the street, it is much too narrow for full traffic during school hours, not to mention school busses. Again, side walks are available on both sides of the street, and very few bike riders using the lanes. People who live on the side of the street where cars are parked frequently do not have room to place their trash cans out. It's a mess... this project may have looked good on paper but it had disrupted many families day to day living. Not to mention the eye sore it has brought to all streets affected.

I see a significant overkill done by the City of Austin when installing 2 lane bike paths with barriers, reflectors and signs throughout Circle C North. When originally asked about installing bike lanes I thought it was going to be a single bike lane marked on one side of the street with no barriers, reflectors or signs to clutter the streets and no pocket parking spaces preventing residents from parking on the curbs in front of their own homes. The City of Austin needs to apply the KISS principle when it comes to bike lanes and listen to the residents of Circle C North. These are residential roadways and not city streets with no history of bike and car incidents that warrant the extreme actions done by the City of Austin.

I suggest you review the petition and voice of the neighborhood.

<https://www.change.org/p/new-bicycle-lane-removal-in-circle-c-north>

I support dedicated bike lanes, however, this change has added confusion and takes up entirely too much of the roadway.

I think slowing down the car traffic and adding options for bike and pedestrian traffic is great. Cars have to slow down and new pedestrian crossings give more options. My kids go to Mills Elementary, and it feels safer now for getting kids to and from school. ; The changes have added pedestrian crossings and helped slow vehicle traffic. Vehicle traffic is my biggest safety concern getting my kids to and from Mills Elementary.

I think what the city has done is a massive waste of money. We live in Austin, Texas and three months of the year it is too hot to ride a bike and the other three it is too cold. Driving with those white reflective poles and those rubber curbs on the street plus how the parking has been modified has messed up our neighborhood. WHO WANTED THIS!!!! The answer is no one. The mobility bond was a massive waste of money and we're seeing this now and some sort of back room deal to get through city council makes our neighborhood angry. NO ONE LIKE THIS!!!!

I totally concur with the negative comments I just read about this disaster you call improvements. Our neighbors now look like permanent construction zones. About the bike lanes and white poles which junk up the neighborhood; you are wasting taxpayer dollars and slowing traffic all for the .03 percent of the population that sometimes use these lanes. Stop it all and return to sanity.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

I understand and appreciate the idea behind it, but the execution has been terrible. The streets are now super narrow with A TON of room dedicated for the bike lanes that nobody is using. The mid-street parking spaces are bizarre and make it even harder to get around the neighborhood. To further complicate matters, I've seen cyclists bombing down the now-narrow streets instead of the bike lane, and cars veering over the needless barriers. There was no previous issue walking or cycling the neighborhood before, so I don't understand why so much time and money would go to making things worse.

I understand that everyone should be safe when they are using the road. But this project is only useful for so few people that the gains are minuscule at best, and endangering a majority of drivers at worst. This project should have first asked the public and then formulate a plan through that initial survey.

I understand the intent of the project and I support things that actually create safer pathways for bicycles and pedestrians. These changes create more issues than they solve. Putting aside how bad it is visually (which is significant on its own), it is more dangerous to travel these roads overall than it was before. It seems like this project was just putting a "solution" in place where there wasn't actually a problem. There was nothing to solve. It was just fine before. I've heard the "you will get used to it" directives. Yes, of course the residents will. We have no choice, but there are hundreds of people that travel these roads daily that aren't residents and can't get used to it. The roadways are confusing to those drivers and create dangerous situations that did not previously exist. Delivery drivers, service companies, guests, etc. all travel these roads and have to maneuver the odd/terrible design. I also worry about first responders. Some of the things installed on the roadways make turns very difficult. Are we sure that fire trucks and ambulances can quickly and safely make all the necessary turns with the obstacles that are now present on the roads? Please consider removal of the changes that were installed and perform a reevaluation on this project. Thank you.

I want to support bicycle safety, both for children and adults, but I think the changes in my neighborhood did not take into account how infrequently such wide bike lanes would actually be used. Since they were installed several week ago, I have seen exactly two bicyclists use them. Those were two adult riders riding side-by-side, so they weren't following the new rules, either. The lanes have made what was an easy-to-navigate neighborhood street into a confusing obstacle course.

I wonder why there is a demographic survey that asks for information that I do not believe actually is relevant. Our thoughts on the changes were not influenced by whether we are male or female.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

I would like to see Davis go back to what it was before as well.; I would like to see all of the changes on Davis removed as well. It is very dangerous for drivers and drivers side passengers exiting parked cars as there is not enough room on Davis for a bike lane, parking lane and drive lane.

If someone gets hurt because of the changes on Hillside Terrace, then anyone involved in the design, decision making, and installment of that dangerous street should be held accountable for the hazard.

If there was any pre-planning communication, I was not notified properly, nor were any neighbors I've spoken with. I did not know of the changes until I saw a tractor in my yard one morning while I was pulling out of the driveway to go to work. As I've already mentioned, the changes are bringing down property values and look atrocious. They are taking away parking space for households that need it. I could understand if this type of thing was done before the houses were developed and people knew what they were getting into. However, this is a nice established neighborhood and now it looks like construction on a highway.

I'm not averse to change or to the concerns of bicycle riders. However, I do not think the changes made in Circle C North improved safety; in fact it feels less safe to drive these streets as they are configured today. Any change of this magnitude should be done to improve the quality of life and correct specific safety issues that are occurring. This project does neither of those things.

In addition this project has made checking mail at the community mailboxes unsafe.

It all feels considerably less safe now. More cars are parallel parking opposite the bike lane on Hillside. The two-way bikelane takes up way too much room. I drive that road 6-8 times a day, at varying times and see no increase in bike traffic utilizing the new lanes. I understand how it's intended to improve safety, but don't see that it was needed at all. All it's done is make the entire area feel more congested and less safe.

It has changed the look of our neighborhood and is unsightly. If it has made the streets more unsafe, all should be removed.

It is an absolute nightmare now. It's like an obstacle course and more dangerous than it was before the changes.

It is clear that current use and need was not evaluated prior to installing these bike lanes. The bike lanes degrade our neighborhood. Visitors have commented on how confusing the streets are now. If I was buying a house, I would not want to be in this neighborhood. The city has added urban traffic plans to a suburban residential neighborhood.

It seems that this area was chosen for some pilot program. What a huge expense to create problems where there were no problems.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

It wasn't broken - why are you trying to fix it? This waste of money has made the streets unsafe for cyclists, pedestrians, and drivers!

It's a mess. Most people drive. That's a fact that isn't going to change. These changes accommodate a minority.

Would YOU want those changes in front of your house? This was inconsistent homeowners.

It's been stupid. An eyesore. It's unused and causing SO MANY NEAR MISS CAR ISSUES BC ROAD IS SO NARROW. Awful.

26 year resident.

Take it down and put in some pretty landscaping for us instead.

It's dangerous. I'm fearful for drivers, pedestrians, and bike riders. Visibility is very impaired for all.

I've lived on Hillside Terrace for 25 years, since it was first built, and I'm deeply disappointed with the recent changes to our street and neighborhood. It feels like our tax dollars have been wasted on a poorly conceived project. I'm particularly frustrated that our City Council member, Paige Ellis, championed this project, yet failed to respond to the multiple emails I sent her during construction, expressing my concerns and urging her to intervene. I even voted for her, but her lack of communication and apparent disregard for our community's input is unacceptable. I believe it's time for her to find a new career. I urge the city to reverse these changes and restore Hillside Terrace to its original condition. Thank you.; I've lived on Hillside Terrace for 25 years, since it was first built, and I'm deeply disappointed with the recent changes to our street and neighborhood. It feels like our tax dollars have been wasted on a poorly conceived project. I'm particularly frustrated that our City Council member, Paige Ellis, championed this project, yet failed to respond to the multiple emails I sent her during construction, expressing my concerns and urging her to intervene. I even voted for her, but her lack of communication and apparent disregard for our community's input is unacceptable. I believe it's time for her to find a new career. I urge the city to reverse these changes and restore Hillside Terrace to its original condition.

Lantana way is a mess during school pickup and drop off hours. Very narrow road with cars parked on the side. Home owners do not have room for their trash cans due to cars parked in front of their houses. I don't think anyone researched how name bikers there were before approving this project. I see very light use of the bike lanes even during morning and afternoon release. This project has caused more confusion and made the entire neighborhood less safe. Also very ugly and dirty looking. I can understand having the cones on Escarpment and Slaughter where there is high traffic, but uncalled for in the neighborhood streets. Please remove ASAP.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Lantana Way needs to have the bike lanes removed. It is very congested with traffic. No one can park on one side of the street with the bike lane in place. The other side of the street is completely full with parked cars, work trucks and delivery trucks. There is not enough room left in the road for cars to safely pass each other.

The neighborhood has become less safe for cars and walkers. All of the bike lanes must be removed.

Last time my car tire hit the armadillo (that is what my daughter calls them) and it jolted the car and feared it caused a side wall damage to my car tire which is immediate replacement of the tires.

Love the bike lane, however seems like the design team has never ride a bike to realize that much room is not needed. They obviously don't have to drive down roads like Hillside Terrace every day and almost scrape the sides of parked cars or passing cars when they are driving. It is a treacherous drive and I can't believe the project went ahead with the tax payers money. It has endangered more lives than protected. Please have some common sense and come to a reasonable compromise.

Made it most hazardous for walker's and runners .. i have photos of my injuries from hitting rubber bumper when running ... Let a bicyclist hit on going 10 miles or more an hour and see what injuries look like.

Maybe if users would use changes responsibly some of the changes might work. Most do what is convenient to them and their needs and cause pandemonium.

More bike lanes equal a better city. All the people saying that no one bikes on the lanes don't get up early in the morning or are blind

Most people are driving but if you open the door it was bike lane. It was not safe at all. My girl almost hit the biking people when she open the door to get off the car this morning.

My concern is the safety of the children who should be using these lanes, but are not. It seems to be confusing to both the car driver and bike rider. Safety first!! School pick up is a circus. Students, bikes, cars, trucks, moms with strollers....everywhere. It is beginning to affect traffic on slaughter during school pick up and drop off.

My entire family unit hates this. All four of us think it's a ridiculous project to fix a problem that is nonexistent. It's a project to make someone high up look like they're doing something with their position.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

My neighbors (and myself) have been very upset with these changes. It has been a huge amount of money spent and has really made our neighborhood look kinda terrible. Several realtors I know mention this could hurt our home values. While I applaud the desire to make our streets safer, this was not the project for our corner of the city. I agree with a comment that Circle C North feels like an obstacle course. Fellow neighbors have provided some very good feedback I hope we can work with the city on a better solution.

Neither we nor our neighbors were consulted in advance of these poorly-thought-out changes. They make our neighborhood more confusing and dangerous for pedestrians especially, but also for vehicles.

Night driving or rainy conditions have created driving hazards. It is a matter of time before vehicles get damaged or someone gets killed.

The biggest safety issue is on Slaughter lane as vehicles speed between Escarpment to FM 1826. Lowering speed limit will not solve the issue. Kids from the middle school along with bicyclist and runners close to speeding vehicles.

No feedback was solicited before this project began. The level of encroachment of the bike lanes onto the roadway has increased the probability of accidents thus endangering the safety of bikers and pedestrians.

No more theft of tax funded roads subdivided into bike lanes. We do not need them

No one asked for these and we live in this community and drive and walk the streets regularly. These are making our streets unsafe for everyone involved.; Please remove no one wants this and it's causing more harm than good; Please remove!

No one seems to have had a problem using our roads & sidewalks safely until now. Shrinking useable roads creates a greater danger. Please address the increased driver speed on Hillside Terrace by installing a Stop Sign at Ruxton Ln. That is the greatest threat and could easily be resolved by moving the sign from Taylorcredit/La Puente.

But, no one asked the very people this would impact.

Not enough bicycles to justify the safe hazards. Signs, etc. are distracting and confusing.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Nowhere else in Austin, and I doubt in any other City, do we have black and white Oreo armadillos. Where else do we have students being taught to ride both directions on the same side of the street? What is the difference between the yellow poles and the white poles? And then we have signs that block the view of the street signs.

On trash day, it is utter chaos with some cans in the street and others in the gutter, cars parked here and there, buses trying to come by trash pickup. Trying to come by, but no bikes.... Strangely enough!

I drive a small vehicle and yet I feel squished trying to get through sometimes.

Hillside Terrace added cement bumpers years ago to help slow down cars. Although I still don't think there were ever any accidents for it.

Apparently some parents at Mills wanted something done to protect their students walking and writing to Mills Elementary. I don't think this is the correct answer.

Students who live in Circle C North do not go to Mills Elementary.

I strongly suggest that anyone reading this and thinking to themselves, it's just bike lanes, what's the big deal? -- come and look what they have done. There's weird poles and concrete humps and parking in the middle of the street. Sidewalk, two bike Lanes going both ways, then parking, then the regular road, and then some people still park on the other side of the street.

It is confusing.

Any new visitor to the neighborhood, whether a delivery driver or a carpooler or a rideshare coming by, that moment of hesitation with all the new weird things everywhere could cause an accident now.

Come look for yourself.

It truly is one of those things that has to be seen to be believed.

And this is unbelievably goofed up.

Obviously, whoever designed these changes never drove through our neighborhood. If they had they also would have seen ZERO kids/people riding a bike,

One of the signs on Barstow avenue keeps getting hit, I am sure that is not safe for anyone.

Overall, all the signage, barriers, reflectors cause a lot of confusion while trying to navigate the neighborhood.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Overall, this project makes walking, cycling, and driving in the area more difficult and more dangerous.

Over-engineered and unsafe for all involved.

Paint the bike lanes ; See above

Parking spots have been made near the center the of road ; when pedestrians cross, especially by the mail box clusters of Hillside Terrace and Barstow, they are hidden from sight by the parked cars. This is a danger to people just going to get their mail. Every day.

Pedestrians are not safe because of the middle of the road parking and the narrowed roads by the mail centers. Most pedestrian accidents do not occur in intersections. Data shows that pedestrians are more likely to suffer injuries while walking alongside car drivers and these changes have dramatically increased pedestrian accidents.

Please remove ASAP.

Please change Lantana Way as well, the street especially towards Hillside Terrace is so tight when cars are parked, which they always are. Kids mainly use the sidewalk still to ride their bikes. Should a deliver truck break down on Lantana Way, the road would be impassible. We want our kids to be safe with these new changes our neighborhood is hazardous. Please remove!

Please do NOT make any changes to any other street in our neighborhood for the safety of our community.; Please do NOT make any changes to our neighborhood for the safety of our community.

Please remove all of the delineators on Barstow and all of the delineators and parking pockets on Davis. They are unnecessary.

Please remove all of this project. It wasn't needed previously and isn't needed now. Ruining property values and not saving any lives, if anything, there is strong argument to be made that you might actually cost lives by the dangers of this project with confusing signs, having bikers go the wrong way against traffic and extremely unsafe armadillos/zebras. Also, you all now have cars parked in the middle of the street. Unsafe at mailboxes, limited people use the two way bike lane. Just all around dumb, dumb dumb. If these are not removed, the neighborhood will get an attorney and sue the city. Remove all!!!

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Please remove all the bike lanes. I live on Hillside Terrace. Most kids who bike to Mills use the sidewalk. I do not mind it. I do not have an elementary school kid anymore but if I did I would tell him to use the sidewalk. Never would I let them use the bike lanes you have installed on Hillside Terrace. People drive too fast on this street and a few poles and bumps will not stop them. They are still driving fast. I have lived on Hillside Terrace over 15 years and I have never heard of bike/pedestrian accidents. My street looks terrible and I am pretty sure the value of my house has gone down with these changes.

Please remove everything you have done. Put the concrete medians back on Hillside Terrace and stop ruining our already safe neighborhood. This comes from a family with young children, a cyclist, and a runner, and of course drivers. You have nearly caused a few head on collisions since these lanes have been installed. We always felt safe in our neighborhood, until these lanes were installed. The paint, signs, size, and everything about them is dreadful. We pay a ton of tax money and paid a LOT of money for our homes. Please remove these lanes in it's entirety.

please remove from lantana as well. we live on lantana and have never felt less safe. in nearly 13 years. and not just us. friends that come to visit are bewildered and prefer now that we go to them and not the other way around. if people were using the lanes and there were enough space that's one thing, but the cars are dangerously close to each other while these lanes are empty. well they do get filled with one thing--broken glass and debris, please please - make it make sense!

Please remove it all. One normal bike lane on either side of the street would have done the trick. ; My family and I have lived in this neighborhood for over six years, and I have never felt that our streets were unsafe for cyclists. This unsightly project has ruined the feel of our quiet neighborhood and has created safety hazards that did not exist before. Please remove it all.

Please remove it. It is hurting property values and it's not being used and we did not ask for it. Thank you.

Please remove the changes. I don't know who determined we needed these "improvements" but there weren't problems to improve and things are worse than they were supposed to be.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Please remove the changes. Please remove all the changes. Please remove all the changes as soon as possible.

What is the number one cause of pedestrian deaths?

Failing to yield to pedestrians in marked (or unmarked) crosswalks is one of the most common causes of pedestrian accidents nationwide. These road changes forces a lot of pedestrians to deal with oncoming traffic.; When parking off the curb, pedestrians face a safety risk because parked cars can significantly obstruct visibility for both drivers and pedestrians, creating blind spots at intersections and crosswalks, making it harder for drivers to see pedestrians attempting to cross, potentially leading to collisions; this is especially problematic when vehicles park too close to crosswalks, further hindering sight lines.

Please remove the poles

Please remove these changes, they feel like a solution in search of a problem.

Please remove these lanes. Absolutely a nightmare looking at and driving through

Please REMOVE these TERRIBLE lanes, and make all of this nonsense stop!; This is so nonsensical, absolutely absurd and pointless, they're ugly, and most importantly UNSAFE!

Please spend my tax dollars more wisely. This is hard to comprehend and tolerate.

Please stop wasting taxpayer money overcomplicating projects. This should have been thoroughly vetted with the affected neighborhoods before the project occurred. Also we received no information about how to navigate the new lanes and rules. It just appeared and we had to learn on our own. Most kids on bikes use the sidewalks, not the streets. I've lived in this neighborhood for 14 years and didn't have problems riding a bicycle on Allerton, Barstow, or Hillside Terrace. Please remove most of this confusing mess.

Poorly executed. if the process was explained and the public involved maybe an acceptable solution could have been devised. With such a large project someone is bound not to be pleased but with so many people angry and in opposition, something was grossly missed or ignored in the process.

Proposed changes to streets should be vetted with those most affected by the changes. Bike safety is important, but the amount of change in this instance seemed excessive.

Remove all changes on Lantana Way

Remove all the barriers and return Hillside Road to its original design.

Remove all the changes on each road.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Remove all these unsafe lanes . I have complained for months on these issues. Please listen to residents and remove them. They are ugly too. We are not Congress Ave

Remove all!!!!

Remove all, very unsafe and dangerous

Remove delineators, armadillos/zebras, and parallel parking spaces. Bike lane, itself, is okay (in theory) but not protected. It's a residential street that is wide enough for bike riders to use without need for a barrier-ed lane. The bike lane + parking spots make the street INCREDIBLY narrow for 2-way traffic. Cars frequently have to stop and give way to oncoming cars because the road is too narrow.

Remove it all. Stop delaying. We aren't getting used to it. We still hate it.

REMOVE THESE LANES. Do the right thing and actually listen to the MAJORITY. There were 0 fatalities and 0 injuries. Now we feel more unsafe than ever before. Also, why are you not requiring people to register or provide a home address!?!?! Remember the call we had as a community on December 13th where you gave us only 1 minute to speak? You required people to do more work to get on that call than take this important survey! You required people to register with an email address as well. How can literally anyone that wants to take the survey can do so without being able to show they are a RESIDENT. You state we are project stakeholders. Yet here we go again - we have no say on this survey since you HAVE NO IDEA WHO WE ARE AND WHERE WE LIVE. THERE ARE PEOPLE POSTING THE SAME COMMENT TWICE- NOT SURPRISING ITS THE PEOPLE WHO WANT THE LANES TRYING TO MANIPULATE THIS SURVEY PROCESS!! Make people provide an address!!!

Remove these lanes. Stop making the roads less safe for drivers, bikers, and pedestrians.

Remove these lanes. Those that say hey are "safe" do not live here. When you regularly see trucks driving over the barriers- in addition to the minimal people that do bike IN the street or not in the bike lane- remove it all.

Remove these so called improvements immediately. This is a solution in search of a problem. I never received any notification about these so-called improvements in the first place. If you want to slow down traffic, put a speed bump. Or speed hump. These poles are tremendous I swear and they look terrible. ; Terrible. Please remove.

Remove these unsafe lanes. All of it

Remove this money laundering scheme

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Richard Mendoza was not aware about rubric City uses to determine where to put \$'s for projects. 30% safety, 20% [illegible], 35% demand, stakeholder input 15% --> This should be basic knowledge if approving project.

See above

See back page.

Share our streets

Some of the comments here are obviously people who are not residents but just came here to vote. Residents literally have these lanes right in their front yard. We witness first hand what is happening. Second, people do use the sidewalks! We love the sidewalks! Sidewalks work beautifully and people are 100% safe! Look at the statistics friends. Don't try to fix something that is not broken. Third, our CC HOA unfortunately had no say on this - all the city's idea. I know first hand if the CC HOA had any say, this would have NEVER happened.

Sorry, but this was a complete fail. Thanks for asking for opinions; I hope they are taken seriously. ; Complete fail. Remove all of it.

Speed is the problem. You have not solved the speed problem. You came closer to solving the speed problem on HST with the previous design. So many blown out tires and destroyed cars in driveways with the old design. But people were safer. You have put more babies on bikes closer to dangerous traffic and not dealt with the speed problem appropriately. I watch more close calls with drivers, and cars and little bikers with speeding, aggressive drivers every day.

Stop destroying our neighborhood. I have 2 young children and they stay on the sidewalks! We have plenty of sidewalks for children to safely use. Most children use the sidewalks and I applaud them. It is and will continue to be the safest area for our children to bike and walk. We had 0 injuries and 0 fatalities to both pedestrians and cyclists on Barstow, Allerton, and Hillside Terrace. Now you have made it worse AND more likely an incident will happen! Remove ALL of this horrible nonsense.

Stop lying and saying you had stakeholder input!!! Stop ignoring residents when we tell you made our streets unsafe!!

Stop wasting money on project that are making traffic slow.

Streets are way too narrow and am scared I can hit an oncoming vehicles, especially on the turns . A lot of parking was eliminated, can't park in front of my own home. Around school it's a mess finding parking to pick up student.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Streets belonged to walkers and cyclist before cars were ever a thought. The more space we yield to cars the more traffic and congestion shows up. Just look at Houston or LA for proof. Not only does this infrastructure make traveling by bike or walking significantly safer generally, but has also been proven to slow down car speeds making everyone safer.

Strongly against the new changes. It makes the whole neighborhood looks so bad and unsafe to drive around. Please remove it.

Strongly dislike this project. It is unsafe and altogether awful. There were no issues in CCN prior to this project, the city created problems. Why do we keep having to explain that to the City? The City should justify their making the neighborhood more dangerous, wasting taxpayer money, and simultaneously ruining our home values. Not the other way around. We should not be proving anything other than we don't want/like/support this project.

STRONGLY DO NOT SUPPORT

Take is all out and put it back the way it was. This was a solution looking for a problem. Our neighborhood streets never had a problem - before this. Please remove it before someone is seriously injured or killed.

Take this type of project downtown or a neighborhood near downtown that *might* use them. I commute downtown to work daily and need to drive. We also need to drive our children to and from school. Narrowing lanes to reduce speed may work, but so do other measures. The bike lanes were FORCED on our community with no input, and unfortunately the design is not the right one for us. There have been multiple fatalities on Slaughter Lane the past several years . We all hear the speeding and drag racing on Slaughter lane from our backyards- ask the residents that line on Barstow court. Please put money and effort into roads that actually show up on your Zero Vision report. Please remove all the work that has been done on Barstow, Allerton, and Hillside Terrace. As others mentioned, the statistics show clear as day we are safe prior to this with no injuries or fatalities. Please restore our neighborhood back to it's prior state.

Tax dollars at waste!

Terrible design

Thanks for the chance to comment.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

The amount of bikers - which is 1 or 2 a day- does not warrant this massive design and overhaul. It is blantly obvious the city did not do their research. Go put the bike lane where it is needed. This already quiet and safe neighborhood did not need this. I have young boys who ride their bikes. We all take walks on the sidewalk. The paint and signs are eye sores and I would have never purchased this home if this was present. Please please please remove all of them. Drivers are very unsafe and if we are unsafe - pedestrians are unsafe. Also the city people have the worst website I have ever seen; Unsafe. Remove them all ASAP

The amount of money spent on this project that was not supported by data is astounding. I cannot believe that I was not considered a stakeholder when the bike lane is literally next to the sidewalk in my yard. The amount of signage placed is distracting nor is it enforced. The mailboxes on Barstow are extremely dangerous to get to when using the pockets to park.

The cars in the middle of the road appear to be using the road. If a pedestrian steps out it would be unexpected and they will probably get hit.

The changes have made roads too narrow to drive safely. Not enough bicycle traffic to justify the changes.

The changes have ruined the neighborhood. There are NO people in need of them.

The changes made by the city to these streets in Circle C North were unwarranted. I am a parent of a high schooler and a middle schooler and appreciate safety considerations but these changes have made the area less safe and not more so. Sidewalks and clearly-marked crosswalks are sufficient. It saddens me that the city has wasted this money in this way while simultaneously robbing nearby homeowners of property values due to the unsightly and unnecessary additions to these streets. Please remove them and allow our neighborhood to retain its charm and simple crosswalks. Work trucks like City of Austin trucks can't safely turn on to Barstow because of the signage. I've seen them parked and driving in the bike lanes because there is not enough room for them to get by.

The changes made by the city to these streets in Circle C North were unwarranted. To be clear, as a parent of a middle-schooler, I appreciate and support safety considerations. Unfortunately, these changes have made the area less safe and not more so. Sidewalks and clearly-marked crosswalks are sufficient. It saddens me that the city has wasted this money in this way while simultaneously robbing nearby homeowners of property values due to the unsightly and unnecessary additions to these streets. Please remove them and allow our neighborhood to retain its charm and simple crosswalks.

The changes made the road significantly narrower putting the part cars and people exiting those cars at risk. The bike weighs were not necessary at all as the roads were previously very wide as well as the sidewalk was available in the entirety of the area.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

The changes on Davis leading to Barstow and those on Via Correto are a hazard as cars parked on the side of the road and all the distracting poles make the roadway too narrow. It's like a maze on our streets and makes our neighborhood look like some type of hazardous zone. Finally, the elimination of right turning lanes on Escarpment & Davis causes traffic problems. Perhaps removing all the changes and adding a few street bumps on the roads may solve whatever problem was trying to be solved. ; The changes are distracting and create safety concerns. Cars parked on the side of the road by the school and in the neighborhood create narrow driving lanes. The countless poles guarding bike lanes and parking spaces are distracting to drivers and make the neighborhood look like a hazardous zone. The changes on Via Correto leading to Buena Suerte also create a risk as cars need to swerve to navigate the poles and avoid hitting cars parked on the side of the road. The elimination of the right turning lane on Escarpment and Davis causes undue traffic congestion. Perhaps a few speed bumps on the neighborhood streets will address the problem the changes were attempting to solve.

The changes to all of these streets have only served to create more confusion and distraction when driving, biking, and parking which is creating safety issues. We don't even understand what all the markings and poles and bumps mean. They are a visual hazard when driving...you can't focus on who might be in a bike lane because you are so distracted by the bumps, the poles, and the bizarre lines everywhere. It is also a logistical nightmare for visitors, trash pick up, etc. Trying to teach a new driver during this process has been incredibly eye opening and has really made us see how dangerous all the visual "noise" is. Driving and parking ourselves, we have been so distracted by it that we feel we aren't able to pay enough attention to what's actually happening on the street!

The City has an absurd imbalance for lanes available for bicycles in the Circle C area. It causes traffic congestion and increases automobile emissions substantially. Is there any with the City government who has common sense?

The city has taken away safety measures and made these streets exceptionally DANGEROUS. If safety is a concern, then remove all new infrastructure asap; 0 reported safety incidents before this project. The project is not about safety. There were no issues prior to the project

The new bike lane on Lantana Way is unsafe especially in the afternoon during school pickup. It is dangerous to try to leave our driveway since you can no longer see if cars are coming.; This project has made our neighborhood streets less safe. Please remove it.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

The City seems to have decided that bike lanes are the new hotness and all they want to do is find more places to put them. They are trying to solve a problem that does not exist -- what is prompting the need for bike lanes other than someone's feelings that it would somehow make someone feel better or safer. Where is the study that shows this will help anyone? I live in a part of Circle C where kids across the street could easily walk to school but they are all driven to school by their parents. Adding bike lanes hoping that kids will bike to school is like throwing money into the furnace. The additional-biker-to-school cost is not worth the expenditure. Furthermore, the implementation of bike lanes in Circle C is disgusting. The bollards placed on Escarpment were an eye sore when they were installed and now they are filthy eye sores. There is plenty of extra room on Escarpment for bike riders to feel safe -- let's get rid of those bollards.

The community should have been consulted before such actions were taken. The intersection at Escarpment and Davis is horrendous for people attempting a right hand turn. When I attempt to make such a turn, all the posts really obscure my ability to see whether there are pedestrians or cyclists. I cannot believe that so many changes to our streets were made without addressing first our community. The bike lanes that face each other on Hillside Terrace and Barstow (as opposed to having bike lanes on each side of the street going with traffic) would seem to be against traffic laws. Who made these changes without either asking our community OR instructing us as to what to do with these changes and how these changes relate to current traffic laws? Is this from our City Council Representative for District 8? I hope our representative fixes this mess ASAP.

The crosswalks installed on Via Correto are also an eyesore and I'm sure devalue the houses around them. Again, no one uses them and they are simply not needed in a residential community. No one is going to walk to the end of the block to use them to cross the street. Simply a huge waste of taxpayer money, as is the placement of all the unnecessary poles throughout the whole neighborhood.

The e-bikes have been increasing around the neighborhood drastically and have witnessed them going 40+mph in both in the bike lanes and across the street from the bike lanes. I have seen cars swerving out of the way since the lanes are narrow INTO THE BIKE LANE. Someone is going to get killed or seriously injured and it's on the city's hands. I also see cyclists not following traffic laws- blowing through stop signs and red lights. Kids are on the sidewalk or on the opposite end of the street next to the curb. People have their doors wide open to check their mail on Barstow and witness cars swerving in the opposing lane to avoid collision.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

The entire City of Austin team are leaving out truthful and factual information. We know this with 100% confidence due to the numerous open records requests from myself and several members of the community, virtual meetings, and emails from the community that began in October 2024. I am a parent to 2 young children who attend public school in this neighborhood and a state government employee for 20+ years. I have lived in Austin for 24 years. This is one of the reasons I am in absolute shock and disgust on how this City of Austin staff has handled our particular situation over the last several months. The city has crossed the line. I believe they have broken the laws in the State of Texas. We have caught these individuals in lies. They are also publishing false information on their website. If you are willing to take some time to read the numerous emails written to these individuals over the last several months, in addition to watching the call that was posted publicly from Dec 13th in which they only allowed residents to speak for only 1 minute each, you will see a small glimpse of the absolute madness our neighborhood has had to endure. I also wanted to note several residents have contacted Paige Ellison from the city council multiple times with 0 response over the last several months. If the city did this much outreach back on the first survey back in 2022, they could have avoided all of this chaos and picked another neighborhood that wanted it and also needed it. The survey back in 2022 had no effective outreach to project stakeholders. The city will deny but they are doing this intentionally with little to zero interest in doing what is best for the community, but instead only caring about their own personal and political agenda. Police reports from APD show 0 injuries and 0 fatalities for bikers and pedestrians. Many many many residents have reached out about almost getting in head on collisions, and even bikers and runners have reached out many times with safety concerns. What did they do after we told them our concerns back in October? They kept going and made it even worse. The right action plan would have been to stop the project, re-assess, and then make new choices. The engineers and contractors residents talked with in the street also stated it's over engineered. Also, on the first survey back in 2022, people commented on adding several other traffic calming measures (not bike lanes) and absolutely nothing was done. Instead, they removed the very important traffic calming medians installed years ago that Hillside Terrace fought years to have. The city took it all away without even reaching out to us.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

The existing sidewalks are sufficient for pedestrian use and mobility devices, however the introduction of reasonable dedicated bicycle lanes seems to be an acceptable idea. With that understood, all of the action taken without community input, the over engineering, the ridiculous squandering of tax payer money and resources and the wake of user confusion and frustration rates this project a HUGE FAIL. The over use of signage, street makings and barricades along with cars parked in the middle of the street, and bicycle lanes that are wider then the vehicle traffic lanes and in some spots the center divider lanes that overlap directing head on collisions makes it clear that this contract was awarded to a firm that has never had representation walking, biking or driving these streets upon completion for the purpose of quality control. A railroaded take the money and run project that will more deeply line the pockets of contracting firms if any action is taken to reverse this ridiculously approved project to the degree of having safe dedicated bike lanes with normal operating conditions for vehicular traffic.

The extended curbs are terrible for large vehicles and trucks. All the extra signage on the streets is distracting and too much as well. I agree with safe speeds, but drivers should not feel like they are crawling with a car to get where we are needing to go.

The first we heard of these projects is when all of the "stuff" appeared on the streets. You didn't do a very good job of gathering information from residents who actually live in CCN. Allerton is rarely used by bikers if at all.

The lanes are dangerous and have almost gotten into a major accident . They are ugly and should have never been installed. I called 311 early on and complained about these lanes and was ignored by city leaders . We have attorneys, IT managers, teachers, students, Data Analyst, Investment Traders, and many more highly educated folks in this neighborhood. We are not idiots and know the law and when we are being taken advantage of. Admit you got this wrong, remove the lanes, ensure our streets are in good shape after removal, and let's move on from this.

The lanes look like hell and make driving miserable. We bought our home here for the beautiful wide roads. Now you have made them hell to drive around. Wish we bought elsewhere.

The neighborhood became less safe due to above mentioned changes. Please remove.

The neighborhood is littered with these cones. Property values have probably dropped because they are unsightly. I see people all the time making a u turn on davis and clairmont that literally go into the crosswalk on clairmont in order to not hit those white poles. This is dangerous when kids are walking though. Once an ambulance couldnt even get through on Davis because of all the cars parked in the pockets and there was no way for the ambulance to pass the cars ahead of them.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

The neighborhood no longer looks appealing to drive into. There are mistakes all over the roads and attempts were made to cover up, but only makes it look worse. There is barely enough room to drive safely through the neighborhood, especially on Hillside Terrace. I can only imagine that the value of the neighborhood will decline. This should all be removed.

The new bicycle construction in Taylorcrest and Escarpment is so dangerous!. This once wide corner is so narrow that if you are a car heading north on Escarpment and turning right into Taylorcrest, there is almost no way to make the turn without going into the right lane if in coming traffic. If there happens to be a car waiting to turn into Escarpment it is scary right. The bike path takes up like 2.5 lanes in a street that used to accommodate 4 cars. I've lived in this street 21 years and I can count on 1 hand how many cyclists use our street. Have a protected bike lane, but they don't need the entire corner and it's such an eyesore

The new bike lanes are so large that it is more claustrophobic and dangerous to drive by other neighbors. Especially on Hillside Terrace.

The new lanes are a misuse of public funds, they are unnecessary, and due to the reconfiguration of lanes, have significantly increased endgament to pedestrians and drivers. ; When the project is removed, I want my streets refurbished to its original status. Do NOT leave potholes, broken material, and construction equipment in the wake of the removal process.

The overengineering of this project has introduced confusion and increased safety challenges to these streets. Further, it's negatively impacting value of homes directly along the route.

The parking pockets make it very difficult to drive down the street. Cars are practically parked in the middle of the street making it difficult and dangerous to drive.
Please remove these barriers.

The process of how this occurred and if there is a fix will have been a waste of tax payers money. If this was done correctly with a survey and community input first, a lot of money could have been saved. I am grateful there is an interest to fix this. I think streets near elementary schools and those that have had accidents/loss of life should have been prioritized first. Side note: Why did the new paving of slaughter stop at Escarpment instead of going the extra 1.5 mile to 1826 especially since Circle C metropolitan was the place where all the debris was stored from all of the storms. The road is trashed and the new asphalt should have extended to from Escarpment to 1826.

The project created a problem in an attempt to solve a problem that did not exist. The streets are less safe as a result.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

The project has caused so many safety hazards and smaller lanes for cars to drive. The sidewalks are fine for kids to walk and ride their bikes to school on. Please remove the changes. They are hazardous and very dangerous to everyone in our neighborhood. Very unsafe! ; We had no notice before this was done and it has made our neighborhood streets so unsafe and there is not enough room to drive on the roads safely. Please remove it all! Very unsafe!

The project has made the road unsafe for everyone—drivers, pedestrians, and bikers. It doesn't look good, has worsened the neighborhood for those directly and indirectly around it.

The project is a solution in search of a problem; we have never had issues using the sidewalks (except for trip hazards reported to 311 and routinely unacknowledged/ignored) and road There is not enough bicycle traffic in the neighborhood to justify the excessively wide bike lanes and the bumper lane delineators pose a risk for vehicle steering alignment damage and potential side swipe collisions for those people unfortunate enough to be forced to park in traffic lanes in front of their property, as well as the risk of collisions due to reduced turn radius because of the bollards, unnecessary curbing and warning signs in the streets at certain intersections. A true improvement would be to remove the changes entirely, perhaps delineate narrower bike lanes by striping and maintain sidewalks to reduce/eliminate trip hazards

The ratio of bike riders to drivers doesn't justify the traffic and parking issues these changes have caused.

The roads are far more dangerous now. It is confusing and a MASSIVE waste of taxpayer money.

The streets are now unsafe. Barely room to get by when other car is in lane coming opposite direction. If you have a pick up, good luck. Pretty dangerous and confusing. Strongly in favor of removing.

The students aren't all using the safety lanes. The lanes make it harder to drive down hillside Terrance. It's challenging to safely get around the parked cars.

The traffic patterns created by these additions to the roadways are terribly dangerous. There will be many accidents and injuries resulting from them.

The turn at Hillside Terrace and Lantana Way is ridiculous. The stop sign is about 10-12 feet from where one can turn at a sharp 90 degree angle. Please reconsider the WHOLE project.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

The safe routes to school project is not safe. This particular project on Barstow, Hillside Terrace, and Allerton ignores recommendations to pick locations that are on the City of Austin Vision Zero report as well on the HIN (High Injury Network) report . Not one of these roads are on the list, whereas there are several other locations in Austin that could have been chosen. Both APD and TXDOT reports show 0 injuries and 0 fatalities and absolutely not one issue on safety until after these lanes were installed . The City of Austin even states that the locations on this map that have injuries and fatalities should be priority- yet they chose an already safe and incident free quiet neighborhood. Safe routes to school projects also have a goal to relieve traffic congestion. This project has made traffic congestion worse. The lanes are so narrow that people go into the other lanes. There is not room to safely check the mail. Children and adults don't want to use these lanes nor is there enough traffic to warrant this . The city also made a huge mistake in combining both schools- Mills and Gorzycki- into one huge project. Both schools have different needs by the community. All 3 neighborhoods are also not zoned to either of these schools. A severe lack of research and outreach is the cause for this failure. Safe routes to school requires an outreach to ALL project stakeholders and feedback from ALL members of the community which it 100% failed to do. Law enforcement has NEVER been involved which is also a requirement. Add in a horrific design that not only makes people unsafe, it is ugly. Please remove all of this and after removal, put the traffic calming measures back on Hillside Terrace.

The similar "improvements" were dumped on several other streets in the neighborhood. All of them need to be removed.

The speed limits could have been decreased for much less cost. I feel like my money has been WAISTED!

The streets are more dangerous and is not more safe.

The two way bike lanes and parking spaces in the roadway are ridiculous. The roadway was perfectly fine before. Majority of cyclists that travel through the neighborhood don't even stay in the bike lanes. The speed bumps are a hazard especially when stopping by the community mailbox. The driving lanes are so narrow my small suv takes up the entire lane. Passing a large F250 trucks feels like you're going to hit. Ridiculous use of public funding! Get rid of all of it in Circle C Ranch!

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

The whole project should be scrapped and the roads returned to how they were previously. ; No one is not biking or walking because it's "unsafe" on our neighborhood roads. People don't bike or walk because it's Texas and it's either hot, wet or freezing. Those of us who don't mind our weather biked and walked without any safety issues beforehand and will continue to do so. Putting up these poorly designed lanes isn't going to save the planet; they're just a major annoyance for everyone. The lanes are so narrow as to make it difficult for cars to even pass each other safely. I watch kids STILL ride their bikes in the middle of the car lanes - not the bike lanes- every day. The dillos are a major hazard for bikers and vehicles. Just keep the roads working and bike lanes basic.

The work in my neighborhood was ridiculous. Davis lane between Lantana and Slaughter is the most ridiculous thing anyone could see, Two lanes with a bike lane turned into parallel parking on the white pole side, protect bik lane and traffic backs up badly now at Escarpment and David Eastbound. There was no need for this.

The silly concrete additions to jet out from the intersections serve no purpose as well. How much did this cost to implement in our neighborhood??

And the most amazing thing....you disallow people to park in front of their own house on Lantana between Hillside Terrace and Davis??!!!! Wow! I am not one of those affected, but I get to enjoy their displaced automobiles as they shift them to block post office box pedestals and side streets that were designed to be only 2 cars wide, thanks to your ingenious engineers.

Please remove all of this, but take pictures first to show various Transportation Depts so they can laugh at these solutions, and be glad that they do not work for the City of Austin decision makers who have no clue what they are doing.

Also,..I am insulted that in this DEI woke age...that you are even asking for my gender, race, income, etc... An employed, motorist, taxpayer and 26-year resident are the most important things to know! I see your explanation as to why you're asking....but I think it may be kind of obvious that not just anyone can own at \$600k minimum home in our neighborhood and pay close to \$10k in taxes. So...enough the analysis to prove something that you want to prove....when the issue is really traffic management and pedestrian safety.

The worse design i have ever seen.

There is no parking on the street for residents.

There is no reason for a bike lane to take up 1/2 the road. It is difficult for traffic and pedestrians and creates hazards for all. Our roads are residential and bikers had no issue beforehand.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

There was never a safety issue for cyclists of any kind. We all just shared the road, which was easy and neighborly. I wonder why such an expensive project was implemented when there was no problem that needed addressing in the first place.

There was no notification to the sweeping changes to Hillside Terrace and beyond. I was wondering what those empty spaces in the middle of the street were for until I actually saw a car parked there. Really? Just because the lines are there you are suppose to park in the middle of the street and trust your car won't get nailed by some crazy driver speeding down Hillside Terrace.

There was no outreach for input for doing this. We do not have the bicycle usage to justify this configuration. This has made our NEIGHBORHOOD streets unsafe.

These are not safe lanes. I did not buy a 700,000 home to have this forced on my neighborhood without input. It's a scam and quoting surveys from 18 years ago that you took from a google AI search is ridiculous. I am upset because not only do I feel unsafe driving, biking, and walking, I feel the city engineers and leaders are unethical in their actions. This current design makes no sense in a small neighborhood. Remove the lanes. This project should have NEVER been approved and question how this is even legal. It's a requirement to obtain stakeholder feedback- none of which happened. We do not need bike lanes on these streets. Remove them all and stop lying to the public.

These changes are asinine. They have done the exact opposite of improving safety. They have made it more unsafe! It's confusing and dangerous and not to mention, an eyesore. It will lower property values because it is unsightly, dangerous and absurd. Please remove ASAP. ; Remove, remove, remove.

These changes are very dangerous to drivers and pedestrians both.

These changes have made driving our kids to school much more dangerous. The narrowing of the roads to accommodate bike lanes (that are not even getting used) causes us to have to drive into on-coming traffic every single morning going to Mills. It gives us anxiety to take our kid to school now. It's so dangerous.

These changes have made for a more dangerous driving situation as it has narrowed the lanes and forced cars to park in the middle of the street.

These changes have made for dangerous driving conditions.

These changes have made the streets less safe by causing people to park cars in the middle of the road, narrowing streets to one lane, and creating visual distractions.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

These changes have not helped. The speed limit should be lowered and the sidewalks widened. That would have fixed all of this. How do you resurface these streets with all these pylons and bumps bolted to them? This was an expensive boondoggle.

these changes plus the changes to Davis lane are idiotic. There were already existing bike lanes on Davis when you did that project.

If you want safer paths for pedestrians & bikes, expand the sidewalks. Pedestrians & bikes safely share trails & paths all over the city, including the overly-narrow sidewalk between Barstow & Davis. Stop removing usable car lanes and converting them into bike lanes.

These city leaders are incredibly stupid for combining 3 separate neighborhoods in this survey. Circle c north is not zones to Mills . This should not be the same project. They designed lanes that make absolutely no sense . I have been in several close calls driving my car and seeing drivers coming into my lane. The city leaders should be sued for this and hope they are if they do not fully remove these lanes.

These crazy changes are a disaster. Please remove this mess!

These dividers don't really accomplish more safety and they are an eyesore.

These lanes are dangerous and look like hell. Please remove them immediately

These projects hurt pedestrians ! ! !

DFW tell us, Austinites, that our new city logo should be \$\$\$ keep Austin pillared \$\$\$ and our city officials are - - - - ! ! ! Fill in the blank.

Disgusting white pillars.

Disgusting black bars and dillos.

Please remove all of these changes ! ! !

These street barriers are dangerous and are also impeding traffic flow

These streets used to be wide and beautiful, and are one of the reasons I moved to this area. You have ruined them. I had a visitor come from California and they concluded that "even California wouldn't create a clown show like these streets". Shame on whoever did this!

they are ridiculous to the homeowners that have to live on that street.

I ride a bike as well, but what the city has done to our streets is a terrible use of taxpayer money, it's ugly as hell, and the cyclists hate it since all the crap from the streets just lands in the bike lane and stays there....you can no long street sweep to the curb.

Its completely overbearing.

Any work vehicle with a trailer has difficulty.

Escarment BLVD also an hidious mess.

If you incist on the giving bikes priority over everthing else, pour some proper curbs for their lanes and get rid of those unsightly posts. I have seen this in other parts of town.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

They are ugly, unsafe, and I nearly tripped on the rubber barriers twice. REMOVE all of this please before a major injury happens. I had to wait at the mailbox for over 5 minutes waiting to cross the street to those ridiculous parking pockets you painted. They are unsafe and someone is going to get hurt trying to check their mail. I now park in front of the mailbox - as I should- but there is not enough room to open my door and have room in the lane because a car is swerving out of the way- as they should! Children and runners/walkers/bicyclists will continue do do what they please and bike wherever they want in the street. You made this so unsafe. Also, Allerton is is not AISD property, How dare you create parking pockets? The GMS staff has told parents in the past to NOT park and pickup on Allerton. How dare you ignore the school's recommendation and resident concerns. Kids do not ride their bike on Allerton. Please remove-not modify- all of the lanes

This causes the street to be unsafe. Please remove them

This changes is unnecessary and posing a lot of driving hazards, I feel nervous driving on these roads. It was a wide and beautiful road and now ruined by these stupid bike lanes. Please change it back! I want the old one, peaceful and relax, not this busy and confusing thing!

This clearly was poorly thought out and causes extreme confusion for drivers, which in turn makes it more dangerous for the pedestrians. Do better.

This design is highly problematic and needs to be removed. It does not fit the character of the neighborhood, it is extremely unsightly, unsafe, and confusing for drivers to navigate. You have robbed those living on Hillside Terrace of parking outside of their homes or having a place to put their trash cans. You have placed an excessive amount of highly reflective and distracting signs all over the place, including inside the bike lane itself. You have made the lanes so tight that one car must stop for another to pass.

You put parking pockets in the middle of the road where people can get hit trying to get out into the street or into the bike lane.

All of this when vast majority of the students going to GMS do not ride their bikes to and from school. They get picked up by parents or they ride the bus. Most parents pick up and drop off on Slaughter lane, which is a very dangerous road that you should have used these funds to make safer instead of Allerton, a dead end road up a steep hill ending at a gate. You have ruined our trees, made it difficult for any vehicle larger than a prius to navigate through, and taken up almost half the road for more dogs than bicycles. Every kid I know, including my own do not use these lanes. They don't like it because it goes against traffic and makes them feel unsafe. I like using bike lanes, but these are hazards that were designed using a software program. They don't work on these streets and were not necessary. We have had no accidents here that would justify the need for such a drastic plan such as the one you basically cut and paste here in Circle C North. Please remove it immediately.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

This does not fit with our neighborhood and is very confusing to drive within. There are signs indicating turns AFTER the opportunity to turn has passed. The majority of us have to commute to work via car. I am not connected to closest local park (Circle C Metro Park) via bike lane as promised. It does not serve me and my family in any way. I can see the bike lane from my living room. It is offensive to sight with all the signs and colors.

This entire project was a massive waste of taxpayer funds. It has made the roads more dangerous to walk, bike and drive. It all needs to go.; For anyone saying it has made it safer and they see more people using them is a joke. I use all these streets every single day, multiple times a day. There is not an uptick of riders, pedestrians or cars. It has remained the same. Bikers are not using the lanes, they are still driving on each side of the road, kids are still using the sidewalks to ride bikes, walkers use the sidewalks. Nothing has changed except that it has become more dangerous overall. ; I wish you had to provide proof you live in the neighborhood for all those people who "use it all the time" - no they don't. For those of us who actually live on these streets we see what a waste and hazard this has become. There isn't a sudden surge of bikers using these lanes... in fact, I see the majority of avid bikers avoid these lanes and use the other side of the road that flows with traffic.

This entire project was an abject waste of taxpayer dollars. Improving safety in the general area of Mills Elementary School could've been better accomplished through increased traffic enforcement during drop off and pick up times. The new layout removes already scarce parking spaces, but it confusing. I'd be especially livid if I lived along one of the affected streets. Please stick to the basics of fixing potholes and give the "mobility improvements" a rest.; This entire project was a solution in search of a problem. Please undo what's been done and cancel any further plans for such "improvements" in our neighborhood.

This has actually made a bigger issue and I've seen more hazards than prior. Also, kids still use the sidewalks to bike (we don't get many bikers). Adult bikers go the way they were taught (with traffic). It's very narrow trying to get two cars going opposite directions to pass safely. It's scary to leave cars parked in the middle of the road. People are unfamiliar as it's not common for a residential neighborhood to have all this. It's very confusing the amount of lines, signs, random parking spots, etc.

This has been so awful for our neighborhood. Please take our streets back to the way it was.

This is a large waste of resources that has no positive impact on safety.

This is a massive waste of money by the city. Stop these projects that don't advance safety and hurt your precious tax base.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

This is a neighborhood. People already drive slowly. Sadly this project has made people confused and feel unsafe. Barstow and hillside terrace is a main concern at night as if bikers are not visible. Really bad design which didn't focus on what is needed in the neighborhood. Overall a waste of public money.

This is an HOA neighborhood so we should get the chance to vote on this but it was just done and it ruins the entire feel of our HOA.

This is overkill. The biking volume does not justify the complete overall of this street. It is unlike all other streets in the general area and zip code which causes confusion. Cars parked away from the curb, almost in the middle of the street is very unsafe. It is unsightly and brings down property values as well. Completely unnecessary.

This is the most confusing set up I've ever seen or had to navigate. It's dangerous and has the complete opposite results of what I'm sure was expected. I can't believe the city wasted money on this effort, when all they had to do was get quality input from residents who navigate these streets daily.

This project has caused confusion and is dangerous. No one had issues before the City decided to fix something that wasn't broken. Whoever was in charge of this project should be fired. What a waste of taxpayer money!!!!

This project has caused confusion and safety hazards. We do not like it. We had no issues using the sidewalks and roads before this was installed. Please remove it.

This project has caused confusion and safety hazards. We do not like it. We had no issues using the sidewalks and roads before this was installed. Please remove it.

This project has caused major confusion and safety for both riders and drivers. There are so many signs everywhere. It looks ugly and confusing. Plus I noticed that the yield to biker sign at Hillside Terrace and Barstow has been run over multiple times. I believe that the drivers have always been conscious of the writers and always yield the right away to them.

This project has caused safety hazards- roads are for cars. We had no issues using the sidewalks before this was installed. Please remove- waste of money.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

This project has completely changed the look and feel of what was once a beautiful neighborhood. It has lowered property values for those on those streets. It is over-engineered, poorly designed, an eyesore and most importantly, confusing and unsafe. We did not have problems before, so I can't understand why this mess was implemented and all these tax dollars were spent on this ridiculous project. No input was sought from those in the neighborhood. Completely useless and unnecessary. It is truly a waste of resources. It has made the area less safe with so many obstacles and blind spots now. Please listen to the feedback from those who live life here. It is absolutely awful! This survey wouldn't have been conducted if there hadn't been overwhelmingly negative feedback. Please respond accordingly!

This project has created an unsafe driving, walking, parking, and biking situation. Nothing good. What a waste of tax money and an example of poor design

This project has just made the entire area unsafe. The original modifications were fine to slow down traffic. Please remove this current installation before injuries and accidents occur. This was terribly designed

This project has made our neighborhood streets dangerous. This is too much going (signs, reflectors, armadillos, etc.) and causes a lot of confusion. I had a family member run a stop sign along Hillside Terrace due to being distracted by all the other signage. My husband saw a pedestrian almost get hit because cars didn't know where to stop. I am a biker + runner (with a stroller), and I never felt unsafe with how the roads were previously. Now the roads are difficult to drive in with not enough space for cars to safely pass each other. Bikers must cut across traffic to with the two-way bike lanes. I often see bikers riding outside of the bike lanes, which there definitely is not enough room on the road for this. Checking the mail on Barstow Drive is extremely dangerous. There is nowhere to park and if you park in the designated spots, there is no way for a car to get by while you open your door and cars turning off Slaughter don't have much time to notice someone crossing the street or opening a car door. Please remove the bike lanes and associate signage and ensure the road is appropriately fixed.

This project has made the neighborhood into an obstacle course; I have personally ridden over these unsightly armadillos, both with my car and my bike. Very dangerous, an accident waiting to happen! We were NEVER asked if we wanted or needed this overkill of an engineering fiasco. Take it all away!

This project has only introduced confusion and safety risks.

This project has trashed the appearance of Hillside Terrace. The stripes, the cars in the middle of the street. the bollards, the no parking signs, the "dillos," and whatever you call those longer black rubber things, are just distracting clutter.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

This project is a safety issue and needs to be restored to the original design.

This project is an absolute disaster from start to finish. Not only do I feel unsafe for me and my family, I feel ignored by these city leaders for not asking for our input. They went through with a project with absolutely no notification to residents, lied about the survey results stating that most of us wanted this mess, lied about who project stakeholders are, and unfortunately their staff are extremely biased employees who know NOTHING about residents needs. We have complained for MONTHS on safety issues and we need these lanes FULLY removed now. Please listen to the community and remove them. We never had one safety issue until you installed these horribly unsafe lanes . You were required to do an outreach prior to this project and it NEVER happened. Stop lying to the public. Please do the right thing and remove these unsafe lanes. You made my young children more unsafe. Kids DO NOT want them nor do they use them. I am afraid to check my mail and wait weeks because of that you have done . People have NO ROOM to open the doors or tell cross the street at the mailboxes . There was absolutely no research or due diligence on this project- otherwise you would have know that the middle school DOES NOT want pickups or drop offs on Allerton. Kids do not ride their bike on the steep hill. We already have plenty of safe sidewalks and our children were already safe prior to this mess!! You crafted an extremely unsafe, ugly , dangerous environment. I DO NOT WANT MODIFICATIONS- I WANT FULL REMOVAL OF THIS DISASTER . With 0 fatalities and 0 injuries- our small neighborhood was doing just fine!! Leave us alone. Over 99% of the population here are required to use a vehicle for work . We do not want to be forced with bike lanes no one wants and it's created more problems than we have ever had!!

This project is awful. So dangerous. Remove it all immediately.

This project is in a quiet neighborhood where there is little bike traffic except for kids riding recreationally or to school. The project is confusing and is less safe than the streets were prior to the changes.

This project needs to be removed completely.

This whole project has been a waste of taxpayer money. If this is how you're going to spend our money, this whole department should be fired.

This whole project is totally overkill. I don't feel safe on these streets.

Those who live there have indicated confusion.

Too narrow to drive.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

This project is over-engineered. It's confusing, too cluttered, and there wasn't a need for it. I live on Hillside Terrace Dr. It's difficult and unsafe to back out of our driveways. We have to back out into both lanes of traffic in order to avoid the bike lane, parking pockets and bollards before straightening out. We've witnessed near head on collisions as moving cars cross over the yellow line to avoid parked cars. The parking pockets do not feel safe when entering or exiting a parked vehicle because of the moving vehicles passing by so closely. We see many people still biking on the opposite side of the road from the bike lanes, and now it's less safe as the lanes are narrower and visibility has been decreased. Pedestrians use the bike lanes to walk, run, push strollers, and walk their dogs instead of using the sidewalks (this is not the intended purpose of the bike lanes, nor is it legal, or safe). It's difficult and unsafe for children who attend Gorzycki Middle School as so many families drop off and pick up their kids on Allerton Ave. The lanes are too narrow and children on bikes are still using the opposite lane from the bike lane. The streets feel less safe to drive on (Hillside Terrace Dr, Barstow Ave, and Allerton). We did not receive any communication ahead of time regarding the project design, nor were we able to give input until the project was already completed. We are very concerned this project has decreased our home value and we are very frustrated with the City. Please remove it all and put the traffic calming measures that were partially removed on Hillside Terrace Dr back (and please lower the speed limit from 30 to 25 mph). ; Please remove it all. I live on Hillside Terrace Dr. I hate backing out of my driveway. It's unsafe and hard to navigate. I have to pull out into the opposite lane of traffic to avoid the bike lanes, parking pockets, and bollards before straightening out. We witness cars almost having head-on collisions often to avoid parked cars. The parking pockets feel like they're in the middle of the street, and it feels unsafe entering and exiting the vehicle with oncoming cars passing so closely. We are frustrated and concerned that our property value has gone down. The whole project is over-engineered. It's unsightly, cluttered, and confusing. Pedestrians use the bike lanes to walk, run, push strollers, and walk their dogs (unsafe, illegal, and not the intended purpose!). Cyclists still use the opposite side of the street to bike on (not the bike lanes), and now it's less safe for them since the lanes are narrower and visibility has decreased. Driving on Barstow Ave, Hillside Terrace Dr, and Allerton feels unsafe and confusing. We are angry and frustrated we never received communication before the project was completed, nor were we able to give our input. Please remove it and put back our traffic calming measures that were removed on Hillside Terrace Dr (and please lower the speed limit from 30 to 25 mph).

This project is unsafe, expensive, ugly; can't get mail safely; have to cross center line to safely get by parked cars; 10 kids bike to GMS; City zero communication/City staff thinks they're smarter than the residents

This project must be removed. I live on Hillside Terrace. I was not asked or informed about these installations. They have ruined the feel our once peaceful street. Hillside Terrace is not an inner city street and should not be treated as such with these installations. It is overkill and a ridiculous waste of money.

This project on Hillside Terrace, Allerton, Barstow and Lantana Way has the done the opposite of creating a safe passage to school. We live in Circle C North near the Gorzycki Middle School. The bike lanes are way too wide for each of these streets. I travel this street in my truck several times per day. I have had several close calls with collisions due to the width of the provided roadway area. I have ridden my bike on this street every week typically as well. The bollards and armadillos that have been installed for safety I'm assuming are very dangerous. As a cyclist or driver, the bollards and armadillos cause too much distraction. As a cyclist I've hit the bollards in order to swerve due to the narrowness at certain crossings and turns. The armadillos or low-rise bumps that were installed would cause a death potentially to a person on bicycle. Also, the bike lanes should not be together. It is not natural or as safe to ride against traffic on a bicycle. The parallel parking on Hillside Terrace is absolutely obscene. Most of my neighbors don't even know how to parallel park. When delivery drivers or other larger vehicles stop it makes it very difficult to travel around the stopped vehicle.; This project on Hillside Terrace, Allerton, Barstow and Lantana Way has done the opposite of creating a safe passage to school. We live in Circle C North near Gorzycki Middle School. The bike lanes are way too wide for each of these streets. I travel these streets in my truck several times per day. I have had several close calls with collisions due to the width of the provided roadway area. I have ridden my bike on these streets every week typically as well weather permitting. During three separate long rides on the new bike lanes that were installed I rode my bike for over 90 minutes on the new bike lanes of the previously mentioned streets twice and once for 50 minutes. Each of these was conducted during either a Saturday or Sunday afternoon. The first two 90-minute rides I only observed one bike on the bike lanes. My bike was the only one observed by me during my two 90-minute rides. During my 50-minute ride I did observe 2 other bikes riding on Allerton but both bikes were riding with the traffic and were not in the bike lanes. Additionally, now that the bike lanes have been installed people, dogs and children in carriers are taking up the bike lanes making it even more difficult for bicyclist. The bollards and armadillos that have been installed for safety I'm assuming are very dangerous. As a cyclist or driver, the bollards and armadillos cause too much distraction. As a cyclist I've hit the bollards in order to swerve due to the narrowness at certain crossings and turns. It was painful. The armadillos or low-rise bumps that were installed would cause a death potentially to a person on a bicycle if struck. The armadillos are also a tripping hazard. Further, the bike lanes should not be together. It is not natural or safe to ride against traffic on a bicycle. The parallel parking that has been installed is absolutely obscene as well. Most of my neighbors don't even know how to parallel park. When delivery drivers or other larger vehicles stop it makes it very difficult to travel around the stopped vehicles. Trash day is a complete joke on Hillside Terrace and Lantana Way. Also, with people parking vehicles towards the center of Hillside Terrace, Allerton for mail pickup, or on Barstow for children being picked up after school in a parallel manner it narrows the roadway area and makes it dangerous for passing vehicles. It also makes it almost impossible to complete a U-turn. Concerning the 4 poles in a hexagon that are littered throughout this project. The 4-pole hexagon type shape makes it even more difficult to drive and causes you to swerve towards the oncoming traffic. I was advised that one of the engineers on this project had told other neighbors that the 4 poles in a hexagon

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

setup are to let people know to parallel park. In what traffic code or safety course was this located from? I know of no US, state or even country sign that is even like this design. The project is completely over-engineered, dangerous and unsightly. It was also never fully discussed before being implemented. A suggestion as someone living in this community and a person that loves riding a bicycle would be to take out the bollards and armadillos. Get rid of all the excessive crosswalks and parallel parking and install two single solid white lines on each side of the roads. This would be a downgrade for example with the bicycle lanes that are excellently designed on Beckett between Davis Lane and Convict Hill Rd. We don't live downtown we live in the suburbs. Most people drive vehicles for work, school and play. We are a mobile and active community but have no need for excessive, dangerous, problematic and overly designed bike lanes.

This project was a solution in search of a problem. It makes driving far less safe - it can be confusing with all the markers, striping, signs, etc. The materials used already look horrible (dirty, dinged up, etc).

This project was to make it safer for walkers and cyclists but it had the opposite effect. It has caused traffic to cross into on-coming traffic and an un-natural traffic pattern for cyclist.

This was a huge waste of money and has wreaked havoc on the neighborhood and people who live within it.

This was an absolute waste of time and resources. It's a hazard for both drivers and pedestrians. We did not need two bike lanes on both sides and the barriers are placed where it's unsafe for drivers to turn or drive through. It feels too narrow and less space to drive through. It's ridiculous how unsafe this is and it needs to go back to how it was, there wasn't any problems with the old system.

This was not an appropriate solution. I feel the changes create more danger for drivers especially for making turns across the bike lanes at night when it's dark. A simple, single bike lane with some low profile traffic bumps would suffice as it has all over other areas of the city.

This was such a waste of money and not necessary for this neighborhood. I've even witnessed bikes not even using these lanes. Nobody wants this.

This was such an unnecessary project. You ruined my big beautiful neighborhood street. We have never had any issue in the 10 years I've lived here that would cause you to need to do this. As a road cyclist I've never once thought we needed bike lanes in the neighborhood. Was the city bored and looking for another way to waste money? Take it all down and focus on actual issues.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

This whole project has been a waste of taxpayer dollars. Since it has been done, I see MORE cyclists in the car lanes, despite there being DEDICATED cycle lanes. Homeowners have limits on impervious cover, but you have made half the paved roads (already existing impervious cover) useless for their INTENDED purpose. Roads need to be expanded to allow for increased traffic due to increased population in the area. You have decreased the amount of roads available and made traffic worse.

To sum up my thoughts on this project, It was an unnecessary, over Engineered project to our neighborhood that has created frustration and fear when driving. I also wonder if this will negatively impact home value prices.

Too much money is wasted on these projects. If you need to fund them then make cyclists register their bikes like vehicles have to.

Trash days are impossible and most dangerous of all. This is all way too busy, confusing, messy, clunky, ugly, and potentially deadly. It makes people mad. Terrible waffle or Taxpayer resources. Have met no one who likes it especially while getting mail. ; Terrible ideas by the city lately. Awful.

Turning anywhere in our neighborhood is incredibly dangerous now because you have to drive into the oncoming lane of traffic to get past the new bollards to turn - it's a nightmare and there have already been numerous accidents.

Ugly changes with no positive impact

Unfortunately, we do not have enough public transportation in this area. Everyone needs to use a car. These lanes are taking away car space and causing traffic issues. You can't force people to ride bikes.

unnecessary added hazards and distractions. this has removed all the neighborhood feel our community used to enjoy and has added more danger than prevented

Unsafe, dangerous, hazardous, scary, ugly, expensive, wasteful, costly, but most of all UNSAFE. The City has ruined these streets and made them dangerous for everyone. Nobody wants this project. Except the City's Transportation and Public Works Department who are focused on bikes and not actual transportation. You have made safe streets unsafe. Adding some painted crosswalks and a bike lane we could have dealt with but this current setup is overkill. City staff should lose their jobs over this mess they created using taxpayer money.

Unsafe, unsafe, unsafe. That's all that matters. Take it all down.

Unsafe, unsightly, unneeded. You bet this district is going to be voting. Remove it or you will be removed.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Unsafe. Total waste of our taxpayer money.

Utterly ridiculous. There is no reason that one third of the road needs to be dedicated to less than 1% of its traffic. The bike lanes are never used, people walk in the bike lanes and bikers still bike in the street. Visiting cars are often unable to park in certain areas of the street. In areas where parking is outside of the bike lanes, the space on the street is heavily constrained leading to unsafe passing conditions for cars going in two different directions. The bike lanes need to be removed yesterday.; I expect a full refund on this year's HOA dues. Absolute waste of community money, and a lawsuit waiting to happen. There is no possible way that the champion of this project actually lives within the community, and if they do then I am convinced they outsourced the engineering design process to their toddler.; This project and its utter lack of community consideration merits a complete reelection of the HOA board.; At the tender age of 5, I once elected to eat a slug out of curiosity around its texture. The process and consideration leading up to that decision was not only more well built out than that of this project, its outcome was actually more positive.

Very bad design

Very confusing, especially if you are a new driver to the street. There are too many visual distractions and I don't think it makes our neighborhood streets safer.

Was there neighborhood input b/4 the installation that we all paid for?

Waste of tax money.

Wasteful , ugly, wrong neighborhood to put these in.

Way too cluttered looking and distracting. Replacing common sense and personal responsibility with 2' pylons and narrower roads and idiot bumps ... not a good use of public funds.

Way too many traffic poles installed throughout area. Really just creating more ways for drivers to not use as intended and causing more danger. Give pedestrians &/or bikers false sense security. I see pedestrians being not nearly as observant. I think money spent on this project could have MUCH better have been spent elsewhere. So sad. So disappointed.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

We are fixing problems that don't exist and simply over engineering our community roads. Narrowing the travel lanes is forcing heavy vehicles like buses and heavy trucks to train over the same narrowed space expediting the deterioration of the surface (see Convict Hill for example). Several occasions I've seen bicyclists (peletons) use the main road lanes versus the available bike lanes, this is due to the debris build up in the coned off bike lanes, street sweeping is a real challenge for the coned off bike lanes. Multiple occasions I've seen landscape trucks, RV's with trailers hit the installed cones when taking the now impossible corners. All the plastic parts aren't holding up to the abuse and elements, personal opinion they detract from an otherwise esthetically beautiful neighborhood.

We do not support the current structure. With the above stated safety changes, we support the changes.

We don't have the bicycle traffic to justify all of this, and it was done in a way that increases rather than decreases safety concerns. If I lived on Hillside Terrace, I'd be livid and looking to move. Kids need a safe way to bike to school, but the current arrangement is nonsensical.

We hate them. We have been here 20+ years. Also can the city provide an explanation on who is taking this survey? Some comments here are completely inappropriate and obviously not residents.

We HATE this set up. Please take this mess DOWN NOW!

We have provided petitions, calls, emails, in person meetings - what is it going to take to remove these? We don't want them. You don't live here! The designs look like a child made them, and don't cite "best practice". We are not idiots. You have created an increasingly dangerous situation that the city will be responsible for when someone gets hurt. You tried to solve a problem that DIDN'T EXIST. Remove them now.

We lived in a welcoming wide-street neighborhood and LOVED it. The wide welcoming streets are what attracted us initially. Neighbors visit and chat. Children ride bicycles. Men and women run and walk. There are already 2 sidewalks on each side and plenty of room for landscapers and trash vehicles. Currently, if landscape trucks park and there are parked cars in the bubbles in the middle of the street, cars cannot pass 2 abreast. In addition, nighttime driving is extremely dangerous as cars hit the bumps to avoid cars coming in the other direction. We. Hate. It. PLEASE REMOVE IT ALL!!!

We need safe streets. I rather have speed controls or more patrols presence to make sure drivers are not speeding hut these changes are not ideal

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

We were never contacted about the details of this project before it commenced, and it was completed upon our return from an overseas trip. The project created safety hazards for drivers, pedestrians, residents on affected streets, and risks for vehicle damage from obstructions, reduced traffic lane clearance and reduced turn radius at intersections. There is not sufficient bicycle traffic in our neighborhood to justify the hazards and inconvenience it created. The project appears to have been a solution to a problem that didn't exist in our neighborhood and would have been more appropriate for selected commuting thoroughfares, in which the bike lanes should be narrowed in width to allow retention of reasonably safe vehicular traffic lane widths. Please remove the changes.

What a waste of money. This is the kind of money waste that got CA in trouble with not providing essential services and only providing money for people's pet causes that don't help anyone.

What idiot designed all this?

What is built is a disaster and unsafe to vehicles, parking and bikes lanes all on one side of the road. What has been created is way too tight was safety of all.

When heading north on escarpment from hillside terrace, there is a new bike lane turning east onto Taylorcrest that makes that turn more dangerous for drivers- again way too little tolerance between cars and very little gain for cyclists

Where are the kids on bikes that use these streets. Kids are driven or walk to school.

While well intentioned, the safety improvements are not being utilized and thus cause a safety risk as bike riders and cars compete for car lane space.

Whose pocket(s) benefitted from the changes?!

Why are bikers more important than everyone else? This City has it so twisted. Raising our property taxes to pay for this junk. Stop saying it is safer. It is not. You don't live here. You don't walk/run and drive these streets. The city and their cyclist groups clearly submitted a bunch of comments with their buzz words: traffic calming, multi-modal, non-vehicular. Please. There were zero issues with our streets prior to these changes. Put this stuff somewhere else.

Why didn't you send this survey out BEFORE wasting taxpayer money?

Why weren't homeowners consulted PRIOR to installing? We heard NOTHING from the city. There were no mailers to residents which normally happens with building projects. The HOA also did NOT communicate anything. Not sure if they were informed either but this is a classic case of "your tax dollars hard at work". Taxation without representation.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

Would love to see these changes removed as they have made our streets less safe.

Wouldn't it have made better sense to have a survey before the project started? The last time a major road project put extra 'things' on Hillside Terrace, they were eventually removed. Seems like a waste of money and I have a feeling many of the residents on Hillside Terrace did not appreciate the concrete dividers and islands.

Yet another cheap and lousy design of a bike lane that the city claims improves safety . The fact is, it is creating the opposite desired outcome of increasing traffic, cars going into opposing lanes, and people choosing not to use the bike lanes . Stop acting like a dictatorship and forcing this crazy and dangerous chaos in our neighborhood. ; Our safety concerns are falling on deaf ears. Remove all of the lanes or get ready for a lawsuit. Your staff is full of lies and you will be exposed. This survey is completely insecure. What are you allowing people outside the community to vote on this?

You could have at least asked us. We were just told it would happen randomly. I don't know a single person on this street that likes it.

You didn't including the 1 block section on Taylorcrest. It blocks parking and traffic on the south side of the road and is very narrow with heavy school turn around traffic cause by the bike lanes on Escarpment. Because parking is allowed and required on the north side it can offend be a one lane pass thru. Parents and kids are still using the right lane to avoid having to cross traffic at Taylorcrest to head towards Mills. It is too congested when bike are traveling north downhill on Escarpment with pedestrians and other riding trying to enter a small space. The Armadillos are low and only acting to knock over a rider or keep a vehicle from moving over to let traffic pass.

The main problem I have with the bike lane approach is it forces you to ride a distance and then often cross in a non standard manner. Just today, I was behind a vehicle leaving Circle C North on Escarpment and they turned into HEB running right thru a delineator. The sharp right hand turns are too tight and often create the blind spot for a rider coming up on the right. I see that often as a cyclist. Drivers assume they can beat the bike in and it seems like they think the bike has to stop? Before the delineators, a car would simply get behind the bike and as the bike passed they would turn in. The chip seal doesn't set properly as there are no vehicles to pack it down so puncture happen a lot and also much debris always present in the bike lane.

You have made Hillside Terrace into a street that is barely wide enough for two cars to drive past each other when cars are parked on the south side. It is dangerous to park on the south. Parking in front of houses has been sacrificed for a bike lane that I have only seen used once, and that was by an electric scooter, and I walk my dog on Hillside Terrace twice a day.

SURVEY COMMENTS - STRONGLY DO NOT SUPPORT THE PROJECT

You have made it more difficult for visitors to park in our neighborhood, and you are not changing behavior.

You have wasted tax payer money, added useless ugly traffic dividers. This was not requested by anyone. Why don't you ask! You have made a pretty area a mess. You have made confusing awful turns, just stressed up the roads and intersection's. Get rid of all the crap!!! ; Get out of our neighborhood. The program is a disaster!!!

You idiots spent money on a problem that didn't exist.

You know how hot it gets here. You know the use of these paths was only going to be during the nine months of school minus the two months its too cold (Seven months) and only a few hours a day at that, but you did it anyway. I think you have some idea how much people hate it.

You should not be allowed to ruin people's house value and ability to sell by adding bike lanes in front of their homes that prevent parking on the street. I do not support bike lanes in residential neighborhoods.

You're solving a problem that doesn't exist in these locations.

Unnecessary redo of curb cuts was a ridiculous waste.

Was there a communicated need that initiated this project? If so, what was it? I've been traveling these streets for three years and I am unaware of an issue that be prompted these changes.

[Note: This participant indicated both Strongly Do Not Support and Somewhat Do Not Support, so this comment appears in both sections.]

Bicycle usage is not enough in the neighborhood that such a drastic and abundant change was necessary. If you want a safe route lower the speed on slaughter and add a bike lane to the giant sidewalks. The neighborhoods are not the place to stick a bike lane, it has ruined the usage for families and their guests and drastically lowers their property value. It is such an irresponsible waste of money to have moved forward with these changes without getting the community input first.

Causing traffic back ups during peak usage time by not allowing continuous right turn option. Light at escarpment is not timed well enough to allow for full relief of traffic. Parking and safely exiting the vehicle on both sides of vehicle is near impossible during peak hours. Cars do not have space to give and bikers do not properly yield right of way for those exiting vehicle.

SURVEY COMMENTS - SOMEWHAT DO NOT SUPPORT THE PROJECT

Access to mailboxes on both Barstow and Hillside Terrace is now quite dangerous. So much for making the post office job easy. There is not enough room for larger vehicles to make a south to north u-turn on Barstow after picking up the mail, without running over one of the dividing bumps.

As above, I do support the concept of some bike lanes in the neighborhood. I use the new lanes daily for either running with or without a stroller and for biking. The current design however is unsafe and confusing. My family and friends visiting have commented numerous times about running stop signs because they were so overwhelmed by the maze that is now our streets. I have witnessed people almost get hit by cars when crossing streets because crossing the double bike lanes when turning left is confusing and they are not used to bikes or people coming from their right. A more traditional single lane bike lane structure would have been much more efficient, cost effective and safe. The city however chose a fancy concept likely sold to them by a vendor that is instead more costly and less safe.

Concrete islands on hillside terrace seem completely unnecessary. It is now difficult for 2 cars (going in opposite directions) to pass on this street. It has become hazardous for drivers, particularly on trash day. It is very visually distracting and is creating more problems than it is solving.

Davis Lane, Escarpment, sooo much plastic trash now. Hillside and Lantana homeowners can't even park in front of their homes. The issue is SPEED, not space. And the speed problem isn't fixed with plastic sticks and parking islands.

Don't put anything on Ruxton between Hillside and Edwardson (?)

I appreciate trying to keep everyone safe, but this is just overkill and messy

I believe there was a more efficient and impactful way to improve the streets. I agree with the comments of over engineered and creating confusion. What was the previous data which designated these streets as unfit?

I believe this project made our streets unsafe. Our kids walked and biked to Mills and Gorzycki in the past when they attended those schools. They were no issues then. I would be very worried if they were biking now. There are cars parked in the middle of the road, leaving little space for moving cars. It is very confusing and unsafe.

I don't think a two-way bike lanes are necessary. So far there is little to no bike traffic. The car lane size reduction is not great.

I dont think the result of the changes has been positive, in that the bike lines are not used as much as anyone thought and it has caused more congestion and closer calls with cars because of how tight all the spaces are now. This goes for Mills and Gorzycki. Ive had more close calls hitting people (kids) and other cars since the changes. It feels less safe.

SURVEY COMMENTS - SOMEWHAT DO NOT SUPPORT THE PROJECT

I favor and use bike lanes and don't want those to go away, but the project is more unsafe now than when it started.

I feel that the project was only considered for bikers and not the drivers. There was no need to make the bike lanes so wide. And many bikers do not use those lanes. At least on three occasions I had a biker in front of me on Allerton and Hillside, riding in the middle of the car lane and not using the bike lanes. What was the purpose of catering to bikers and completely ignoring the safety of drivers?; This was a solution to a problem that never existed.

I like the idea of making the neighborhood a bit more pedestrian and bike friendly, but I do not like the way it was done and I think that it needs some major modifications. The way it was done has made things more dangerous rather than more safe. Please re-think and re-do. The lanes on Hillside Terrace and on Barstow have made the roads more narrow, created choke points at the mailboxes and parking pockets, creates traffic when larger vehicles like buses or trash trucks pass by, and the parking pockets are terrible and dangerous (I feel awful for people who live along that side of the road). And they really over did it with all the barriers and signs. It really needs to be changed.

I see more joggers in the bike lane than bikes. I see bikers on the opposite side of the street (riding with traffic as was standard in the past) and kids biking on the sidewalks.

I support adding bike lanes to busy city streets that do not have sufficient margins for bikers and where there are a lot of bikers. I do not support any of the changes that have been done in our neighborhood because those conditions don't exist. We don't need sticks all along Escarpment either. The margins/pre-existing bike lanes are plenty wide already. All of these changes have made our area look trashy and don't yield hard data evidence that they're needed here.... no real safety improvement. I think we're just spending annual budget money and with the removal project we can spend money in 2025 so I think sadly we have a shot at getting this mess cleaned up.... not for "safety" but for helping the city spend their budget so they can keep it flat or increase it next year.

I support bike lanes, but I really dislike the way they've been done. Putting both bike lanes on 1 side of the road doesn't make sense and is dangerous even for the bikers coming in opposite directions. Hillside Terrace is a mess with all the blockades between the bike lanes and parking spots. The parking spots are ridiculous. Remove the blockades and the parking spots. If you can't do that, then remove the bike lanes too...remove everything. But if you want to keep the bike lanes, remove the blockades and parking spots. There are many parts of Hillside Terrace that are now too narrow...same with Barstow Ave near Hillside Terrace and near the Mailboxes. They are confusing and feel dangerous because of the narrow roads.

I support the changes on major streets like Escarpment and Davis, but find the changes on the smaller streets overkill

SURVEY COMMENTS - SOMEWHAT DO NOT SUPPORT THE PROJECT

I understand the idea of the project. I do not think bike lanes are necessary in this area. If the city deems them necessary, I recommend utilizing only striping for a bike lane.

I understand the reasoning behind doing this, but there has to be a better way.

I'm not opposed to the bike lanes, but the way the streets have been divided up and the resulting narrowness of the driving lanes has been incredibly stressful to navigate.

I'm open to a 75% reduction of the bike lanes so it's only one lane, not two. The large black curbs should be removed. The cars should be allowed to park in the bike lane against the curb. Or just remove the bike lanes all together. Whichever options costs fewer tax dollars.

If we could be provided with some kind of justification for the changes, things might go more smoothly. I am not aware of any effort to contact people in this area prior to the land modifications. As I said earlier, this appears to be a solution in search of a problem.; I forgot to mention the bollards. They're more of a hazard than anything else. Get rid of them.

If we could make it so a u-turn in front of the school was illegal during drop off and pick up at Gorzycki that would mitigate a lot of unnecessary traffic on Allerton and Barstow. Parents pick up their kids on slaughter stopping traffic and causing a huge back up in the pick up line because they are making that u-turn in front of the school.

In general I'm in favor of adding bike and pedestrian lanes to streets throughout our city however, the streets that these particular lanes have been added to do not receive enough bicycle traffic to warrant the installation. If I were to prioritize this installation, I'd keep the lanes on Hillside Terrace and Barstow Avenue, but remove the new bike lanes running up Allerton; the Allerton lanes seem to cause more congestion and traffic issues than are necessary, especially for being on a steeper hill that most don't actively bike up/down - this street sees more foot/car traffic than bikes.

In general, I see one or two bikers on these roads per day (changes seem under-utilized and as a teacher, I'm around at the times bikers to/from school could be seen). I would support it more if you could remove the road humps and yield signs which are distracting and not well placed for tight turns

It doesn't feel like anyone consulted drivers and cyclists when making these changes.

It is a distraction, particularly at night time and sunset hours. Very distracting,

It seems dangerous parking cars in the middle of the street.

It's dangerous

More scientific modification is needed to make changes useful for drivers and bicycle users. this whole design is done poorly.

SURVEY COMMENTS - SOMEWHAT DO NOT SUPPORT THE PROJECT

Not enough bike riders using the bike lanes and it's making the roads more dangerous for both bike riders and drivers. Bike riders not obeying the traffic laws by running stop signs and traffic lights and riding, jogging on buffing zones

Not only the street mentioned above but also other street has been negatively impacted such as Taylorcrest Drive. You sometimes have to make a sharp turn or hard stop to enter the street from Escarpment. It is not safe.

Safety hazard

So far this project seems to have created new problems without fixing all the old problems. I do like the idea of bike lanes and more crosswalks though. Hopefully this project can be modified with neighbors' input!

The bike lanes added a lot of visual clutter making it difficult to see pedestrians. When at the Hillside and Barstow intersection trying to turn right onto Barstow, it's difficult to see if a biker is coming from the right with a limited sight. With Bikers riding against traffic is dangerous.

The bike lanes are overkill, with the barriers. I've seen 1 person on a bike in the 6 months that it's been up and functioning. The crosswalk emphasis and rapid lights are a good idea. The rest of it is too much for such a low benefit

The changes are confusing, and give way too much public street space to infrequent bikers who then use the road anyway.

The changes to hillside terrace have significantly reduced the width of the driving lanes. The narrow lanes are what concern the neighborhood the most.

The double bike lane is over kill. One bike lane would be enough. This would allow the driving lanes to be wider. The driving lanes are too narrow. Especially narrow when you are navigating car parked in spaces floating in the middle of the road. Mark start of bike lanes with a tall plastic mark like the ones that line it. I saw a car that was confused turn down the bike lanes. It was early in the morning and dark so hard to tell where the car lane and bike lanes were. Confusing because it is wide enough for a car to fit down it.

The lane sticks are ugly. ; The sticks are an eyesore.

The new lanes on Hillside are horrendous. All the pole thingys are distracting and stick out in intersection too far.

The workmanship on this project was well blow a decent standard. The messy lines, placement of poles, dillo zebra humps could all have been designed an executed in a fashion that isn't third world country quality.

There are too many white poles and black bumps. How about just painted lines instead.

SURVEY COMMENTS - SOMEWHAT DO NOT SUPPORT THE PROJECT

There are way too many lines that make the street ugly, cluttered, and don't provide value. The low profile lane protectors are ok imo but the white poles are an eyesore and unnecessary. Zero bike or pedestrian accidents since 2019 and a total of ~35 bikers from the combined elementary and middle school. An expensive, ugly fix to a made up problem of biker safety

There was poor planning for this project. City planners tried to please everyone but the only ones being pleased are the bike riders. I do not see a huge influx of riders due to the recent changes but a hazard was created for drivers. Vehicle lanes are so narrow that I am afraid of hitting a parked vehicle when I drive by.

These bike lanes are not needed and were a colossal waste of money. The majority of kids that were biking to school used the sidewalks and continue to use the sidewalks. I have not witnessed many bikers actually using the bike lanes.

These new bike lanes actually make the roads more hazardous. They force cars to park in the middle of the road, which is unsafe for everyone. They are also too wide and make the driving lanes very narrow in some areas. I haven't seen enough usage of the bike lanes to justify their placement.

This project is confusing. People park their cars on the opposite side of the designated parking places which causes an unsafe route for driving. Trash cans are in the middle of the street or the curb - who knows where they should go for ease of our trash collectors. In addition, the project is ugly. If you have to have so many signs on this street, then clearly it is not designed well in the first place. I'm not opposed to designated lanes, but redesigning for ease while driving or biking needs to be done.

We completely support safe routes to schools program and want all of the children and adults in our community to be safe, but this method does not seem safe at all! We would love to see some speed humps/bumps placed on Davis Lane going up the hill toward Barstow as there have been far too many speeding vehicles on this road. Adding the delineators did not deter drivers from speeding. Thank you. Bridget Lott (909) 268-7829

We don't like the current changes. They are confusing, ugly and dangerous.

Change is hard for people but lots of families and used to have a lot of speeding vehicles.

Does not feel safer as is.

Hmmm remove the double yellow so there's more room to maneuver in a car. The appeal living here were the wide streets. If my house was on those affected streets I would move.

SURVEY COMMENTS - SOMEWHAT DO NOT SUPPORT THE PROJECT

We need a survey for Davis Lane changes at Mills Elementary School. Totally unsafe. Nobody pays attention to the flashing beacon at crosswalk (except during school drop off pick up). The trees block it on north side too. The delineators at Lantana and Davis make it impossible to turn north into Lantana without crossing into other lane. Half to come to full stop to take a right/north into Lantana and cars go so fast on Davis that almost rear ended several times by cars traveling west on Davis. School buses cannot make the turns either. Bus leaves Mills on Lantana. take left/west onto Davis. Delineators in way so bus has to pop over median. No turning movements were evaluated. ADA sidewalk ramps pond water and road gravel. Sidewalk lowered and gutter flow directed onto sidewalks and ramps and collect gravel. Finally cars park on Davis for school drop off. Parents open doors into lane traffic since parking lane is off curb for a bike lane nobody uses. Forget about trying to put kids in car seat on driver side or you get runover. Elementary kids do not ride bikes in bike lane. They ride of the sidewalk next to their walking parents.

What a waste of money and a huge impact to this who live in or near those streets.

Access to mailboxes on both Barstow and Hillside Terrace is now quite dangerous. So much for making the post office job easy. There is not enough room for larger vehicles to make a south to north u-turn on Barstow after picking up the mail, without running over one of the dividing bumps.

Was there a communicated need that initiated this project? If so, what was it? I've been traveling these streets for three years and I am unaware of an issue that be prompted these changes.

[Note: This participant indicated both Strongly Do Not Support and Somewhat Do Not Support, so this comment appears in both sections.]

I appreciate the effort to protect pedestrians and non-motorized vehicles. However, if the intended parking design cannot be enforced, the parking pockets on Hillside Terrace actually create more problems than they solve.

I do support the idea of making walking/biking routes safer for our kids, but there's got to be a way to balance that with the car traffic and residents who park in the streets. As a driver, the car lanes are a horrible design, especially at night with cars parked in a "parking spot".

Overall I support the addition of safe bike lanes. However, the street additions seem very heavy handed.

SURVEY COMMENTS - SOMEWHAT SUPPORT THE PROJECT

All for bike lanes, but parked cars are too close to driving lanes. Also, parking is not safe for mailboxes. Consider one lane bike lanes.

As a runner, biker, and driver, these changes aren't great. I really dislike riding on the wrong side of the road, everything feels way more cramped than it should, and walling off bike lanes makes them accumulate all the debris that gets pushed off the road and never cleaned. Coming down Allerton on the wrong side makes me fear for my life at every intersection.

Bike lanes are; Bike lanes are great when engineered with the neighborhood in mind and plan lanes that jibe with the best practices being taught young riders and drivers. Also, enforcer the damn traffic and parking laws on Allerton during drop off and pick up at Goryzski. What a fuster cluck.

I am disappointed about the lack of communication to those of us that live in this area. Seems like a better use of taxpayer money would have been to conduct the survey with door handers or even a sign at the stop signs and get the traffic info with the counters along the roadway before anything was installed. Counting cyclists should happen in warmer months, not now when it is so cold. I am all for safer roadways for the students but it seems like Slaughter Lane should be the focus - that is where I see the cyclists. I rarely see them traveling down Hillside Terrace or Barstow. Please also consider that everyone has to pick up their mail at the mailbox. If they drive, it is now unsafe. The signage also only gives our postal carrier 15 minutes to unload. That is completely unrealistic. There are now spots on Hillside Terrace that are impossible to drive through if there is a parked car and oncoming traffic because the lanes are so narrow. It also looks like some of the lines were painted on by someone who was under the influence.

I am very much in support of bike lanes. I have owned a house in circle C north for over 20 years I have biked commuted, driven and am raising two kids on these streets (including a middle schooler). I think the focus should have been changes to Slaughter lane as that is where I feel the least safe having my kids bike going to school or circle C metro park or anywhere on slaughter. I was on the call and heard the term over-engineered used a lot, and I agree with this statement for this project. I think that the bike lanes should have been similar to what is on Escarpment and Davis. Also I heard that we are trying to slow traffic in certain areas, if that is the case I think Road humps would be more effective. I work near St. Edward's on Woodward and when the city installed the road humps there it made a huge difference. They also have bike lanes similar to everywhere else.

I appreciate the additional safety measures the bike lanes offer my kids who ride to/from neighboring schools and friends homes.

I don't mind the bike Lanes. I'm a runner and I run the bike lanes in the mornings.

SURVEY COMMENTS - SOMEWHAT SUPPORT THE PROJECT

I forgot to mention that the bollards in use on Hillside Terrace are dangerous. If you accidentally veer out of the lane on a bike it could cause a serious accident - much more so that hitting a pole. Same thing for a car - if a car were to inadvertently drift (say to avoid hitting another car) it would cause serious damage to a tire or wheel. I think those should be removed, as well as the parking pockets on Hillside Terrace. Practically speaking, there doesn't really seem to be enough room for a two-way bike lane, two lanes of vehicle traffic, AND parked cars on both sides (well, on one side and in the middle of the road) on that street. However, PLEASE DO KEEP the bike lanes - they will help achieve the much-needed safe routes to school objective. Without the parking pockets in the middle of the road, cars can be more focused on cyclists because they won't be worried about hitting each other.

I like the crossings.

I love the new crosswalk on Hillside Terrace for kids going to GMS. But the bike and parking lane with all the striping and weird football things and so many signs is ugly and confusing!

I rarely see anyone using these improvements. Seems like a lot of tax dollars to spend without much impact. Also, construction staff installed, then uninstalled then reinstalled the barriers several times in the process. Why?

I support making the roadways safer for bikes. I personally don't have an issue with the current implementation, but I can see how others find it excessive. I wouldn't mind changing to a more familiar bike lane format, but I'd want the new implementation to keep the bike lanes safer for our kids. I would not support removing the project altogether and reverting the roads back to the way they were before the changes. ; I get why people were upset with the changes. I personally wouldn't mind if the implementation were toned down to a more familiar bike lane format, but I wouldn't want the project canceled altogether and the roads reverted to the way they were before. I think we should continue to prioritize the safety of kids using the bike lanes.

I support the idea of bike lanes but not the execution and balance with parking and buffer space.

I think we need to wait before making any big changes (like removing everything). I originally was not a fan, but have gotten used to the new design and have grown to appreciate the bike lanes. I used them when running (either solo or with a stroller) or riding bikes with my kids. And it has reduced speed on Hillside Terrace tremendously. I hope that, over time, more kids start to use it to and from school. However, I think attention needs to go to the drop off / pickup area by the middle school on Allerton. Please work with the school on addressing that problem.

SURVEY COMMENTS - SOMEWHAT SUPPORT THE PROJECT

It is unfortunate that as time has passed, speeds and aggressive driving have increased. While the traffic dividers took some getting used to, overall the speeds have decreased and bikers/walkers are mostly in segregated lanes. Some modifications were made as needed. I am overall supportive of the changes.

The addition of the bike-walk curb area on Taylorcrest has drastically reduced the size of the street and makes it more dangerous for cars turning from Escarpment to Taylorcrest if there is a car also occupying the turning area on Taylorcrest. Seems absurd that so much of the street would be taken up by this curb area. Please remove it, it's more dangerous with it.

The City of Austin took main thoroughfares and made them even narrower. On trash days it makes it almost impossible for the trucks to get to the various cans with cars parked in the street to make room for the bike lanes. Public input before the project began could have gone a long way and prevented some of the confusion and chaos.

The crosswalks across Hillside Terrace near Mills are useful for improving safety for pedestrian traffic in the area. Many families cross Hillside Terrace to walk to Mills.

The design leaves a lot to be desired, it would've been better if there was a single lane bike lane on both sides of the road instead of a two-way bike lane on one side. However, it's already built. Please keep the changes as is.

The parking lane on Barstow is confusing as vehicles appear to be parked in the middle of the street. It is confusing especially at night and seems like a hazard to people entering and exiting their vehicles. Also, it gives very little space for vehicles that are driving or passing one another.

The push for safe biking access is important. Sometimes it is poorly designed but it is still progress in the right direction

There was no input from the neighborhood about these horrible poles installed from the city. They just showed up one day. These are ugly and annoying. I hate the way they make our entrance look and they don't do anything for pedestrian or cyclists....

This project has caused confusion and safety hazards. We do not like it. We had no issues using the sidewalks and roads before this was installed. Please remove it.

This was a good project that is aimed at providing safety for bicyclists in Austin which I fully support.

Way too over engineered. Created problems by fixing others. It's not rocket science.

SURVEY COMMENTS - SOMEWHAT SUPPORT THE PROJECT

We live in Vintage Place. My kid bikes to school every day. Would love a safer sidewalk from our neighborhood to Barstow. Specifically a wider path farther away from traffic between Bungalow Ln and Barstow Dr. Thank you.

While there are concerns over whether the infrastructure will be used enough to justify its implementation as well as short term confusion due to the increased signage, I think the neighborhood is actually safer with the bike lanes. Before they were implemented, the streets were considerably wider than traditional residential streets. This is dangerous because it encourages speeding and thus increases the risk of accidents where they are simply unacceptable.

Unnecessary redo of curb cuts was a ridiculous waste.

[Note: This participant indicated both Strongly Do Not Support and Somewhat Support, so this comment appears in both sections.]

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

; Love the changes and increased connectivity. makes it so much safer for my children to ride

Although there is somewhat limited pedestrian and bicycle use, there is plenty of room on these particular streets to accommodate non-vehicular activity. These changes also encourage people to slow down in this neighborhood, which will be beneficial to all and provide a good balance no matter the type of travel.

An improvement for school children & other walkers - keep it the way it is -

Any improvements that encourage alternate modes of transportation, other than cars and trucks, is an improvement in everyone's quality of life. Please keep all of these changes and give it a chance. ; Cars drive too fast. Anything to slow down traffic will make everyone safer. Keep the changes in place and give them a chance.

Any improvements that encourage alternate modes of transportation, other than cars and trucks, is an improvement in everyone's quality of life. Please keep all of these changes and give it a chance.

Appreciate being able give feedback. I fear that someone or a pet may be injured or killed

As a bicycle commuter, safe biking infrastructure is vital. I feel safe with designated bike lanes and barriers.; Bike lanes and barriers make my bicycle commute safe, I don't even understand how this is controversial.

As a bike-rider and parent who lives in the neighborhood, I appreciate the changes. They've cut down on speeding and made drivers more aware of children. Don't spend more money undoing something that makes our neighborhood safer.

As a father and a resident of Austin, I strongly support preserving our existing bike lanes because they are essential for the safety of everyone—parents, children, and commuters alike. These lanes create a safer, more accessible city for all of us, and removing them would put lives at risk.

As the parent of children who regularly walk and ride bikes on this route I appreciate the changes made. They've cut down on speeding and made drivers more aware of children. Thank you!

Before the bike lanes, I did not feel comfortable brought to bike my daughter to school. Since they been out in place, we bike commute regularly and comfortably. I also use the bike lanes frequently on my own rides and runs.

Bicyclists need safe routes thru this corridor to and from school, home and nearby South Austin Trail Network trails.

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

Bike lanes are good for the safety of everyone, especially children in the neighborhood

Bike lanes don't inconvenience me at all.

Bike lanes increase property values. The entire point of protected bike lanes is to increase driver attention. If you can't drive alongside infrastructure meant to increase public safety, you shouldn't be driving. People that walk and bike pay taxes as well; they should have more access to infrastructure that cars have long enjoyed.

Bike lanes protect cyclists, I feel safer riding local trails with a dedicated bike lane to access between my house and the trails. Protect our local cyclists and families.

Cars can slow down and navigate this area without issues. Drivers get enraged by a few seconds of inconvenience, yet think nothing about the safety or comfort of others.

Cars drive too fast. Anything to slow down traffic will make everyone safer. Keep the changes in place and give them a chance. The modified free storage of the privately owned big metal boxes (cars and trucks) maybe inconvenient but this is a public resource. Remember Sandy?

Change is hard for people, but these changes really highlight that our roads are not just for cars. And our neighborhood through streets need to be SLOW streets to protect everyone using them. Don't listen to the haters - y'all are doing great work!

Changes has improved child safety when leaving Gorzycki afterschool.

Changes to roads that make it safer for people on bicycles and people walking and that slow down the people in cars are critical safety improvements.

Circle C needs more bike and pedestrian infrastructure to support family activities

Clearly people who drive agricultural vehicles as family cars might be confused by this act of social responsibility but the bigger the vehicles on the road, the more protection is needed for vulnerable road users who have as much right to safety as someone driving a 3 ton truck for pleasure

CoA has set a fantastic standard for bicycling safety. Take the time to become familiar with new road signage. Different is not always bad and adding protection for cyclists is great and helps stop drivers from speeding which further endangers cyclists and kids

Cycling infrastructure is vital to our local community's ability to safely use shared spaces. The copy-pasted repeat comments against its presence are not helpful to the conversation.

Dedicated bike lanes are great and make me feel much more secure riding within Austin. Without these lanes, I have people driving into the bike lane constantly, likely driving

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

distracted. You also need to enforce parking bans in the bike lanes, especially during school drop off/pickup times.

From what I can see the initiative is working.

From what I have observed, my mind has changed from disliking this infrastructure to appreciating it. Namely, cars are generally going slower and I'm seeing more people outside using the lanes in addition to the sidewalks. I'm seeing more independence in children out as well perhaps because they feel safer/more confident with the protections. There's a handful of clunky areas that need finessed, but overall I'm seeing a net positive with this addition. I think most people need time to adjust to a big change like this. Our streets felt car focused before, meaning the safety of riders and pedestrians was second to drivers. This feels more balanced and our family is adjusting accordingly.

Having great bike infrastructure is key to making the city livable.

Having to drive slower is the point. Cars do not need to speed everywhere. I am happy with the changes. More people will start biking if there are safe places to bike.

How many comments are outside of those that live in Circle C North & Village of Western Oaks - residents that actually live, use, and navigate this regularly?

I admit I use these roads only for recreation to connect to the nearby parks on my bike. But I feel much safer with the bike lanes.

I am in favor of any changes that make streets safer, more multi-purpose, and better for walking and biking. Too many Austin streets serve only motor vehicles at the expense of pedestrian and biker safety.

I appreciate the city making our streets safer for pedestrians and bicyclists. We encourage are children to be physically active by walking or biking to school. We should keep them safe. ; I appreciate Austin making out neighborhood safer for families who walk and bike.

I appreciate the traffic calming changes and safety infrastructure. The fact that most folks here cannot safely pay attention to the new changes and navigate the infrastructure is a clear indication that these folks needed an external change to be safer and slow down. These changes have lowered the instances of getting hit by fast moving cars making turns at intersections while I'm walking and biking.

I believe this reworking was voted on in passing a bond to pay for these safety improvements. I wandered and struck several pylons. It made me more aware my surroundings as vehicle driver. Definitely keep the current set-up.

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

I don't think a bunch of nouveau riche, whiny sticks in the mud should get to crap on a plan that was voted on and approved by a majority of voters. More bike lanes, less cars. Maybe they should put down their tacos and get some fresh air every once in awhile.

I feel bad for the folks living directly in front of the new lanes. They are ugly and affect parking. There is nothing unsafe with the lanes.

I feel safer riding my bike and walking on Davis Lane near Mills Elementary school. Perhaps some modifications are needed in other areas of the neighborhood. However, overall I am pleased with the updated bike lane and parking spaces (especially near Mills elementary school). The latter has eased persons parking on my street for special school events. I encourage more families to bike and take advantage of the new bike lanes.

I got kicked in the head by a horse and I'm having a hard time navigating the new changes. I am still in support of it though because it's a net positive for the community.

I greatly appreciate the updates and feel safer as a pedestrian and biker. What people fail to realize is this needs to be the first step of many. Want to see more bikers? You need safe bikeways between housing and stores, schools, and jobs. This is a great step in the right direction.

I have a child that attends one of the schools supported by this protect. Bike lanes are an essential way for us to ensure he and others can safely navigate Austin roadways, which are often busy and dangerous. I am very happy to see the city prioritize safety for everyone using the roadways in this area including bikes and pedestrians.

I have advocated for this project for the better part of the decade, as a resident, school bus rider, cyclist and now driver. The bike lanes are a tremendous improvement to the neighborhood. It's safer and much easier to get around - interactions between drivers and cyclists are simpler, and students don't have to enter vehicle lanes to get around parked cars. I see more young children biking in the neighborhood than I ever did before the project began. And as a driver, I see no problem with the lanes as implemented. There's still plenty of room for motor vehicles, and these neighborhood streets now have much safer design speeds. I for one am glad to no longer have to guess if a cyclist will come out from around a corner into the car lane on a dark school morning.; Adding to my previous comment - I have lived in the neighborhood for 19 years and have seen several car-bicycle collisions including a serious injury at Hillside Terrace and Ruxton. Just because you have not individually seen accidents occur does not mean the previous design was safe for all road users. I strongly support keeping these bike lanes and pedestrians improvements as designed and as implemented in our neighborhood.

I have personally been involved in a car accident at the corner of Hillside Terrace and Escarpment due to a distracted driver at 8 o'clock in the morning right outside the school

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

zone at Mills elementary school. The flashing yellow light at the school zone was not enough to slow this person down, but I believe if the bike lanes had been there at the time that this accident could have been prevented. People need to be more heads up while they're driving and they need to drive slower in these areas, especially around our schools to protect the safety of our children and their families and the employees of these schools. As more and more people are buying E bikes and gas powered bikes as means of transportation I applaud the city of AUSTIN's efforts to provide these alternative modes of transportation with safe and clearly marked lanes for travel.

I know it is not mentioned at this time, but we use the bike lanes on Davis extensively. We now feel safe to allow our children to ride their bikes to and from school. Unfortunately, the improvements end once you turn into the neighborhoods and we consistently struggle with excessive traffic on roads that are not designed to be thoroughfares and cars not stopping at stop signs. That said, I applaud the efforts the City is making towards these improvements.

I like it. Feels safer with kids having a huge bike lane with poles - even without using the bike lane it creates much more separation between the sidewalk and the streets. People drive ridiculously fast and are texting or just old people who can hardly drive, and I don't care about people having to walk a bit further by parking slightly further away - it's great for their health. I would rather my taxes go toward helping make the neighborhood safer for pedestrians and bicyclists than just making things more car-friendly. I walk every single day with and without my children all around the neighborhood and it feels way more safe than before.

I like the change. It make me feel much safer when I walk or bike.

I like these bike lanes. They do make the streets and my neighborhood safer.

I live in close proximity to actually watch kids walk to Mills Elementary from Hillside Terrace and Lantana. The bike lane changes have been the only successful effort to eliminate drivers blowing through the four-way stop sign there.

I love that we have safer lanes for bikes. These barriers also help to slow traffic in an area that was prone to speeding and crashes. Don't let people claim this is more unsafe just because they don't like the way this looks.

I love the bike lanes and see lots of people on them. My kids and I use them daily. I think it will just take a little time to get used to them. If people would slow down it wouldn't me so "confusing" or scary. I feel like they bring our property values up.

I love the bike lanes in circle c but less intrusions for cars is better. And safer road conditions in the bikes lanes make them more pleasant to use

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

I love the crosswalk changes on Clairmont Drive and Davis and the bike lanes on Davis Ave. through Loma Vista Heights. I don't bicycle but my grandkids do. I find the changes helpful for pedestrians and bicyclists.

I love the intent, but wish there was a lane on either side. I hope people use it, but I see a lot of kids riding their bikes on either side anyways. I have definitely seen a slow down in car speeds which I love. It's made the roads more safe. One thing I'd love to prevent are the throngs of parents driving down from the school. I wish closing that gate was part of those changes.

I love the new bike lanes and am so grateful that our neighborhood received this investment from the bond funds. This must be some of the nicest neighborhood bike infrastructure in Austin. My family uses the bike lanes almost every day. My husband bikes our son to school at Kiker, and we frequently bike as a family on the weekends. We frequently use the bike lanes to get to HEB, Starbucks, Circle C Metro Park, Dick Nichols, the Hampton Branch library, and even Costco and Whole Foods (really!). I feel safer using the bike lanes than I did biking on the neighborhood streets before they were installed. My son is just learning to ride a bike, and I will definitely feel more comfortable with him biking in the bike lanes than directly on the street as a new rider. Frankly, it breaks my heart that there is so much anger about this project, apparently because people don't like having to slow down and pay attention when driving through the neighborhood. I thought this was a family-friendly neighborhood, but evidently not when children's safety comes at the cost of slightly inconveniencing drivers. I hope the city can stand by the choice to make our streets safer for kids and to make biking an attractive option for both transportation and recreation. It will be an incredible loss, and a huge waste of taxpayer money, if a vocal, angry minority is successful in taking away an investment that will benefit many people now and for years to come.

I love the these bike lanes. People who oppose these bike lanes are haters led by a Karen. There's no reason for not keeping our kids, bikers and pedestrians safer.

I love the these bike lanes. People who oppose these bike lanes are yaters led by a Karen. There's no reason for not keeping our kids, bikeers and pedestrians safer.

I never rode a bike because the streets were so unsafe. With the new infrastructure, my friends and I ride every weekend! I can't believe what I was missing out on. I can also feel comfortable walking with my kids with the traffic slowed down. My taxes being put to good use! Love it!

I ride here frequently and love the changes. It's also amaOng to see more kids riding to school. Well done!

I ride my bike in this area regularly (multiple times per week). Before the changes, I would specifically avoid riding the area around the end of school, because cars being used to pick up

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

children took up all of the available road space while parking, idling, or waiting to to pick up, making it unsafe to bike. Since the changes, I have felt safer biking in the area and no longer avoid it. Perhaps the reason there isn't sufficient "bicycle usage to justify the configuration" is because before the changes it was unsafe to ride?

I rode through the neighborhood on my bicycle yesterday and was pleasantly surprised. I think the changes will make a huge impact making it more safe for all.

I strongly support all of the great changes that AUSTIN is making to protect bicyclist walkers runners skateboarders, etc. AUSTIN is an extremely active city and the people who say they never see anyone using these lanes are probably too busy looking at their phones while driving or are oblivious. I regularly see peloton's full of 20 or more people riding these lanes on a weekly basis. Not to mention the single commuters and our kids who ride and walk to school or are just merely out to have some fun and get some fresh air. One of the best things about AUSTIN is the accessibility to trails and protected bike lanes. Strong work. Don't listen to the haters.

I strongly support the changes but feel agree with other commenters that it is over engineered. Families that live along or on Hillside Terrace with multiple drivers have to park cars on Hillside Terrace. Daily I watch drivers speeding and weaving in and out of parked cars. Trash collection is chaotic at best. I think that by simplifying the modifications and lowering the speed limit we can achieve safe roads for drivers, pedestrians, and cyclists.; Please raise the speed limit on Escarpment back to 40. We do not have enough police presence in our area to keep everyone from driving 40-45 mph as is.

I strongly support the installation of protected bike lanes within in our neighborhood. I think there are some potential modifications (making protected bike lanes on each side of the road to correspond with the flow of traffic rather than both lanes on one side). I want kids to be able to bike safely in our neighborhood. Their safety is more important to me than people having extra street parking in front of their house—every house has a driveway and the side streets still have curbside parking if needed. I hope this survey is being distributed widely across our neighborhood and not just to the individuals who have been complaining to the city so you can receive comprehensive feedback.

I strongly support this project. As a mother of an elementary school-aged child, I believe these initiatives play a crucial role in making our roads safer for our kids. As someone who also enjoys biking and walking, I truly appreciate the City's efforts to enhance road safety for everyone.

I support safer bike lanes especially near the schools. Children should be able to safely traverse the neighborhood not just cars. The increase in distracted drivers on cellphones makes me thankful for the barriers. However, Lantana Way bike lane completely stops car traffic in the morning. A line of cars, sometimes dozens, develops to turn into Mills but the

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

bike lane prevents them from being able move over. Through traffic gets stuck in a line that moves slowly or must merge into the opposite lane and hope no one is coming. Kids need a lane on Lantana to school but this isn't working.

I support the changes to make walking a biking safer in the neighborhood, but I do not feel that the changes made were successful.

I think bike lanes are excellent and encourage safe activities outdoor, however the design of these bike lines don't seem to match the use.

I think the changes are perfect the way they are but if something has to be changed I say take away the new parking spaces next to the bike lane or get ride of street parking on the opposite side. Basically only one side should allow street parking like it is on Bluebonnet Lane. There should not be an option to remove the bike lanes altogether or get rid of the bollards. Riding along these streets before the changes was too dangerous due to the high speed and distracted drivers.

I truly appreciate the changes that have been made. They have made our neighborhood safer. I frequently see drivers speeding and running stop signs on Hillside Terrace. If these changes cause drivers to slow down and be aware of pedestrians even a little bit, they are well worth it.

I walk Allerton and Barstow virtually every every night. There are seldom people walking. The objections I heard at the Zoom meeting in December were mostly from car drivers not those who would use the new paths. Please do not bow to traditional car culture. I appreciate how the lanes have slowed down the car traffic. I view the new infrastructure as a neighborhood asset, worthy of protecting and expanding.

I'm so glad there are bikes lanes separated from sidewalks. It makes our daily walks to and from Mills school so much safer. It just feels like a few optimizations are needed in the area. The current design is planned for extremely heavy bike traffic all day long, and that's not the actual scenario.

I've observed that the changes have reduced speeding on Hillside Terrace. The bollards help protect cyclists from distracted drivers, and offer protection to the high school students waiting at the bus stop on the corner of Barstow and Hillside Terrace. I think adding a 3 way stop at Barstow and Hillside Terrace with a painted crosswalk would add some extra safety to pedestrians crossing Barstow as well. Keeping our children safe should take priority over the project being visually unappealing.

I'm all in support of new cycling infrastructure.

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

I'm very appreciative of efforts to improve bicycle and pedestrian safety and the resulting slowing of traffic on Hillside. Hopefully more motorists will begin recognizing protected crosswalks and yield to pedestrians.

It is financially irresponsible to make changes. Where were the currently disgruntled citizens during the planning stages?

It's not confusing as long as drivers are simply paying attention and observant. Not sure if that's asking too much though.

Keep the bike lanes it makes it safer for both young and old riders.

Keep the bike lanes. I currently live in Sendera, and will be moving to Circle C, and bike and trail accessibility are the reason I stayed in this area.

Love the changes to the ruxton intersection

Lower speeds observed due to road lanes narrowing (positive). Better awareness of additional users of the road. Increased neighborhood appeal.

Making roads safe for cyclists will improve the safety for pedestrian. We deserve better neighborhoods for all type of transportation

Most of the people that do not want the bike lanes on Allerton are people who do not live in Circle C, but are picking up the kids from Gorizski and want to park as close as possible to the school, without any respect for kids who walk or use the bike lanes. In fact, there is a post on Facebook inviting all parents who feel the bike lanes are an inconvenience to express their disapproval.

My family and I feel safer with the improvements and enjoy riding in tge towm
More

My kid bikes uses the bike lanes every school day and feels much safer going down Allerton in the bike lane than before.

My kids and I feel so much safer riding bikes in this area and I actually wish traffic had lower speed limits as well.

I wish that there could be universal bike lanes and roundabouts in circle c. Folks are complaining about it slowing traffic -- yeah, that is the point. 35 mph SUVs with 5 foot tall hoods are not safe next to cyclists and especially children who are riding bikes.

Keep the bike lanes, keep me and my kids safe!

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

My son uses the bike lanes on Hillside Terrace and Lantana now to ride to and from Mills Elementary every day. I feel much better with him riding on the improvements from a safety perspective. I do agree that the design with the sporadic parking spots looks clunky, but I understand why it is set up like that. I think that streets are for more than just cars and we should start prioritizing alternate transportation modes. I work close to Lakeshore Blvd off Riverside and am used to this similar setup for bike lanes and parking adjacent. I also agree that flex posts are not the most attractive, but understand that they serve a purpose. I do let my son now ride on Escarpment as well. The improvements also reduce the speed of traffic on the really wide roads.

Not one person here claiming these changes are unsafe specify at all what makes them unsafe. If live in front of these changes I understand why you may dislike them. Outside of that they have slowed traffic and caused no issue outside of being over engineered and an eyesore. It has certainly made people drive slower and blow through fewer stop signs. Hillside Terrace is not a cut through street but a neighborhood. Slow down and save the speed for the highway like I do.

Those that think the lanes are too tight need to slow down or should have their license revoked because they are incapable of operating a car.

Now finish building sidewalks and bike lanes on Davis Lane east of Brodie.

Of course, The only people commenting & are upset about it are the folks who drive cars and never ride a bike 😂

Overall I feel that the it's made walking and cycling to/from school safer for the students.

Overall I strongly agree with the installation of safe bike lanes. I do not, however, condone this particular design. It's very bad practice teaching kids to cycle on the wrong side of the road. This new network is minuscule when considering the total cycling they will do. It's dangerous to blend expectations in this way. Some examples of the poor design -

1) Currently there are bike lanes that simply end on busy roads (Taylorcrest from Escarpment for example) throwing cyclists into oncoming traffic.

2) Cyclists on the wrong side of the road approaching a stop sign. The dual carriage way is flawed at stop signs. You can't have a cyclist approach the stop sign from the far left of the road and then cut in front of traffic who are confused by their presence.

3) the crossing buttons do not line up with the cycle lane. Heading eastbound on hillside for example, the bike lane at the escarpment crossing gives no access to the button. You end up either having to get off your bike or just sitting with the light never changing.

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

Again, I strongly support safety for kids and cyclists but the design of these routes is terrible. I would far rather cycle with traffic which I currently deem safer.

Overkill and width of bike lanes seems too wide. Please enforce laws related to parking in bike lanes during middle school drop off and pick up-/kids on bikes should not be forced into the street at peak crazy time.

People seem to be complaining that traffic calming measures are somehow confusing and more dangerous. Perhaps they should not be on the road if they do not understand how to safely operate their vehicles, and have consideration for the safety of others in their community. Particularly, there should be safe walking and bicycle routes for children attending nearby schools. Safer community improvements like this are desirable for those that want to live in harmony, and are not selfish.

People who oppose the change are haters that do not want to keep bikers safer. They try to come up with ridiculous reasons why the change is unnecessary. The truth is these changes do make the streets safer!

Please keep all the protected bike lanes, and build more!

Please keep helping create safety measures to protect me, my family, my neighbors from potential harm. I have almost been hit several times, my family has to. None of the adjustments are causing harm. If people can't figure out how to work with it they probably shouldn't be driving.

Please keep the change, there's nothing confusing about the change. It also does not lower anyone's property value. I don't understand why some people oppose keeping the pedestrian and kids safer when using these streets.

Please keep these important mobility infrastructure improvements. It's crazy that people want to value cars over the safety and lives of pedestrians, especially kids.

PLEASE put a crosswalk at La Cresada and Davis. I cross that intersection 3-5 times every week and I have almost been killed dozens of times in the last 15 years..

Please remove all the recent changes. What a waste of time and money.

Protected bike lines on Escarpment and Slaughter have greatly increased my personal safety when biking near my home

Remember that a noisy minority are the ones who oppose projects like this. Generally, those who like it or don't care either way won't take the time to give input. The improvements don't impact vehicle use, except to make them go slower and to make drivers be more careful. They benefit bicyclists, walkers, and anyone who uses the street and benefits from slower traffic. These are neighborhood streets and should not have fast vehicles moving

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

along them. This kind of traffic calming is much better for everyone than road humps or speed bumps.

Safe access to Gorzycki and Mills for students and parents who used these facilities should be a priority for all and these new facilities are proven to cause drivers to reduce speeds and operate their vehicles more carefully. Sadly, because drivers often don't comply with municipal law by driving in bike lanes, these sorts of on-street barriers are necessary to protect all roadway users.

Safety first. Many people walk their dogs, kids ride bikes, and people walk/bike frequently. Keep the dedicated space for non vehicular traffic but consider the above modifications.; Thank you City of Austin. My family supports this project. With a few modifications, I think what people feel are distractions, will be ok. Don't focus on the negative comments below. There is common ground the allows for safety of kids and dog walkers while also providing space for cars. Its a shame that people vent this way.

Safety is important.

Seems to be the loudest complainers are drivers worried about where to park when taking their kid into school. Nevermind they are not following Dropoff and pickup rules and instead using the neighborhood incorrectly.

Arrival: During the morning arrival and after school pickup, vehicles approaching the front of the school will be channeled into two lanes of traffic, the inside lane closest to the school and the outside lane closest to Slaughter (the middle lane will be blocked off so that students can safely walk up to the crosswalk). Buses will drop students off at the awning in the back of the school.

Dismissal: Afternoon dismissal for car riders will be in the front of the school. Parents arriving for pick-up will be expected to park in one of the two lanes behind the crosswalk. Parents will queue up behind designated markers. Parents are to stay in their vehicles.

Shared use and multimodal is critical for our future. These improvements encourage our youth and adults to lead healthier lifestyles

So many soft entitled circle c people commenting here. God forbid you can't do 40 down a residential. Shut the [****] up yall. This is safer for our kids and you're barely inconvenienced.

Grow the [****] up and stop being so selfish.

Strongly support, continuing to narrow traffic lanes will calm traffic and lower speeds, making safer for all.

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

Thank you COA for a great project! Please keep it.

Thank you for adding bike lanes within the neighborhood where cars are going slower than slaughter and escarpment. I feel my kids walking and biking to the neighborhood schools - Mills and Gorzycki - are much safer and cars are much slower.

Thank you for making our rides safer for bicyclist!; Thank you for making our roads safer for bicyclists!

THANK YOU for this project that benefits kids and families in our neighborhood. What strikes me most about these great new facilities is who's using them: a mom jogging with her two kids - one on a bike and one on a scooter, a dad walking while his young daughter rollerblades, a 5th grader biking to school at Mills by himself, two new parents pushing a baby stroller, and many more. There's not a huge community of bikers here yet, but this sort of infrastructure has started to bring them out of the woodwork (and lots of people walking and jogging, too!). You NEVER would have seen kids biking along Hillside Terrace by themselves before - and you do now. My family and I personally use these new facilities almost every day, and it has provided a safe route to get to Kiker Elementary, HEB, and other destinations where there was no safe route before. I strongly encourage you to DELAY MAKING ANY CHANGES for at least a year, to give more time for our neighbors to adapt and more time for people to discover how great these improvements actually are. Thank you again!

Thanks for providing an option for kids to safely walk and bike to school! Please don't overweight the loud sentiments opposed to the project - anyone who is driving at or below the speed limit on these neighborhood streets should not have any issues safely navigating their vehicle through the new street configurations.

The bike lanes are absolutely needed! Pedestrians do not want bikes on the sidewalks and vehicle traffic is too fast on our streets. My kids use the bike lanes every weekday to ride to school and I finally feel relief that they can do so safely now. The bike lanes have only enhanced our neighborhood! The bike lanes have not taken anything away from vehicle travel and have allowed pedestrians to use the sidewalks without the fear of bikes rolling up behind them. Vehicles need to slow down. If no bike lanes, then speed bumps are needed. I assume everyone would prefer the bike lanes to speed bumps.

; Bike lanes enhance the community! If people are confused about how to navigate the bike lanes then maybe they need to retake their driver's exam. Me and my kids have almost been hit multiple times riding in the road before the lanes were installed. With the lanes, vehicles are finally slowing down and looking for riders! It shouldn't have to take someone getting killed by a car for these changes to be implemented, thank you City of Austin!!!!

The bike lanes are welcome. Plenty of people already use them and more will as they're safer. Thank you for adding more bike and pedestrian infrastructure. Keep it coming!

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

The bike lanes encourage children to ride their bikes to school because they are safer while also decreasing car speeds in a residential neighborhood.

The bike lanes make everything soooo much safer

The changes are great! We are able to much more safely navigate the streets around our neighborhood by bicycle to get to HEB and to work. We appreciate the opportunity to improve our health and reduce greenhouse gases the new bicycle infrastructure.; Please get rid of the cul de sacs. I hardly ever see any cars on them. They are big ugly circles of pavement. It's so dangerous, a car could just run into the house at the end of the street. I've seen people so confused that they just drive in, around and leave. I have to put up those "Children Playing" signs just to slow the cars down so my children our safe. Cul de sacs should be illegal.

The changes made make me feel safer for my kids and family to walk and bike around Circle C North

The comments against this are unbelievable. Your perceived reduced property value does not overrule public safety.

The features have visibly helped slow down traffic and made the area feel safer.

The lanes have slowed traffic on Davis and Barstow which is needed. I know of at least 4 times that drivers have missed the turn onto Barstow, crossing the sidewalk and hitting the rock retaining wall. This easily could have killed a pedestrian or cyclist.

The new additions are a very welcome change that greatly improve the safety for everyone on the street! Whenever I'm traveling a short distance, such as a trip to HEB, I prefer to bike or walk for my health, and I've felt safer and more comfortable doing so since the project was completed.

The project has made it safer for children to go to school in the morning. I feel it is incredibly important to keep these changes to ensure students are safe. I've seen cars drive very fast on these roads, but since the improvements, they drive more cautiously and children are separated from car traffic. This is a huge benefit to the community.

The reason that the neighborhood typically has seen low levels of cycling is that the streets have not been set up to allow safe cycling routes, especially for families with children. I have used the Hillside Terrace bike lanes and they are an improvement for safety over what existed previously. If we want safe streets for families and want to decrease the traffic from car dependency for school pick-up and drop off, these bike lanes are a good idea.

There was no public input before the changes were made. I'm fine with bike lanes but make them a little more narrow. I have seen bicyclists riding in the street and not in the bike lane.

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

These bike lanes really are the gold standard. I feel so much safer getting around the area. Please don't base your decisions purely on public opinion, but on actual studies that show over and over again that this type of infrastructure helps save lives! The streets are for everyone. Campaigns to get rid of this kind of infrastructure are organized on Nextdoor.com which has a huge Nimby bias compared to the actual population that lives here. Please keep supporting our future and continue to build this type of infrastructure.

These changes are fundamental to improving the overall ride ability and perception of Austin neighborhoods. Please please keep these lanes. They are so important to increasing mobility and usage

These changes have caused me to spill my cereal and mis-dial my pilates studio while I was on the phone with my poodle groomer. Don't people understand that America is only for the people that only think of themselves? These changes are clearly an attempt by libs to launder money through bollard special interest groups. Also, my real estate agent called and said I need to take \$1m off the value off my home for every safety precaution my neighborhood makes because no one cares about child safety.

These changes keep our pedestrians safe. I hope a loud minority of homeowners with selfish mindsets doesn't ruin the communities safety.

these improvements make things so much safer now and will save the lives of people.

These streets are important thoroughfares for families going to and from school and should have protected lanes for biking. It's a matter of safety for children and it supports biking, which is a form of transit we need more of as it relieves traffic congestion, is more sustainable and has an exercise benefit.

this area has some improvements that really help the safety of non-car traffic, and hopefully the focus on traveling in cars can be shifted a bit.

This cycling infrastructure makes riding in the area feel significantly safer as a cyclist and runner. Driving through requires slightly slower speeds, but this is a GOOD thing for residential neighborhoods / safe streets for kids to get to school outside of a vehicle.

This project does not cause confusion or safety hazard. Why is it so hard about understanding the protected bike lanes? I strongly support having these bike lanes.

This project has been a great improvement for pedestrians and cyclists that travel in and through our neighborhood. It's been great seeing more kids arriving at Mills by foot and bicycle, even with some pretty cold weather. I understand the struggle of people driving cars , there are classes that can help improve driving skill, and often they cost less than a month

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

of car insurance and gasoline, they can be very effective for keeping drivers safe and on the road as they age.

This project is great. People now have options to SAFELY drive, bike, and walk.

This project is the best! We need a bike lane, we need safety!

We appreciate the improvements made to our neighborhood streets when we use it for walking, running, and bicycling. Our kids used to walk to Mills Elementary and ride bikes to Gorzycki MS everyday and wish these bike/pedestrian-friendly improvements were there at that time. My opinion is that much of the negative comments about these changes comes from car drivers who feel inconvenienced, as it limits their "freedom" to speed through this area. We hope these improvements are left in place.

We are pro this biking lanes. When people travel around the world, who's he's to have a European streets on their neighborhood, however when the community acts to do so, they feel entitle that are invading their space. This is a community and this kid of protest make ius better.

The only thing that I would be suggesting would have been done the bike lanes es in both sides. Gorzicky people should respect their drop off/pick up exclusive areas and no rely on the neighborhood. That should be the problem for AISD and Principal.

we as a community should support safer transportation routes for our families. even if it makes our traffic a bit more difficult, keeping these lanes help our kids, and neighbors

We have a lot of kids here - keep the streets safe for them and encourage bike use, and keeping them safe. Would prefer permanent cement dividers over plastic poles.

WE LOVE THE BIKE LANES! Without speed bumps or other means of slowing down cars, vehicles travel TOO FAST on Barstow and Hillside Terrace to safely share the road with bikes without protected bike lanes. Now that the bike lanes have been installed, my children have ridden to school almost every school day! Sidewalk users (walkers and pets) also benefit because they are no longer scared or angry when they need to share the same space with bikes. For those against the bike lanes...the bike lanes take nothing away from vehicular access that wasn't already there. The comments re: "confusion and safety hazards" only speak to the lack of any awareness or understanding by some drivers. If drivers cannot understand how to drive in a roadway with a bike lane, how are they to be trusted to share the same road with a children and bikers. We live in a family neighborhood between TWO SCHOOLS! Every effort should be taken to make the roads as safe as possible for kids and families.

We really appreciate efforts to add bike infrastructure to our neighborhood streets.

SURVEY COMMENTS - STRONGLY SUPPORT THE PROJECT

While a big departure from the way these streets previously looked, there is no questions conditions are safer for cyclists and pedestrians. Streets were far too wide previously. Auto speeds are now dramatically reduced. My only suggestion would be to allow more space for moving autos on the curves of Hillside Terrace.

While I would love to see bigger changes made to escarpment to make it more pedestrian and bike friendly, you have to start somewhere and having our neighborhood home to some of the better pedestrian and bike infrastructure is a huge blessing.

While it may take time for children traveling to Gorzycki to adopt the new lanes, a route will enable travel to school by bike Allerton is a good route up, as it is more approachable by mitigating the grade of the hill up to the school .

With any changes to infrastructure, there are going to be folks that do not appreciate it. However, in order to build a safe way for kids and adults to feel empowered to ride bikes more, these changes need to keep occurring.

With both an elementary and middle school in the neighborhood, safe bike lanes are critical. We use them daily and seeing how some fellow neighbors drive through the neighborhood, we are 100% safer in this lane. If there are ways to modify what exists AND ensure the lanes remain, I'd welcome that conversation.

A positive - this change has slowed drivers down and fewer people are blowing through stop signs (especially at Lantana).

Would love more of this around the city. The neighborhood is so nice and easy to get around now. I'm hoping for more great bike infrastructure around the city.

Yes

You are going to see way more comments stating that they don't support the project because complainers are always the loudest on the Internet. The changes made the streets safer for everyone. The only inconvenience is that cars have to drive slightly slower. Please keep the changes and not waste any more tax dollars.

You can tell most of the people commenting have never been on a bike or commuted through this area as a pedestrian.

GENERAL COMMENTS RELATED TO HILLSIDE TERRACE DRIVE

After completing the survey and driving these areas again, I feel Even more strongly that they are needed . There are so many posts that have impact marks on the even in straight open areas. That could have been a cyclist or pedestrian . Lack of awareness or on phones or just not able to keep vehicle in it's own lane.

As I was driving on Hillside very early Friday morning, someone almost backed into me coming out of their driveway. Neither of us could see because of all the cars parked in the middle of the road that were obstructing both of our vision. I had to honk at them, probably waking up some of the neighbors, sure the neighbors loved that!

Changes makes driving lanes too narrow once cars are parked. Traffic on the street is low and very little bicycle traffic. Total waste of resources. ; Changes result in too narrow a lane for driving when parked cars are present. Traffic on the street is low and there is no benefit to bicycle lanes.

I feel that the barriers have made a perfectly wide and safe street now hazardous to pedestrians, cyclists, and drivers. ; I feel like the changes have made a perfectly wide and safe street now hazardous for pedestrians, cyclists, drivers, and visitors to the neighborhood.

I live on the corner of Hillside Terrace. The changes have made people slow down when turning onto Lantana. Too many people speed by. There are also a lot of children in this neighborhood and I like that they have a bike lane now.

I think the markings make the street far more unsafe. Extra cars park for extended family gatherings, using both sides of street. Garbage cans are left in the middle of the street after pickup or in the currently 'designated' bike lanes. There are already 2 sidewalks! One in each side. Children who bike do so in sidewalks or by following regular bicycle safety riding rules- with traffic, using hand signals. The 'bumps' are dangerously for drivers and bike riders alike. We might only have needed a couple more crosswalks. I am so horribly disappointed in how ugly and dangerous this lovely neighborhood street has become. Please remove and revert!!! I don't want my tax dollars used this way and it has eroded both traffic, bicycle and walking/running safety.

I use Escarpment, Davis, and Lantana Way. I like the safety changes there, so I feel I would like the same changes on Hillside Terrace if they are created to keep pedestrians and bikers safe.

I use this street less often than the other two so really can't comment

Remove the stuff that makes it hard to drive n shi

GENERAL COMMENTS RELATED TO HILLSIDE TERRACE DRIVE

Students from Gorzycki Middle School who use Hillside Terrace walk, not bike, to and from school. They would be better served with wider sidewalks. I would imagine that rebuilding the sidewalks would be quite pricy. As an alternative, narrowing the space/width used, making the bikes lanes to one and including markings for pedestrians would better serve both the students and neighborhood walkers. Next, please, remove the white poles! They are ugly and at some point will be knocked over anyway. What is the purpose of the white poles in groups of four? Lastly, please, remove the very confusing turning signs.

The changes have made driving on the road extremely difficult - the lanes have become too narrow for cars to drive and pass each other on the street. My mailbox is on Hillside Terrace. Checking my mail from the car has become much more dangerous. I either park in the designated parking spots across the street or in front of the mail boxes. Neither are convenient or safe - particularly when cars are on the road. ; I have yet to see anyone utilizing the designated bike lanes. ; The changes negatively impact the neighborhood - it is unsightly and confusing. I live on a street off of Hillside Terrace, but cannot imagine having this horrible traffic configuration on my street and not being able to park or have visitors park directly in front of my house.

The improvements are beneficial and worth keeping

With any changes to infrastructure, there are going to be folks that do not appreciate it. However, in order to build a safe way for kids and adults to feel empowered to ride bikes more, these changes need to keep occurring.

Bike lanes are always good to have!

bike lanes are important for making it safe for riding for both children and adults.

Bike lanes have made my rides feel so much safer, please continue to protect our local cyclists

Changes has improved child safety when leaving Gorzycki afterschool.

Dedicated bike lanes are significantly safer for us riders.

For the safety of the children, keep the changes in place.

Have used this route dozens of time both before and after the change. Basically it works despite what a handful of vocal neighbors say.

COMMENTS RELATED TO KEEPING THE CHANGES ON HILLSIDE TERRACE DRIVE

I like how the traffic needs to slow down on Hillside Terrace with the current design, which is safer for bikers, walkers and children. The driving lanes get a little tight when cars are parked on both sides of the street, forcing 2-way traffic to occasionally have to come to a very slow speed but I have only once had to slow down in this kind of situation and I drive Hillside Terrace daily. I like having 2 way bike lanes which makes it safer for families and groups of people to bike to schools, etc. Just today I was walking in a bike lane (I move to the sidewalk if I see a bike) and someone on an electric bike was able to easily move to the other lane so I could continue. Faster bikers or those on electric bikes can more safely pass around slower bikers and opposite direction bikers are also safe. I have seen a lot more elementary school kids on bikes going to school and crossing safely, especially at Davis and Escarpment. I think it is GREAT that more are biking!

At first I thought the changes were annoying, maybe even a little dangerous for cars. However, I saw some kids riding their bikes on the bike lane, and I felt they were much safer with the additions than without them. The narrower car lanes contribute to the feeling that cars are less safe, but they also tend to encourage cars to reduce their speeds, likely making everyone net safer.

I agree with keeping bike riders and walkers safe with dedicated bike lanes

I am 100% for these bike lanes and any continued improvements to them. The people complaining about these and who say they never see people using them are probably too busy looking at their phones while they're driving. One of the best things about living in Austin is the accessibility to bike lanes and trails. Keep up the good work, Austin. ; My son and I were personally involved in a car accident at the intersection at Hillside and Escarpment because of a distracted driver at 8 o'clock in the morning on the way to Mills. I believe if the current bike lanes had been there at that time this accident could have been avoided. People need to be more heads up on our neighborhood roads especially in school zones. As a frequent bike rider and runner, I feel much more safe with these improvements.

I am all for protecting the safety of myself, my family and neighbors who use bicycles, skateboards, one wheels, E bikes, gas bikes, etc as well as walking and running. Far too many people drive too fast in these neighborhoods and are distracted on their cell phones while driving. I welcome the bike lanes and would like to see more. One of the great things about living in Austin is the accessibility of protected bike lanes and trail systems in order to commute and for recreation. AUSTIN is a cutting edge city in this regard, especially with the lack of public transportation, these alternative modes of transport need to be protected, expanded and improved.

COMMENTS RELATED TO KEEPING THE CHANGES ON HILLSIDE TERRACE DRIVE

I am car free, and have used the new bike lanes on Hillside Terrace multiple times. They are a necessary safety improvement. We need safe ways for everyone to get around Austin safely without a car, especially safe spaces for families and children. Please do not get rid of the bike lanes.

I am in strong support of keeping these bike lanes. There are so many people who get by bikes in the area. Please don't let this be a popularity contest when real lives are at stake.

I am more comfortably riding the street with my toddlers that are learning to bike.

I believe the bike lanes force drivers to slow down and be more attentive. Prior to the bike lanes, drivers would more routinely speed and drive through stop signs.

I bike with my 6 year old and 8 year old every school day to and from Mills elementary and use Hillside Terrace. That bike lane has been a wonderful addition and finally makes our commute SAFE! Cars regularly drive too fast on Hillside Terrace and used to never yield to the right of way of my kids when crossing the street to school. I cannot count how many times an aggressive driver almost hit us crossing at the stop sign at Hillside near Mills Elementary. If we rode on the sidewalk to avoid the street, walkers would get upset when we'd approach from behind as they would not hear us. The bike lanes allow all users of the road (cars, bikes, pedestrians) to commute with ease. Ever since the bike lanes were installed, cars have slowed their speed and now yield to my kids when crossing the road. The bike lanes finally give us a safe way to commute to school on bikes and this only enhances the value of our community!

I don't live on the street, but do drive it on the far east 1-2 blocks between Lantana and Escarpment. I think the addition of bike lanes is great because they make the sidewalks safer for pedestrians, but overall the problems are not resolved in anyway because of the lack of school bus routes available for Mills elementary. So the difference from before the changes to after is simply making the car lanes smaller in order to add bike lanes. Until the school district puts more resources into buses, the number of cars on the road is the same, and now we're just putting bikes closer to those cars (who have been angered and stressed by the narrowing lanes and new distractions/bike traffic to watch out for).

I feel these lanes promote more children and adults to use the streets safely. It also promotes people parking in their driveway's rather than parking in the streets hindering bikes and cars. Cars parked on street sides also cause blind spots that drivers can not see if a child or animal is running out of a yard or driveway. Roadways are for moving vehicles not parking.

I fully support all changes, they make the whole neighborhood safer.

COMMENTS RELATED TO KEEPING THE CHANGES ON HILLSIDE TERRACE DRIVE

I have students that walk and bike to Mills Elementary and GMS. I personally witness cars blowing through the four-way stop at Hillside Terrace and Lantana. I am a strong supporter of the changes on Hillside because cars NOW must slow down.

Half the complainers in Circle C North don't even use Allerton for anything than egress from their side streets. I personally watch GMS students now leave SAFELY from the back exist of school. Keep the changes. If someone is delayed driving somewhere by 5 minutes, it's worth it if they don't kill a 7-yr old.

I like it, it makes me feel much safer as when I bike.

I like that cars have had to slow down. Cars did 40 mph pretty regularly before and now they just can't or they'll hit something.

I like that it has slowed down traffic. But the lanes and parked cars make it feel tight at times in a car. Not a big deal for me even though I drive a truck but it comes up.

I like the change, it makes me feel safer when I walk or bike.

I love seeing a difference in the speed of cars driving down the road, the number of people speeding had declined dramatically. The main downside is reduced street parking but the south side of the street still has plenty so that has not proven to be an issue

I love the bike lanes

I love the changes. It's a small section of road and I appreciate that cars are made to slow down. I have never felt safe sending my kids to school alone simply because of the car traffic.

I love the new bike lanes on Hillside Terrace. My family uses them frequently and it feels much safer to bike on Hillside Terrace than before they were installed. We would previously bike on Ruxton and Salcon Cliff to avoid as much of Hillside Terrace as possible, but now we prefer using the bike lanes. I also drive on Hillside Terrace every day, and I like the fact that the changes require cars to slow down. People would go way too fast previously. Now, it feels like a neighborhood street like Auckland. I feel perfectly safe driving 25 mph, or maybe a little slower if I'm passing someone with cars parked on both sides of the road. My only recommended change is to ensure that all the posts, signs, and armadillos are installed consistently - I think some are missing - and to paint the stop line that's missing at one of the intersections when heading westbound (I don't remember which cross street).

I support the existing measures that make people safer. Without changing what is already there, I would support additional measures such as cameras, narrower lanes, the removal of parking and protected bike lanes. ; The changes made are very modest. The project is a huge success. Keep them.

COMMENTS RELATED TO KEEPING THE CHANGES ON HILLSIDE TERRACE DRIVE

I use the bike lanes

I write a personal mobility device every day and find bike lanes very useful

I'll be the first to admit that I wasn't a fan of the changes. Going from having such a wide street for driving to what it currently is was a huge adjustment. But that's exactly what it was: an adjustment. People aren't flying down the street anymore at excessive speeds, and I've used the bike lane for both running (solo and with my stroller) and biking with my kids and I appreciate how much safer I feel. I think it gives those who do decide to walk or bike to school a much safer route, too, and I hope more kids / families use it.

I'm not a fan of how the changes were made. I would have preferred to have seen a single lane on either side of the roads, and the bumpers. The rest seems excessive, but I've also seen crazy drivers. These include parents trying to reach their kids to school, picking them up, teens, commuters. However, it's already there, and I've acclimated to it. What would be great is to close the gate near the school. We get so much traffic that makes it unsafe for kids to walk to their homes in the neighborhood because other people are trying to get out. What yall did on Davis west of Escarpment was excellent. Kudos to the architect.

I'm not sure why drivers are upset about this - they are all over town and very helpful to people who use bikes for transportation and exercise. It would be a big waste of money to take these out now. I'd hate for the city to cave to their inconvenience just because it is a wealthy neighborhood. They might just feel entitled, without considering others.

If it were to be modified, put a parking lane and a bike lane on each side of Hillside Terrace.

If we wanted to change let's add curbs for truly protected bike lanes.

Install more bike lanes in South Austin

It is much safer to cycle now without the risk of a car hitting me from behind or a drivers car door opening in front of me.

It is safer to ride on the bike lane especially at night

It took a while to get used to, but I do agree it's safer for those using the bike lanes.

It's a great change, nice for kids to have this and safer biking

its so much safer now!

Keep the bike lanes it's a great addition to the neighborhood and makes commuting easier. It gives the neighborhood a very community feel to it.

Keep the changes

COMMENTS RELATED TO KEEPING THE CHANGES ON HILLSIDE TERRACE DRIVE

Keep the current set-up. I walk many times each week. The improvements are wonderful and provide a great sense of safety to me during my walks.

Keep things safe for cyclists, pedestrians and drivers.

Leave good enough alone.

Looks a bit weird with cars parking on north side of street where the bike lane is located. However, people will get used to it. (Just like driving on the wrong side of the road when on Slaughter crossing over Mopac!)

Love the two-way bike lanes. I would prefer curb to bumps, but still great.

My children ride their bikes

My daughter will be attending Gorzycki in the fall, and we live right next to Mills Elementary. Due to proximity, we will not have access to bus service and therefore intend to use the bike lanes to commute by bicycle whenever the weather allows. The new bike lanes are wonderful for ensuring we have safe transit back and forth.

My kids feel much safer when they go to friends' houses on hillside terrace than they did before.

na

Need enforcement
or light for running stop sign at La Puente intersection. Cars run at high speed.

Please keep infrastructure that will help keep kids and parents safe as they are making their way to school by bike.

Please share our streets. ; Please share our streets

Protect cyclist, pedestrians, and children that use these projective barriers. Promote physical well-being and wellness in the city of Austin.

Safe access to Gorzycki and Mills for students and parents who used these facilities should be a priority for all and these new facilities are proven to cause drivers to reduce speeds and operate their vehicles more carefully. Sadly, because drivers often don't comply with municipal law by driving in bike lanes, these sorts of on-street barriers are necessary to protect all roadway users.

Seems safer.

Speeds have reduced on Hillside Terrace Dr

COMMENTS RELATED TO KEEPING THE CHANGES ON HILLSIDE TERRACE DRIVE

Thank you City of Austin for installing bike lanes in our neighborhood. Please do not allow a few loud voices who seem to care more about speeding through our neighborhood than the safety of pedestrians force you to remove the bike lanes. If bike lanes are removed, please install multiple speed humps to slow down hurried, distracted drivers.

Thank you for trying to help make it safe for people to drive, walk, run, bike.

The bicycle lanes have really improved safety for all road users, especially for children. Vehicles simply drive too fast in that vicinity.

the bike lanes are super important for travel. due to it's location many drivers are thinking about other tasks, especially on Davis. Davis is a bit of a blind curve west of escarpment, and the current bike lane is very narrow.

The bike lanes encourage children to ride their bikes to school because they are safer while also decreasing car speeds in a residential neighborhood.

The changes have made the street safer for pedestrians and cyclists. It's also forced cars to move more slowly because of the narrower driving space. All for it, good job.

The changes make it MUCH safer for kids and adults to ride their bikes along that street. The street was wide and seems to give cars reason to drive unreasonably fast before the bike lane was put in. It seems like many of the complaints are coming from parents dropping off their kids from the car on the back side of the middle school. If they dropped them off like they are supposed to, at the front, there wouldn't be an issue.

The changes make me and my family feel safe while booking and walking. Cars zip through making it feel dangerous without the changes.

the changes on hillside were effective and much needed

The changes provide my kids with additional safety when biking to/from neighborhood schools.

The city needs to enforce the no parking areas near the traffic calming islands. Cars parked there make it dangerous for bikes to get through the reduced width of the street in that area.

The City of Austin has made a lot of important improvements for different ways of transportation different than cars. People walking, running and cycling improve the neighborhood cohesion and reduce drivers speed

The latest changes were a crucial need for the neighborhood. It makes it safer for everyone, especially our children. I feel safe biking and walking with my kids which I was previously unable to do.

COMMENTS RELATED TO KEEPING THE CHANGES ON HILLSIDE TERRACE DRIVE

The new configuration is much safer for everyone.

The reason that the neighborhood typically has seen low levels of cycling is that the streets have not been set up to allow safe cycling routes, especially for families with children. I have used the Hillside Terrace bike lanes and they are an improvement for safety over what existed previously. If we want safe streets for families and want to decrease the traffic from car dependency for school pick-up and drop off, these bike lanes are a good idea.

The space is slightly over-engineered, especially when cars are able to park on the opposite side of the bike lane. That said, bicyclists are FAR SAFER with this setup than before. The level of speeding has slowed because people have to be more cautious.

The zebra stripes to cross hillside terrace that have been added have been a fantastic addition.

There are many school age children who walk and bike to school. We should keep them safe. There is plenty of room for cars to drive.

These changes have slowed traffic speeds, provided safe space for bikers where there was none previously, and made it a more pleasant street to walk along. My young children and I use the bike lanes almost every day and it has provided a safe route to get from CCN to Kiker Elementary, HEB, and many other destinations. I have seen so many children and young families using these new facilities - something that you never saw before the improvements.

These changes increase pedestrian safety, hugely important given lack of AISD bussed and the need for students to get themselves to school via bike or walking.

These streets are important thoroughfares for families going to and from school and should have protected lanes for biking. It's a matter of safety for children and it supports biking, which is a form of transit we need more of as it relieves traffic congestion, is more sustainable and has an exercise benefit.

They make the street safer and slow traffic.

This is the safest way to bike, walk onto these streets. Circle C is a community that is full of nature and with network of biking/hiking trails. It is an amazing neighborhood that now compares to many what we see in Europe!

To take away the safety of bike lanes is absolutely absurd. Let's make more bike friendly and walkable cities instead of continuing to promote traffic congestion and pedestrian deaths.

Traffic is slower, which is great. My kids can safely bike to and from school now

Undoing the changes will waste more taxpayer dollars. Please keep the changes.

COMMENTS RELATED TO KEEPING THE CHANGES ON HILLSIDE TERRACE DRIVE

Vast improvement. I feel safe while running and/or biking.

We appreciate the improvements made to Hillside Terrace when we use it for walking, running, and bicycling. Our kids used to walk to Mills Elementary and ride bikes to Gorzycki MS everyday and wish these bike/pedestrian-friendly improvements were there at that time. My opinion is that much of the negative comments about these changes comes from car drivers who feel inconvenienced, as it limits their freedom to speed through this area. We hope these improvements are left in place.

We appreciate the improvements made to Hillside Terrace when we use it for walking, running, and bicycling. We used to walk our kids to Mills Elementary everyday and wish these pedestrian-friendly improvements were there at that time. My opinion is that much of the negative comments about these changes comes from car drivers who feel inconvenienced, as it limits their freedom to speed through this area. I hope these improvements are left in place.

We appreciate the new bike lanes. Thank you! In addition to protecting bikers I am hoping it will slow down traffic on Hillside Terrace. I walk on hillside terrace almost every day and always see people speeding and running stop signs.

We cannot survive as a car-dependent city. We must encourage diverse transit options.

We don't need four lanes dedicated to cars in residential areas. Please keep the bike- and pedestrian-friendly changes. Bike racks at Mills are fully utilized in nice weather, which was not the case several years ago. Safe Routes to School is working!

We don't use this street.

We enjoy the bike lanes, and they seem to do a great job slowing down drivers. Kids in the neighborhood also seem to enjoy them!

We need more bike lanes so I want them kept. Change is hard for people but with time people adapt and eventually will like the bike lanes.

We need more people friendly infrastructure because the lack of it is why I want to leave Austin

We need more safe bicycle and pedestrian infrastructure

COMMENTS RELATED TO KEEPING THE CHANGES ON HILLSIDE TERRACE DRIVE

We use these bike lanes every single day. I would fine with a reasonable modification because they are kind of an eye sore. If I lived directly in front of these lanes I can see them as an inconvenience and a change to get used to. Outside of that they have clearly slowed down traffic which is great. Hillside Terrance had many drivers exceeding limits to and regularly blowing through stop signs. The lanes are tight now when people park on both sides of the road but there is still room to drive at appropriate speed. Those that think that is the issue should have their license revoked.

You are going to see way more comments stating that they don't support the project because complainers are always the loudest on the Internet. The changes made the streets safer for everyone. The only inconvenience is that cars have to drive slightly slower. Please keep the changes and not waste any more tax dollars.

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

A single bike line would have been sufficient. The current set up is overkill. Cars are parked in the designated areas marked in white but also park on the opposite side of the street making it a very narrow driving area for cars. It has created a more hazardous situation for drivers and approach should have been for all that walk, run, bike or drive through the street.

1. The speed limit must be reduced to 25. Cars have not slowed down but the lanes are so narrow that it is dangerous to get in and out of cars when parked on the street.
2. The bike lanes should be removed or narrowed. Drivers do not care about the double yellow, and some rage when I take the time to back into my driveway because they cannot get around.
3. The intersection of barstow and hillside is very dangerous. Drivers turning off hillside cannot see fast-moving south-bound cyclists until the car is in the bike lane. It's very bad at night.
4. The lanes are too narrow for large trucks or trucks with trailers to navigate barstow and hillside terrace. Did the designers really think this was acceptable? Whoever thought these designs were functionally workable does not understand how roads and cars work.

2 way bike lanes are a disaster for this community. keep directions as one way.

Add no parking signs on the side of the street that does not have the bike lane. The street is not wide enough to accommodate the bike lane & parking on both sides. Alternatively move allowed parking to the side of the street without the bike lane & no parking on the side with the bike lane.

And encourage the schools to promote the use and reduce the number of cars using side streets to drop their kids off. The changes have slowed traffic down on Hillside Terrace. If the bike lanes are removed, traffic calming devices will need to be installed.

Ban parking on the eastbound side of Hillside

bike lane is good, all the other white poles and lines on the corners of turns is distracting

Bike lanes are necessary but the way they were designed and set is overkill. I live at the corner of Hillside Terrace and Sautelle Ln. I have yet to see the school kids use the double lanes. I've seen bikers on the road not utilizing the double lanes. In addition, for vehicles coming from Escarpment to turn right on Hillside Terrace is dangerous, The vehicle lanes reduction in that intersection is not safe. It was already a tricky intersection and the addition of the double bike lanes made it worse.

Bike lanes should be halved in size. Parking should be based on time of day on the bike lanes.

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

Cars drive way too fast on Hillside Terrace and frankly is dangerous. Cars cut from 1826, to Barstow, and then Hillside Terrace to Escarpment to save time in both directions on the commute. The Bowie students fly down it as well. There is going to be a massive accident because Hillside Terrace has been effectively narrowed. Who exactly is riding bicycles on Hillside Terrace? No one ever asks that.

Cars parked in cutouts on the street is just dangerous for drivers and cyclists. Bike lane on each side of street makes the only sense if one has to have a bike lane. The whole project is an eyesore. Lane lines are crooked, some yellow lines don't match up. Many lines crooked and inconsistent spacing. Wretched design. Numerous bicyclist missed by opening car doors. The Zebra dillos????? I don't even know where to begin with them.... In this public space how about a big fat NO.

The posts when you turn right onto Barstow is too far out (same on Escarpment and Davis). Hard to make a right turn on both.

Copy the way the bike lanes are done in West Lake Hills where there is a vehicle parking lane next to the curb and then a bike lane (one-way). There is no need for two-way bike lanes where they are not used (kids still ride in middle of street). These bike lanes have already reduced the property values of the homes along it.

Do not allow parking on South side of Hillside Terrace

Flip car parking with bike lanes and prohibit cars from parking on opposite side of the road

For bike lanes, I prefer one lane protected. Drivers are not looking for bicyclists going the opposite way of traffic

Hillside has become increasingly unsafe with the narrowed street lanes, barriers, cars parked so far from the curb, rude drivers speeding down the street, drivers stepping from their vehicles by flinging open their car doors into oncoming traffic and business vehicles blocking the road. I have YET to see a single person utilizing these "paths". It's a nightmare!

I am not opposed to bike lanes and appreciate the effort to make a safe place for bikers and runners. The current design however is more dangerous for all and takes up an unnecessary amount of the streets utilized. The old style of single bike lanes on each side of the street would be much more efficient and safe. The current design that was probably sold to the city by a vendor is confusing and not always utilized because some do not like going against the traffic. It also leaves an unsafe amount of space for cars.

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

I am very upset that such changes were made without consulting with the community first. It is very confusing--and one would think against traffic laws--to have two bicycle lanes side-by-side on the same side of the street (we have been taught that one rides a bike going in the same direction as traffic). These changes were made without explanation to the community either. The ability to make a right-hand turn from Escarpment onto Hillside Terrace is also strange now and difficult to make. And is it even clear how the complications at that corner protect cyclists? It is not clear that it does. All this is very strange when for years the community who lived along Hillside Terrace asked for signs to get drivers to slow down and for the city to provide more safe guards to help families walking to Mill cross the street.

I don't feel safer with the narrow lanes squeezed between parking barriers and bike lane buffers. Too much is being squeezed into a right of way that is not wide enough to accommodate it. Vehicles passing each other experience a near miss far too often. I felt very comfortable on a bicycle with this wide road before, but if we are going to have bike lanes, the parking needs to be moved to adjacent streets or the bike lanes need to be reduced.

I feel like the parking spots on the street are dangerous for both the residents that park there and the people that drive down the street especially at night

I feel that it would better to have parking on one side and a bike lane on the other. The current modifications have not slowed cars down, people still drive fast and now weave between cars and bikes in the street. This feels unsafe. Furthermore, trash pickup days are chaotic.

I like that the city is working to protect pedestrians and cyclists in our neighborhood. After the road modifications, I have not seen a significant drop in drivers driving too fast. I think that we should have a bike lane on one side protected by parking bumps and parking on the other side. In addition, speeds bumps on the road to slow down traffic.

I live on Pizarro Cove, a small cut-de-sac right off of Hillside Terrace. Here are a few issues regarding the recent changes on Hillside Terrace road:

- 1) The newly installed bike lanes are rarely used on Hillside Terrace since they have been installed. Seems most children either walk or are driven to Mills. I am sure that these lanes are not being used as intended.
- 2) It is unsafe to pull a car up next to the mailbox, located on the south side of Hillside Terrace in order to retrieve my mail since there is very little room in the eastbound lane for cars heading east to pass my car at the mailboxes. Something needs to change to make retrieving my mail safer when I am in my automobile.
- 3) There is an insufficient number of automobile parking spaces on Hillside Terrace for visiting guests to park. The current spaces are being used by my neighbors who live there. These parking spaces are either unavailable when needed and/or I feel guilty using their parking spaces for my guests.

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

I recommend reducing to a single bike lane. The new one allows for two way traffic, but it is too wide. The cars parked on the outside are so far out, it impedes the ability for two way vehicle traffic to safely drive past each other. At times, you have to stop and pause to let an oncoming car get around a parked car in order for safe passing to occur.

I think the bike lanes are great. I appreciate that they used shorter poles in the neighborhood, and I appreciate the protected turns at Hillside Terrace and Escarpment. The traffic signal updates are especially helpful - while walking across Escarpment toward Hillside Terrace at the signal, I was twice almost hit by a car turning left from Hillside Terrace who was not aware that they should yield to pedestrians on the walk signal. This seems to have improved.

The changes that DON'T work and should be changed are the "parking pods" on Hillside Terrace. When cars are parked in those spots it makes it difficult to back out of those driveways into oncoming traffic. (Actually it's not easy when cars aren't there – we frequently drop off a friend on Hillside Terrace and I now avoid pulling into their driveway as a result.) There is also not enough room for two large vehicles to comfortably pass each other in opposite directions when cars are parked in the spots. On several occasions I've had a car or truck drift across the yellow line into my lane (into oncoming traffic) and come too close for comfort because they were preoccupied with not hitting a parked car. The parking pods are so far from the curb that they appear to be in the middle of the street. There is also not enough room to pass if people are parked near the community mailboxes - as is so often the case. My husband likes to pull over and park to grab the mail and I'm so nervous a car is going to hit us while we're waiting that I will no longer stop there with him.

Finally, the plan is very disappointing aesthetically. It has turned my calm, leisurely drive home - one of the reasons we purchased our home in this neighborhood - into a stressful one. I now avoid taking Hillside Terrace home and enter the neighborhood another way. I'm sure this is affecting home values on Hillside Terrace, and if my home were on that street I'd be furious.

I think the idea for a protected bike lane is good, but it seems like it's current configuration could be challenging for the people who live on this street. I drive on Hillside frequently, and definitely need to slow down to move through safely when there are parked cars on either side.

I want there to be protected bike lanes for our neighborhood. I support either keeping them as they are or making it so there is a bike lane on both sides of the road corresponding to the direction of traffic. Please KEEP protected bike lanes

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

I'm not sure if this advice will help. But this is the main thing with bike lanes in Circle C. More bike lanes is always a good thing. However if they are protected it limits the ability of the street sweepers. This makes some bike lanes in the area almost useless like the ones on escarpment by the HEB because of the horrible road conditions that make getting flat tires extremely probable. My suggestion is to create more bike lanes in the area but make them accessible to street sweepers.

If keeping the bike lanes, there should only be one per side going the direction of cars. I don't see people using the lane that goes in the wrong direction, even though it's protected. If the lanes stay, make all the parking on the other side. Parking can only be on one side. There's going to be an accident the way it is now. Cars park on both sides and with the new spots, it doesn't work. There must be no parking signs on whichever side is not designated as the parking side.

if you are going to have bike lanes---at least put them on the side of the street that does not have houses facing the street---the silly parking of cars in the middle of the street as currently is done is dangerous---some have already had their cars struck because the remaining lanes are too narrow---there is far too much space designated too bikes---rarely do we have two bikes meeting as they come from opposite directions---if satisfactory means not made-- remove all

In general I like the addition of bike lanes. I find it visually unappealing with so many poles/markers.

Intersection Hillside + Ruxton confusing. Is good to turn [?] onto Hillside if you really slow down. Cars of Hillside toward Ruxton fly by. Slow down

It is way over kill! Parking outside the bike lanes is awful. I really don't see many people using it. Maybe take it down to one lane bike lane?

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

It makes sense to have protected lanes for the kids who bike to school, but with the existing arrangement creates a number of very frustrating and at times unsafe hassles for residents:

- Hillside Terrace effectively becomes a one-lane road if street parking is occupied on both sides. It creates quite a traffic jam at times.
 - The amount of poles, barriers, and signage is excessive creates a very crowded field of vision that can make it more difficult to see cyclists and pedestrians. For example, I was once unable to see someone jogging in the bike lane at night until they crossed into an intersection (they were blocked by one of the many yield signs). The poles in the middle of the crosswalk at Hillside and Ruxton don't serve a clear purpose make it difficult to turn left from Ruxton onto Hillside.
 - I've been stuck behind delivery trucks that have parked in the middle of the street when curb parking was unavailable.
 - The removal of speed control devices on Hillside between Ruxton and Barstow has turned the stretch into a mini-autobahn, making it dangerous to left onto Hillside from Ruxton.
-

It seems that the traffic is worse on Davis, particularly near Mills Elem. The length of the light at Escarpment also seems to have longer wait time and I have seen more drivers either backed up at the light or running the red light. The crossing guards are the better way to protect the children coming & going from Mills, and to the traffic light.

It's become unsafe to drive on

It's dangerous now when you open your door bc you may hit a car driving by bc you are further into the street

It's overkill. Residents don't know where to park or place their garbage cans. Delivery tucks still park right at the curbside. Driving through Hillside terrace is an obstacle course & super tight when driving by parked cars, garbage cans and oncoming traffic. When I cycle through there I'm also dodging all those obstacles plus hoping not to get hit by someone opening their door. Kids put rocks and branches on the bike lanes as well. Who is going to clear those hazards??

It's hard to see when turning from our street Salcon Cliff onto Hillside Terrace when going to Gorzycki in the morning. And it's so narrow with the car parking and bike lane that sometimes cars have to stop to let the other car go by.

It's not the most attractive change, but it was needed. I still see too many drivers speeding, distracted, and blowing through the stop signs. The speeding and distraction are down because you are immediately alert to the changes. Stop signs are still ignored too often.

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

Keep cross walks. The bike lanes are unnecessarily large for so little use of them. Almost 4 bikes could fit going in one direction at a time, which takes up more than half of the road for cars to drive on. In fact, it's very dangerous to have so little room in between a passing car and a biker in the outer lane, making the new construction contradictory to its intended purpose. Furthermore, the parking situated outside of the bike lanes is dangerous for pedestrians trying to get into and out of vehicles and motorists alike.

LANES TOO NARROW!! Bike lane is too wide. There is not enough bike traffic in the lane that this much width is EVER needed. Make the eastbound side of the street a no parking zone, because when they park there, there is not enough room to safely get by without almost scraping their parked car. The only kids I have seen riding their bikes to school ride on the sidewalk

Love and fully support the bike lanes, and hope to begin using them in the near future. The parking pods are dangerous, though - the street is not wide enough to accommodate parked cars and large vehicles traveling in both directions. On more than one occasion, a vehicle traveling westbound on Hillside Terrace has swerved across the yellow center line to avoid a legally parked car and almost hit me as I was driving in my lane, eastbound on Hillside Terrace. There is also congestion around the mailboxes on Hillside Terrace when people stop to pick up their mail and people are parked in the pods.

In addition to safety concerns, the entire project is a huge eyesore. I've started taking another route into the neighborhood because seeing and driving through all of it raises my blood pressure and destroys the peaceful feeling I used to have driving home - which is why I bought a home in this neighborhood in the first place.

Make bike lane one lane instead of two

Make side of the street opposite the bike lanes "No Parking" area`

Make the bike lanes smaller. When cars park on both sides of the street, it basically becomes a one way. Also, remove the black barriers, especially those by the curbs on the side opposite of the bike lanes. You cannot see those things at night

Make vehicle lanes wider

More to one way bike lanes so the cars have more space.

Move the bike lane to other side of Hillside so cars can park in regular curbside position

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

Narrow the bike paths and remove the barriers. There are choke points in the areas where people have to park, near mailboxes, etc. The way it is set up now makes it dangerous for pedestrians exiting their cars and it stops traffic if buses, trash trucks, or large vehicles pass by.

On Hillside Terrace, I believe the street is too narrow to allow parking on both sides and the bike lanes. The best thing to do would be remove parking spots on the bike lane side and instead have a small buffer line between the bike lanes and car lane (like on Escarpment). Only allow parking on the non-bike lane (South) side of Hillside Terrace. This will 1) increase visibility of bike lanes to driving cars because parked cars won't be blocking their view of the bike lanes, 2) remove the possibility of people hitting bikers when opening car doors or parking and 3) make the driving lanes slightly wider (they are a bit too narrow currently, especially when there is a truck or car parked on the south side of hillside terrace). Another concern I have is the bumps that have been placed along the bike lanes. I am worried that they are not super visible to cars and bikes compared to the white sticks that are on Escarpment, and that they could more easily damage cars and bikes if hit accidentally. I'm afraid hitting a bump like that could cause a cyclist to fall or even go over the handlebars. I would like more information regarding their safety if they stay in place. I would prefer they be replaced with the verticals white sticks, which seem to provide better visual barrier between the car and bike lines with less safety risk if accidentally hit. ; I meant to type "buffer lane" not "buffer line" in my comment below. By that I meant a lane that is maybe a couple feet wide that divides the car line from the bike lane. I believe any physical barrier (like the white vertical sticks) would be on the car side of that type of buffer lane so that the cyclists have plenty of room and to better protect the cyclists from traffic. With this being a two-way bike lane, I believe giving the cyclists enough space is very important. I can't really comment on whether a two-way bike line is better for cyclists than a bike lane on both sides of the street. I am thinking this area doesn't have enough bike traffic for a two-way bike lane to cause an issue, but if the bike lanes aren't wide enough there is potential for two bikes going opposite directions to crash. Lots of kids ride bikes and scooters in the neighborhood and I'm not sure how good they are at staying completely in their lanes.

Parking in those "spots" cause more problems. They're not big enough for some trucks and delivery vans and drivers have to drive into the other lane. The streets are now too narrow. Most kids I have observed, still ride on the sidewalks.; Bikes should be traveling in the same direction as the cars. The changes at intersections are helpful especially when it's dark because there aren't enough street lights in some places.

Parts of the road with street parking are too narrow, especially when cars are parked on both sides. In areas with street parking, it should only be allowed on one side.

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

People do not use the parking pockets as intended. This makes the street too narrow when there are 2 lanes of traffic needing to pass each other. You have to cross the middle line in order to get around the people who have ignored the parking pockets.

PLEASE remove those hard to figure out, random, traffic "armadillos" for parking in front of houses. This allows for fewer spots for visitors, and more confusion to residents cycling or driving! Also, the random center stick sections serve absolutely no purpose except to confuse drivers. And, the two way bike lanes on one side of the road are inviting an accident. Put a one way bike lane on each side of the road, please. I have seen video and pictures of myself and other cyclists nearly getting hit by cars in a neighborhood I used to live in by cars pulling out from cross streets or driveways. From cross streets, drivers usually look to the left and then turn right, without checking to their right. We were told drivers would "get used to it", but they never did several years later. There have been many accidents in these lanes. With all of that "traffic furniture" there, you are just confusing drivers and putting cyclists at risk!

Put bike lanes on both sides of the street.

Reduce the size of the bike lane and remove the "pocket" parking.

Remove everything except the bike lane. (Remove the blockades and the parking spots.

Remove parking and make bike lanes narrower

Remove pylons and barrier bumps. Swap bike and parking lanes. Cherrywood Rd between manor and 381/2 for reference.

Remove the "parking spaces" on the north side of the street. When cars are parked in those spaces and cars are parked on the south side, there is no space for cars to safely travel both ways. It's dangerous to have to go over into the oncoming lane in order to pass the parked cars on each side of the road.; Remove the so-called "parking spaces". They are dangerous.

Remove the "parking pockets" and re-center the double yellow line. Make the north side of hillside terrace with the bike lane no parking for the whole length, not only for small sections. Remove the armadillo blocks that encircle the corners on Tanak and Lantana. These are dangerous to drivers.

Remove the pillars/barriers

Remove the reflective poles from the parking pods. Before they were installed delivery vans and landscape vehicles could easily park in these spaces and stay out of the bike lane.

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

Remove traffic humps along Hillside Terrace and narrow the bike lane. Reduce the number of signs and reflectors. It's too busy. Install a flashing light at Lantana Way and Hillside Terrace to alert drivers of people crossing the street.

Roads are way too tight & Hillside Terrace is a mess. People don't know where to park or where to put trash --> you have to drive into oncoming traffic

Safety first. Keep a dedicated bike/ped lane. Consider reducing the signage, possibly remove the mid-street parking, and consider dedicated pedestrian/bike lane on each side of the road instead of both lanes on one side.

Should be changed to a single bicycle lane on one side of the street, instead of such a wide 2 lane route for bikes.

So much of Hillside Terrace was allocated to the bike lane that driving has become much more difficult. The parking spaces leave cars quite literally parked inches from the traffic flow. The many signs and traffic posts now in place are distracting. In addition, was a survey done on how many children ride bikes on this street? I think it's safe to say very few. The younger kids are riding on the sidewalks, and the older kids hardly bike at all. The few adults who use the two-way bike lane are usually riding side-by-side across both lanes, so they don't follow the new rules, either. -- I am not opposed to bike lanes and greater safety, but the bike lane on Hillside Terrace could be half as wide and accomplish as much without creating a driving hazard.

Street seems too narrow now. Modify width of bike lane

Students are taught to follow car rules of traffic when riding a bike. This new design has them ride hey Google ing both directions on the same side of the road.; Students are taught to ride a bike on the right side of the road, following the traffic laws similar to cars. This new design has them going both directions on the same side of the street. This could be very dangerous if they try to drive this way on any other street.

Take out metal signs that cars are hitting

Take the ugly sticks down. Paint the bike lane like they do in Europe.

The bike lane is very large - having a two way bike lane is unnecessary for the amount of actual use this bike lane gets. It has greatly reduced the space for cars to drive and park and does not get enough traffic to justify the reduction.

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

The bike lanes and parking pockets are nice, but it feels unbalanced. The west driving lane is very narrow and the east lane is wide. Plus the two way bike lane is too wide. I feel like one-way is sufficient for the traffic flow to or from school. ; The bike lanes and parking pockets are nice, but it feels unbalanced. The west driving lane is very narrow and the east lane is wide. Plus the two way bike lane is too wide. I feel like one-way is sufficient for the traffic flow to or from school. The poles and signage everywhere is obnoxious.

The bike lanes do not meet FHWA guidelines. The bike lanes are currently on 1 side of the street, and are separated from motor vehicle lanes by a parking lane. FHWA states: Bicycle lanes are always located on both sides of the road on two-way streets. Since bicyclists must periodically merge with motor vehicle traffic, bike lanes should not be separated from other motor vehicle lanes by curbs, parking lanes, or other obstructions.

The car spaces require you to drive in the middle of the road when people park on the other side. Two cars can't drive side by side.

The changes have made the street less safe for everyone. My experience so far is that my field of vision is reduced. The lanes are significantly tighter, especially when there are cars parked on the street. I now have to also pay attention to the black bumps that have been installed and that you cannot see when driving east in the mornings. At corners, I find identifying pedestrians more difficult as there are obstructions impeding my vision. And lastly, I almost never see the bike lanes being used.

The changes take up so much street space. The bike lanes are too wide for this street and the parking is odd. I don't think that major of a street redo for the bike lane is necessary. Do students use this route to go to school?

The current lanes/pathways take up about 30% of the road surface area, which is too much. Do we really need a sidewalk and two lane biking lanes side by side across the neighborhood?

The double bike lane is over kill. One bike lane would be enough. This would allow the driving lanes to be wider. The driving lanes are too narrow. Especially narrow when you are navigating car parked in spaces floating in the middle of the road.

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

The driving lanes on Hillside Terrace between Lantana and Taylor Crest are too narrow with the new changes. With pocket parking on one side, and curbside parking on the opposite side of the street, it forces moving cars to pass uncomfortably close. I've seen cars regularly driving over the yellow line when passing parked cars, even with oncoming traffic approaching. It's also quite difficult to pull out from a side street onto Hillside in this stretch. When cars are parked both in the pocket parking and along the opposite curb, the street becomes too cluttered to see if there is oncoming traffic. I have to inch out halfway into the street to be able to see if there are cars approaching from the right. By then I am blocking any potential traffic from the left. I've had near accidents, and so have my neighbors. It has been very stressful.

I've also seen near accidents with pedestrians at the Salcon Cliff and Hillside crosswalk. Pedestrians will be waiting to cross, but cars don't stop for them because they can't see them with the cars parked in the pocket parking right up to the crosswalk. It is a very unsafe situation. My children have been instructed not to use that crosswalk without an adult.

The eastbound lane, which allows curbside parking is too narrow when neighbors park at the curb. Hillside Terrace is used by delivery and other trucks servicing the area making driving dangerous and difficult.

The existing sidewalks are sufficient for pedestrian use and mobility devices, however the introduction of reasonable dedicated bicycle lanes seems to be an acceptable idea. With that understood, all of the action taken without community input, the over engineering, the ridiculous squandering of tax payer money and resources and the wake of user confusion and frustration rates this project a HUGE FAIL. The over use of signage, street markings and barricades along with cars parked in the middle of the street, and bicycle lanes that are wider than the vehicle traffic lanes and in some spots the center divider lanes that overlap directing head on collisions makes it clear that this contract was awarded to a firm that has never had representation walking, biking or driving these streets upon completion for the purpose of quality control. A railroad take the money and run project that will more deeply line the pockets of contracting firms if any action is taken to reverse this ridiculously approved project to the degree of having safe dedicated bike lanes with normal operating conditions for vehicular traffic.

The intersection is a little narrow for vehicles. How can we make it accessible for students and drivers too?; The intersection is a little narrow on Hillside terrace and Lantana way

The offset for the width of the lanes in which vehicles travel is too narrow. The offset did not account for pick up trucks and larger vehicles.

The parking in middle of street is not working. It is making driving unsafe.

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

The parking spots that are in the middle of the road are very difficult to see at night with limited lighting. Neighbors have had to use their own cones to protect their cars when parking on the street. Drivers not familiar with the area do not expect cars to be parked in the middle of the road. The bike lane is too wide and provides limited parking and driving ability. I am often having to go across the center line when driving to avoid cars, people and other objects because the lanes now make the areas too small for everyone to be together.

The recent changes are overdone. I understand the intent of trying to get cars to slow down but the changes make the street difficult to drive if 2 cars are meeting in opposite directions.

The road has become too narrow with the vehicles parked on the curb (parked not in the specifically designated areas/squares/boxes). There should either be a no parking sign or some other means of widening the street available for cars.

The streets are too narrow, and things are so intense. I believe there is a way you can have a bike lane without so many major changes.

The turn onto Davis Lane from Escarpment forces the driver to the far lane. If I recall correctly a driver must turn into the near lane.

The two way lane has bike riders on the wrong side on Hillside Terrace - those going east are facing traffic. When the bike lane meets Escarpment, if the rider wants to turn right, it is unclear how to cross that intersection. I prefer a single bike lane east bound and a single bike lane west bound, as this follows the transportation code for bike riding.

The way the bike lanes and parking are set up, in addition to cars parked on the opposite side of the road from the bike lanes makes for very narrow driving space and is likely cause sideswiping etc.

The width of the bike lane when turning into hillside terrace from escapement Blvd is far too wide. It forces you to turn into the oncoming traffic's lane and is going to cause an accident. Additionally, the general lanes seem to be too wide.

There are so many things going on now, that it feels more dangerous for drivers.

There are unnecessary markings when driving towards escarpment

There is not enough room for cars to safely drive on the road, which is its most used modality. The easiest suggestion would be to remove the parking pockets and widen the car pathways. Parking should be restricted to the south side of the road, with a time limit for some space in front of the mailboxes.

This is a confusing mess and dangerous to vehicles parked on the street and those driving around them!

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

This is over engineered. Simplicity would be better.

This road feels too narrow for cars with the bike lane and pocket parking spaces; there's too many distracting road signs and markings, it feels like a airport runway

This whole things looks like a solution in search of a problem. I am not aware of any issues on Hillside Terrace before the radical striping job. Now, with the parallel parking moved to the middle of the street, oncoming traffic passes very close to each other. It's an accident waiting to happen. That's compounded by the people who live on Hillside Terrace who continue to park against the curb. Dangerous. I also think the speed limit needs to be lowered back to 25.

Too much space was given up for too little use. There is no need for a two-way bike lane - when cars are parked, I frequently have to drive a bit onto the dividing line. This road used to have lots of space and now feels extremely cramped.

Too narrow for drivers, terrifying for entering/exiting parked vehicles and getting mail.

Turning right from northbound Escarpment onto Taylor crest forces traffic into the oncoming lane of westbound Taylor Crest.

Turning right from northbound Escarpment onto Davis Ln, it is nearly impossible to take the right lane of Davis Ln because one cone sticks out way too far.

Uneasy to drive :it feels that all the cars are being parked in the middle of the street.Thank God for my 2 small cars !And not to be on the negative side but I am not seeing a lot of bicycle riders on those lines...Unfortunately!!!!

We do NOT want our neighborhood covered in white columns.

We live on Salcon Cliff Drive with 2 children that ride to Mills Elementary. The crosswalk from Salcon Cliff across Hillside Terrace to the bike lanes needs a YIELD or STOP SIGN (currently there is a crossing but no signage). Due to parked cars on Hillside Terrace, traffic does not always see kids trying to cross to Salcon Cliff Drive. When I ride to school with my children, I often need to stop on the crosswalk so cars see me before my kids can cross. Otherwise, WE LOVE THE NEW BIKE LANES, Thank You!

We want to be safer but this project seems to make it less safe. Particularly when you have a bike lane to the right of the road, driver has to be extremely cautious to make a right turn. This is not safe for both biker and driver.

When cars are parked along Hillside Terrace Drive, there are certain sections that are difficult to pass when there is also oncoming traffic. Consider making the bike lane a wee bit narrower.

COMMENTS RELATED TO MODIFYING THE CHANGES ON HILLSIDE TERRACE DRIVE

Where there are curves in Hillside Terrace (as it gets closer to Barstow), the space for cars going each direction narrows to the point that one of the cars has to stop to let the other one pass. This negotiation can be tricky, and there are times where collisions are narrowly avoided.

With the changes accessing the Cluster Boxes on Hillside between Pizarro Cove and Salcon Cliff Drive can be dangerous. EB traffic has to move into the WB lanes a bit which is impossible when there is oncoming traffic. This then forces them to stop or continue moving extremely close to the parked vehicle at the curb in front of the mailboxes. When there is an oversized vehicle they have to move into the WB lanes. If the parking spot across from the mailboxes could be removed that would help with this issue. I worry that someone will get hurt exiting or entering their vehicle.

Would like it see the same is what is on Escarpment or Davis and allow cars to park in the bike lane.

Anything is better than these changes that happend! Have to cross double yellow line to go down the street b/c people park on both sides

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

Very dangerous not safe for biker ,driver or walkers

*Over engineered for the size and scope for the area in question.

*Places a risk to people, pets, and property under normal circumstances and in emergencies.

*Questionable clearance for emergency vehicles to drive and maneuver (e.g., fire truck, ambulances). Where are drivers supposed to pull over in an emergency?

*If the USPS worker said you are making the job more difficult, what other services for this neighborhood have been affected?

*Poses a hazard. I have personally witnessed people driving over double lines to avoid people opening car doors to get the mail; people almost getting into accidents during school pick up/drop off times; and cars almost getting side swiped in parking spots now displaced into the middle of the street.

*This work has continued despite promises from the city that it would stop during evaluation. It has not. Plastic reflectors and poles in the road have been installed, making it even more difficult for drivers trying to avoid hitting pedestrians or people getting in/out of their cars.

*Designated and blocked off spaces on both sides of Allerton makes it difficult for people who live in the neighborhood to get in/out during peak school pick up/drop off times. The city has made this situation worse for everyone and created a chaotic and hazardous mess!

*It would have been better to use the money to provide better street lighting, or repair pot holes...but no one asked this community directly what they needed. This would have been a better use of taxpayer funding and resources.

*While a "safe bike to school/work plan" may be well-intentioned, it did not consider feedback nor impact of this particular community. One bike rider to work does not supersede the right to the safety or needs of an entire community of tax paying citizens who live and work here.

*Despite community feedback, the city continues the work, including plastic reflectors in the middle of the road.

*No one wants this, no one asked for this.

*All the evaluation steps you are taking now with the community should have occurred BEFORE installation. This could have avoided the backlash and ire you are receiving now from the tax paying citizens who live and work here.

The only solution is ***TOTAL REMOVAL***. Not partial removal, but a ***TOTAL REMOVAL***.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

1. The actual use of the new bike lanes is very low. Kids still ride on the sidewalk (which I would encourage and do not mind).
2. Congestion and unsafe conditions have been created.
3. Of the few kids that do use the bike lane, they are now traveling at a higher rate of speed and when I am backing out of my driveway, it's harder to see them/keep track of them. At least when they were on the sidewalk, they were going at a slower speed. I have had to slam on my brakes several times.
4. We have several cars and have to park in the parking pockets. Waiting to my car to be hit as those white sticks will not stop a car.
Getting in and out of my vehicle is dangerous as my door opens into oncoming traffic lane.
5. I also do not want to park across the street as I would have to play "Frogger" every time I have to get into and out of my car. It is already a busy street. I have high school aged kids and I do not want them to park across the street either.

-
1. The parking spots that have cars parked in the middle of the street do not provide enough room for cars to pass safely if there are cars coming in both directions at the same time. Especially around the curves or bends in the street.
 2. The yield to bicycle signs posted at every corner is a hazard for cars to turn without hitting them.
 3. There are black bumpers on corners that make no sense and are a hazard when making turns.
 4. I see many more cars that use this street than bicycles and seems that the expense could have benefited in other areas that need improvements.
Finally, all of this has caused way too many distractions when driving on these streets and on multiple occasions I have seen bicycles riding on the other side, not in the lanes that were designated for them.

A lot of work was put in to create the new bike lanes but no one uses them.
People are still riding on the road or on the sidewalks.
With cars parked on both sides of the street you have to drive on the double yellow stripe to not run into the parked cars the lane are so narrow.

Actively makes things worse and cost a fortune I'm sure

Added response. I live on a street nearby. Turning on HT at either end is a nightmare!

All of the attempts to change neighbors from drivers to cyclists are ridiculous. Our streets are narrowed and in all the time it has been done, I have yet to see a person riding a bicycle in any of the new bike lanes.

All of the striping and poles make the street look like an obstacle course. I'm not against bike lanes, but this is a residential street with homes, not a main road.

All the changes made to the streets, I feel, have made the streets unsafe for everyone. All the changes are extremely confusing.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

1. PARKING: Unsafe. If you have a car that must be parked in front of your house instead of in the driveway, that parking is on the other side of a two-way bike lane, putting your car in the middle of the street. Two-way traffic won't fit and we already see people driving over the painted areas for it. Should someone park on the opposite side of where there is a bike lane and if there is a car parked next to the bike lane, through traffic will be down to a single lane. Add children on bikes, including children who are continuing to bike on the opposite side of the street, and this is no longer even close to being safe and has actually taken a step in the opposite direction. 2. WORKMANSHIP The actual work that has been done to paint lines on the street, with curves indicating where not to park is poorly done. There was no template used, just someone who decided as they went what the size, scale and actual lines would look like. 3. NEIGHBORHOOD This neighborhood deserves better than this. Who wants to park their cars or ask their visitors to park their cars where they are like targets for being hit? Where are we supposed to put our trash bins? None of this is doing anything for our home values, much less for how we live day to day. The additions of bollards, reflective signs, armadillo humps and curbs on a RESIDENTIAL STREET has become the definition of over-engineering. Whatever problems had been identified to be solved have been replaced by more problems tied to safety, esthetics and livability in this neighborhood. I have to cross the double yellow line regularly due to lack of space being consumed by the north end of Hillside Terrace. I have to worry about parking on the street on which I live, which is technically wider than most, because I might open my door into traffic. I have to worry about my 80 year old mother coming to my house and I have to make sure that she as well as my senior in-laws can park in the driveway so that they do not have to navigate the obstacle course in front of our house. Backing out of my own driveway has become a circus.

Since this project went into place, I can count on one hand the number of actual bikes we have seen in the bike lanes with far more bikes seen across the street where there is no bike lane. The leadership of this project has been singularly focused on the addition of protected bike lanes and at every single step, other safeguards have had to be implemented in order to safeguard the last safeguard. It is truly ludicrous that this was implemented this way with not enough community inputs (I believe there were 124 responses from a 3000+ population with many people in Circle C North not included at all!).

People still speed down our street in their cars.

People still do not stop fully at Lantana and Hillside Terrace.

This is a neighborhood. A neighborhood where people have poured their time and resources into the single biggest investment of their lives, their HOMES, only to see it de-valued and reduced to someone else's pet project who doesn't even live here.

I respectfully request that this project be removed and replaced with measures that will support safety, but with a keen eye on the fact that this is where people live.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

All the biking paraphernalia has ruined the look of our beloved neighborhood-- half of it is not even a bike route that would make sense for students to travel... they connect zones that are split between two different schools, for that area. It is ridiculous, what you have done-- since their inception, over a year ago-- I have seen less than 10 bike travelers in these lanes... YOU RUINED THE NEIGHBORHOOD-- it looks like an inner city construction site, throughout the entire Circle C community!!! STOP IT!!!

All this clutter has just trashed what used to be a nice residential street. At least one realtor has said this mess will lower our property values. I've almost been sideswiped by people driving over the yellow line, trying to avoid hitting cars parked in thew "parking Pockets." If this was supposed to "calm" the traffic, it hasn't worked. People who used to drive 50 mph down Hillside Terrace still do. This whole project must have been designed by someone sitting at a desk looking at a map, and they never came out to see what it looks like in reality.

Almost no body uses it , its dangerous, awkward and useless

At maximum, keep one bike lane. The rest is ridiculous and unsafe.

Backing out of my driveway is terrible. I must watch the sidewalk, the bike lanes, and the road. I have to back all the way across the westbound lane into the eastbound (see back page) [on back page] from page 1: ...into the eastbound lane just to get out of my driveway. It's even worse when there are cars parked in the parking pockets that flank my driveway. And i live on a curve, which affects visibility, especially when I have to park in or pull out of a parking pocket. [new paragraph] Often, when entering my car parked in the parking pocket, I have to wait for traffic to pass. This is especially inconvenient when the weather is bad or I need to put things in/unload things from my car. Being on a curve, I have to check my side view mirror and my rear view mirro before getting out of my car. When opening the car door on the street side, the doors open directly into the lane of traffic. On the bike lane side, doors open directly into the bike lane. [new paragraph] When carrying things from the trunk, I have to watch the bike lane now. Almost walked in front of a bike one time. [new paragraph] And once I parked with the driver's side along the bike lan. When I stepped out of my car, I unknowingly placed my foot between the parking block and my car. Luckily, I noticed that before I took a step. **DANGEROUS FALL RISK!!!** [new paragraph] I was told when all this started that I can continue putting yard debris [^ & trash cans] in the usual spot. One day, there was a car parked in the parking pocket in front of where I place my trash. The garbage truck driver drove right past my house! I had to go down the street to flag him down to come back. (He was nice & helpful) [bullet points begin] * Aside from all that, our street looks like a circus * The speed limit on Hillside Terrace Drive is still 30 MPH. Escarpment from William Cannon all the way to Davis is 35 MPH. Why? Lower the speed limit to 25!!! * And - LOTS of kids do not use the bike lanes!!!

Below is the text from an email that I sent to Representative Ellis when this project first went in to place back in October. Everything I wrote continues to be true and more. The full extent of the damage to this neighborhood cannot be overstated. The additions of bollards, reflective signs, armadillo humps and curbs on a RESIDENTIAL STREET has become the definition of over-engineering. Whatever problems had been identified to be solved have been replaced by more problems tied to safety, esthetics and livability in this neighborhood. I have to cross the double yellow line regularly due to lack of space being consumed by the north end of Hillside Terrace. I have to worry about parking on the street on which I live, which is technically wider than most, because I might open my door into traffic. I have to worry about my 80 year old mother coming to my house and I have to make sure that she as well as my senior in-laws can park in the driveway so that they do not have to navigate the obstacle course in front of our house. Backing out of my own driveway has become a circus.

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I respectfully request that this project be removed and replaced with measures that will support safety, but with a keen eye on the fact that this is where people live.

Email sent on 10/22/2024:

Hillside Terrace Dr. was identified as part of an analysis of safe school routes as being in need of attention and that resulting bond has recently come to fruition. I am certainly an advocate for our neighborhood children to have a safe route. I sent all three of my children to these schools, so I'm extremely sympathetic to this need.

If you have not yet seen the fruit of this bond, I beg you to come and see for yourself what has been inflicted on our neighborhood. There are so many things wrong with it, but let me name a few:

1. PARKING

If this is considered safe, I would love to know who has the authority to say that it is safe. If you have a car that must be parked in front of your house instead of in the driveway, that parking is on the other side of a two-way bike lane, putting your car in the middle of the street. Two-way traffic won't fit and we already see people driving over the painted areas for it. Should someone park on the opposite side of where there is a bike lane and if there is a car parked next to the bike lane, through traffic will be down to a single lane. Add children on bikes, including children who are continuing to bike on the opposite side of the street, and this is no longer even close to being safe and has actually

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

taken a step in the opposite direction.

2. WORKMANSHIP

The actual work that has been done to paint lines on the street, with curves indicating where not to park is so poorly done it is appalling. It looks as if there was no template, just someone who decided as they went what the size, scale and actual lines would look like. It's truly awful and needs to be seen to be believed.

3. NEIGHBORHOOD

This neighborhood deserves better than this. The reality of what has been designed and implemented is a detriment to the entire area, including what was done on the adjacent streets. Who wants to park their cars or ask their visitors to park their cars where they are like targets for being hit? Where are we supposed to put our trash bins? None of this is doing anything for our home values, much less for how we live day to day.

Biggest waste of resources I've ever seen. A complete nuisance for drivers. Parking in the street is hazardous to drivers. Some of the paint for bike & walk lanes is fine, but those rubber sticks & speed bumps & humps should be removed immediately. 10,000 autos use the routes daily, but only a few bicycles. Your priorities are completely out of order.

Bike lanes and post on roads make it more dangerous for cyclists and automobiles

Bike lanes have been terrible. They are not productive at all.

Bike lanes have had the opposite intended effect, causing more congestion, narrowing streets and causing traffic delays that never previously existed.

Bike lanes have had the opposite intended effect, causing more congestion, narrowing streets and causing traffic delays that never previously existed.

Bike traffic should flow in the same direction as vehicular traffic. Let's teach people to ride correctly so wherever they are they are doing it correctly. Small kids should be on the side walk and taught to ride in a controlled manner and slow down when nearing pedestrians. Let's teach how to interact with others so it can be done any where, any time.; Bike lanes on thoroughfares such as Escarpment can make sense in helping people commute and exercise in groups safely but such a crazy configuration on a neighborhood street has caused congestion, confusion and contraflow situations that seem to have made things less safe or at least making people anxious. I am less confident in my driving on Hillside Terrace. With slow neighborhood traffic the bikes should be moving in the same direction as the traffic and off to the right side. The configuration MAY look great in the design phase on a CAD system but transitioning it from the computer monitor to the real world has not played well.

Both Hillside Terrace and Barstow are almost unusable. I can't get my mail on Barstow without risking being hit and I cannot turn around. When cars are parked on both sides of Hillside Terrace promotes driving in the wrong lane just to get by. The changes are terrible, especially if you are over 65.

Changes are a major distraction and dangerous for drivers

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

Changes created hazardous driving conditions resulting from narrowed traffic lanes and homeowners now parking across the street from their properties because of the bike lanes in front of their houses. and risks to safety for people forced to park in traffic lanes. The changes also present risks for vehicle damage from obstructions related to bike lanes, which, I have observed, are seldom used. In summary, the changes fixed a problem that didn't exist by creating even greater mobility problems; Changes created hazardous driving conditions resulting from narrowed traffic lanes and homeowners now parking across the street from their properties because of the bike lanes in front of their houses and risks to safety for people forced to park in traffic lanes when entering and exiting their vehicles. The changes also present risks for vehicle damage from obstructions related to bike lane delineation and bollards/signs that reduce turning radius at intersections

Changes have added many distractions, decreased driving safety, and increased confusion for bicyclists of all ages. All around these changes decrease safety, value, and homeliness of our community.

Changes lead to more challenges than convenience. Number of parking spaces reduced significantly and parking to get mail from the mailboxes on the street is nearly impossible. It also seems to create confusion between street residents on where exactly put out trash bins on pick up days. Some put it in between closely parked cars or on empty parking space, making parking even less available in the area.

Completely remove everything - Strongly opposed to the new additions.

Completely unnecessary and unsafe. I suggest you review the community petition, and read the comments. <https://www.change.org/p/new-bicycle-lane-removal-in-circle-c-north>

Confusing, complicated, and unsafe. Not enough room to pass safely. Confusing barriers. Logistically hard to navigate. Ridiculous waste of money and WAY WORSE for all users. Take this stuff down immediately.

Dangerous

Dangerous and unnecessary

Dangerous in many ways now. Also distracting to drivers. Too much signage; hard to notice important things like stop signs. Black hump things are more harmful than protective or preventative. I'm now fearful driving Hillside Terrace.

Dangerous to park car in middle of street.

Dangerous without enough room for cars without crossing double yellow lines. This project is ugly, overengineered, and absolutely NOT geared to our community in Circle C North.

Dangerous!!!

Driving down Hillside Terrace since the changes is terrifying. Especially at night with all the reflecting signs, it is easy to miss a stop sign or a human crossing the road.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

Driving on Hillside Terrace now seems dangerous.

Driving this street is very dangerous now. I have to cross the yellow lines all the time to avoid hitting parked cars. Our quiet neighborhood used to feel like a lovely oasis outside of the city. Now with this unsightly project that feeling has been greatly diminished.

Either modify or remove as long as parking is restored on the north side of the street I don't care.; I do ride a bike occasionally and in theory bike lanes would be much appreciated. But the loss of parking and visibility in some places makes them awful. I'm glad you are asking for feedback now, but I wish it was done before spending our tax dollars. ; I did not feel unsafe while riding my bike before these changes were implemented. Bike lanes were not needed here. The loss of parking is a huge pain. Guests never know where to park.

Everything was fine and now it is not. Please remove the bike lanes.

Exceptionally bad changes. Creates dangerously narrow driving lanes once cars are parked in designated areas, oftentimes forcing traffic to drive in middle of traffic lanes. Traffic is low on Hillside Terrace and street was wide before changes, therefore no safety or other advantage was gained by adding bicycle lanes.

Hillside Terrace has become a dangerous place to drive. The homes that face Hillside Terrace should be allowed to park their cars in front of their own homes. It is not safe to have parked cars in the middle of the road. It impairs visibility for those who are trying to get in and out of their homes, and it makes Hillside Terrace a very tight road to drive on. It also makes it very hard for the garbage/recycling trucks to get close enough to the garbage cans. If the bike lanes are needed, maybe the bike lanes could be on the opposite side of the street where there are fewer homes facing Hillside Terrace.

Hillside Terrace has been turned into a cluttered, hazardous mess. It has been narrowed down to the point that I often have to drive on the yellow line because of parked cars. There is an area with parked cars, a hill and a curve where an oncoming car can't be seen easily. (At Salcon Cliff, I think.) One of these nights, there will be a wreck. And then, there is the double, yellow lane striping with breaks between them that don't match up spatially. The right turn signs are confusing and unnecessary. I have witnessed a driver pull out from a side road and begin to pull into the bike lane on Allerton. The new crosswalk doesn't need all of the yellow poles and yellow striping. I keep thinking that I've driven through a stop sign! At night the numerous reflectors along this road are distracting. Bikers? Well, I haven't seen any after-school student bikers. On this street less is definitely more.

Hillside Terrace is dangerous now. The pockets have made the road far too narrow. I have to pull to the curb to let a car pass. Some of the cross walks are not protected with stop signs.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

For Hillside Terrace AND Lantana Way – “Safe Routes to School” should only be implemented during school zone hours and only affect travelers and homeowners during morning drop-off and afternoon pick-up - homeowners should be allowed to park in front of their houses on weekends, holidays, and summers. The negative impacts on homeowners and vehicle drivers outweighs any positive impacts on school children riding bikes to school. The new bike lanes are barely used by school children. I’ve seen very few middle school children use these bike lanes, and even fewer elementary school children who are still using the existing sidewalks on both sides of the street, as they have done for the past 20+ years. I’ve watched and I’ve counted - the average number is three. Three students riding a bike to school can use the sidewalk. In addition to this, students are traveling TO the school in the morning and AWAY from the school in the afternoon - why on earth would they need a two-way bike lane for 'safe routes to school'?? The roads were designed wide when the neighborhood was built for the purpose of accommodating school buses, and now this project has made school bus navigation almost impossible due to too narrow lanes with barely any clearance for oncoming traffic. This is also negatively affecting delivery trucks (including large food delivery trucks to the elementary school), service vehicles, and trash/recycling trucks. The travel lanes are too narrow making vehicle travel more dangerous. The signage is obstructive and does the opposite of making things safer, as driver's eyes are drawn away from surrounding view and focused on trying to not hit the signs or poles with their car, especially when turning. So instead of looking ahead and around for bikers, pedestrians, other cars - the driver is focused on not hitting a sign or pole in the middle of the road. The homeowners are now required to park either on the opposite side of these wider streets or in the middle of the road and forced to open their doors into the travel lane on one side of their car and trip over large parking curbs placed directly next to the parked car on the other side. And this is only if there are any parking spaces left. Several of my neighbors have to park half a block or more away from their homes now. The visual impacts of the neighborhood streets are hideous and are lowering re-sale values of these homes. Neighbors that have gotten along for years are now battling each other for the very few parking spaces available on only one side of the street. We live in a neighborhood, not in a downtown suburb - remove it all!

Forcing residents to park in the middle of the street and leave their cars there is inherently dangerous. It only becomes more dangerous if people try to get in or out of their cars. No data would support this type of change. Further, bicycles were previously able to use this road without issue, so the changes were not needed in any way. The road is not large enough or heavily trafficked enough to support bike lanes.

FULL REMOVAL OF THESE UNSAFE LANES! YOU COMPLETELY RUINED MY NEIGHBORHOOD. I DID NOT CHOOSE TO BUY A HOME HERE FOR A LOT OF MONEY FOR THIS HORRIBLE THING YOU DID TO OUR STREETS.

Go back to the way it was. These bullards are dangerous and ugly.

Hazardous to drivers. Distracting as well. Lanes are too narrow. Someone opening their car door might be injured, lawsuit would happen. Road humps & bumps are damaging to wheels, tires, undercarriage. Parking in the painted lines in the middle of the road is ridiculous. Walkers can use sidewalk. Only a very few bikes are ever seen here, but 10,000 cars use these roads daily. An aspect of too many city employees with nothing to do but create these asinine woke socialist over-regulations. A little paint on the side for a bike lane is just fine as it was.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

Hillside Terrace is a lot more dangerous - all of the safety margin has been taken out for cars. To keep a safe distance from parked cars, I have to drive on the center line. I'm very concerned about a driver trying to exit their parked car and getting hit by an oncoming car. I also have to pay attention to the pylons in the center (at Fainwood) and extending out from the curbs, so I have less attention to watch for pedestrians. The cars parked in the center of the street make it harder to see any pedestrians that may be starting to cross the road.

Before the changes, it was rare to see a bicycle on Hillside Terrace. Now it's still rare, and I see them in the street instead of using the provided lanes.

I have not seen anyone using these bike lanes, and they have made the rest of the street more dangerous.

Hillside Terrace is now extremely tight and some of the safety bumps are located in a way making them impossible to see in the morning. People trying to get out of parked cars have to navigate traffic on both sides. Very dangerous for children exiting. Residence are adding their own cones behind their cars to help prevent them from being hit. Why were the parking spots not placed next to the curb?

Towards Ruxton, Hillside Terrace becomes dangerous with the blind spots from the hill & curve mixed with neighbors landscaping impeding the view. Narrowing the street with bike lanes adds to existing issues.

How will street sweepers clean the roads?

Hillside Terrace is the most dangerous of the three streets. But it's all unsafe.

Horrible, reduces home value, makes more congested, minimal use of bike lanes, they still cut through neighborhoods on sidewalks

Horrible. Dangerous. Ugly. Over the top. Unnecessary.

I am a runner, road and mountain biker, 55 yr old and these lanes are too much on hillside. Also on escarpment to lacrosse is WAY TOO TIGHT FOR ONCOMING TRAFFIC...almost 1/2 the entire curb-to-curb street width is dedicated to 2 bike lanes. 99.5% of the people using that stretch of road is people in cars. Way too much bike lanes. Please apply some common sense based on each areas highest use factors. 1000's of cars vs 20-30 bikes a day. Thanks and I appreciate your time.

I am disappointed with the lack of pedestrian safety for those drivers forced to park off the curb. Please remove the changes. Please remove all the changes. Please remove all the changes as soon as possible.

I believe the two way bike lane, poles, signs, painted lines and humps should be removed entirely. Medians should be added back for safety.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

I cannot express how much I dislike the recent changes to Hillside Terrace. The parked cars positioned nearly in the middle of the street look ridiculous and create a dangerous situation for drivers. Driving along Hillside at sunrise has become horrible—you can barely see the parked cars, and one of the pedestrian crossings is obstructed.

Additionally, the two-way bike lane is confusing and poorly designed. The need for an "introduction" on how to use it is a clear indication of its flaws. It's simply not intuitive. I truly feel sorry for the residents living along Hillside Terrace. These changes likely decreased their property values by at least 10%.

Our neighborhood would have benefited far more from meaningful amenities like a park or tennis court rather than a bike lane that hardly anyone uses.

I can't express how much I dislike changes to Hillside Terrace. Parked cars in almost the middle of the street looks ridiculous not to mention dangerous. Driving along Hillside at sunrise is horrible. You can barely see the parked cars and one of the pedestrian crossings is blocked by a parked car. I also dislike how the bike line is two way. Who designed this? It is not an obvious bike lane and a "introduction" on how to use the line just proves it is poorly designed. I feel sorry for the people the live on Hillside. This has definitely decreased their home values.

I can't imagine what kind of morons would come up with this stupid idea of installing all these bike lanes.

I do not need these ugly lanes. Middle street parking is ridiculous. Absolutely ugly design.

I don't like the double bike lane. It is inconvenient for motorists and unnecessary for cyclists.

I don't think Austin has the weather to be biking and all those posts look ugly

I drive on Hillside Terrace every day. You have to swerve over the yellow line and into the other lane to safely pass parked cars. In general, there is much less room for "error" if a door opens or a kid runs into the street, etc.... Also, I would be furious over these changes if I owned a house on Hillside Terrace and had to park basically in the street vs at the curb like every other homeowner.

I drive on it mainly to get to Barstow. With cars parked in the spaces on the street, it is definitely a tight fit with other cars.

I drive that everyday and it's a pain too narrow now and not safe when two cars are going against and cars parked on both sides
I hate it

I hate it. I can't park my car in front of my house. The street is much smaller. We didn't even get a choice when this was changed.

I have almost gotten in multiple accidents and seeing hazards every day because of these lanes

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

I have lived in this neighborhood for 13 years and travel this road multiple times a day. I have experienced 5 near accidents during those 13 years, and 4 of those have occurred just since these changes were put in place. 3 of those were nearly head on collisions.; This road is much more dangerous, overall, now than it was prior to the changes. The parking pods in the middle of the road are not practical and make vehicular traffic unsafe. Trying to drive through the sections where there is a vehicle parked in the parking pod and one parked along the curb is very tricky. There is barely enough room for two regular sized cars to squeeze through. If one of the vehicles is a pickup truck, van, delivery truck/box truck, etc., you have to wait and let them pass through before proceeding because it's too narrow. This creates an unnecessarily dangerous situation.

I have lived on a nearby street for many years (almost 20) and have been an avid runner, dog walker, and stroller pusher along this and all the streets affected by these changes and I have NEVER ever, not even once, felt unsafe, or seen or heard of any others having any issue with feeling unsafe due to the lack of protected bike lanes, let alone a double bike lane that takes up over half the street. In fact, I feel LESS safe driving down these streets now and going to our mailboxes, especially during peak travel times when the sun is in everyone's eyes (7:30-9am, 4-6pm) because those being forced to park in the middle of the road where their designated parking space is now creates a MASSIVE safety hazard to drivers because it forces us to have to swerve into oncoming traffic to avoid hitting parked cars and not to mention children or other people exiting those cars IN THE MIDDLE OF THE ROAD?! How this was ever thought to be SAFER is beyond me. Such a hazard.

I have lived on Ruxton Ln for 30 years. Before Hillside Terrace was a through street to Escarpment. Of all the changes, this has been the most frustrating and dangerous. I now have to dodge poorly parked cars, while 'threading the eye of the needle' with oncoming cars on Hillside Terrace. The very cluttered intersection at Ruxton and Hillside Terrace, along with the limited sightline to the West, requires a Stop Sign. Turning East onto Hillside Ter. from North Ruxton is an accident waiting to happen. I have had to stop mid-turn due to cars turning onto Hillside Terrace from Barstow, and gaining momentum rapidly. The curve of the road & shrubs/trees prevent an unobstructed view until a vehicle has entered Hillside Terrace. If the Stop Sign were moved from TaylorCrest/La Puente to Ruxton traffic would be forced to slow down before it reached its peak at Ruxton.

I have photos of my injuries from hitting the rubber bumpers while running .. I have scars on both legs

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

I honestly feel that the new changes have created a more dangerous driving and walking environment. I live on Hillside Terrace and the double bike lane is in front of my house. My neighbor has to park their child's car in the street so in order for me to pull out of my driveway and clear the bike lanes, and the designated parking spots, I have to back up into incoming traffic so as not to hit my neighbors car. Also, the lanes have now created such a wide gap between the traffic lanes and driveways that car sensors dont pick up on cars coming when you are backing out. I see this so frequently - people slamming on their breaks because they cant see cars coming because of the gap. Of course, this creates more backup and traffic.

Also, the designated parking spots are intruding into traffic, and it creates a real hazard for people when the trash/recycling trucks come. The trash trucks have to go into the bike lane in order to pick up the cans so it defeats the purpose of even having them there. Its a hazard for the drivers, for the parked cars, and for any bikers - which there arent any! That's the most ridiculous part of all of this. There is so much of the street being given over to these bikers and I have literally never seen anyone on a bike ride down our street. I am not exaggerating. I moved here in September and have not seen one biker in the last 5 months. This has been a huge disruption to accommodate a non-existent demographic.

I love Laura Dierenfield's comments on the survey she wrote for the \$1.4m+ project she approved nowhere close to where she lives. What a joke. We all use the word multi-modal in reference to bikes. Sure. If the city wanted real answers from real residents, you would have asked for our address to show that we are the ones that live in this neighborhood. I'm so sick of this. And they just keep delaying removal, denying there's an issue, and spending more taxpayer money to cover their wastefulness.

I really dislike these white pillars. Why so many?

I slightly brushed up against one of those black tire bumpers and had to get my tire replaced on my Tahoe. The bike lane looks like we are hosting Tour de France in our neighborhood. Can we at least make it smaller!

I think the design increases the chance of accidents for cyclists

I think the measures the city have taken are overkill and need to be removed. It is a tremendous eyesore and I don't see what problem actually is trying to be so solved here. Was there a death? Was a kid run over? It seems like a solution in search of a problem. And like I said, it is tremendous overkill.

I think you should install road humps

I use the sidewalk to ride my bicycle or Ziggle scooter. The roads are unsafe due to the changes. Please remove the changes on Hillside Terrace Drive.

I would be furious if I lived on that street. The property values were immediately lowered and the inconvenience for the families who live there is insane for the tiny amount of actual bike usage in our area.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

I would prefer it to go back to the way it was but since that is unlikely I would recommend making bike lane the size of 1 lane with 1 to 2 white lanes on the outside of where cars can park near the curb. Parked cars can park near curb with a bike lane on the outside. This makes more sense b/c more cars uses this then bikes. It would be safer.

I'm all for pedestrian safety but the bike lane is RARELY used (less than 1%). Pedestrians routinely use the sidewalk. Bikers are often on the sidewalk (children) or on the OTHER side in the street (adults). The changes make navigation of the street in a car more difficult. Many who previously parked on the street now have more difficulty. Trash pickup has also been impacted. Also I've noticed vehicle incidents with poles/signs. I'm sure larger vehicles (delivery, moving, yard la escaping, etc. have also had difficulty given the narrower lanes.

If there is an emergency, with cars parked out in the street,(previousl close to curb), emergency crews will have a difficult, if not able at all to get to emergency within a proper amount of time.

i'm out every day on hillside terrace and lantana and very few people use the bike lanes. at the same time we've almost been hit several times by cars turning wide around barriers. especially the turn onto lantana way. before these lanes were put in, the streets were just fine. now it's scary to drive hillside and lantana. please remove for all of our safety

It feels like y'all solved a non existent problem and ended up creating a real problem in the process. This street is now an obstacle course. Those cars are sitting ducks- just waiting to be hit.

It has become really dangerous in this street. A complete mess.

It has narrowed the road for driving significantly (and by too much) and several times I've narrowly escaped a head-on collision as cars going both directions are trying to avoid cars parked awkwardly in the middle of the road in the parking spaces several feet from the curb for bike lanes that almost never seem to have a single cyclist on them. The changes ironically have made the road LESS safe for all. The street also is now a complete eyesore.

It is a cluster mess- makes the street very confusing and ugly. You have wrecked the neighborhood with all these useless lane markers. Looks like crap and not being used and not necessary. Take it all out!

It is dangerous and all the items that were installed are on the way. People dont use bike lanes as much, nor runners. They use sidewalks and now car had been challenging and dangerous at times

It is dangerous to drive on the street with the current changes. It is hard to see with cars parked so randomly and so far out in the street. Plus it has taken away too many street parking locations.

It is now far less safe to drive on Hillside Terrace. The road is way too congested with the bike lanes, cars parked in the middle of the street. It's impossible to drive opposite a large vehicle when cars are parked on both sides of the street.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

It is now more dangerous. Have had 3 cars totaled. Can no longer have guest b/c no parking on the street. Mostly pissed that city did NOT inform us in ADVANCE about the project

It is overkill. Hillside Terrace was a beautiful wide street with plenty of room for everyone. Now it is sectioned off with hideous road markers and installations. More room is devoted to the ridiculous bike lane than for the cars which travel on this road the most. It doesn't make sense. Cars still park on the opposite side of the street which reduces the space for driving even more. What a waste of taxpayer money. And what is this doing to my property value?; I am a homeowner in Hillside Terrace. I was not informed and never approved this. It is not right what this is doing to my property value. ; Kids and families still ride on the sidewalks and not the ridiculous bike lane. I live here and see it first hand everyday. ; It's ugly and the installations were immediately scraped up. It's an eyesore and ruins my once peaceful street neighborhood. Hillside Terrace is not S. Congress yet it's treated like an inner city downtown road with all the installations.

It is really hard to park on the street and I am so worried my car is going to hit by other cars. It is also not safe my children to ride their bikes. Very unsafe.

It is unsafe, stupid and a waste of taxpayer funds. They need to be removed.

It is very dangerous when neighbors have to literally park in the middle of the street on both side. The bike land and the parking areas make is almost impossible to pass on coming traffic. Cars parked in these areas prohibit seeing pedestrians, especially at night

It is very unsafe. Sometimes there are cars on both side of the road in the parking lanes and two cars trying to pass each other on Hillside Terrace. There's too much going on on the street right now, too much to look at.

It makes checking our mail dangerous. It is difficult to maneuver during high traffic hours.

It makes it dangerous to drive down the street. People do not obey the parking pockets and park on both sides of the road and so in places there's only room for cars driving in one direction to fit down the road

It makes parking more dangerous and limited.

It seems like there are a lot of signs in the road now. The traffic is heavy, and there's not enough parking space. Before the road used to be much wider and more comfortable to drive on.

It's awful to learn to drive on. As a new driver, it's my least favorite place to drive and I feel extra unsafe whenever I'm navigating the extremely narrow streets and turns. When people are parked, there's barely any room to maneuver without hitting oncoming traffic.

I want to learn in my beloved neighborhood without feeling awful.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

It's essentially more dangerous traffic especially during Mill school pick up drop off times. I have not seen any bikes using Lantana Lane or Hillside Terrace. The "parking spaces" on Hillside Terrace is a joke. The bike lane on Lantana Lane in front of the resident home side of street now park their cars on Taylorcrest Drive because they can't park in front of their. Your ridiculous "improvements" have caused Lantana Lane & Taylorcrest Dr. into one-way streets at certain times of the day... dangerous. Change it all back or at least remove the bike lane on Lantana Lane.

It's makes the road too congested and the cars hardly have space on the road now. The bike lanes are hardly being used. And I have personally been stuck behind bikers using the main road instead of the lanes.

It's terrible. Those poor people who live on that street have to park in the middle of the street. It's so narrow now if a car is parked incorrectly I'm a realtor and I live a couple streets over. I know that this is damaging Hillside property values when I've shown homes over there buyers think it looks like a jungle gym. And don't wanna have to park in the middle of the street It's crazy. We didn't ask for this. We don't want it. Please remove it

It is so rare that I ever see anyone using the bike lanes. This was very unnecessary. Thank you so much.

It's ugly, hurts home values and no one uses it.

It's quite the cluster, with cars having to park further into the street.

Keep cycling infrastructure!

Lane for biking is tooo wide and lanes for car to narrow. Some signs are totally unnecessary, they are ridiculous as is intersection on Escarpment and Hillside terrace.

Lanes endanger peds going to parked cars. Cars park on the no parking side, leaving insufficient room for traffic. Not much bike use.

Last time my car tire hit the armadillo (that is what my daughter calls them) and it jolted the car and feared it caused a side wall damage to my car tire which is immediate replacement of the tires.

Less safe than before the changes

Makes the street more dangerous. Too narrow with cars now parked practically in the middle. Not to mention how ugly it looks. Hideous.

Many bike riders still ride in the street or the sidewalk.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

My family and I regularly walk, bike, and drive this road to get to Mills elementary and Gorzycki. Although I am usually a big proponent of any changes that are bike or pedestrian friendly, I feel these changes have made driving way less safe. The tolerances for turning are now extremely tight, and due to cars parking in the designated new spots and also parking across the street where there are no designated spots, I often am unable to fit my car safely in the lane and there is no margin for error with oncoming traffic bc our cars are 1 inch apart. I will also say that traffic on these roads tends to be very slow (prior to changes) and didn't feel unsafe as a pedestrian or cyclist. I also have seen exactly 2 bikes !!!!! Using the new designated lanes. It feels like 'overkill' and way less safe and confusing.

My family who lives there and I can't park next to their house. I am disabled and have to park across the street and one of my grandchildren has to come to help me across the street the street to get to their house. It makes it difficult when there is a lot of traffic on Hillside Terrace.

My husband has almost been hit by a car four times in three months getting into his car. I am angry as I fill this out this morning as it happened twice this morning. Most recently a Ford Fiesta that was at the corner of Barstow as my husband and son attempted to get in the car crossed the double line in order to avoid my husband and almost had a head on collision with a Toyota Tacoma.

No need for these changes, the added distractions and opportunity for collision with obstacles outweighs the negligible intended improvement for the extremely rare pedestrian or bicycle traffic!

No one uses lanes correctly and Hillside and other streets are not large enough to accommodate the changes made.

Changes are dangerous and proper use is not enforced.

No one wants this. It's a hazard for cars and people. It's wasted space for bicycles and we don't even use it or want it. It makes it unsafe.

Not enough room for thru traffic with cars parked in their designated spots. It is very confusing and more dangerous now than it was before. Unnecessary use of tax dollars as there are wide sidewalks on both sides of the street. Bike lanes are also not used at all. Th entire project was unnecessary.

Not needed.

Not used. Ugly. Decreases property value. Parking in the street is dangerous.

Now is more unsafe to drive and park the cars along Hillside Terrace Dr, very narrow the car lanes, too close to the parking spots, if someone is stepping out of their parked car the door opens to the circulation lane.

Over engineered design with a lot of distraction with all the reflectors, and additional signage which is causing eyes being desensitized to those walking, biking, driving or parking. Take that mixed with trash cans etc.

Parking and driving on the narrow streets have become a hazard for both drivers and bikers.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

Parking has been lost and I do not see enough bikers using the lane. The kids use the sidewalk.

Parking in the middle of the street is scary and dangerous. It is VERY DIFFICULT to safely navigate after dark. It is almost as scary in the daytime. I have yet to see a single bicycle in that enormous bike lane

Please get rid of the weird parking and widen the roads. No one uses the bike lanes. There are footpaths that can be used by the very few bikers. The road sees a lot of traffic. It needs to be wider. Get rid of all the bumpers and the extra poles and signs. They're actually a hazard!

Please remove all of this project. It wasn't needed previously and isn't needed now. Ruining property values and not saving any lives, if anything, there is strong argument to be made that you might actually cost lives by the dangers of this project with confusing signs, having bikers go the wrong way by going against traffic and extremely unsafe armadillos/zebras. You all now have cars parked in the middle of the street. This project has created a safety hazard at mailboxes. Limited people use the two way bike lane. If this project is not removed, the neighborhood will get an attorney and sue the city and all the corners cut will expose the people that are not doing their job. Remove all!!! Nobody is going to just get use to this as was suggested on the zoom call in December. Also, we are aware that you all are trying to use data to further your argument on why this was a good idea and we know that you all did not due your due diligence on the front end of this project and trying to justify why this was a good idea.. If multiple people have not been fired over this epic failure, then all of you need to be fired because that means there is no accountability at the management level. Just all around dumb, dumb dumb. Fix this now, or be prepared to be sued.

Please, remove the changes on Hillside Terrace Drive, which made the road more dangerous.; Please, remove the changes on Hillside Terrace Drive as it made the road more dangerous.

Quit with all the bike lane crap.

Realtors claim the property values have gone down on these streets. That is not fair to the people who live on these streets. I have seen several near miss accidents, when people are trying to make legal u-turns, and the white poles get in the way, so they have to back up. I have seen near misses when people get out of parked cars, and cars almost hit them. The lanes are just too narrow for 2 large SUVs to get through without hitting each other. All the signs and white posts are very confusing and distracting for people driving at night especially if they are not used to the area.

Remove

Remove all the things you put in

Remove all "the changes" immediately.

Remove all changes immediately! This is horrendous!

Remove all this "litter"! All is only a terrible safety hazard.

Remove ASAP.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

Remove delineators, armadillos/zebras, and parallel parking spaces. Bike lane, itself, is okay (in theory) but not protected. It's a residential street that is wide enough for bike riders to use without need for a barrier-ed lane. The bike lane + parking spots make the street INCREDIBLY narrow for 2-way traffic. Cars frequently have to stop and give way to oncoming cars because the road is too narrow.

REMOVE THE CHANGES ON HILLSIDE TERRACE DRIVE WE DO NOT SUPPORT THE CHANGES.

Remove the protected two-way bike lane and put the medians back in.; Remove the protected two-way bike lane, signs, poles and all the other painted stuff. Put the garden/green medians back in.

Remove! Terrible! Do not tak other people input that don't live in neighborhood!

Ridiculous. Cars parked in middle of street. Lanes too narrow when cars parked on both sides of street.

Road is too narrow, very easy to cause car accident

Ruined our neighborhood with this cartoon mess. Went from a beautiful wide, relaxing drive to my home to what looks like the inside of a circus or something. Dangerous to drive, very inconvenient to get mail, and dangerous. My partner almost hit a child because of the way people are parking on this street now. I hate everything done to Hillside Terrace. Makes me want to move now after 22 years. Again, ruined our neighborhood.

seemed to be a good idea, but when implemented, it's terrible.

Sensory overload for all users, making it MORE dangerous

Spend the taxpayer's money on repairing the roads in the neighborhood before doing this.

Streets are too narrow and unsafe.

STRONGLY DO NOT SUPPORT

Strongly do not support

Stupidest idea I've seen yet and total waste of tax money. Spend it on education if you want to make a real impact. We are watching you for the next election.

Suggest you add Lantana Way and remove changes on that street as well.

Terrible design

Terriby ugly and unhelpful design

The addition of bike lanes has made it more dangerous to drive or park and exit vehicles. All the surrounding neighborhoods use curbside parking.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

The barriers throughout these neighborhoods impede traffic and are unsightly. Neighbors are moving away because of this, resulting in decreased property values.

The barriers, poles, armadillos, parking spaces, yellow lines, striping, and signage are distracting and dangerous. This community does NOT want these. I have personally witnessed trucks and cars crossing the yellow line because the streets are TOO narrow for cars. I have videos and pictures to prove it. The design is chaotic, nonsensical, and shameful. We don't want any of this. I haven't spoken to a single person within or outside of the community that wants these. I haven't seen a single bike in the bike lane. But I have seen bikes riding on the OPPOSITE side with traffic as bikes are encouraged to do. This was a huge waste of money and the city decision makers should lose their jobs over this mess.

The barriers, poles, yellow median, armadillos, and signage are distracting, unsafe, and completely unnecessary. I have personally witnessed cars and trucks crossing the yellow line into oncoming traffic because the roadways are too narrow for driving. I have pictures and videos to prove it. I have not seen a single biker using the lane.

The bike lane configuration on Hillside is over engineered, confusing and a safety hazard. Please remove it all.; The bike lane configuration on Hillside is over engineered, confusing and a safety hazard. Please remove it all. I can't request this strongly enough. PLEASE REMOVE THIS

The bike lanes are rarely used. There are very few if any bikers in this area and I have lived here for 25 years.

The bike lanes are terrible. I feel the way the bike lanes are installed the conditions got worse for everyone. It's a neighborhood street not a major road with heavy amounts of both traffic and bikers. Those lanes work well in Amsterdam where half the population bikes. Here in a neighborhood in Austin it makes the neighborhood contested and the driving lanes are too small with cars needing to park. I feel we need the neighborhood street back for lots of reasons including the asteroid if the neighborhood in addition to it was safer before. ; I also run this street and forgot to check the box.

The bike lanes are too wide and have increased the risks of vehicular accidents and collisions while adding very little value as there are few riders in the neighborhood ; Also now that street parking has been added cars are always parked in the non parking zones which again adds unnecessary congestion and blocks the view of oncoming traffic

The bike lanes are useless. The street was already wide enough. I used to bike several times a week and never felt a need for it. Anyone who needs a bike lane on a neighborhood road like hillside terrace is a loser and probably shouldn't be biking in the first place.

The cars parked in the middle of the road instead of next to the curb is super dangerous especially at night, for passing cars, people parking their cars and anyone walking or driving by. It is safer for pedestrians and bicycles on the sidewalk or for bicycles to just steer around the cars.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

The change made the road narrower. when People pathing without the stop sign. Those parking car blocked way. Especially at night , the parking cars were in the middle of the road. very dangerous ! Please consider remove this. We drive through this to middle school everyday. This change made the drive hader !

The changes are a solution in search of a problem. Hillside was a comfortable two lane suburban road with no problems. The changes have created problems with narrower lanes for driving, cluttered and confusing signage, and an over abundance of tacky and redundant signage. The esthetics of the neighborhood are ruined.

The changes are an eyesore and they are ineffective. They make traffic worse and I feel children are more in danger with the changes than they were before. The neighborhood should have been consulted PRIOR to installation, not after. Whoever thought up this scheme should be fired.

The changes are dangerous to automobile traffic, pedestrians, and cyclists. This entire project should be removed asap

The changes are extremely hideous and probably will negatively impact Hillside Terrace property values. To avoid the markings, people have started parking on the other side, effectively turning the street into one lane where that occurs.

The changes are far more of a hazard than a help. The driving lanes are so narrow that parked cars cause me to constantly cross the center line to create a safe distance. When cars are parked on both sides of the street, it's not possible for cars heading in opposite directions to safely continue past each other. And God forbid someone in a parked car opens their door when a car is driving past. They will be clipped or the passing car will swerve into oncoming traffic to avoid them IF they have time to react. The number of visual distractions on the road are also a hazard. When driving through at night, there are an overwhelming number of reflectors combined with oncoming headlights. I have seen people walking along in no reflective gear who actually get lost in the cluttered visual field.

The changes are more of a safety hazard

The changes are putting drivers at risk of a head on collision especially at night.

The changes are so dangerous!! People don't know where to drive or park and there isn't enough room. Please put it back and stop adding those hideous and annoying junky dividers everywhere!

The changes have actually made it more unsafe than it was before with the impediments blocking passing and parked cars on either side of the street narrowing the street too much.

The changes have created confusion and frustration for residents. We cannot have guests over without asking them to park relatively far from the house.

The changes have made driving more difficult and thus less safe. The street was wide enough to accommodate cars, bikes, and resident parking. I know of no issues regarding bicycle safety that were present before these lanes were installed and thus I believe the changes are unwarranted. It feels less safe travelling on the street as it is configured today.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

The changes have made it more dangerous for walkers, riders and drivers. Any cars are now parked in the middle of the street instead of in front of houses decreasing visibility. The amount of bikers using these roads does not support the changes which do not make sense. I would not let my child ride to school using these lanes.

The changes have not only made the traffic lanes dangerously narrow, but the layout makes it extremely confusing.

The changes installed are a massive safety issue, not to mention a huge eyesore. I drive this road multiple times daily. I have never had a issue in 15 years but have had two near collisions since the install. Please remove this hazard immediately.

The changes introduced serious and very dangerous traffic hazards and inconvenience for property owners along the route.

The changes just make everything more complicated. And, I almost never see anyone using that bike lane.

The changes made by the city to these streets in Circle C North were unwarranted. I am a parent of a high schooler and a middle schooler and appreciate safety considerations but these changes have made the area less safe and not more so. Sidewalks and clearly-marked crosswalks are sufficient. It saddens me that the city has wasted this money in this way while simultaneously robbing nearby homeowners of property values due to the unsightly and unnecessary additions to these streets. Please remove them and allow our neighborhood to retain its charm and simple crosswalks. Work trucks like City of Austin trucks can't safely turn on to Barstow because of the signage. I've seen them parked and driving in the bike lanes because there is not enough room for them to get by.

The changes made the road significantly narrower putting the part cars and people exiting those cars at risk. The bike weighs were not necessary at all as the roads were previously very wide as well as the sidewalk was available in the entirety of the area.

The changes make intersections and turning into a street dangerous.

The changes make it both more difficult to drive and more treacherous to cross the street as a pedestrian. And when we invade friends to our house, they find it extremely confusing. There is so much signage and so many unusual markings that it is overwhelming. Even some existing street signs such as the Ruxton Ln sign are blocked by random new signage that was poorly placed.

The changes on Hillside Drive are dangerous and should be removed. The lanes are too narrow and cause a safety issue by post office boxes. The bike lanes are not necessary and cause residents to have to leave their trash and recycling bins out in the street. There is no evidence that the speed limit has been altered and there is ample room on the sidewalks on both sides of the street for pedestrians and cyclists. The whole project has created an unsightly mess. This entire project needs to be removed and restore Hillside Drive to its original design.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

The changes on Hillside Terrace are confusing for drivers, bikers, and pedestrians. They make the driving lanes tighter which causes drivers to swerve into designated parking spots and/or bike lanes on a regular basis. I have almost been hit by oncoming cars more than once on Hillside Terrace since the changes were made. In addition, residents who use the new parking spaces are understandably afraid of their cars being hit while parked, so they are using cones and similar items to try to prevent an accident, thus adding to the congestion, confusion, and general unseemliness of the street. The changes are also unsightly, negatively affecting curb appeal and property values for all residents in the immediate vicinity.

The changes on Hillside Terrace create more problems than the supposed problems they were intended to solve. Ripping out the islands to slow down traffic that weren't very old was egregious. People used the sidewalks just fine and the amount of cycle traffic on the street did not warrant such an over the top response. This is also very true for the changes on Barstow which are beyond ridiculous for how unnecessary they are.

The changes on Hillside Terrace Drive have affected the safety of the road immensely. It has made it more dangerous to turn at the intersection of Hillside Terrace and Lantana Way to get to Mills Elementary school because there isn't enough room to turn there. I have noticed that hardly any bikes ride in the bike lane that was added there. Also, with cars parked on Hillside Terrace Drive it makes it hard to drive on that road with barely enough room to drive on that road. The bike lanes have taken up so much room and don't allow for cars to park by their own houses. Also, other cars driving could easily hit cars that are parked on Hillside Terrace Drive. We would like to be able to park our car on the side of the road by our house on Lantana Way as well, but we can't because of the bike lane that is there going to Mills Elementary school. The new changes have made it more dangerous in my opinion. Please remove the changes and widen the roads like they used to be to make more room for us to drive on the roads. We had 3 kids attend Mills Elementary school and never had problems with kids riding their bikes to Mills when the bike lanes were not there. The kids road their bikes on the sidewalk and it was fine. I have had many complaints from people that come to my house because they can't park by my house on the road. They have to park way far away and walk a long ways just to get to my house. It has been very frustrating seeing all of these changes take place. Please remove them!

The changes on Hillside Terrace Drive need to be removed, due to the fact that it is currently dangerous to drive on that road. There is NO room for two cars to pass in opposite directions due to the cars that are parked on both sides of the street, it is so dangerous.

The changes on Hillside Terrace have essentially made this a one-way street in areas throughout this street. Every time I travel this street, I'm forced to cross the double yellow lines because there just isn't enough room for all the lanes that have been forced on this road. Service vehicles and folks getting their mail no longer have a safe space to maneuver.

The changes on Hillside Terrace have made driving on this road very dangerous! Passengers almost get hit coming out of their cars that they have to park in the middle of the road and head on collisions are easier to happen.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

The changes throughout the neighborhood make it look like construction zone. The changes have taken away street parking for many households and undoubtedly are reducing property values and curb appeal. So far this survey hasn't mentioned the changes on Lantana but those should also be reverted. Additionally, it seems by narrowing the street it makes it more dangerous for people entering and exiting their cars. If the intent is to slow traffic, why not just install speed humps like on nearby neighborhood scenic brook. ; The changes throughout the neighborhood make it look like construction zone. The changes have taken away street parking for many households and undoubtedly are reducing property values and curb appeal. So far this survey hasn't mentioned the changes on Lantana but those should also be reverted. Additionally, it seems by narrowing the street it makes it more dangerous for people entering and exiting their cars. If the intent is to slow traffic, why not just install speed humps like on nearby neighborhood scenic brook.

The changes to Hillside Terrace Drive are an eyesore. The changes make the street less safe. Cars that are parked on the East side are now out in the road making collisions with other cars more likely. Also, with cars parked on each side, there is not enough room to pass oncoming traffic without crossing the yellow center line. I have lived in this neighborhood for 12 years and there is almost zero cyclist use of that street. The kids going to Gorzycki either walk or are driven by their parents. This was a change to fix a problem that didn't exist and has made the neighborhood uglier and less safe for drivers.

The changes to Hillside Terrace make for unpleasant, hazardous and occasionally scary driving. They in no way enhance my frequent bike rides to HEB. Moreover, I am typically the only rider, so this taking over a whole street and providing a four lane bikeway with tire rupturing little barriers and crazy sharp turns for cars has got to be the result of someone's executive seizure, a compulsion to do something crazy just to be doing something.,

The changes to this road make it LESS SAFE to drive and walk. It's nearly impossible for two cars to pass each other without hitting each other.

The changes were unnecessary and have created new risks and inconveniences. All the signs, posts, and markings have created cognitive overload; previously, it was far easier to spot a pedestrian or cyclist. The lane barricades are a hazard for cyclists who could easily collide with a barricade and crash. Homeowners who previously had more curbside parking options for themselves and guests are now limited, causing spillover to other streets.

The city has ruined this beautiful big neighborhood street. I'm a road cyclist and cycling advocate and even I think this is ridiculous and unnecessary. You've got cars parked basically in the middle of the road. There was no need to mess with this street, nothing was wrong.

The city is just throwing money down the drain. What a waste

The City needs to stop creating problems. This project needs to go.

The congestion on Hillside Terrace has made dropping my daughter off at school more hazardous than before the changes. It is more difficult to complete the turn from Hillside terrace onto Lantana. The "parking islands" make it difficult to see around parked cars, and I have seen very few people on bicycles, certainly not enough to justify this drastic and potentially hazardous a change.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

The current system is both confusing and dangerous for drivers and it does nothing to promote safety. It's just completely irrational.

The driving is now very difficult and dangerous. The changes made the normal use of the street extremely difficult. There are almost no bicycles on the road there. In my opinion whoever creates these changes will be held respoin case of any future accidents.

The fact that there is barely enough room for 2 cars to pass at the same time on Hillside Terrace is ridiculous. The road was built for cars, and now the cars have very little space available. I drive on Hillside Terrace from Escarpment to Barstow almost daily, and dislike this new set up as much as I disliked the previous setup with the concrete 'islands' that used to be there. It seems like a waste of money to do all the work without realizing that it is a big inconvenience for most people. I agree that bike lanes are a good idea, but I think it would have made more sense to still allow for regular car traffic to drive through without worrying that they could accidentally hit a car that is parked in the street. Also, the right turn from Escarpment to Hillside Terrace is a very tight turn. I think it could have been made more rounded with a little bit of extra space. Imagine if a large vehicle is trying to turn onto Hillside Terrace from Escarpment if there are already cars waiting to turn onto Escarpment - there isn't much space available at all

The impedidments installed on Hillside Terrace and neighboring roads present more of a danger than the roads provided before. There is no space to drive. The "zebras" will trip up many a biker and walker, not to mention ruin wheel alignment. There is no place to park at the mailboxes. These so-called "improvements" are more dangerous than anything I could imagine.; These additions are more dangerous than anything I could imagine. Kids will be catapulted off their bikes by those "zebras." Cars and walkers will also find them difficult to navigate. There is no room left for a single lane of car traffic. Very dangerous.

The lanes being on the N. side w/ on-street parking is dangerous. Why put lanes on N. side w/most of the driveways? --> Residential street + we cannot visit friends

The lanes have been narrowed to a point that there is no leeway to safely pull over and exit your car. Some neighbors park on Hillside Terrance but not in the parking slots. Depending on the side of the street, this either blocks the bike lane or severely narrows the lane for traffic and you have to serve into the oncoming traffic lane. In addition, as I'm driving on Hillside Terrace, all the lines, signs, posts and striped dividers are extremely distracting. Yield signs everywhere. I have noticed also with all the posts in place, make it almost impossible to see bicycles in the lane until they are very close. But, to be honest, I have noticed very few bikes utilizing the lanes. Kids tend to use the sidewalk.

The large humps lining the bike lane are a hazard to pedestrians, bikes, and automobiles

The middle of the street parking is ridiculous. It seems so much less safe than the nice wide street before the modifications. I am a walker and I can go for hours — hours — and never see a bike. The accommodation for no bikes is maddening.

The narrowing of the car lanes makes it dangerous when having to pass an oncoming car.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

The neighborhood was well designed and initially made this street wider knowing it was a cut through street. The way the bike lane and parking was added has ruined this. ; The neighborhood was well designed and initially made this street wider knowing it was a cut through street. The way the bike lane and parking was added has ruined this. Please consider reducing the size of the bike lane or removing altogether as the street is now not wide enough for two cars to pass.

The new bike lanes have caused undue endangerment and near car accidents due to trash trucks and Amazon drivers stopped/parked in the middle of the road to retrieve trash cans and drop off packages as they are now blocked from accessing the homes. Neighbors stopping to get mail have blocked oncoming traffic creating a pedestrian danger as cars cannot use previously widened lanes to go around. Now, every slams on their brakes in fear of multiple unnecessary hazards blocking traffic flow.

The new changes give a false sense of security for bikers and add significant distractions for all users

The new crosswalks that are not on intersections are very dangerous. The parking pockets cause dangerous situation for all bikers and drivers.

The new design causes more risk than it removes. In the time that the changes have been in place, I haven't seen ANYONE using the new bike lanes (but I HAVE seen people riding on the other side of the street instead).

The new lanes for bikes and parking is atrocious. I NEVER even see cyclists-just a bunch of people trying to dodge parked cars and trash cans. This is absurd and dangerous. Not to mention an eyesore.

The new parking on the road leads to extremely dangerous situations both for car AND bicycle drivers. When cars parked in designated spots, remaining road surface not sufficient for most cars (incoming vehicle almost touching own vehicle, parked vehicle has to be parked extremely cautious)

The newly added bike lane made the street too narrow, plus the parking space, it's very dangerous driving especially at night.

The parking and bike lanes in my opinion do not improve safety.

The parking for the cars put them seemingly in the middle of the street. It is dangerous and quite concerning when driving on Hillside Terrace.

The parking pockets are a hazard. People trying to avoid hitting those cars frequently cross into the opposing lane, making people driving in that lane sometimes have to come to a stop.

The renovations make the lanes too narrow for cars. I've had numerous near collisions with oncoming traffic, and the black and white road humps tore a hole in my tire that had to be fully replaced. The renovations add no safety measures.

The new bike lanes have made it more dangerous for pedestrians, cars, bikes.

Is it too busy- and family friends all think it is a construction zone. The signs are excessive and confusing. People blow through the stop sign at hillside terrace and lantana way more now because there is way too much going on and it is easy to miss.

I live on hillside terrace and salmon cliff. My teenagers can no longer park in front of my house as the new bike lane took way all the parking in front of my house. They have to park across the street and it is so narrow now I have concerns that someone will hit them while they are trying to get out of their car.

There is a cross walk in front of my house that is completely useless less as it is too far from the intersection and in the wrong direction for kids that could be walking up salcon cliff turning right to go to mills.

One family said they told their kids not to use it because it is dangerous because moving cars cannot see pedestrians around the parked cars.

I have almost hit a kid on a bike pulling in to my driveway from Salcon cliff because the bike was hidden behind parked cars in front of neighbor's house. In the past bikes were either slightly elevated on the sidewalk or riding on the street side of parked car and way more visible .

This has not decreased people going 50 down our street and make is way more dangerous because now there is less room on ths street to correct if need to move around something.

This is not a major thoroughfare, it is a residential street and should be treated as such.

While there has always been a speeding problem on hillside terrace there has never been an issue for bikes.

Very few kids and adults bike on this street. Most kids walk to Mills and Gonzacki. My own kids did not bike because the hill at Allerton is a beast to ride up.

The city implemented this confusing bike lane without even coming to study to see how few people actually ride bikes. The street was wide enough that is was actually much safer before.

The protest value is going down on our house due to this bike lane as well. I know if I were house shopping I would not purchase a house on this street with the new bike lane.

It also does not make any sense that if a bike lane was put in that is was put on the side of the street with all the houses. The opposite side (south side) has only 3 houses that fave the street between escapement and Ruxton.

The intersection at hillside terrace and escapement is also poorly planned there are no houses between Davis and hillside terrace on escapement yet they put a concrete barrier up for bikes going south on escapement turning right on hillside terrace. No one is going to be going that direction to go to school. This has made that intersection too narrow and difficult for busses, trucks to turn safely into or out of hillside terrace.

It all needs to come down. There is a bike lane on Davis which has it houses that can be used.

The back zebra armadillos are a safety hazard. My disabled friend almost fell because of one trying to get into his car one evening (car was parked in front of neighbor's house).

The white poles are place so that they block the parking spot if you are diving west on Hillside terrace.

None of the bike lanes in the neighborhood are the same which also makes it really confusing to cyclist, pedestrians, and cars.

Please please remove all of this.

Why was money not invested in improving the side walks? That is what really needs attention.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

The new changes do not do anything to enhance safety. The amount of encroachment of the bike/walk lanes into the drive lanes has actually made it more dangerous and increased the probability of an auto-auto, auto-bike or auto-pedestrian accident.

The pillars are very intrusive and limits visibility to make turns. In addition, I have yet to see many residents use those lanes- they still run in the street

The right-angle corner is awful for me as a cyclist, and even worse for me as a driver- there's no turning room

The road has become significantly less safe for everyone—drivers, pedestrians, and bikers alike. My kids used to ride their bikes here without worry, but now they avoid it due to dangerous conditions. The bike lane, squeezed between parked cars and driveways, creates blind spots and a compressed area that compromises safety for both moving and parked vehicles. This construction has not only reduced safety but also detracted from the neighborhood's appearance, lowering property values on Hillside Terrace. I would never consider buying a home on this road.

The road humps and new parking spaces are unsafe and annoying!

The road is narrow, cars now park in the middle of it. Very dangerous for cars and bikes.

The street became too narrow and dangerous either by car or bicycle

The street is now too narrow for those vehicles that drive on it. Especially on trash day. People park across from the "outside lane parking" and bicycle lanes which makes the street more narrow especially on curves. I think it is fine between Escarpment and Lantana where people drive/walk to Mills Elementary

The street is so narrow now I almost got in a car crash.

The street is so narrow now that it feels so dangerous to drive on. If there are cars parked in a parking pocket and parked on the opposite side of the street it is very dangerous to drive. Passing an oncoming car is very scary. I feel so bad for the residents living on Hillside Terrace. I try to avoid the street whenever possible.

The street is too narrow now and has massive visibility problems because of the parking spots that were added in the middle of the road. Crossing the road is more dangerous.

The street is very busy with car traffic. Cars are now parked away from the curb because the bike lane is now by the curb.

People exiting their cars must open the door and step into the street where cars must drive close to their parked car to travel Hillside Terrace. The danger to drivers and people has increased.

The street isn't that busy - the added changes negatively impact parking for residence. Also, adds confusion to drivers. From a safety standpoint, drop the speed limit on escarpment - it goes from school zone to 40mph. Rest of escarpment to north is 35.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

The traffic light needs to be removed because it stops traffic for no reason, or one car shows up on Hillside Terrace. It's also totally mistimed to the light at Davis making people have to stop way too much. The sidewalk obstacle course needs to go too. It's not good for runners.

The traffic pattern reduces visibility and makes it less safe to leave our driveway

The travel lanes for vehicles are too narrow, due to the expanded cycling lanes.

The two lane bike lane is completely unnecessary. One lane is more than adequate since the bike traffic is overwhelmingly either going TO or FROM school. The new parking layout is dangerous for people parking and driving. It is confusing and counterintuitive to park closer to traffic than to a curb. Most people I know, including myself, now avoid driving on this street completely. If that was the goal, well done. But I don't think this was the point.

The two way bike lane is irregular, non-intuitive (doesn't follow rules of the road), not that many kids use it, and the bumps and parking spots have compromised parking and traffic flow. We can't turn around at mailboxes.

The two way bike lanes and parking spaces in the roadway are ridiculous. The roadway was perfectly fine before. Majority of cyclists that travel through the neighborhood don't even stay in the bike lanes. The speed bumps are a hazard especially when stopping by the community mailbox. The driving lanes are so narrow my small SUV takes up the entire lane. Passing a large F250 trucks feels like you're going to hit. Ridiculous use of public funding! Get rid of all of it in Circle C Ranch!

There are barely people use the bike lane. The bike lane and the parking space made the road so narrow and unsafe

These changes that have been made make driving on Hillside Terrace unsafe.

There is a nice sidewalk on both sides of the street. Having cars parked in the middle of the road because they can't park by the curb is very dangerous.

There is hardly anyone ride the bike and when people ride the bikes, they bike on the side where there is no bike lane. The change/ bike lanes make the street a lot more dangerous. Cars park on both side of the street which leave minimum space for cars to drive through. Also why there are still two islands between Edwardson and Ruxton? Why aren't them removed? The entire design is faulted.

There was no study done to make sure these lanes would be helpful and they have harmed the traffic patterns. The only bikers I have seen on them come from this Reddit mob and they yell at drivers and people crossing the street if they think they have the right of way. This has unnecessarily turned into a total war between people who live in this neighborhood and these over zealous bikers. Also when these lanes were being installed there was no traffic control and I witnessed a box truck huge tree limb from the median. Remove these lanes, all they have done is bring about 3 bikers who hate us into our neighborhood, they rally on Reddit and flood these surveys. Listen to the people not the political mob.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

There is not enough cyclists to have warranted such a dramatic change. I see school age children riding the bus or walking on the sidewalk. I have seen more people riding on the opposite side following traditional traffic patterns than even using the new bike lanes. Also, cars are parking on the opposite side of the street because of the parking spaces placed in the middle of the road. Due to this drivers feel like they are going to either hit mirrors with the parked cars or feel too close like we might side swipe vehicles. It's very anxiety producing especially when other cars are passing at the same time because trying not to pass the double yellow line, and needing to cross it when there isn't another car passing to feel there is enough allowed space between the driving car and parked cars. We shouldn't have to slowly creep and almost have to stop to let other cars pass first in a 25 and 30 mile speed limit. More cars utilize the roads than cyclists. To have made it so uncomfortable for drivers isn't right. There is too much going on in these streets it is too distracting for drivers. We have to watch for other drivers not paying attention, drivers on their phones, and cyclists not using the bike lanes, cyclists darting out and not stopping at stop signs, trying to figure out all the signs, bumpers, barriers, busses are parking in the bike lanes.

There isn't enough room to safely navigate this street. Parked cars on designated slots are too close to the roadway. Cars can't safely open doors with thru traffic. I have witnessed many instances where near accidents have occurred with oncoming traffic at locations where cars are parked. The bike lanes added are not needed. The number of children in this neighborhood that ride bicycles are very low. Also there are sidewalks on both sides of the street.

There must be a better means to protect children ridding bicycles on Hillside Terrace. There is barely room for automobiles to pass each other in opposite directions.

There shouldn't be a bike lane between the homeowner's car on the street and their house. On the street, the homeowners should be allowed to park close to the sidewalk in front of their home. A bike lane can be moved to the left side of the parked cars. That would result in a bike lane between parked cars and traffic. Also, the bike lane bumps are hazardous for pedestrians who could trip over them.

There was no problem in the first place that the changes aimed to fix. I've only seen the bike lanes used twice, and they were adults, not children. Also, most cyclists still ride in car lanes. The car lanes and the new parking spaces are too narrow. When there are cars parked in both sides of the street, cars that are driving have to wait for each other to pass through the space between the parked cars. It's even worse when there is any type of industrial vehicle is parked or driving. It's also exceeding ugly, and I worry that it will devalue our home, especially since we live on Hillside Terrace Dr. and already have a giant bump-out in front of our house that took away our extra parking.

there were and still are usable sidewalks on both sides of street. As previously configured, there was plenty of room for cars and bicycles. It was stupid to make the traffic lanes and "parking" pockets so narrow-they are far more hazardous as currently configured

These additions are terrible. You've taken away most of the roadway. Very rarely do I see people cycling through the neighborhood. Little children, maybe and they are usually up on the sidewalk with their parent where they belong.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

These alterations to the roads wreak havoc on attempting to navigate safely. Trash bins are now out in the middle of the street because there is no way to put them directly in front of the house as pickup is impossible ... so now they have to put them past the curb, past the bike lane, past the parked cars and in the street. This blocks passage for cars. The cars parked basically in the street (not next to the curb but away from curb on the OTHER side of the bike lane) leaves barely enough space for two way traffic to safely navigate. Not only this but if a biker attempts to leave the bike lane and rides in front of one of those parked cars the two way traffic has trouble seeing them.

These are awful for community members. I don't live in this neighborhood but drive it regularly and the new bike lanes and parking pockets are so much more of a hassle than they were before. Cars are parked out farther and someone is going to get into an accident.

These changes are both an eye sore and take up entirely too much room on the road. It is becoming dangerous to drive on the road with cars parked in the new parking spots. A majority of kids continue to use the sidewalk with their bicycles.

These changes are extremely dangerous. I have personally witnessed someone almost getting hit while trying to exit their car in one of those parking pockets. There is not enough room for 2 way car traffic with all of the bike lanes and parking pockets. All the poles and lines and footballs are an eyesores and are devaluing our homes. There are very few bikers that utilize the bike lanes and we have sidewalks on both sides of the street that have plenty of room for kids to ride their bikes as needed. In conclusion the changes should all be removed.

These changes are unsightly and make it difficult to drive safely.

These changes make our neighborhood look horrible! Everytime I drive thru it I think how it has ruined out streets. ; There is no room for cars to drive on this street. I've come close to hitting another car going the other way due to cars parked on the other side of the street.

These changes/lanes are not utilized and have drastically narrowed the street. Traffic congestion has become a real issue and ultimately is more dangerous. Those that do bike to school use the sidewalks alongside and not the bike lane. Less than 10 students in a campus of over 700 use these daily. Meanwhile the majority of traffic, including buses have to maneuver the area.

These have made the drivable area of the street too tight to be safe, endangering the people walking or riding bikes. Very dangerous.

They are dangerous ! Esp on Mondays when the garbage trucks come , there is no space with all the obstacles or cars on the road. Also, someone could get killed with the lack of space and it's accident waiting to happen. Why are we making our roads more dangerous?

They are hideous and they don't help bicyclists at all. How about painting the bike lanes bright orange like they do in Europe? More esthetic and accomplishes the same thing. ; See above

They are more of a hazard than before. With any car larger than a sedan there is a fear that people will open their car door and get out and get hit. Use the sidewalks!

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

They are not safe. Remove this nonsense

they are ridiculous to the homeowners that have to live on that street.
I ride a bike as well, but what the city has done to our streets is a terrible use of taxpayer money, it's ugly as hell, and the cyclists hate it since all the crap from the streets just lands in the bike lane and stays there....you can no long street sweep to the curb.
Its completely overbearing.

They are ugly, unsafe, and I nearly tripped on the rubber barriers twice. REMOVE all of this please before a major injury happens.

They are unsafe and cause people to go into opponents lanes. No one uses them and it is causing major safety hazards . You created a horribly ugly and unsafe environment for us!!

They are very hazardous to both pedestrians and two automobile drivers. These put everyone in danger.

They aren't really necessary as there are few bikes. They are a bit of an eye sore. They also cause people to drive into oncoming traffic

They need to be removed. They are an eye sore and no one is using them properly. People that live on Hillside Terrace have also had issues with garbage being picked up. They are dangerous at night, kids are not using them correctly IF they are getting used at all which for the most part no one is using them.

This bike lane not only makes zero sense because one lane is going against traffic but it is also making it extremely unsafe for VEHICLES using the road. 99% of traffic on these streets are CARS. Cars that pay taxes to use said street. I have seen MAYBE 3 people using the bike lanes since they were installed.

This change has cause disturbance to my daily living. Stepping down from my parked car is dangerous because the door opens toward the traffic lane and there's not enough space. And when I turn to enter my driveway is would be dangerous to the cyclists because all the parked cars don't allow me to see easily the bike lanes. Usually I work from home and from my office window that face the street, I have noticed that for hours no bikes pass, some days none the whole day.

This design is a fatality, waiting to happen with small children or those who are walking or even riding a bicycle.

This has been a huge inconvenience to the neighborhood. Bike lanes and mostly used by hobbiest on weekends who do not even live in the neighborhood. The installation and many adjustments that have been made have torn up the roads making it hard on our vehicles. These are neighborhood of people taking their children to school and going to work to be productive members of society. These projects have not benefited our communities. Please remove them and fix the roads.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

This has caused nothing but traffic congestion and confusion since the change where none existed. The bike lane is too large and one can not drive safely without veering into the other lane. Furthermore this has a suburban neighborhood looking like a downtown area with too many confusing signs, etc.

This is an absolutely horrific change ... it has effectively completely destroyed the aesthetic of what was once a beautiful neighborhood and devalued by tens of thousands of dollars each home on Hillside Terrace. It looks like a drivers training course in Disney World. The trash and recycle bins sitting in the middle of the street, the cars parked all over the place, all the unnecessary reflectors and signs... how on earth did this happen? It seems to me that bike lanes and some reflectors are fine, but there's so much extra that it's now just a punch in the gut every time I drive in or out of the neighborhood. It will be very difficult for us to sell our home or even rent it. Please remove most of it! (And no one ever uses it!!)

This is an headache to my neighbors and I. My dad has tripped over the rubber/zebras a busted his knee. These are a safety hazard more than a preventative measure. These measures are so unnecessary and make it dangerous for drivers and pedestrians to navigate alike.

This is creating lot of confusion and accidents. 98% of the time people drive on this road. 2% of the time people ride bikes. So we do not need these bike lanes and all that. Also this is not major road. We do not see police for traffic violations. That means people knows how to drive and ride on this road. Please remove bike lane and other changes

This is horrific. This used to be a beautiful neighborhood and a lovely experience driving home... now it's a nightmare and I honestly am astounded that nobody stopped it, or at least ensured whatever was added had very minimal impact to the aesthetic of the neighborhood. Why are all these posts and signs and humps and reflectors needed?? Seems that the city took advantage of our neighborhood to satisfy a requirement for spending a certain amount of taxpayer dollars and blow their own horn regarding an improvements initiative.

This is so bad! We need these bike lane's removed PLEASE!

This is the craziest project I've ever seen. What is the Transportation Department thinking? They clearly are not thinking about cars which transport more people on roads than bikes. They are prioritizing bikes over cars all over the city. This was not needed and has made these three streets dangerous for all.

This project has completely changed the look and feel of the neighborhood. It has lowered property values on this street. It is over engineered, poorly designed, an eyesore and most importantly unsafe. It makes my blood boil every time I see it! Please, please remove this awful mess. You wouldn't be conducting a survey if you hadn't received substantial negative feedback. Please respond accordingly to the requests by those who live life here.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

This project has produced a dangerous situation for the neighborhood.. the lanes are too narrow by mailboxes, there is unnecessary two lanes for bicycles, trash and recycling bins are left in the middle of the road and the entire project is an unsightly mess in the neighborhood. There is more than ample space on the sidewalks on both sides of the road for pedestrians and cyclists.

This project hurts pedestrians! ! ! Middle the road parking will cause those entering their cars to be endangered. I ride my bike sidewalk still. I want those cars on the curb on both sides. Remove these changes.

This project is an abomination. It has ruined the drive up appeal of the neighborhood and will lower the value. I no longer enjoy the look and feel of the neighborhood.; There is barely enough room to drive with all of the parked cars on the street

This road is now dangerous for all.

This street presents all users with sensory overload, sadly making it safe for nobody. I won't use the two-way bike lane as a cyclist, and I avoid it as a motorist. Unfortunately, this puts more traffic on side streets in the 'hood.

This was a huge waste of money and resources. Did the city even ask the homeowners their thoughts? You have done nothing but make our neighborhood a mess with all the poles and bumps you installed. A curb like they installed on Slaughter would have been a better option. Quit spending tax payer money on unnecessary projects.

This was a poorly planned and executed design. I no longer feel save even driving down this street.

this was a totally useless project. There is NO safety improvement-more likely it is LESS safe now. Traffic is worse now. These parking pockets are too narrow, the lanes are too narrow to be used safely.

THIS WAS THE MIST ABSURD CHANGE!! It looks terrible. There is no way it is safer. Parked cars are "floating" right next to narrowed traffic lanes. I'm ion this road everyday and I've NEVER seen a bike in the bike lane. Bikes are usually on the sidewalk.

Those changes are an abomination. When we moved here, we had nice spacious boulevards. Now we have cowpaths with cars parked in the middle of the street. The bike lanes are rarely used. When I share with people from other places, they are incredulous.

Those poles are an accident waiting to happen! Many cars are now parked on the middle of the road and it's really really dangerous ! Nobody even uses the bike lanes and for sure they don't need to be so wide ! It's a hazard and has rendered the street unsafe .

Too many obstacles to run around. The traffic light needs to be removed as well. The traffic light isn't timed to the one on Davis and gives the side road preference to the major road.

Traffic hazards.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

Trying to solve a problem that did not exist.

Turning anywhere in our neighborhood is incredibly dangerous now because you have to drive into the oncoming lane of traffic to get past the new bollards to turn - it's a nightmare and there have already been numerous accidents.

Ugliest and most inefficient change possible

Unfortunately the markings have made things extremely chaotic and disruptive to our neighborhood. I would like to request that they be removed.

Updates do not help any one. City is wasting away tax payer money

Useless waist of tax money. It makes the street unsafe.

Utterly ridiculous. There is no reason that one third of the road needs to be dedicated to less than 1% of its traffic. The bike lanes are never used, people walk in the bike lanes and bikers still bike in the street. Visiting cars are often unable to park in certain areas of the street. In areas where parking is outside of the bike lanes, the space on the street is heavily constrained leading to unsafe passing conditions for cars going in two different directions. The bike lanes need to be removed yesterday.

Very dangerous skinny "through" lanes, especially with parking spots seemingly in the middle of the street

Very obstructive and dangerous.

Waste of tax payers money. I run daily and I rarely see any kids use the bike lanes. I live on hillside terrace and if a car is parked in the pocket spot, it makes it really difficult pulling out because there is a blind spot. Parking in the pocket spot is another hazard, there is absolutely no room to open your doors.

Way too cluttered looking and distracting. Replacing common sense and personal responsibility with 2' pylons and narrower roads and idiot bumps ... not a good use of public funds.

We are fixing problems that don't exist and simply over engineering our community roads. Narrowing the travel lanes is forcing heavy vehicles like buses and heavy trucks to train over the same narrowed space expediteing the deterioration of the surface (see Convict Hill for example). Several occasions I've seen bicyclists (peletons) use the main road lanes versus the available bike lanes, this is due to the debris build up in the coned off bike lanes, street sweeping is a real challenge for the condoned off bike lanes. Multiple occasions I've seen landscape trucks, RV's with trailers hit the installed cones when taking the now impossible corners. All the plastic parts aren't holding up to the abuse and elements, personal opinion they detract from an otherwise esthetically beautiful neighborhood.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

We frequently visit family that lives on this street and are mobility impaired. This configuration has caused inconveniences and almost caused injuries due to poor visibility at night when parking. The street was functional as it was previously. These changes may be seen as safety improvements but they are actually hazards. Safety is the goal of these devices but they are not useful or safe at this location or anywhere in this neighborhood.

We live on Hillside Terrace. The changes added to our formerly beautiful, open, clear, and quiet street of Hillside Terrace has given me daily anxiety due to the much narrower lanes that we're all required to drive and navigate through throughout the day.

With the exception of the added crosswalks, which are a great idea, these other added and unnecessary changes have created these challenges:

- more congestion during morning school dropoff and afternoon pickups due to (i) a 50% reduction in parking spaces and (ii) narrow lanes that requires limited vehicles to make the turns at a time.
- Lanes are too narrow and are not wide enough to accommodate the parked cars and cars trying to drive on Hillside. Often we are required to come to a stop so oncoming traffic can drive through without causing a collision.
- Increase Daily usage of Salcon Cliff so we wouldn't have to drive thru the complexity of Hillside Terrace
- Inability to park adjacent to the clustered mailboxes on Hillside. To feel safe, we have to walk several blocks to pickup packages/mail. With the current changes, we're expected to park in the parking pockets across the street and j-walk.
- Garbage trucks are having to navigate through the narrow street and parked cars while trying to pick up garbage bins that are placed in the middle of the street and also by the curb in the bike lanes. Hope the project manager has requested feedback from them as well.
- Given that this is a residential area, landscapers, construction workers, etc do not have a place to park their long, oversized vehicles and trailers to safely haul to haul their equipment over. So often time many end up parking in the bike lane.
- Due to limited street lights on Hillside Terrace, it is incredibly dark at night. The reflector lights bouncing off of all the poles and lane reflectors has made it increasingly difficult on our eyes.
- We welcome the added crosswalks on Hillside Terrace and Salcon Cliff, however the curb adjacent to the crosswalk on Salcon Cliff side needs to be painted red so there isn't a blind spot for drivers to see pedestrians crossing especially during the mornings when I see students trying to cross to school via foot or bike. Currently, a car is always parked adjacent to that crosswalk and blocks pedestrians who aren't super tall.

As a daily driver, overall we are not finding this project beneficial to our neighborhood. The risks definitely far exceeds the benefits.

We r not having enough bike riders to make this change. It made the street look like in a big city . Also driving is difficult. If not careful vehicle might get damaged.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

We're just 2 houses off of hillside terrace. So, we drive it daily and walk it when getting to our mailboxes. We've noticed people struggling to exit their cars when they park in those new spaces. It looks dangerous. And if we drive to get our mail, we're concerned about getting hit bec the street is so narrow.

What a complete waste of time and money. It's not even done well. You've effectively handicapped all of the roads here with this ridiculous bike lane. I'm willing to bet that even the cyclists don't like it. I know this because I've seen them actively not using it. It makes sense on the main roads, but this is ultimately a busy residential road. Maybe use that money you wasted to better fund APD. What a stupid waste.

What is built is a disaster and unsafe to vehicles, parking and bikes lanes all on one side of the road. What has been created is way too tight was safety of all.

When cars are parked in front of the houses and two cars meet going opposite directions, one will have to yield .

Whoever designed this system designed a system that creates greater confusion for drivers. The lanes are awkward at best and dangerous at worst because they force the driver to weave through bizarre gauntlet that is going to cause a terrible, but completely avoidable, accident some day. It needs to be removed immediately. The longer the city waits to fix it, the greater the likelihood is that someone will get seriously hurt.

Whoever designed those should be fired. What s waste of money and a horrible design. You just decreased the properly values of everyone who lives on that street.

Why didn't you send this survey out BEFORE wasting taxpayer money?

With sidewalks on both sides of Hillside Terrace, elementary children going to Mills have a protected pathway to ride their bikes to and from school. The double bike lane simply isn't needed. Adults and older children riding their bikes on Hillside Terrace can use the street like normal cyclists. We, as cyclists, are taught to act like a car on our bikes, meaning proper use of stop signs, turn (hand) signals, etc. Furthermore, the parking situation that the changes have created is very cumbersome for residents. All the sudden, we cannot park next to our homes? Try selling a home for what it's worth with that "selling point." What the changes DID was encourage folks to park on the other side of the street, free from the "parking spots" the city created. Now we have very, very little room to drive, and it has become hazardous to pass another moving car (coming toward you), between the parking spots and more cars parked on the free side of the street.

With the current changes, I have seen cars not able to stay in their designated lane space, confused and unsafe drivers, cyclists not adhering to their lanes, parked cars looking as if they are out in the street, families and children ignoring the markings and making hazardous choices on the road.

Would like all the streets in Circle C North returned back to what they were previously before the City of Austin placed 2 lane bike paths with barriers throughout the neighborhood.

COMMENTS RELATED TO REMOVING THE CHANGES ON HILLSIDE TERRACE DRIVE

You are ruining our beautiful neighborhood with horrible PVC pipes everywhere. It is a good toy for golf carts and electric bikes zig zagging like a driving course. Stop wasting taxpayer money.

You destroyed the Hillside Terrace. This is an embarrassment. How come none of us who live on the street were asked about it before you wasted money and destroyed our street and neighborhood? Whoever the **** decides to do this should be fired. No one asked you to do this. No one asked us permission before doing this. If you want to build a bike line for everyone to come and bike, do it somewhere else. ****. Not in our streets

You didn't including the 1 block section on Taylorcrest. It blocks parking and traffic on the south side of the road and is very narrow with heavy school turn around traffic cause by the bike lanes on Escarpment. Because parking is allowed and required on the north side it can offend be a one lane pass thru. Parents and kids are still using the right lane to avoid having to cross traffic at Taylorcrest to head towards Mills. It is too congested when bike are traveling north downhill on Escarpment with pedestrians and other riding trying to enter a small space. The Armadillos are low and only acting to knock over a rider or keep a vehicle from moving over to let traffic pass.

You idiots spent money to solve a problem that didn't exist.

COMMENTS RELATED TO KEEPING THE CHANGES ON ALLERTON AVENUE

bike lanes are important for making it safe for riding for both children and adults.

Absolutely love the new changes. People are more likely to move here because of the latest changes. Everyone feels safer, especially the kids.

Allerton goes all the way to the top hill, intersects with Colberg. Before the project I thought they will do bike lanes in both sides, allowing the cars that pick up kids would be off the road. We could not have this problem with those cars were not allowed to park at all on both sides of the road. We love bike lanes and expect to keep them for the safety of our kids and community.

Allerton in the past has been very dangerous for anyone not in a car. It would not have been reasonable to let children walk or ride a bike to school, even accompanied by a parent. People driving cars are often distracted with the school drop off situation and are sometimes unsafe to others, especially those not traveling by car.

Allerton is a steep hill and NEEDS bike lanes. Traveling on bike is too dangerous on the sidewalk with the amount of pedestrian and dog traffic. The bike lanes do not take anything away from vehicle travel on the road and only enhance our neighborhood by allowing all users of the road to have separate lanes of travel. People will get used to the sight of bike lanes. Comments re decreased property value do not reflect the reality that bike lanes make our neighborhoods MORE attractive to young families.

Allerton is on a STEEP HILL and the bike lane creates fantastic separation for slower walkers/pets using the sidewalk and bikers who often times will be traveling faster than normal due to the steepness of the hill.

Allerton is wide enough to allow safe passage of traffic. And since driveways do not face that way, there's no issue with garbage cans either. I don't mind the changes on this street.

Allerton is wider (or at least appears to be so) than Hillside Terrace. So changes do not appear as dramatic.

At first I thought the changes were annoying, maybe even a little dangerous for cars. However, I saw some kids riding their bikes on the bike lane, and I felt they were much safer with the additions than without them. The narrower car lanes contribute to the feeling that cars are less safe, but they also tend to encourage cars to reduce their speeds, likely making everyone net safer.

Because the road is so wide, I don't think the changes are causing much issue, they do seem excessive for the amount of use they get, but aren't causing problems that I can see.

Before the bike lanes, pick up time at Gorizski middle school was very dangerous because parents use to park everywhere on the street, making constant use of turns. Now it is much better, especially for kids coming home from school walking or biking.

COMMENTS RELATED TO KEEPING THE CHANGES ON ALLERTON AVENUE

Before the improvements, cars drove SO FAST down Allerton. Biking and walking along this street felt like taking your life in your hands - between the high speed and the poor visibility around the curve. The improvements really minimized conflicts between bikers and cars at the intersection of Allerton and Barstow; my family feels much safer at this intersection now that the improvements are in place. Improvements along Allerton could be improved by fully installing the bump outs on the south side - further traffic calming measures would help to slow cars flying down the hill.

Bike lanes are awesome

Changes are ok, street is wide enough for bicycle lanes and car lanes.

I am in strong support of keeping these bike lanes. There are so many people who get by bikes in the area. Please don't let this be a popularity contest when real lives are at stake.

I am still disheartened by how few cars stop at the stop sign when heading east on Allerton and turning right onto Barstow.

I barely drive on this street at the moment. Just two cross streets. So no concerns.

I didn't like the changes at first, but I appreciate them now. I feel safer letting my kids go out and ride their bikes. I've also noted an increase in children and families in general out for walks/on bikes/strollers/scooters using the new lanes. I think people generally feel safer with the adjustments. Since the new routes have been put in, I'm also seeing more kids riding in to our neighborhood from other neighborhoods further in Circle C. Perhaps some focused educational efforts could be made to teach students at the middle school how to properly use the bike lanes. A community led "bike bus" for elementary and middle school students could also be a good way to bring more knowledge and use to the project.

I do not use Allerton Avenue, but support similar changes to other streets in this area.

I don't regularly use this street, but the improvements make any street safer.

I don't use allerton as much because it has no lane, I usually walk on the dirt path to gorzyki instead, allerton isn't safe enough

I fully support all changes.

I love the new bike lanes on Allerton. My family frequently uses the section between Auckland and Barstow on our way in and out of our neighborhood. It feels much safer to bike through the intersection with Barstow now. I know many kids use them to get to and from Gorzycki, and I think the use will continue to increase the longer they are in place. I also drive on Allerton, and I like the fact that the bike lanes and other traffic calming features help slow traffic down. Cars would previously drive way too fast, which wasn't safe for anyone.

I support dedicated lanes to bikers and walkers.

COMMENTS RELATED TO KEEPING THE CHANGES ON ALLERTON AVENUE

I think the 2 way bike lane is safer for kids to bike to school and home. Allerton Ave. is a wide street and can handle two way traffic and the lanes. I walk up the hill that is Allerton Ave a few times a week and rarely see cars parked on the sides of this street, leaving room for 2 way traffic. I have gotten upset by seeing some drivers going at high speeds as they come up the hill on some of my walks. The bike lanes with borders make the car drivers more careful.

I use the bike lanes

If there are changes, put a parking lane and cycling lane on each side.

It is better now than it used to be

Keep the bike lanes

Lots of pedestrians and cyclists on this road. Improvements allowed to safely accommodate volumes on the new lanes and freed up sidewalks.

Many children walk or bike to school. We should keep them safe.

Middle school parents are probably annoyed they can't u turn after picking up their kids now. They can get over it

More lanes the better.

My daughter will be attending Gorzycki in the fall, and we live right next to Mills Elementary. Due to proximity, we will not have access to bus service and therefore intend to use the bike lanes to commute by bicycle whenever the weather allows. The new bike lanes are wonderful for ensuring we have safe transit back and forth.

My kid bikes on this road to school and after school.; Every day.

My son walks to Gorzycki on Allerton (sidewalk) and has witnessed many near-accidents because the students who bike to school do not use the bike lanes and are oblivious to cars and bike in the middle of the street instead. Is there a way to make the kids use the bike lanes? Great idea and fully in favor of bike lanes if they will be used!

NA

No one stops at the stop sign. Putting in safety for bikes, walking, running is important.

Please keep the bike lane changes

Please keep the protected bike lanes! If a modification is required, I would have a bike lane on each side going with the direction of traffic. Please KEEP protected bike lanes for our kids to safely bike in the neighborhood

Please share our streets

COMMENTS RELATED TO KEEPING THE CHANGES ON ALLERTON AVENUE

Providing easy access to protected bike lanes for people using alternative modes of travel for school or work or just for recreation is a must in any modern city. These lanes are a step in the right direction and promotes a healthier lifestyle and healthier environment. Thank you for protecting our community.

Really should be a normal bike lane, not two-way. There is never heavy traffic on it.

Safe access to Gorzycki and Mills for students and parents who used these facilities should be a priority for all and these new facilities are proven to cause drivers to reduce speeds and operate their vehicles more carefully. Sadly, because drivers often don't comply with municipal law by driving in bike lanes, these sorts of on-street barriers are necessary to protect all roadway users.

Safety for all with the new standard inplace. Forces situational awareness for drivers and foot traffic.

Safety is important

Same as the comment above. I don't like the execution of it, but it does keep the people who use it safe. It does not however prevent people from nor using it. I see kids using the other side of the road for riding their bikes for example. I really don't know why we don't have a lane on either side with the bumps.

See above

Seek data that supports supposed negative effects of these changes before reverting them. Allerton needs more street lights, too.

Seems to work

Since the change, I have seen with my own eyes families, students, and adults separately using the lanes to ride bicycles.

Solid protections would be better.

The bike lanes are helpful particularly when school lets out and kids can bike down the hill with less traffic. Cars backup to pick up kids so it gets pretty hectic.

The bike lanes encourage children to ride their bikes to school because they are safer while also decreasing car speeds in a residential neighborhood.

The changes make it MUCH safer for kids and adults to ride their bikes along that street. The street was wide and seems to give cars reason to drive unreasonably fast before the bike lane was put in. It seems like many of the complaints are coming from parents dropping off their kids from the car on the back side of the middle school. If they dropped them off like they are supposed to, at the front, there wouldn't be an issue.

COMMENTS RELATED TO KEEPING THE CHANGES ON ALLERTON AVENUE

The changes provide safe space for cyclists and scooters, while cutting speeds and discouraging some illegal parking and u-turns that take place during the non-sanctioned Gorzycki pick up. While the lanes are narrowed, there is still enough room for cars going opposite directions to pass one another.

The safety lanes promote more bike and walking usage by all people. Picking children up should be done at the school entrance. If you live off of Allerton then the parents and children are close enough to walk. Busses are provided if you live too far to walk or ride.

The wide bike lane is a great addition.

There is enough space on the road that it does not bother me and I enjoy the safety as pedestrians and bikers that it provides

These streets are important thoroughfares for families going to and from school and should have protected lanes for biking. It's a matter of safety for children and it supports biking, which is a form of transit we need more of as it relieves traffic congestion, is more sustainable and has an exercise benefit.

This seems like a "no brainer" - providing middle school kids an alternative to riding on the slaughter lane sidewalks make good sense!

Undoing the changes will waste more taxpayer dollars. Please keep the changes.

Walking on Allerton in the morning feels safer with the changes.

We appreciate the improvements made to Allerton Avenue when we use it for walking, running, and bicycling. Our kids used to walk to Mills Elementary and ride bikes to Gorzycki MS everyday and wish these bike/pedestrian-friendly improvements were there at that time. My opinion is that much of the negative comments about these changes comes from car drivers who feel inconvenienced, as it limits their freedom to speed through this area. We hope these improvements are left in place.

We need more safe bicycle and pedestrian infrastructure

With any changes to infrastructure, there are going to be folks that do not appreciate it. However, in order to build a safe way for kids and adults to feel empowered to ride bikes more, these changes need to keep occurring.

With the amount of vehicles using this street and recklessly driving, the bike lane is more imperative to keep kids (and others) on bicycles safe. I don't have a solution, but protecting middle schoolers is a priority.

You are going to see way more comments stating that they don't support the project because complainers are always the loudest on the Internet. The changes made the streets safer for everyone. The only inconvenience is that cars have to drive slightly slower. Please keep the changes and not waste any more tax dollars.

COMMENTS RELATED TO MODIFYING THE ALLERTON AVENUE

A single bike line would have been sufficient.

Add no parking signs on the side of the street that does not have the bike lane. The street is not wide enough to accommodate the bike lane & parking on both sides. Alternatively move allowed parking to the side of the street without the bike lane & no parking on the side with the bike lane.

Again, just too much.

All of these changes are overly engineered and rarely used by bicycles. Vehicles passing each at the narrowest points are nearly mirror to mirror.

Allerton is not as bad as Hillside because at least parked cars are only on one side of the street but hardly anyone is using this bike lane and it is too wide. Cyclists look confused riding their bikes in the opposite direction of traffic.

Allerton should be modified to avoid ALL Gorzycki traffic. People don't want to wait on Slaughter for pick up or drop off and use that portion of Circle C North as a backway. AISD and the City should figure out a better way to handle drop off and pick up. Once again it is dangerous and someone is going to be hurt or killed. It's only a matter of time.

Allow ability for drop off at the top of the hill. Shrink the size of the bike lanes. Remove the barriers to allow flex usage of bike lanes.

Allow parking on only one side. Create some kind of flow for turning cars.

At least this street doesn't have parking for cars in the middle of the street.

Bike lanes and dividing barrier too aggressive/wide. As a biker, I dislike one space for lanes in both direction—drivers do not look for bikes/peds going g both directions.

bike lanes on both sides of street

Consider reducing the width of the bike/ped lane and having one lane on each side of the road, flowing with traffic.

Dedicated each way bike lane

I don't feel safer with the narrow lanes squeezed between parking barriers and bike lane buffers. Too much is being squeezed into a right of way that is not wide enough to accommodate it. Vehicles passing each other experience a near miss far too often. There are zero houses that face this road and thus no homeowner who needs street parking here. The parents who do not want to use the purpose built pickup and dropoff concourse at Gorzycki that do not live in this neighborhood are the only motorists who park on this street. Even that could be accommodated without having full time parking barriers that squeeze the vehicle lanes to an unmanageable point the rest of the day week and year.

I have no preference since don't use it

COMMENTS RELATED TO MODIFYING THE ALLERTON AVENUE

I have seen only five riders on these bike lanes in the months since they were installed. I have NEVER seen riders going in both directions at the same time. It seems that A bike lane that is narrower than the two-way lanes installed would be sufficient.

I prefer modify Allerton similar to what I suggested for Hillside Terrace, adding a buffer lane, and changing out the bumps for vertical poles. I believe Allerton is a bit wider than Hillside Terrace, but I still think you don't want cars parked right next to the bike lane even if there is room, because the reduced visibility is dangerous. I know there are other issues with parents parking to do school drop off and pick up, but I can't comment on that because my kid is not in middle school yet so I haven't seen the Allerton/school situation for myself.

I prefer one lane east bound and one lane west bound on the opposite side of the street. The low markers designating the current lane are not very visible. I prefer the white poles that stick up.

I seldom use Allerton, and when I do, it's either on foot or bike.

I understand what was attempted to achieve, but I think the top of Allerton, especially during middle school drop off and pickup times, is a very special case. I think more research in address that specific issue needs to be done, and it might need to be something in coordination with the school. But it was previously a disaster and it still is a disaster.

I would remove any parking spots that are located on the street

I would remove the portion nearest the to the school just past Colburg. I think the majority of us have gotten used to the bike lane, though it took longer. I do see many people using it. But the small portion closest to the school being removed would allow for quicker drop off. (That portion is only used by school kids, but by then most walk their bikes/ scooters into the gate via the sidewalks and street as the gates are often closed and are not continued on the other side.

If the bike lanes are to remain on Allerton, they should be changed to a single one-way bike lane on each side, with only striping - no poles, no signs, no bumps/curbs. All driver's know that bicycles have right-of-way, we do not need obstructive signs that say this.

It's an eyesore poorly executed workmanship. Because fewer cars park on it it works better than hillside terr. Better than Barstow because it is wider and has no median

Keep bike lane, but take away other changes

Kids don't ride their bikes down that steep hill and also don't ride all the way up it either. The vast majority of GMS students are driven by their parents. Any safety issues on this road could have been handled in a different and better way. Barstow and Hillside Terrace didn't need to be transformed into a drivers training course from hell.

COMMENTS RELATED TO MODIFYING THE ALLERTON AVENUE

LANES TOO NARROW. Bike lanes is great idea, but is much wider than they need to be. I bike on it and have do not need near this much space. The down hill side (south-east bound) has weird bump-out areas that have no logical reason to be there? In the name of safety, the city has created more dangerous street. The armadillo bump things are going to cause vehicle damage and will surely cause an accident sooner or later.

Make the bike lane narrower

Make vehicle lanes wider

marked out pouching on southside of street serve no purpose and are a distraction and danger to motorists

N/A

Narrow the bike lane

need wider lanes for cars; need slightly wider lanes for cars

One bike lane is enough on this street. It's a dead end road and all of the poles, signs, and striping are unnecessary

One lane bike lane

Remove everything except the bike lanes.

Remove pylons and barrier bumps. Swap bike and parking lanes. Cherrywood Rd between manor and 381/2 for reference.

Bike lane is on the blind side of the road. Unused by kids leaving Gorzycki.

Remove the pickets. Bike lines should go with traffic. One on each side.

Remove the random poles on the eastbound side of the street. What purpose do they serve?

Same as above comment plus we have droves of parent dropping & picking up kids & parking as they see fit. It's a chaotic cluster F.....

Same as above, but there is one reflective post at the corner of Hillside and Barstow that I'm surprised is still attached. It's so awkwardly placed and gets hit all day every day. That corner is too tight to turn right as is now set up with the road bumps and that reflective post. School buses and trucks can't avoid it.

COMMENTS RELATED TO MODIFYING THE ALLERTON AVENUE

Same as above. I am not opposed to bike lanes and appreciate the effort to make a safe place for bikers and runners. The current design however is more dangerous for all and takes up an unnecessary amount of the streets utilized. The old style of single bike lanes on each side of the street would be much more efficient and safe. The current design that was probably sold to the city by a vendor is confusing and not always utilized because some do not like going against the traffic. It also leaves an unsafe amount of space for cars.; I am not opposed to bike lanes and appreciate the effort to make a safe place for bikers and runners. The current design however is more dangerous for all and takes up an unnecessary amount of the streets utilized. The old style of single bike lanes on each side of the street would be much more efficient and safe. The current design that was probably sold to the city by a vendor is confusing and not always utilized because some do not like going against the traffic. It also leaves an unsafe amount of space for cars.

Same as my first comment

Same comment as for Hillside Terrace.

See changes above

Several times this week I have seen kids playing football in the bike lanes and riding mini bikes (not electric bicycles). We have created a playground for the kids to play while taking away from what the street was made for.

sooooo many things happening. its a mess

Take out the parking pockets and put a single bike line on each side of the street.

The bike lane is ridiculous. It should be a nice walking space if it is anything.

The bike lanes are wide given that there is not a lot of use. Trying to turn into Auckland from Allerton is nearly impossible around 4pm because of all of the parents picking up kids on the back side of Gorzycki. Consider putting in a stop sign to make them stop and give us room to get home. Also, someone needs to educate the kids to actually use the bike lanes. I see kids in the morning continuing to bike up Allerton on the left hand side instead of using the bike lanes. Now that there is less room for cars, it is really dangerous for them. I am afraid someone is going to get hurt.

The current lanes/pathways take up about 30% of the road surface area, which is too much. Do we really need a sidewalk and two lane biking lanes side by side across the neighborhood?

The double bike lane is over kill. One bike lane would be enough. This would allow the driving lanes to be wider. The driving lanes are too narrow. Especially narrow when you are navigating car parked in spaces floating in the middle of the road. Mark start of bike lanes with a tall plastic mark like the ones that line it. I saw a car that was confused turn down the bike lanes. It was early in the morning and dark so hard to tell where the car lane and bike lanes were. Confusing because it is wide enough for a car to fit down it.

COMMENTS RELATED TO MODIFYING THE ALLERTON AVENUE

The existing sidewalks are sufficient for pedestrian use and mobility devices, however the introduction of reasonable dedicated bicycle lanes seems to be an acceptable idea. With that understood, all of the action taken without community input, the over engineering, the ridiculous squandering of tax payer money and resources and the wake of user confusion and frustration rates this project a HUGE FAIL. The over use of signage, street makings and barricades along with cars parked in the middle of the street, and bicycle lanes that are wider then the vehicle traffic lanes and in some spots the center divider lanes that overlap directing head on collisions makes it clear that this contract was awarded to a firm that has never had representation walking, biking or driving these streets upon completion for the purpose of quality control. A railroaded take the money and run project that will more deeply line the pockets of contracting firms if any action is taken to reverse this ridiculously approved project to the degree of having safe dedicated bike lanes with normal operating conditions for vehicular traffic.

The non-bike lane side small outcrops seem very unnecessary and impeded the safe flow of traffic

This is a neighborhood street. Simple bike lanes are all that is needed

Too much space was given up for too little use. There is no need for a two-way bike lane - when cars are parked, I frequently have to drive a bit onto the dividing line. This road used to have lots of space and now feels extremely cramped.

Too narrow for cars; cars have to pull out into the bike lane for a clear line of sight for oncoming traffic at Allerton and Hachita; markings are distracting to drivers

Way too cluttered looking and distracting. Replacing common sense and personal responsibility with 2' pylons and narrower roads and idiot bumps ... not a good use of public funds.

We do NOT want our neighborhood covered in white columns

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

*Over engineered for the size and scope for the area in question.

*Places a risk to people, pets, and property under normal circumstances and in emergencies.

*Questionable clearance for emergency vehicles to drive and maneuver (e.g., fire truck, ambulances). Where are drivers supposed to pull over in an emergency?

*If the USPS worker said you are making the job more difficult, what other services for this neighborhood have been affected?

*Poses a hazard. I have personally witnessed people driving over double lines to avoid people opening car doors to get the mail; people almost getting into accidents during school pick up/drop off times; and cars almost getting side swiped in parking spots now displaced into the middle of the street.

*This work has continued despite promises from the city that it would stop during evaluation. It has not. Plastic reflectors and poles in the road have been installed, making it even more difficult for drivers trying to avoid hitting pedestrians or people getting in/out of their cars.

*Designated and blocked off spaces on both sides of Allerton makes it difficult for people who live in the neighborhood to get in/out during peak school pick up/drop off times. The city has made this situation worse for everyone and created a chaotic and hazardous mess!

*It would have been better to use the money to provide better street lighting, or repair pot holes...but no one asked this community directly what they needed. This would have been a better use of taxpayer funding and resources.

*While a "safe bike to school/work plan" may be well-intentioned, it did not consider feedback nor impact of this particular community. One bike rider to work does not supersede the right to the safety or needs of an entire community of tax paying citizens who live and work here.

*Despite community feedback, the city continues the work, including plastic reflectors in the middle of the road.

*No one wants this, no one asked for this.

*All the evaluation steps you are taking now with the community should have occurred BEFORE installation. This could have avoided the backlash and ire you are receiving now from the tax paying citizens who live and work here.

The only solution is ***TOTAL REMOVAL***. Not partial removal, but a ***TOTAL REMOVAL***.

1. I do not recall any kids using these lanes up the hill. I see them biking to slaughter from Barstow then turn right and use sidewalk on Slaughter to go up to Gorzycki.

Actively makes things worse and cost a fortune I'm sure

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

Again, I understand the need for the bike lane since Gorzycki Middle School is right up the street, however, the amount of space used is ridiculous. I believe the bike lane could have been made narrower and have the same ease-of-use for cyclists. Also, with the bike lane taking up a lot of space, traffic turning from Barstow onto Allerton has the potential of being backed up during after school hours. Many times I have to wait to turn left onto Auckland (from Allerton) due to the traffic coming down from Gorzycki.

again, safety for all should be considered. There is simply not enough bikers at anytime to warrant these drastic changes

Again, the bike lanes are too big making the actual roadways much smaller for cars to pass.

Again, the changes are not safe for children because the cars don't have enough space to pass each other when cars are parked on both sides.

Again: Utterly ridiculous. There is no reason that one third of the road needs to be dedicated to less than 1% of its traffic. The bike lanes are never used, people walk in the bike lanes and bikers still bike in the street. Visiting cars are often unable to park in certain areas of the street. In areas where parking is outside of the bike lanes, the space on the street is heavily constrained leading to unsafe passing conditions for cars going in two different directions. The bike lanes need to be removed yesterday.

All of the features added on this street were installed to fix a safety problem that didn't exist. We have lived in our house for more than 10 years and have witnessed kids and parents walking, cycling, and driving on Allerton without significant issues, even with the GMS after school pick-up traffic which only lasts about 15 minutes a day. The wacky additions of poles, zebra striped humps, narrowed lanes, and overlapping signage were not only unnecessary but complete overkill for a neighborhood street that has worked safely for years. And then there is curb appeal. The ugliness of the conglomeration of paint, signs, poles, etc. Is definitely going to affect our property value should we decide to sell. The poor people on Hillside Terrace are doomed. The City screwed them royally with regard for curb appeal.

All the biking paraphernalia has ruined the look of our beloved neighborhood-- half of it is not even a bike route that would make sense for students to travel... they connect zones that are split between two different schools, for that area. It is ridiculous, what you have done-- since their inception, over a year ago-- I have seen less than 10 bike travelers in these lanes... YOU RUINED THE NEIGHBORHOOD-- it looks like an inner city construction site, throughout the entire Circle C community!!! STOP IT!!!

Allerton Avenue is like a maze! All the changes should be removed! It is so dangerous to try to have 2 cars driving in opposite directions on the street. No one uses the new "bike and walk" lanes. That's what sidewalks are for!!! Please turn Allerton Ave back to how it was before-- a "normal" street!

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

Allerton is very difficult to ride a bike on because it is so steep. Kids typically push their bike up the hill on the sidewalk. It is also not owned by Austin ISD so should never have been modified for a few minutes every afternoon during the school year parents come pick up their kids. The parking pockets provided for them make trying to get to and from our homes next to impossible during this time. You also limited parking on the south side of Allerton with all those useless bollards. When cars park across from Hachita, the space is so limited you have to cross the double yellow line to safely turn onto Allerton. This is even harder when someone else is coming up the opposite lane. When vehicles turn around at the top of Allerton, they make u-turns at Colberg or Hachita, or they further congest the feeder streets to get out of the neighborhood. It is a clown show. And all the giant double no-parking/parallel parking/look out for bicycle signs you have scattered all over our neighborhood make it look like downtown. Remove this immediately.

Awful! Who decided to do this to our street? It is an eyesore, not useful and the fraction of bicycles end up just using sidewalks anyways.

Biggest waste of resources I've ever seen. A complete nuisance for drivers. Parking in the street is hazardous to drivers. Some of the paint for bike & walk lanes is fine, but those rubber sticks & speed bumps & humps should be removed immediately. 10,000 autos use the routes daily, but only a few bicycles. Your priorities are completely out of order.

Bike lane changes are dangerous and ugly. Please remove it all.

Bike lane consumes too much space, it's difficult to drive, especially when turning from Auckland and Barstow Dr.

Bike lanes have had the opposite intended effect, causing more congestion, narrowing streets and causing traffic delays that never previously existed.

Bike lanes have had the opposite intended effect, causing more congestion, narrowing streets and causing traffic delays that never previously existed.

Changes are confusing at best! Students do not use the road markings to cycle or walk safely to school.

Changes are not necessary. I hope you're going to ask about the ridiculous changes made to Lantana Way between Hillside Terrace and Davis! The unnecessary ramps and reflective plastic poles and denying people to park in front of their own house, when it was fine for 25 years, prior! This project got out of hand real fast and is further proof of the lunacy of the Austin Public Works team. Hillside Terrace and Slaughter intersection is exactly WHAT SHOULD HAVE NEVER BEEN DONE! Removing a lane, adding bizarre ramps (I assume for wheelchair and bicyclists) who will be there less than 0.05% I bet....and making motorists dodge around the obstacles, and no right turn on red on Escarpment. Ridiculous.

Changes are obtuse and dangerous.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

Changes created hazardous driving conditions resulting from narrowed traffic lanes and risks for vehicle damage from obstructions related to bike lanes, particularly at the intersection with Hachita, and apparently random placement of bollards in right of way. Changes to remove trip hazards on sidewalks would have been a better use of taxpayer money.

Changes make the road very narrow for drivers

Check the traffic and city records. I don't think there's ever been a bike or pedestrian accident to warrant such a drastic change!

When I walk this road now, sometimes it is wide and sometimes it is narrow. The weird black and white armadillos are distracting.

City misusing tax payer money with unnecessary changes. Useless updates

Dangerous car lanes are too small

Dangerous for cars and rarely do I see a cyclist using!

Dangerous for everyone

Double wide bike lanes aren't used!

Eyesore and unnecessary.

far too much space has been taken for bike lanes---these lanes are rarely used even by school children---who rarely ride bikes there---we had a relative visit---confused about where you turn off Barstow--had to run over some of the black and white hubs that are positioned along the route---if satisfactory minor changes cannot be made---remove all changes-

FULL REMOVAL OF THESE UNSAFE LANES! YOU COMPLETELY RUINED MY NEIGHBORHOOD. I DID NOT CHOOSE TO BUY A HOME HERE FOR A LOT OF MONEY FOR THIS HORRIBLE THING YOU DID TO OUR STREETS.

Hazardous for emergency vehicles when vehicles are parked on the other side of the street. Very little bicycle traffic observed. An overkill project that will result in more confusion and danger ; Dangerous, inconvenient, unattractive and unnecessary

Hazardous to drivers. Distracting as well. Lanes are too narrow. Someone opening their car door might be injured, lawsuit would happen. Road humps & bumps are damaging to wheels, tires, undercarriage. Parking in the painted lines in the middle of the road is ridiculous. Walkers can use sidewalk. Only a very few bikes are ever seen here, but 10,000 cars use these roads daily. An aspect of too many city employees with nothing to do but create these asinine woke socialist over-regulations. A little paint on the side for a bike lane is just fine as it was.

Hideously ugly and confusing.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

Honestly, this street is large enough that we don't have safety issues. There is a sidewalk on both sides of the street. People DO park on BOTH this street for varied reasons - up and down the whole way, not just by the middle school, and now we cannot park on the northern side of the street. The bikes lanes are HUGE from Hachita to Barstow. Why???. They are slimmer further up the street, so why have all the varied lane widths? If this whole thing is to get kids safely to school, I got to tell you, we don't have middle schoolers ride their bikes up that steep hill to school. Maybe a kid rides DOWN it but not UP (adults can barely do it). My backyard runs along Allerton, and all the kids walk to school on this street. I work from home and hear them all the time. Now, I am more than happy to have crosswalks at the intersections with Allerton and Hachita, Colberg, Auckland, etc. - that could be great to have a protected pathway across the streets. But really, the only folks that drive this street are those of us who live here. Parents of middle school kids park at the top of Allerton near the school, but otherwise, drivers are just us and delivery drivers. All the changes have made it very challenging to navigate and honestly just make folks angry. Also, when I walk the neighborhood, I see that delivery trucks (UPS, etc) on Barstow have to squish up to the left curb due to the bike lane on the right curb and the trucks have broken off larger branches from those trees.

Horrible. Dangerous. Unnecessary. Over the top. Ugly. 26 year resident

I am 65. Yes I walk when its not 90 degrees or higher, but 95 percent of the time I am driving. You have made getting in and out of the neighborhood painful by adding lanes that are seldom used and sacrificing required space. Please ask the people that live here before you assume you know what's best for them. You have made driving in South Austin more of a frustration than it needs to be.

I am disappointed with the lack of pedestrian safety for those drivers forced to park off the curb for Middle School pick up hour. These road hazards and factors have worsened pedestrian safety. Please remove the changes. Please remove all the changes. Please remove all the changes as soon as possible.

I don't use Allerton Avenue

I drive on this road almost every day. The road is so steep it is very difficult to ride on in the first place. Kids still ride on the opposite side of the road or on the sidewalk. The installation is a ridiculous waste of tax dollars.

I find the narrow driving lanes on Allerton to be a hazard. When trucks or lawn crews with trailers pull out of Auckland, they are forced to swing out into the oncoming traffic of Allerton to make a turn. With that intersection so close to Barstow, traffic coming up Allerton from Barstow needs to adjust. I also think it is dangerous to have kids flying down Allerton on their bikes with oncoming traffic. All it takes is one hit armadillo or some horsing around to go flying into traffic.

I have almost gotten in multiple accidents and seeing hazards every day because of these lanes

I have driven Allerton before the changes and since the changes and nothing about this project has improved the situation on that street. It is wide enough that it could be assigned a one-way bike lane on each side and prevent the headache that has been created.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

i have had more close calls hitting a child with the changes implemented than i ever did before. Its too congested on the street and as far as i can tell, the kids arent using the bike path and people are still parking their cars and congesting the roads more than before.

I have photos of my injuries from hitting the rubber bumpers ; I have photos of my injuries from hitting rubber bumper while running

I live just off Allerton and find it near impossible to leave my house during the school pick up and drop off because of people trying to drop off their kids or pick up kids. They are often jumping the zebra armadillo barriers, blocking half the road or more. The two way bike lane is too large taking up too much of the street without evidence of bikes or using the lanes at all. Its dangerous for all. And I have no idea what some of the polled off areas mean nor do others but seem random on allerton. Signs and poles are constantly run over. This solution has made the street more dangerous.

I think the measures the city have taken are overkill and need to be removed. It is a tremendous eyesore and I don't see what problem actually is trying to be so solved here. Was there a death? Was a kid run over? It seems like a solution in search of a problem. And like I said, it is tremendous overkill.

I use the sidewalk to ride my bicycle or Ziggle scooter. Please remove the changes on Allerton Avenue. This road is so horrible for pedestrians and cyclists.

I walk morning noon and night throughout the year on this street. In that time I can count on one hand the times I've seen the bike path in use. Negative impact, please remove.

I was almost hit by a cyclist as I was having to cross from the distant parking to my mailbox. I am not in the habit of checking for bikes as I walk to the mail.

I would curse on these bike lanes every single time I see those in the street.

in practice I don't think anyone is any safer

In the almost 20 years I've lived on an adjacent street I have never seen more than 1 bicycle on this road at a time and if they are children they are 99% on one of TWO sidewalks on either side of the street. I was walking my dog and pushing my stroller while my toddler was riding her scooter just yesterday and we felt safer on the sidewalk. As we always have. Again when people park along the designated parking spots now it blocks any other persons view of the road and bike lanes. It has CREATED a hazard.

It has ruined the drive up appeal of the neighborhood and will lower the value. I no longer enjoy the look and feel of the neighborhood. There is not enough room to drive safely with all of the parked cars on the street.

It's been a dangerous since installed. Less room to maneuver and since it's been in I've only seen bike lanes used twice.

It's horrible looking.

It's so over the top and completely distracting. I crack up at the signs that indicate you should turn right as if people didn't know that you are allowed to turn down a neighborhood street. Total overkill.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

It's ugly and no one uses it.

Just listen to the community, you don't need to poll us and do door to door. We've voiced our opinions.

Just remove all the new bike lane 'improvements.' Please!

Keep cycling infrastructure

Kids don't ride bikes on the bike lane. Cars have nowhere to park and park on the bike lane. The street becomes so narrow and impossible for cars to turn around. After school traffic has become insanely horrible and dangerous. PLEASE REMOVE These Ridiculous changes.

Looks like crap and was probably not wanted and not used.

Majority of the road is now designated for bike lanes and the space allowed for vehicles is pretty tight and can be difficult to navigate with two way traffic. The major issue with this street is that SO many parents drop off & pick up their children near the back gate of the school ... before the changes there were cars lined up along the street but NOW with the alterations to the road there is no place for them to park so they are parking INSIDE the bike lane and along all the side streets (blocking driveways and creating traffic issues everywhere). I live on one of these side streets and find it difficult to get to/from my home during school hours. I also walk my dogs daily and can tell you there are very very few bicyclists in this area so the only people using those bike lanes are dog walkers as they pass another dog walker. In the 2 years I have lived here I can count on ONE hand the number of bicyclists I have seen in this neighborhood.

Many bike riders still use the street or the sidewalk.

More room for thru traffic because it's not in a neighborhood and cars do not park there, but there are wide sidewalks on both sides.

My house backs up to Allerton. I have no choice but to drive this street to get to my home. The street, which had never seen an issue between vehicles, pedestrians, and bicycles, has been narrowed beyond reason causing each trip to be a dangerous exercise. The infrequent middle school aged child with a bicycle has to push the bike up the street which is a much greater slope than an eighth-grader can negotiate equipped with the mandatory well-laden backpack and musical instrument. The bike lane is a hazard that does nothing to promote a safe route to school.

My scootering is no longer fun. I prefer sidewalks. I really dislike those white pillars, black armadillos bumps and the black bars. So disgusting.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

My son rides the bus and the driver cannot even get to the curb to pickup and drop off the children. Having children enter the street to ride the bus is an unnecessary danger. The bus driver hit the armadillos causing children to be alarmed and hit multiple median dividers as he attempts to leave the newly narrowed street.

My family are avid bike riders competing in triathlons all over the state. The newly constructed bike lanes give a false sense of safety to bike riders that they have a clear right away and that cars will not cross over crosswalks or between streets. The new bike lanes have created an increase in motorized confusion and bikers are now at a greater risk of being hit.

My street is off Allerton. Half the street (Allerton) is not being used because it is walled off.

no comments

No need for these changes that were made , it just made driving on this road more dangerous.

Not a school road

Not any bike traffic ever to speak of except for just a little bit when school gets out

Not enough room, too many close calls. Feels so unnecessary for the handful of cyclists that use this street.

not need. was not a problem

Not used. Ugly. Decreases property value. Parking in the street is dangerous.

Nothing but a pain.

Only painted lines for bikes and room for cars that are waiting for pick up to park near the curb. Create a circle drive at the top of the hill on GMS property so cars can safely pick up and circle around to leave.

OVER-ENGINEERED, Not safe for runners, bikers, walkers, kids, adults, etc..

Parents use Allerton Avenue as a vehicle drop-off for children and almost no children ride bicycles to this school. The addition of bike lanes significantly narrows the street, creating very real danger to an already overcrowded roadway. Residents must navigate roads now clogged with parked or idling parents, with no room to drive past them because of the new bike lanes. There are no benefits from the changes, only detrimental effects.

Please remove all of this project. It wasn't needed previously and isn't needed now. Ruining property values and not saving any lives, if anything, there is strong argument to be made that you might actually cost lives by the dangers of this project with confusing signs, having bikers go the wrong way against traffic and extremely unsafe armadillos/zebras. Also, you all now have cars parked in the middle of the street. Unsafe at mailboxes, limited people use the two way bike lane. Just all around dumb, dumb dumb. If these are not removed, the neighborhood will get an attorney and sue the city. Remove all!!!

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

Please remove the markings. The sidewalks are fine for the small amount of time that there is traffic on Allerton. It has created a much worse problem and so incredibly unsightly and way over engineered. At this point, I just want my beautiful hill back.; Please remove the changes that have been made to Allerton. It has made it extremely chaotic and it is completely over engineered.

please remove these new lanes are a safety hazard

Please, remove the changes on Allerton Avenue, which made the road more dangerous (especially going downhill).

Quite the bike lane crap.

Remove

Remove all "the changes" immediately.

Remove ASAP.

Remove delineators, armadillos/zebras, and parallel parking spaces. Bike lane, itself, is okay (in theory) but not protected. It's a residential street that is wide enough for bike riders to use without need for a barrier-ed lane. The bike lane + parking spots make the street INCREDIBLY narrow for 2-way traffic. Cars frequently have to stop and give way to oncoming cars because the road is too narrow.

Remove the bike lanes

Remove the bike lanes.

Remove the changes. Strongly do NOT support.

Remove the protected two-way bike lane, signs, and the other painted areas and signs opposite the bike lane.

Remove! Terrible! City will be sued over this entire project!

Right after tge changes were installed I watched a Tractor Trailer make a very diffucult turn. Had there been other cars, people on bikes etc. it would have been an ugly mess. Without the constraints the truck could have safely made the turn without needing to backup.

Road is too narrow to safely navigate. This is not a downtown commuter neighborhood. We have cars, we have to because there is no reasonable public transportation. Maybe the city should start there.

Road too narrow especially in the afternoon, people stop everywhere near the back of Gorzycke middle school to pick up kids, very hard to move. And bunch of kids don't even use bike lane, while other people might walk their dogs in the bike lane

Safety hazard.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

Same arguments from Hillside Terrace; no one uses the bike lanes. This road is dangerous because it is so tight for driving a CAR. The bike lanes take up the entire road. And the signs that were added are even more of a hazard.; I have seen ZERO children riding bikes in these lanes even coming from Gorzycki. They still ride down the hill on the right side of the street where the bike lanes AREN'T.

Same as above

Same as above

Same as answer above

Same as before, what a waste

Same comments as above. These structures create more danger for walkers, bikers and drivers. Very mis-guided.; Very very dangerous.

Same comments as aboveThe changes made the road significantly narrower putting the part cars and people exiting those cars at risk. The bike weighs were not necessary at all as the roads were previously very wide as well as the sidewalk was available in the entirety of the area.e

Same comments as previously stated. Over engineered, poorly designed, an eyesore and most importantly, unsafe. We did not have problems before, so I can't understand why this mess was implemented and all this tax dollars were spent on this ridiculous project. Completely useless and unnecessary. It is truly a waste of resources. It has made the area less safe with so many obstacles and blind spots now. Please listen to the feedback from those who live life here. It is absolutely awful!

same response as above. I cannot think as driver, pedestrian, bicyclist, of a single advantage to the changes made. Did anyone request such, or was it, as I say above, just a desire to do something? This is my route every day, as I live on Auckland.

see above

See above

See above

See above comments on Hillside. Same applies.

See comment above for Hillside. Same comments apply

see comment above please. It refers to all the unnecessary, unattractive, and un-used changes you made without consideration.

Seems good. ; Limited bike use. Motor bikes use the bike lane.

Similar comments as Hillside Terrace comments.

Similar to Hillside Terrace with the added burden of middle school students parading from school daily. Again 99% use the sidewalk. Hardly any ever use the bike lane.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

Spend the taxpayer's money on repairing the roads in the neighborhood before doing this.

Street is narrowed by all the markings and makes it difficult to drive during school drop off and pick up. Also, very little usage of the bike lanes. Travel by multiple vehicles is due to improper marking far the curb. Vehicles are hitting the reflective markers.

Streets are too narrow and unsafe. Side walks are plenty and wide.

STRONGLY DO NOT SUPPORT

Strongly do not support

Stupid. Remove all these unnecessary bollards and signs.

Terrible design

The "pockets" placed on the street have no utility. Most people, including myself do not even understand the utility. Please remove this. It is unused and a hazard.; The "pockets" placed on the street have no utility. They make NO SENSE AT ALL. The bike lanes are too large. It is not needed. It is unused and a hazard. Please remove it all.

The additions of the new road debris is exceptionally dangerous for bikers

The bike lane as well as the pedestrian lane in the center of Allerton has now made vehicular travel impossible because the lane for traffic is too narrow. Also, when making a left onto Allerton from Hachita Drive, it is almost impossible to get around the parked vehicles which take up the lane of travel while they're waiting for their children to exit the middle school. In a nutshell, the current configuration has restricted traffic flow to a one-way road. There's going to be a need for an automatic flagging device at some point to allow traffic to go each way because so much of the road has been utilized for other purposes.

The bike lane we had before was just fine. All the signs that state yield to bikes are ugly. We always yield the right of way to bikers

The bike lanes and guards installed on the roads are too much.

The bike lanes are too wide and have increased the risks of vehicular accidents and collisions while adding very little value as there are few riders in the neighborhood

The changes are confusing, inconvenient for driving and create more dangerous situations than was before.

The changes have created more issues than there were before.

The changes have made pickup and drop off at Gorzyxki unsafe. The lanes are too narrow and there is literally no place to make a u turn at the tip of the hill. If you really want to make a bike path, use footpath on one side of the road for bikes. This street sees a lot of traffic for cars. The roads have become very hazardous with how narrow they are since the modifications. Also get rid of the unnecessary signs and poles and diversions on this road.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

The changes have made the street EXTREMELY dangerous, namely at child pickup time. Road too narrow for moving vehicles- cars driving in opposite direction from one another have nowhere to go if other driver is going too fast or swerves to avoid a car/walker/runner/cyclist, making a collision at some point inevitable; children everywhere EXCEPT the designated bike lanes; less space for parents to park to wait for child, so they flow over to over streets that are even more narrow; kids on bikes riding down the street vs actually using the bike lanes (lanes rarely used)... complete chaos that will lead to accident, hopefully not a fatal one. The only time those bike lanes are used are first thing in the morning for a handful of morning walkers in pairs, who safely were able to use the sidewalks previously.

The changes introduced serious and very dangerous hazards for traffic and pedestrians on Allerton. In particular, the reduced turn radius at the intersection of Allerton and Hachita have caused me several collision near misses when entering Hachita.; The changes introduced serious and very dangerous hazards for traffic and pedestrians on Allerton. In particular, the reduced turn radius at the intersection of Allerton and Hachita have caused me several collision near misses when entering Hachita.

The changes made by the city to these streets in Circle C North were unwarranted. I am a parent of a high schooler and a middle schooler and appreciate safety considerations but these changes have made the area less safe and not more so. Sidewalks and clearly-marked crosswalks are sufficient. It saddens me that the city has wasted this money in this way while simultaneously robbing nearby homeowners of property values due to the unsightly and unnecessary additions to these streets. Please remove them and allow our neighborhood to retain its charm and simple crosswalks. Work trucks like City of Austin trucks can't safely turn on to Barstow because of the signage. I've seen them parked and driving in the bike lanes because there is not enough room for them to get by.

The changes made have made the street less safe for cars and bicycles. I have lived in this neighborhood for 25 years and I don't know of any safety concerns that bike riders have had that warrant the changes to the street. Feels like an accident is more likely today than it was before the changes were made. Feels much less safe to drive on the street today.

The changes make intersections and turning into a street dangerous.

The changes make it both more difficult to drive and more treacherous to cross the street as a pedestrian. And when we invite friends to our house, they find it extremely confusing. One friend got so confused that she ended up driving in the bike lane before she figured out that was not where she was supposed to be.

The changes on Allerton have resulted in teachers being blocked from leaving the parking lot at Gorzycki due to parents blocking the exit gate on the right. This has resulted in having to navigate by driving on the lefthand side of the gate, all the while trying to avoid parked cars and students. The parking "islands" limit visibility of students walking. I never see anyone using a bicycle on Allerton.

The changes that have been made make driving on Allerton unsafe.

The children ignore them, so there's no point to having them.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

The lanes and sign are over the top and became a distraction. The parking spots made the road dangerous. I don't feel safe anymore either by car or bicycle. It's a dead end road, a beautiful hill with very few cars. The changes were completely unnecessary.

The lanes created unsafe driving conditions. Trying to solve a problem that didn't exist.

The plan before these changes worked. The changes do NOT work & have NOT made safety or any method of transportation better. I've lived in neighborhood since its inception, & have only rode my bike up the hill once—too difficult to be fun. Such a wide 2-way lane is not needed on street that gets no bike traffic. I've never really seen any Middle School students riding bikes. They are picked up by parents or they walk on the provided sidewalks.

The road is close to the school, and although there are no driveways in the immediate area, when children exit the school in groups, chaos ensues. Bike lanes are seldom used, as cyclists are forced onto the narrowed street, making it more dangerous for everyone. Previously, there were no issues—the street was wide and had sidewalks on both sides. While this design may have looked good on paper or in theory, the reality is a less safe environment that does not meet the community's needs.

The streets are too narrow and no one uses the lanes. I have seen multiple cars and trucks hit the armadillos. If this is for "safe" rides to school, why are two lanes needed? Kids would all be going in one direction in the morning and another direction in the afternoon. However, the kids use the sidewalk and don't ride to school. Have you ever ridden your bike up the hill? Do you have kids? No middle school kid is riding their bike up that steep hill. The design is embarrassing and dangerous.

The two lane bike lane is completely unnecessary. One lane is more than adequate since the bike traffic is overwhelmingly either going TO or FROM school. It is exceptionally confusing to have so many visual directions at one time. At some points, I count 7 different things telling me what to do - such as multiple colors of paint, reflective lights, signs, bollards, "armadillos" etc. The bright yellow signs that are at a driver's face height are invasive and unexpected - when are there ever signs at this location? My 21 year old daughter is now afraid to drive her car in the neighborhood (it's a regular height sedan car) and asks to borrow my SUV whenever she can. My 78 year old mother, who has lived in Circle C for the last 5 years, is also afraid to drive up to my house now. The level of impact on drivers is simply out of proportion for the bike riders on this neighborhood street that ends in a dead end and has never, to my knowledge, had a speeding problem or been an issue for cyclists. I worry that the 2 lane bikeway with the cars yielding to bikes in the turns, etc will give the bikers a false sense of security when they ride out of the neighborhood on regular bike lanes. Speaking of which, I drive all over Austin for work and I don't see this level of protection even on very busy streets like Slaughter near Southpark Meadows or South Congress. It's overkill! And please let us park by the mailboxes again. It's so uncomfortable to park now! Also, what is the deal with the strange polygon shapes that are marked by bollards as no parking? They don't seem to relate to anything and are another visual distraction.

The two way bike lane should be reduced to one lane. The painted lines and humps should be removed.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

The two way bike lanes and parking spaces in the roadway are ridiculous. The roadway was perfectly fine before. Majority of cyclists that travel through the neighborhood don't even stay in the bike lanes. The speed bumps are a hazard especially when stopping by the community mailbox. The driving lanes are so narrow my small suv takes up the entire lane. Passing a large F250 trucks feels like you're going to hit. Ridiculous use of public funding! Get rid of all of it in Circle C Ranch!

there are adequate sidewalks on BOTH sides already, the street WAS ALREADY wide enough for cyclists going both directions

There are large sections with unclear intent that are wider than needed.

there are painted parking spots that do not make any sense and i do not see anyone using them. remove all of the yield signs and post that are on the corners. they are a hazard when making turns with a vehicle.

There is heavy traffic and now the road is narrower increasing danger to cars.

There is not enough cyclists/ walkers / joggers to have these changes. Being over taxed and having a large portion used for a very small population of people who have a recreational hobby of biking to create distraction on roads for motor vehicles isn't right. If cyclists are wanting that much control over roads, they need to pay yearly to register their bikes and pay for license plates and be accountable for breaking the laws of the roads which they do all the time. I'm sorry, but these changes have really been anxiety inducing.

These are dangerous to drivers and to pedestrians also, no one uses these bike lanes and they are causing more harm than any good.; Please remove

These changes are atrocious too. Please remove them. Please remove all these atrocious changes.

These changes are putting drivers at risk of a head on collision especially in the evening.

These have made the drivable area of the street too tight to be safe, endangering the people walking or riding bikes. Very dangerous.

These lanes are not for pickup and drop off and there is a locked gate at the school. This is not the entrance!! Remove the lanes.

They are not necessary because there are sidewalks on both sides of the street. The bike lanes are excessively large and it has made it dangerous to drive 2 way traffic on Allerton especially if there is a delivery truck.

They are not safe. Remove this nonsense

They are ugly, unsafe, and I nearly tripped on the rubber barriers twice. REMOVE all of this please before a major injury happens. Children and runners/walkers/bicyclists will continue do do what they please and bike wherever they want in the street. You made this so unsafe. Also, This is not AISD property, How dare you create parking pockets.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

This has caused nothing but traffic congestion and confusion since the change where none existed. The bike lane is too large and one can not drive safely without veering into the other lane. Furthermore this has a suburban neighborhood looking like a downtown area with too many confusing signs, etc.

This is the most ridiculous idea . You are creating so many safety hazards making this lane and actually encouraging parents to drop off and pick up here when even the school discourages this!! Remove the lanes ! They are unsafe and cause people to go into opponents lanes. No one uses them and it is causing major safety hazards

This is very hazardous for automobiles and pedestrians. It makes it very unsafe, and those lanes are not even used for bikes. No one uses it.; These obstacles are making it very unsafe for everyone. ; Very unsafe for everyone . Please remove! ; Unsafe for everyone and unused by bicyclists myself included. Please remove!

This project hurts pedestrians! ! ! Middle the road parking will cause those entering their cars to be endangered and those crossing the road to enter their cars. I want those cars on the curb on both sides. I still use the sidewalk with my bike. Remove all of these unsafe changes. These changes dramatically increase pedestrian fatalities! ! !

This road has a 6% grade making it very difficult to bike up and down. There are a total of 4 middle schoolers who can currently make this hill on a bike. There are roughly 50~60 students who walk up and down this hill everyday. The crosswalks do help the students and help make their route to and from school safer. Wider sidewalks on this road was what is actually needed for safer routes for students. These bike lanes do not benefit the majority of use on this road. The bike lanes also constrict parent pick up in this area, forcing parents into the more residential streets. Students are very difficult to see when crossing between cars in these areas. The limited parking also congests the street for school bus drop off and pick up. The majority of school bus morning pick up's, the students are in the dark. Better lighting is what is needed to help make this a safer school route.; The GMS parent pick up area on Allerton helps relieve the congestion on Slaughter. I've noticed increased wait times on Slaughter since the bike lanes were installed.

This street has no houses so I am less upset about a bike lane there but it should just be a bike lane on each side of the road.

The bike lane is so wide it is wider than the driving lanes. I have seen a on several occasions cars turn into that bike lane from Barstow because it is so confusing. These cars typically drive nip the bike lane at least half a block and then realize that they need to move over and then have to navigate one the black zebra armadillos.

If bike lanes are needed on this road- the whole design needs to be simplified.

The bike lanes should not be wider than the road.

This was a poorly planned and executed design. I no longer feel save even driving down this street.

This was not needed. You clearly didn't do research on this project or you would have seen that kids don't ride their bike to GMS they walk, ride the bus, or are picked up by parents. Kids don't ride bikes because they can't. They have backpacks, tablet/device bags, instruments, sports equipment, etc. You would have known this had you spent one day on research. Remove this mess.

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

Too confusing

Too dangerous.

Too many obstacles to navigate when running.

Too much of the street is taken up by the changes.

Traffic is low on street except when students are being picked up at nearby school. No benefit to adding bicycle lanes as street is already wide and little traffic. Bicycle lanes only benefit riders when placed on busy roads with no parking such as along Escarpment.

Turn from Barstow west onto Allerton is totally illogical. Forced to turn into what feels like the oncoming lane.

Turning anywhere in our neighborhood is incredibly dangerous now because you have to drive into the oncoming lane of traffic to get past the new bollards to turn - it's a nightmare and there have already been numerous accidents.

Two way bike lanes on one side are dangerous for drivers and cyclists!

Unnecessary / It used to be beautiful and safe hill and now it is messy and dangerous

Unnecessary and ugly.

Unsafe and dangerous. The fact the city is prioritizing bikes in a suburban neighborhood where everyone must drive cars, shows how out of touch they really are. Painted bike lanes, though not needed, would have been fine. But the city Transportation Dept thinks we're a bunch of idiots who will get used to it. Just remove it. I think it's time we get the media involved so the rest of the population can stop the idiocracy before it gets to their neighborhood. How many times do we have to tell you there were no issues for the bikers, walkers, joggers, and drivers before you brought your unused Project Connect \$ to our little neighborhood.

Waste of space . Not safe for anyone

We are fixing problems that don't exist and simply over engineering our community roads. Narrowing the travel lanes is forcing heavy vehicles like buses and heavy trucks to train over the same narrowed space expediteing the deterioration of the surface (see Convict Hill for example). Several occasions I've seen bicyclists (peletons) use the main road lanes versus the available bike lanes, this is due to the debris build up in the coned off bike lanes, street sweeping is a real challenge for the condoned off bike lanes. Multiple occasions I've seen landscape trucks, RV's with trailers hit the installed cones when taking the now impossible corners. All the plastic parts aren't holding up to the abuse and elements, personal opinion they detract from an otherwise esthetically beautiful neighborhood.

We did not ask for these bike lanes and they are rarely used

COMMENTS RELATED TO REMOVING THE CHANGES ON ALLERTON AVENUE

We have lived off Allerton for 15 years. We have always lived peacefully with walkers, bikers and drivers alike. The ridiculously wide bike lane has become an unnecessary driving hazard and eye sore that we have to drive by multiple times per day. It was so unnecessary due to the minimal number of bikes that go to Gorzycki and the lack of any traffic incidents necessitating it. I am very displeased with it, especially because they took up over 1/3 of the road and made it so over engineered with all the bumps, poles, paint and signs. Please remove it.

What a complete waste of time and money. It's not even done well. You've effectively handicapped all of the roads here with this ridiculous bike lane. I'm willing to bet that even the cyclists don't like it. I know this because I've seen them actively not using it. It makes sense on the main roads, but this is ultimately a busy residential road. Maybe use that money you wasted to better fund APD. What a stupid waste.

What is built is a disaster and unsafe to vehicles, parking and bikes lanes all on one side of the road. What has been created is way too tight was safety of all.

What was once a broad and peaceful blvd now a confusing and unsafe congested mess. No room to turn around. Conflicting barriers. Frustrating and a waste of money. ; Confusing, complicated, and unsafe. Not enough room to pass safely. Confusing barriers. Logistically hard to navigate. Ridiculous waste of money and WAY WORSE for all users. Take this stuff down immediately.

WHO THOUGHT THIS WAS A GOOD IDEA? THEY SHOULD BE FIRED!

Wide sidewalks on both sides of the street. Extremely low usage of the bike lanes. It is much more dangerous to drive now with the narrow roads and confusing signs.

With school traffic I have seen people getting very confused. Some kids use the bike lane but most just ride the way they used to.

Would like all the streets in Circle C North returned back to what they were previously before the City of Austin placed 2 lane bike paths with barriers throughout the neighborhood.

Wrong location , useless

You idiots spent money on a problem that didn't exist.

COMMENTS RELATED TO KEEPING THE CHANGES ON BARSTOW AVENUE

bike lanes are important for making it safe for riding for both children and adults.

Absolutely love the designated bike lane. Wish it was in Via Correto Drive also. Provides a safe space for the kids to bike to Mills daily. So much safer than before. Thank you!!!; Barstow bike lanes are so much safer for kids to ride bikes. We use them daily to go to and from school without fear of someone running the kids off the road or hitting them (we had a few close calls before). It is so much better. Thanks for protecting the children over prioritizing cars using the street as a cut through. It forces cars to drive a little slower too. For anyone that says there is no problem think about how many times the main side stones have been hit by a car. The more protection for kids the better!; Want to mention again after reading so many negative comments-I can't speak to the other areas but the protected bike lane to Mills on Barstow follows the flow of traffic and provides a safe place for kids to ride. We love it and would be horrified if you removed it and let cars push biking children to the side.

All of the improvements are for safety. None of them affect me negatively and only protect me from others.

As it currently stands, the bike lane peters out to nothing at the south end of Barstow. This needs to be completed for it to be safe

As the popularity of E bikes, one wheels, motorized scooters, become more popular. I feel like AUSTIN will be on the forefront of providing protected infrastructure for people utilizing these alternative modes of transportation. People complaining about the "look" as being ugly, have probably never been hit by a car or had a loved one injured or killed. Their priorities would be much different if they were to be on the other side of it.

At first I thought the changes were annoying, maybe even a little dangerous for cars. However, I saw some kids riding their bikes on the bike lane, and I felt they were much safer with the additions than without them. The narrower car lanes contribute to the feeling that cars are less safe, but they also tend to encourage cars to reduce their speeds, likely making everyone net safer.

Barstow is a a road divided by a planted median for the most part, so the 2 way bike lane does not make 2 way car traffic have to slow down. The bike lanes help slow down the traffic coming from high speed Slaughter Lane, and it reminds drivers to slow down for bikers and residents walking, etc. I enjoy biking on these lanes.

Barstow is a great road that leads straight to a bicycle shop and a shopping center with a movie theater, yogurt shops, etc and it's great that people young and old have better access when not using a car for travel.

Barstow is very important to get through this neighborhood safely, you can take a sidewalk to Davis and that gives some relief from automobile traffic in the area. I ride on Barstow almost daily as do many other cyclists, in fact it leads to a bike shop ATX Bikes, on slaughter ln.

COMMENTS RELATED TO KEEPING THE CHANGES ON BARSTOW AVENUE

Before the improvements, my young family and I avoided biking along Barstow - even though it's a key connection in our local street grid. Traffic was just too fast and the sidewalks are not wide enough to facilitate biking. These improvements have been SO nice at carving out some safe space for people walking, running, and biking. I regularly see kids and families using the new improvements - something that you never saw before they went in.

Changes are good for keeping cyclists safe.

children ride bikes

High speed traffic. Enforcement needed.

Houses aren't directly on Barstow but with all the mailboxes there's quite a bit of foot traffic. People scream down this road in particular.

I am in strong support of keeping these bike lanes. There are so many people who get by bikes in the area. Please don't let this be a popularity contest when real lives are at stake.

I appreciate the team listening to the homeowners early on and making the adjustment for mailbox parking. I believe the turn from Hillside Terrace onto Barstow (going north) might need reworking.

I fully support all changes made.

I haven't seen any problems with the changes on Barstow, but we don't use it very frequently - maybe once a week. I'd defer to the folks who use it more often.

I love the new bike lanes on Barstow. My family uses them frequently. It feels much safer to get from Allerton to Hillside Terrace with the new configuration. I especially like not having to cross Barstow at Hillside Terrace. I also drive on Barstow, and I think the parking situation for the mailboxes is fine. Cars just need to slow down and treat Barstow more like a neighborhood street and less like Slaughter or Escarpment. My only recommended changes would be to add the flexible posts, which are missing along Barstow for some reason, and to give bikers some indication of what they're supposed to do if they're biking all the way to Slaughter. Right now the lanes just end at Melava Court, which is really confusing if you're heading towards Slaughter.

I see these used often. They are helpful. Honestly if there was a way to Aiden them safely that would be my preference. I see little kids riding to and from school and those corners make me nervous.

I support dedicated lanes to bikers and walkers.

I use the bike lanes

If Barstow were modified, place a bike and a parking lane on each side.

In this area the bike lanes are well-executed and give a good balance of sharing the road between bicyclists and motorists.

It is a big improvement

COMMENTS RELATED TO KEEPING THE CHANGES ON BARSTOW AVENUE

Keep Barstow as is

Keep the bike lanes

Love the bike lanes

Many children walk and ride there bikes to and from school. We should keep them safe.

Mostly better but a large number of cars do not fully stop at either Allerton Ave or Hillside Terrace. This has caused near collisions when using the bike lanes or walking across the crosswalk.

My children feel safer biking than they did before.

My children use Barstow to access the sidewalks leading to Circle C Metro Park. I also pull a trailer behind my bike for my kids to ride in when they are too tired to ride to the park. The bike lane is a great improvement as the sidewalk is too narrow to accommodate riders and walkers at the same time (the trailer takes up the entire width of the sidewalk). Also, because Barstow is the main entry for the neighborhood, cars are often times travel WELL ABOVE the posted speed limit. It is too dangerous for my kids to ride in this road. The new bike lanes allow us to safely share the same road with walkers on the sidewalk and car users. WE LOVE THE BIKE LANES! Thank YOU!

My daughter will be attending Gorzycki in the fall, and we live right next to Mills Elementary. Due to proximity, we will not have access to bus service and therefore intend to use the bike lanes to commute by bicycle whenever the weather allows. The new bike lanes are wonderful for ensuring we have safe transit back and forth.

N/A

Overall very happy with the changes. Change can be hard for people, and clearly a number of the residents of Circle C have difficulty with change.

Please keep the bike lane additions

Please share our streets.

Safe access to Gorzycki and Mills for students and parents who used these facilities should be a priority for all and these new facilities are proven to cause drivers to reduce speeds and operate their vehicles more carefully. Sadly, because drivers often don't comply with municipal law by driving in bike lanes, these sorts of on-street barriers are necessary to protect all roadway users. Barstow serves as an important connector between Slaughter and Davis using the pathway between Allerton and Davis so protected access should be a priority for this roadway.

Safety!

COMMENTS RELATED TO KEEPING THE CHANGES ON BARSTOW AVENUE

Same as other responses, lanes are too narrow and bike lanes too wide. I am all for have protected bike lanes but after using my bike in them, I realize this is way more width than is actually needed and it is creating a hazard for the cars. Someone is going to experience expensive car repairs or an accident that could harm people due to the poor design of the bike lanes. Keep the lanes, just narrow them down to reasonable bike width and make the car lanes reasonable car width. I hope the City is actually listening to the feedback and not just doing this with the end result already in mind.

Same! A lane on either side with bumps would have been great. However just keep it. I've acclimated to it, and like the idea of some people being annoyed by it. Maybe they should learn to drive safer, slower, respect pedestrians.

See above.

Since the change, I have seen with my own eyes families, students, and adults separately using the lanes to ride bicycles.

Slight curb cuts at the intersection of Barstow and Slaughter would make it easier for bicyclists on the Slaughter sidewalks to turn toward the bicycle lane on Barstow.

Thanks for making these streets safer. Love the slower car speeds. My quality of life has improved with the new changes. I look forward to riding my bike with my kids!

The bike lanes are slowing traffic on Barstow which is needed. I would have preferred narrower lanes on both sides.

The bike lanes encourage children to ride their bikes to school because they are safer while also decreasing car speeds in a residential neighborhood.

The changes make it MUCH safer for kids and adults to ride their bikes along that street. The street was wide and seems to give cars reason to drive unreasonably fast before the bike lane was put in. It seems like many of the complaints are coming from parents dropping off their kids from the car on the back side of the middle school. If they dropped them off like they are supposed to, at the front, there wouldn't be an issue.

The changes to Barstow avenue seem to be working in the same way as the ones on Hillside Terrace - forcing drivers to slow down.

The only issue I experience is that when stopping my car at the mailboxes heading southwest towards Slaughter, you can't U-turn to head back into the neighborhood without entering the bike lanes.

The two bike lanes on one side of the road at the light is a little odd but not a big deal. Again slows traffic down in the neighborhood and I like that. ; Like that it slows cars down. Lots of pedestrian traffic with all the mailboxes.

COMMENTS RELATED TO KEEPING THE CHANGES ON BARSTOW AVENUE

These streets are important thoroughfares for families going to and from school and should have protected lanes for biking. It's a matter of safety for children and it supports biking, which is a form of transit we need more of as it relieves traffic congestion, is more sustainable and has an exercise benefit.

This is a main street for the neighborhood, and the improvements slow traffic and increase safety.

Undoing the changes will waste more taxpayer dollars. Please keep the changes.

Unnecessary redo of curb cuts

We appreciate the improvements made to Barstow Avenue when we use it for walking, running, and bicycling. Our kids used to walk to Mills Elementary and ride bikes to Gorzycki MS everyday and wish these bike/pedestrian-friendly improvements were there at that time. My opinion is that much of the negative comments about these changes comes from car drivers who feel inconvenienced, as it limits their freedom to speed through this area. We hope these improvements are left in place.

We need more safe bicycle and pedestrian infrastructure

With any changes to infrastructure, there are going to be folks that do not appreciate it. However, in order to build a safe way for kids and adults to feel empowered to ride bikes more, these changes need to keep occurring.

You are going to see way more comments stating that they don't support the project because complainers are always the loudest on the Internet. The changes made the streets safer for everyone. The only inconvenience is that cars have to drive slightly slower. Please keep the changes and not waste any more tax dollars.

COMMENTS RELATED TO MODIFYING THE CHANGES ON BARSTOW AVENUE

Again far too much space has been taken for bike lanes---if someone is parked to pick up their mail--- the remaining lanes are too small for the traffic that is coming from each direction at the same time--- -sadly most of the use of the bike lanes in all three of these areas are done by want to be Lance Armstrongs in their spandex---riding on the weekends through our neighborhoods---not a large volume of local people use--

Again, extremely distracting. This section seems better than Allerton but perhaps it's because there are less offshoots into the neighborhood. I understand some residents Really hate the sections in front of the mailboxes.

All the signs and unnecessary parking spots outside the bike lane are distracting and unnecessary.

At a minimum -- Improve mailbox parking at both locations. There's no reason for a bike lane to start right in front of the mail boxes!!!

Ave not large enough to accommodate changes safely.

Barstow doesn't have fronting houses. A normal bike lane without all the poles and barriers would have been nice. It's a neighborhood street and I think what is there is overdoing it...again it's not a major city thoroughfare that's heavily traveled by bikes and cars. These streets in CCN carry neighborhood traffic and middle school traffic.

Bike lanes on each side. Need to make a U-turn from the mailboxes without crashing into zebra dillos or bicyclists. Saw a kid get whacked by a car door. Fortunately he was going slow and not hurt. Bicycles are going to have to learn to go around parked cars in the bike lane.

Create parking to pick up mail at mailboxes near Slaughter Ln

Designate parking for mailboxes

Do away with the parking blocks and have bike lanes on the appropriate sides. Could have no parking signs during the times of day when kids are going to or returning from, school. Bike lanes not wide enough for the kids to be going in opposite directions.

drive lanes are too narrow.

Either narrow the bike paths and remove the barriers. OR put one way bike paths on each side of the road. Barstow's median makes the road narrow as it is and the added bike path on the right side of the road has only make that side of the road even more narrower for the cars. This again causes choke points at the mail boxes and is annoying for the cars who have to drive on such a narrow road. If one way bike paths are put on either side, the division of the road would be much more even.

Exiting my small neighborhood is unsafe. People is coming from many places and new lanes are unsafe. People is distracted and this new changes offer too small space for cars and make turns uncomfortable

COMMENTS RELATED TO MODIFYING THE CHANGES ON BARSTOW AVENUE

FHWA states: "Bicycle lanes are always located on both sides of the road on two-way streets. Since bicyclists must periodically merge with motor vehicle traffic, bike lanes should not be separated from other motor vehicle lanes by curbs, parking lanes, or other obstructions." The bike lanes do not meet FHWA guidelines. The bike lanes are currently on 1 side of the street, and are separated from motor vehicle lanes by a parking lane for community mailbox access.

I am not opposed to bike lanes and appreciate the effort to make a safe place for bikers and runners. The current design however is more dangerous for all and takes up an unnecessary amount of the streets utilized. The old style of single bike lanes on each side of the street would be much more efficient and safe. The current design that was probably sold to the city by a vendor is confusing and not always utilized because some do not like going against the traffic. It also leaves an unsafe amount of space for cars.

I am very upset that such changes were made without consulting with the community first. It is very confusing--and one would think against traffic laws--to have two bicycle lanes side-by-side on the same side of the street (we have been taught that one rides a bike going in the same direction as traffic). These changes were made without explanation to the community either. I would like to know who is responsible for these changes because I do intend to vote for them again.

I don't understand why traffic poles were used on Barstow and Davis instead of the rubber bumpers used on hillside terrace and Allerton - I would strongly prefer rubber bumpers

I like the majority of the changes on Barstow. I think the area in front of the main mailboxes feels a bit tight, but it's encouraged us to walk to get the mail more.

I prefer modify Barstow similar to what I suggested for Hillside Terrace, adding a buffer lane, and changing out any bumps for vertical poles. There is one point near the Northwest side mailboxes where, with the newly drawn lanes, the car lanes become too narrow due to cars parked at the mailboxes. My mailbox is the Southeast Barstow one, and this is a terrible location for the mailboxes. It isn't convenient to walk there and it's right by a busy intersection. Almost everyone drives to the mailbox but now you can't park right by the mailboxes. I'm afraid someone turning too quickly onto Barstow from Slaughter will hit my car, which has to be parked practically in the middle of the road because the bike lane pushes the parking spots out so far. Truly I think the best solution would be to move the mailboxes to a different location. Where Barstow dead ends, there would be room to add mailboxes and few parking spots. There are never more than 2-3 people parking to get their mail at once. For the Northwest mailboxes that are closer to Allerton, it is an issue that people will park on Barstow on the opposite side of the street and cross Barstow to get their mail. That is a pretty high traffic area with cars turning to get in and out of the neighborhood and I can tell you the people crossing are never paying attention to traffic. It would be better not not allow parking on Barstow opposite the mailboxes. After the recently changes were made to Barstow, at the Southeast Barstow mailboxes I have seen people park in the median by the mailboxes and then walk across the northbound Barstow lane to get their mail. Again this is right by a turn off a high-speed-limit road (Slaughter) and it really isn't a safe place for people to be jaywalking.

COMMENTS RELATED TO MODIFYING THE CHANGES ON BARSTOW AVENUE

I sometimes pick up my mail (East Side of Barstow) as I'm driving into the subdivision. I now have a difficult time locating a place to temporarily park my car as I pick up my mail without blocking the bike lane. A single bike line should be sufficient.

I would advocate for there to be a protected bike lane on both sides of Barstow going with the direction of traffic. I worry that someone turning right onto Barstow from Hillside terrace will not look right to see if a bike/runner is coming from that direction and this could result in an injury. But I want there to be protected bike lanes on this road

I'm glad there are protected bike lanes on this road. We use them. However, two way bike lanes feel excessive or it's too wide. A single bike line would be sufficient for the flow to and from school.

If you are in a car and stop to get your mail, it is now terribly unsafe. There is not room to open a car door when there are any cars around - let alone cross the darn street. You also cannot turn your car around unless you make a three point turnaround. Consider narrowing the bike lane.

If you have to have the lanes it should be on both sides. The NB lane is very narrow now

It should be reduced to a single lane. It is too wide.

It's a little weird how the bike lanes just end at the mailboxes.

It's very hard to park and get mail

Keep bike lanes, make it a no parking street

Keep dedicated bike/ped lane and consider modifying the lanes to flow in the direction of traffic.

Keep it simple.

Lanes on both sides in direction of traffic. Turns off of Hillside T are often blind to bike traffic from an unexpected direction.

Looks weird like all the other new bike lines. Why can't the bike lanes be on both sides of the road like Escarpment? No one parks their car on Barstow because most of the houses on that street have a different street to enter. I would not feel comfortable riding my bike looking at oncoming traffic.

Make it smaller and remove the zebra humps

Make the lke lane smaller to allow less congestion for vehicles

Make vehicle lanes wider

narrower bikes like and remove the extra bumpers, that side is again very narrow for driving.

Near the mailboxes, please remove the blockades on the ground! We cannot maneuver larger SUV's or Trucks if cars are parked there. The road is now much too narrow.

COMMENTS RELATED TO MODIFYING THE CHANGES ON BARSTOW AVENUE

need wider lanes for vehicles

No place to park when stopping to get the mail. So I park against the curb

Now it's difficult to pick up the f***ing mail

Once again, the bicycle lane, delineating posts and the speed bumps take up too much of the ROW. It is difficult for an average size pick up truck to fit in the lane of traffic. Without encroaching into the bike line.

One lane bike lane, safer parking for mailboxes

One of the signs to yield to bikes has already been run over and flattened - because there isn't enough space for turning vehicles. Again, too much space has been yielded for too little use.

Put bike lanes on both sides of the street

Remove all the upright sticks or replace with the zebra bumps

Remove delineators, armadillos/zebras, and parallel parking spaces. Bike lane, itself, is okay (in theory) but not protected. It's a residential street that is wide enough for bike riders to use without need for a barrier-ed lane. The bike lane + parking spots make the street INCREDIBLY narrow for 2-way traffic. Cars frequently have to stop and give way to oncoming cars because the road is too narrow.

remove the yield signs at the corners and put one way lanes on both sides of the street.

Same comment as Allerton, Barstow NEEDS bike lanes. It's the main road my kids ride on to access Circle C Metro Park off Slaughter lane. Traveling on bike is too dangerous on the sidewalk with the amount of pedestrian and dog traffic and vehicle traffic is too fast on that street. The bike lanes do not take anything away from vehicle travel on the road and only enhance our neighborhood by allowing all users to have designated lanes of travel. Before the bike lane, my kids would be forced to ride in the road when a pedestrian on the side walk would refuse to move to allow them to pass. Only comment re that Barstow lanes is the south end. The south traveling lane just ends and needs to extend to Slaughter or have a crosswalk to the west side of the street so riders can access the light to cross Slaughter.

Same comment as Hillside Terrace.

See above

See comment in response to previous similar question.

See comments already provided and there's more than enough space for bike lanes on both sides of street.

Signs to yield to bicycles and people in crosswalk seem overdone and unnecessary.

COMMENTS RELATED TO MODIFYING THE CHANGES ON BARSTOW AVENUE

Situation on Barstow seems a bit better since there are no houses facing the street, but there's also mailboxes, residents using those should provide suggestions.

smaller bike lanes on each side of the street instead of 2 on one side.

The area near the mailboxes have become very unsafe. The lane for cars to park (east side of the street) is so narrow that it is impossible to get out of my car to access my mailbox if another car is coming. If I am parking on the west side of the street to access my mail, it's very dangerous to open my door and step out if another car is passing by. The changes have made it very dangerous to drivers. There is no safe way to turn around without making a 3-point turn or running over one of those striped barriers. It makes it extremely difficult and unsafe for drivers to get their mail.

The bike lane dividers don't do much protecting if they bend AND there are not enough bicycle riders to justify all these dividers.

The current lanes/pathways take up about 30% of the road surface area, which is too much. Do we really need a sidewalk and two lane biking lanes side by side across the neighborhood?

The dedicated two way bike lane is nice, but drivers looking to the left before pulling out won't see bicycles coming from the right. I think it would be better to have single direction bike lanes on either side of Barstow that would flow in the same direction as the cars.

The double bike lane is over kill. One bike lane would be enough. This would allow the driving lanes to be wider. The driving lanes are too narrow. Especially narrow when you are navigating car parked in spaces floating in the middle of the road. Mark start of bike lanes with a tall plastic mark like the ones that line it. I saw a car that was confused turn down the bike lanes. It was early in the morning and dark so hard to tell where the car lane and bike lanes were. Confusing because it is wide enough for a car to fit down it.

The existing sidewalks are sufficient for pedestrian use and mobility devices, however the introduction of reasonable dedicated bicycle lanes seems to be an acceptable idea. With that understood, all of the action taken without community input, the over engineering, the ridiculous squandering of tax payer money and resources and the wake of user confusion and frustration rates this project a HUGE FAIL. The over use of signage, street markings and barricades along with cars parked in the middle of the street, and bicycle lanes that are wider then the vehicle traffic lanes and in some spots the center divider lanes that overlap directing head on collisions makes it clear that this contract was awarded to a firm that has never had representation walking, biking or driving these streets upon completion for the purpose of quality control. A railroad take the money and run project that will more deeply line the pockets of contracting firms if any action is taken to reverse this ridiculously approved project to the degree of having safe dedicated bike lanes with normal operating conditions for vehicular traffic.

The lines/lanes don't make any sense. Also lines are painted crooked

COMMENTS RELATED TO MODIFYING THE CHANGES ON BARSTOW AVENUE

The new bike lanes on Barstow Avenue have removed any place for cars to park while drivers check the "south" community mailbox. Drivers must either break the new traffic laws, park much farther up the street, or walk back-and-forth across Barstow, and when the junior high is letting out about 4:00-4:30 even the spaces across the street are occupied by waiting cars. Also, if the Barstow bike lanes were installed primarily for children, it was severe overkill. Children seldom ride bikes along Barstow.

the only benefit that I have noticed is that no one has run into the stone wall leading into the Heights at Loma Vista neighborhood. There simply is too much 'drive through ' traffic' through Loma Vista.

The two lane bike lane is completely unnecessary. One lane is more than adequate since the bike traffic is overwhelmingly either going TO or FROM school. It is exceptionally confusing to have so many visual directions at one time. At some points, I count 7 different things telling me what to do - such as multiple colors of paint, reflective lights, signs, bollards, "armadillos" etc. The bright yellow signs that are at a driver's face height are invasive and unexpected - when are there ever signs at this location? My 21 year old daughter is now afraid to drive her car in the neighborhood (it's a regular height sedan car) and asks to borrow my SUV whenever she can. My 78 year old mother, who has lived in Circle C for the last 5 years, is also afraid to drive up to my house now. The level of impact on drivers is simply out of proportion for the bike riders on this neighborhood street that ends in a dead end and has never, to my knowledge, had a speeding problem or been an issue for cyclists. I worry that the 2 lane bikeway with the cars yielding to bikes in the turns, etc will give the bikers a false sense of security when they ride out of the neighborhood on regular bike lanes. Speaking of which, I drive all over Austin for work and I don't see this level of protection even on very busy streets like Slaughter near Southpark Meadows or South Congress. It's overkill! And please let us park by the mailboxes again. It's so uncomfortable to park now! ALSO, what is the deal with the strange polygon shapes that are marked by bollards as no parking? They don't seem to relate to anything and are another visual distraction.

There is no accessible parking at the mailboxes on Barstow near Slaughter, and I've seen both elderly and mobility-impaired drivers to either park in the bike lane or park further away and struggle to walk to the mailbox.

This bike lane is fairly clean and the traffic protection isn't too intrusive for cars. Simple paint might have been better though. Just like other areas in CC

This one is more difficult. There needs to be parking available for residents to stop and get their mail on the same side of the street as their mailbox. I suggest changing this back to one-way bike lanes on each side, with marking next to it, much like Davis Lane has west of the school.

too many markers/ indicators - large amounts of visual clutter

Too narrow driving lanes near the mailboxes, and parking on the bicycle lane side in the actual street is dangerous for getting out of a vehicle and crossing the street for the mailboxes.

Unclear for bikes at Barstow and Slaughter corner ?

VERY confusing on where to park to get mail (smaller set of mail boxes).

COMMENTS RELATED TO MODIFYING THE CHANGES ON BARSTOW AVENUE

Way too cluttered looking and distracting. Replacing common sense and personal responsibility with 2' pylons and narrower roads and idiot bumps ... not a good use of public funds.

We do NOT want our neighborhood covered in white columns

Would like it see the same Bike lanes that are on Escarpment or Davis and allow cars to park in the bike lane.

you could allow more room for the cars that have to drive through making it safer for everyone.

Worried that kids have to look at back of stop signs!

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

*Over engineered for the size and scope for the area in question.

*Places a risk to people, pets, and property under normal circumstances and in emergencies.

*Questionable clearance for emergency vehicles to drive and maneuver (e.g., fire truck, ambulances). Where are drivers supposed to pull over in an emergency?

*If the USPS worker said you are making the job more difficult, what other services for this neighborhood have been affected?

*Poses a hazard. I have personally witnessed people driving over double lines to avoid people opening car doors to get the mail; people almost getting into accidents during school pick up/drop off times; and cars almost getting side swiped in parking spots now displaced into the middle of the street.

*This work has continued despite promises from the city that it would stop during evaluation. It has not. Plastic reflectors and poles in the road have been installed, making it even more difficult for drivers trying to avoid hitting pedestrians or people getting in/out of their cars.

*Designated and blocked off spaces on both sides of Allerton makes it difficult for people who live in the neighborhood to get in/out during peak school pick up/drop off times. The city has made this situation worse for everyone and created a chaotic and hazardous mess!

*It would have been better to use the money to provide better street lighting, or repair pot holes...but no one asked this community directly what they needed. This would have been a better use of taxpayer funding and resources.

*While a "safe bike to school/work plan" may be well-intentioned, it did not consider feedback nor impact of this particular community. One bike rider to work does not supersede the right to the safety or needs of an entire community of tax paying citizens who live and work here.

*Despite community feedback, the city continues the work, including plastic reflectors in the middle of the road.

*No one wants this, no one asked for this.

*All the evaluation steps you are taking now with the community should have occurred BEFORE installation. This could have avoided the backlash and ire you are receiving now from the tax paying citizens who live and work here.

The only solution is ***TOTAL REMOVAL***. Not partial removal, but a ***TOTAL REMOVAL***.

98% percent people drive, less than 2% ridership bikes. People actually run more than ride bikes. So if you want to be smart, redo the side walks and remove bike lanes.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

A travesty! This used to be such a beautiful entrance, and we felt so proud to live in this neighborhood every time we came home. Now it's so awful and ugly that we can't wait to move. I honestly can't believe this was approved. It's unnecessary to have a post every 2 feet, all the extra paint markings and signs, and a million reflectors. And I still haven't seen anyone use the lanes. I think it's important to have things marked for better safety but this is truly too much.

Access to neighborhood mailbox now extremely dangerous! When getting out of the car, overtaking cars can run one over. Parking on the opposite side of the mailboxes, a high hazard for everyone picking up mail, especially when picking up after work, when dark. Also, turning right from Allerton Ave into Barstow ave is too tight (bicycle lanes start way to early), vehicles have been damaged by poles and post. Remaining car lanes are too tight for most cars. Very few bicycle usage, even during school hours, but daily life for inhabitants of the community driving home is highly affected.

Accessing mail boxes is complicated and more dangerous. Car drivers have to walk across the bike lanes, dangerous for both peds and peddlers.

Actively makes things worse and cost a fortune I'm sure

Again lots of work for bike lanes that no one uses.

Again with the mailboxes on Barstow and cars parked in the middle of the street for people to check their mailboxes the changes to the streets make it unsafe for everyone.

Again, a solution in search of a problem. See commentate Hillside Terrace.

Again, again: Utterly ridiculous. There is no reason that one third of the road needs to be dedicated to less than 1% of its traffic. The bike lanes are never used, people walk in the bike lanes and bikers still bike in the street. Visiting cars are often unable to park in certain areas of the street. In areas where parking is outside of the bike lanes, the space on the street is heavily constrained leading to unsafe passing conditions for cars going in two different directions. The bike lanes need to be removed yesterday.

Again, not enough room, swerving to miss parked cars. This obstacle course has got to go!

Again, parking in the middle of the street? Poles, barriers, lines, signs, armadillos are distracting and dangerous. The lines point directly to the median, and I am sure I am not the only one who has hit that. The street is now too narrow for cars. The bike lanes are WIDER than the driving lanes. It makes no sense. We don't want this, remove them ASAP.

Again, the bike lanes are wider than the car lanes. I'd venture to guess the number of cars outweighs the number of bikes by 50 times. It's just not necessary. It's an eyesore, confusing and unsafe. Remove them.

Again, the changes are confusing, unsightly, and unnecessary.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

All the biking paraphernalia has ruined the look of our beloved neighborhood-- half of it is not even a bike route that would make sense for students to travel... they connect zones that are split between two different schools, for that area. It is ridiculous, what you have done-- since their inception, over a year ago-- I have seen less than 10 bike travelers in these lanes... YOU RUINED THE NEIGHBORHOOD-- it looks like an inner city construction site, throughout the entire Circle C community!!! STOP IT!!!

At least no one lives on Barstow.

Awful. Get rid of it

Barstow Avenue has become a danger zone. People getting their mail (on either side of the street) open doors which impede the north AND south traffic because the bike lanes have narrowed the road so much. Northbound traffic must now park in the middle of the street to get mail from the community mailboxes. Northbound parked cars also run the risk of inhibiting the bike lanes themselves if a passenger tries to get out. I have seen people drive on the wrong sides of the road to get through here, which was never a problem before. Further, because the roadway has narrowed, it is actually safer to drive on the wrong side of the road to get mail, because at least you aren't stepping into traffic when the driver opens his/her door. I have seen countless people run over the "road armadillos" trying to turn around to simply go home. There are hundreds of cars that use this road daily, and I have only seen a handful of bikes use the lane since it was installed. Prior to installation, I never heard ANYONE suggest that Barstow was unsafe for cyclists or drivers. Now it is unsafe for both.

Barstow is a major entrance and exit to the entire neighborhood. It has narrowed the road and added danger to cars and walkers.

This road needs to be returned to its original traffic pattern.

Barstow is horribly unsafe. Trucks straight run over the signs and I have hit the bumpers with my tire trying to turn around from the mailboxes; going to cause damage to a vehicle. NO BIKES USE THESE LANES!

Barstow is particularly ridiculous. There is far more room for an unused bike lanes and shoulders than for cars. It's ugly and the installations were immediately scraped up. It's an eyesore and ruins our beautiful neighborhood. Barstow is not S. Congress yet it's treated like an inner city downtown road with all the installations.

Barstow was a narrow area before the changes. It is more so now.

Bicycle lanes create one narrow lane on one side of median. Blocks right hand turn from Hillside Terrace onto Barstow.

Biggest waste of resources I've ever seen. A complete nuisance for drivers. Parking in the street is hazardous to drivers. Some of the paint for bike & walk lanes is fine, but those rubber sticks & speed bumps & humps should be removed immediately. 10,000 autos use the routes daily, but only a few bicycles. Your priorities are completely out of order.

Bike lane consumes too much space, it's difficult to drive, especially at the mailbox.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

bike lanes are a problem for neighborhoods that do not have wide steets

Bike lanes have had the opposite intended effect, causing more congestion, narrowing streets and causing traffic delays that never previously existed.

Bike lanes have had the opposite intended effect, causing more congestion, narrowing streets and causing traffic delays that never previously existed.

Can't get mail safely. Remove this dangerous crap.

Changes created distracting confusing hazard where there was none before. Huge waste of financial resources. How about resurfacing the roads more often instead? Hazardous to drivers. Distracting as well. Lanes are too narrow. Someone opening their car door might be injured, lawsuit would happen. Road humps & bumps are damaging to wheels, tires, undercarriage. Parking in the painted lines in the middle of the road is ridiculous. Walkers can use sidewalk. Only a very few bikes are ever seen here, but 10,000 cars us these roads daily. An aspect of too many city employees with nothing to do but create these asinine woke socialist over-regulations. A little paint on the side for a bike lane is just fine as it was.

Changes created hazardous driving conditions resulting from narrowed traffic lanes, obstructions to turn radius at the intersection with Hillside Terrace, and risks for vehicle damage from obstructions related to bike lanes, particularly near mail kiosks.. Changes to remove trip hazards on sidewalks would have been a better use of taxpayer money.

Changes have added many distractions, decreased driving safety, and increased confusion for bicyclists of all ages. All around these changes decrease safety, value, and homeliness of our community.

Checking the mail is extremely dangerous with these bike lanes. I am terrified my car is going to get totaled with my 4 year old son in it while I check the mail.

Confusing, complicated, and unsafe. Not enough room to pass safely. Confusing barriers. Logistically hard to navigate. Ridiculous waste of money and WAY WORSE for all users. Take this stuff down immediately.

Confusing, inconvenient for driving, create more dangerous situations than when there were any changes.

Dangerous

Disruptive to making turns and bike riders still use street lane

Double wide bike lanes aren't used. They are cumbersome, dangerous to car traffic. Barely enough room for the cars to safely drive our neighborhood. majority are not happy with these "Improvements".

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

Excessive number of white safety poles and cross walks. Poor use of taxpayer money and a terrible eyesore. Visual pollution. We walk/bike/drive this neighborhood multiple times a day and all these expensive (and ongoing maintenance costs) a waste where so many other Austin streets and sidewalks are in disrepair. Very disappointing decisions to expend so much money when needed elsewhere.

Extremely dangerous with the tight turn from Davis Lane to Barstow. Have never seen a cyclist use it- even with school rush hour. The parking "improvements" on Davis Ln require a PH D to understand and create a lot of driver confusion. This has made the area MORE dangerous for our children! ; It's all dangerous- confusing and rarely used for cyclists. Our tax dollars could definitely be used for other things. It's also unsightly and I feel has devalued the neighborhood.

Fetching the mail is near impossible now!

FULL REMOVAL OF THESE UNSAFE LANES! YOU COMPLETELY RUINED MY NEIGHBORHOOD. I DID NOT CHOOSE TO BUY A HOME HERE FOR A LOT OF MONEY FOR THIS HORRIBLE THING YOU DID TO OUR STREETS.

Getting my mail is now a risk to my life. I park in what I believe are designated parking spots, also in the middle of the road, and have cars on both sides fly by as I attempt to cross the two way road. I have elderly neighbors or moms with young children who have avoided to pick up their mail until someone can assist them or do it for them. To increase danger in an effort pickup mail is absurd. On the corner of Barstow and Hillside Terrace, the bike lane creates such a sharp turn into the median, cars are consistently hitting the bike sign causing damage to vehicles. All of which is unnecessary. We do not have an increase in bike or foot traffic, nor has there been any uptick in pedestrian injury. My grandma won't drive in my neighborhood to see her great-grandson because she is overwhelmed by the signage and lanes. Who are you trying to protect? Who voted for this? As bike riders and runners, our family now avoids family running and biking events in our own neighborhood because of these new lanes. They are dangerous. As a driver, I have been forced to come up with an alternate travel route to avoid getting hit by other confused drivers and I have decreased getting my mail significantly.

Hard to drive and turn. Take away bike lanes

Horrible. Ugly. Unsafe. Over the top. 26 year resident.

I am a senior citizen with mobility issues. It is hard to pick up my mail since we can't park by the curb.

I can no longer safely get to the car driver's side door for in front of my mailbox without risking getting hit. You can only get your mail going south on Barstow because there isn't room to turn your car around to go back home. Opening the door forces oncoming traffic to cross the yellow line.

I do not feel safe getting my mail when parking in the narrow pockets on Barstow.

I do not feel safe getting my mail. The pocket for parking is too narrow for comfort.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

I do not feel safe using the bike lanes on Barstow. I do not feel comfortable riding with oncoming traffic and DO NOT trust crossing the intersection at Hillside Terrace without stopping. Unless cars on HS Terrace pull very far forward at the stop sign, they cannot adequately see pedestrian or bike traffic coming from their right side. I feel much safer riding on the other side of Barstow and continue to do so. As for driving on Barstow, the bike lanes have created a hazard for people stopping to check their mail at the boxes on the west side of Barstow. The parking spaces created opposite the mail boxes are dangerous and the lanes become too narrow. People suddenly opening their car doors/getting out to check mail are at risk of being hit by traffic heading north on Barstow. I do not feel safe parking there and make a u-turn in order to park right next to the mailboxes. Even parking there forces traffic to swing wide into the oncoming lane in order to give mail checkers space.

I don't use Barstow avenue very often.

I feel nervous and not comfortable. The narrow roads are dangerous. They changes the roads without any feedback either. There have been no fatalities or injuries to any pedestrian or biker. The city of Austin is flat out fraudulent for forcing this kind of overhaul. We are nowhere near downtown Austin.

I feel the same way about the changes on Barstow avenue as I do the changes made on my street, Hillside Terrace. It's created a more dangerous driving environment. It's especially dangerous near the mailboxes where people are forced to park in the middle of the road and they, and their cars, are in danger of getting hit by incoming traffic from slaughter. There is not a large biking community or population that rides on this street (as far as I've noticed). I am all for having a bike lane on this street to create a safe route for bikers but we dont need two bike lanes on one side AND parking spots that are located in the middle of the street. It presents a real hazards for those of us who need to get out and get our mail while traffic is coming in and out of barstow.

I have almost gotten in multiple accidents and seeing hazards every day because of these lanes

I pick up my mail on the street at the mail center and have multiple times almost had my door taken off and or hit by a vehicle because it's so narrow because of all the changes. Very very unsafe.

I prefer one bike lake east bound and one bike lane west bound

I ride a bike and I want these REMOVED they cause more accidents to happen. ; I ride a bike and I want these removed. They are dangerous to everyone.; These need to be removed. No one is using these bike lanes and it is causing more harm to drivers and pedestrians and bike riders. They need to be removed.

I think this should be Barstow Drive. The changes have made the lanes incredibly narrow - especially when navigating near the mailboxes (on both sides of the road) and when navigating around the beautifully landscaped medians. I have yet to see anyone utilizing the bike lanes.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

I use the sidewalk to ride my bicycle or Ziggle scooter. Please remove all of the changes on Barstow Avenue. Drivers are not happy about the narrowed lanes. Pedestrians are almost run over when retrieving their mail as they are forced to park in the middle of the road. Yes, those parked cars in the middle of road or against the curb for the mail center has significantly obstructed visibility for both drivers and pedestrians. Please remove the changes on Barstow Avenue.

In addition to all of my previous comments this street has the additional issue of attempting to access the mailbox area. If you pull up to the midway mailboxes from Slaughter towards Allerton there is VERY little space to park ~ you park as close to the bike lane barrier as possible and then as you exit the vehicle you are standing in the roadway (there is no extra space) so if a car is coming you have hope they slow down so you are not hit. It is not safe at all. Stopping for mail coming from the other direction you have more room to park at the curb but then if you have to turn around to go back to Allerton then you cannot make a safe U turn ... there is no room with the barriers ... so you have to do a 3 or 4 point turn which blocks traffic and can be a safety issue.

It is confusing a lot of drivers.

It is more dangerous now then it was before.

It is really difficult to stop at the mailboxes with the changes that were made on Barstow. I can't even turn around after getting my mail without having to make a 3 point turn due to the "zebra footfalls" in the middle of the street.

It is so dangerous to get mail now at the Barstow mailboxes. There is not enough space to get out of your car to check you mail if there oncoming traffic coming from both sides. It's created a very dangerous situation for mail retrieval.

It is super annoying to have the delineators up

It narrows runs and rides because of two-way traffic and bikes have to cross the road near Slaughter to continue which has significant turning traffic. We prefer riding with traffic both ways and running against traffic

It narrows the lanes. Trucks have destroyed the trees. Parking near the mailboxes have become more dangerous. People are pulling onto the curb just to move off the street.

It was fine the way it was. Low traffic, no need to waste money. Better to spend the money on paving roads!

Just remove

Keep cycling infrastructure!

Lane with bicycle path is too narrow and interferes with turning around in front of mailboxes when mail is collected at post boxes. Lanes crowd the intersection of Barstow and Hillside Terrace making right turn unnecessarily more difficult.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

Last time my car tire hit the armadillo (that is what my daughter calls them) and it jolted the car and feared it caused a side wall damage to my car tire which is immediate replacement of the tires.

Makes drop off and pickup at school more dangerous and crowded. No one asked for this.

Makes impossible to get mail unless I turn around to go the other way!

Many bike riders still use the street or the sidewalk.

Most of Circle C North has their mailboxes on Barstow. With this stupid implementation it makes getting mail so much harder. Such a stupid project

My car has driver assist and cannot figure out the lanes on Barstow. I am constantly pulled to one side or another because the street lanes are so zig zagged. Getting my mail has been an extra challenge with multiple cars at the mailbox and no safe space to park. The spots in the middle of the road had me almost run over multiple times. Cars are constantly swerving around to get by. This is a dangerous area.

No one can pick up their mail safely! People are crossing into traffic! I never check my mail anymore since it's not safe! You literally are opening your door into traffic!! They are unsafe and cause people to go into opponents lanes. No one uses them and it is causing major safety hazards

No reason to have a bike lane since the street is so wide. It also blocks access to the postal boxes.

None

Not a good idea

Not enough room for thru traffic. It is very confusing and more dangerous now than it was before the bike lanes.

Not making it safer.

Not needed!!! Looks like crap. Takes away a large part of the street. People use the sidewalks- there is one on each side. Get rid of the useless eyesore.

Not that many people use the bike lane. The lane is way too narrow and I scratched my car several time by the poles.

Not used. Ugly. Decreases property value. Parking in the street is dangerous.

Now more dangerous than it was before, especially to pedestrians. New plan created unexpected element. Vehicles that travel not routinely expecting cars stopping middle road to get mail.

Obstacles ,ie poles and bumps, make driving more dangerous. No one is using the bike lane

Obtuse, dangerous.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

Okay. First, Let's talk about the green "cars turning" signage. What is this?? Not only is the coloring distracting, but what is the purpose of having the sign AFTER the turn?? Second, the parking spaces in the MIDDLE of the road?? I have stopped driving to get the mail which is very inconvenient but my car, WITH MY KIDS INSIDE, has been narrowly missed by a distracted or confused driver at least 3 times since we've been forced to park in the middle of the road to check our mail. Stupidest design EVER. Such a massive safety hazard.

Once again, not enough space for drivers.

One bike lane is enough on this street. It's a dead end road and all of the poles, signs, and striping are unnecessary

Over-engineered and unsafe for all involved.

Overkill

People frequently ride bikes on the side of street that does NOT have bike lanes. How is it even possible to drive. The change make the street become extremely dangerous.

People still park on road to get their mails, road is too narrow to move around

Please remove all of the delineators on Barstow and all of the delineators and parking pockets on Davis. They are unnecessary.

Please remove all of this project. It wasn't needed previously and isn't needed now. Ruining property values and not saving any lives, if anything, there is strong argument to be made that you might actually cost lives by the dangers of this project with confusing signs, having bikers go the wrong way against traffic and extremely unsafe armadillos/zebras. Also, you all now have cars parked in the middle of the street. Unsafe at mailboxes, limited people use the two way bike lane. Just all around dumb, dumb dumb. If these are not removed, the neighborhood will get an attorney and sue the city. Remove all!!!

Please remove and leave this street alone, as well. Plenty of sidewalks and ROW for cyclists as it was. I'm glad your soliciting opinions, but even the website and survey is laid out as poorly as the road changes!

Please remove before people get hurt. Makes it unsafe for motorists. Bike lanes are rarely used. Very unsafe for everyone.

Please remove it's just dumb.

Please remove these changes too. I am tired of seeing all these white pillars. Rename Austin as "keep Austin wasted with pillars" and people hate these white pillars.

Please, remove the changes on Barstow Avenue, which made the road more dangerous (especially around the mailbox cluster).

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

Probably the worst ever idea in traffic management.; Completely unnecessary changes that made driving/walking/bicycling more dangerous.

Quit the bike lane crap.

Really crazy and having to park in the middle of the street it's just not safe. I rarely see people use any bike lanes in our area. Please remove it.

Remove

Remove all "the changes" immediately.

Remove ASAP.

Remove changes.

Remove everything.

Remove it all. We can't get our mail safely. School pick up is a mess now that parking has been removed. A bus and a lot of the cars are parking in the one driving lane. You can't make turns off Hillside Terrace. You added a stop sign at a dead end where no cars are coming out of. Remove it all. Signs, poles, zicla zebras, paint, bike lane, etc.

Remove the bike lanes.

Remove! Terrible! Need Elon's Trump to clean out the waste in the City. Not a joke, this is why people are losing federal jobs --> b/c they don't do their jobs properly. [This stakeholder also wrote TERRIBLE PROJEC [sic] on the back of the survey large enough to take up the whole page]

same

Same as above

Same as above, except in the section between Hillside terrace and Allerton. No parking is needed and only one bike lane. Parking is needed for Mail pick up but the way it is now is dangerous getting out of car when cars are passing. Again, very few bikes are using lane so make them smaller.

Same as answers above

Same as hillside terrace

Same comments as previously stated. Over engineered, poorly designed, an eyesore and most importantly, unsafe. We did not have problems before, so I can't understand why this mess was implemented and all these tax dollars were spent on this ridiculous project. Completely useless and unnecessary. It is truly a waste of resources. It has made the area less safe with so many obstacles and blind spots now. Please listen to the feedback from those who live life here. It is absolutely awful!

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

Same comments as to Hillside Terrace

See above

See above

See above

see above comments

See above comments on Hillside. Same applies.

See comment above for Hillside. Same comments applies.

See my comments re hillside terrace. They are the similar.

Similar comments to Hillside Terrace. The plastic poles are an eyesore and the the look of the neighborhood. cars parked while residents use the mailboxes are now meant to park in the middle of the street which is a safety risk for collisions. The intersection of Barstow and Hillside Terrace is now very tight to navigate with the poles and signage out in the street. Once again, none of these changes were needed.

Similar reasons as above ! God forbid someone gets hurt with the horrible planning of this street now

Since the new changes on Barstow I have had 3 near head on collisions. Prior to the modifications, zero.

So unsafe. Why is the City making our streets more dangerous?! Dangerous for drivers, cyclists, and pedestrians. What are they getting out of this? More speaking engagements about how great and smart they are. This whole project is sickening and why people don't trust government. Government doesn't know better. And as for the City's NIMBY comment. It should be a "no for all backyards" not just ours. I would not support this project in any neighborhood.

Someone is going to get killed getting their mail. Large vehicles can't turn off of Hillside Terrace without running over the "improvements".

Spend the taxpayer's money on repairing the roads in the neighborhood before doing this.

squeezing all the traffic into such narrow lanes makes this stretch much more unsafe

Stopping for the mail is a joke. The only safe place to park is IN the bike lane. If stopping near the post boxes, a U-turn THROUGH the bike lanes is necessary. Turning from Slaughter onto Barstow, especially in the dark and for someone who is not as familiar with the neighborhood, seems like entering oncoming traffic.

Street narrow

Streets are to narrow and unsafe.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

STRONGLY DO NOT SUPPORT

Strongly do not support

Super dangerous. Head on collision is a ticking time bomb.

Terrible, terrible place to turn. Awful. Very bad. Barely any room when in a bigger car. Completely interrupts traffic flow.

The again unnecessary changes made on Barstow are so confusing that I don't feel safe parking anywhere to get my mail, especially after dark.

The bike lanes are too wide and we do not need parking on that street. The lanes for cars are too narrow and cause collisions

The bike lanes congest this area for mailboxes. I have to use my hazards every time I check the mail. I'm forced to cross the double yellow lines when other residents are checking their mail. Older residents are now too scared to get their mail because there isn't room for them to maneuver their walking aids. This area is not ADA compliant. This area is at risk for a head-on collision and/or pedestrian injury.

The bikers that I see on Barstow are adults biking for exercise/training. Since I haven't seen student bikers from Gorzycki school, I imagine that there are not any on this street from Allerton to Slaughter. The crosswalk and stop signs are necessary at Allerton and Barstow. The bike lanes and designated parking on Barstow make parking at the mailbox difficult. I am unable to turn around to drive back home without going across the armadillo barriers. I end up going to the side street to have enough room. Please, remove the confusing turn sign at the Barstow/Hillside Terrace intersection. It makes for an awkward turn off of Hillside and looks as if it has already been run over. As with Hillside the yellow striping is awkwardly placed.

The bikes lanes have made the road way too narrow. Just make the sidewalks bigger on this street. Leave space vehicles.

The car lane next to the cycling lane is way too narrow, and it feels unsafe to get my mail when it's dark, because I can no longer park right in front of our mailboxes. Also, I have never seen a bike use that bike lane.

The changes are so dangerous!! People don't know where to drive or park and there isn't enough room. Please put it back and stop adding those hideous and annoying junky dividers everywhere!

The changes created traffic hazards because of reduces lane widths, especially by the mail kiosk. The limited sight distance and reduced turn radius because of the bike lane bumpers are a recipe for collisions.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

The changes especially by the mailboxes is concerning. I feel like I'm playing frogger each time I stop to pick up my mail where I have to make sure there is not an oncoming vehicle from behind that will hit me as I get out of my car. The "parking" area near the larger bank of boxes is not wide enough at all. Does not help if someone is stopping south bound (no official parking area) and now you have a one lane area essentially and are trying to dodge cars.

The road has been really messed up with the striping and restriping. I do not like the long curb like things at all.

The changes have caused safety issues as there are two mailboxes on this stretch of road. There is no safe way for people getting their mail to park their cars.

The changes have created an exceptionally difficult situation for mail pick up at our box on the west side of Barstow. Used to work just fine. Folks could pull over and park on either side, get their mail, drive off. Now it is narrow, restrictive and hazardous. Why would anyone want to mess up what simply worked fine? No one thinking?

The changes have made pickup and drop off at Gorzycki unsafe. The lanes are too narrow and there is literally no place to make a u turn at the tip of the hill. If you really want to make a bike path, use footpath on one side of the road for bikes. This street sees a lot of traffic for cars. The roads have become very hazardous with how narrow they are since the modifications. Also get rid of the unnecessary signs and poles and diversions on this road.

The changes have made retrieving my mail a very dangerous proposition. By not allowing people to park directly in front of the East Side postal boxes you have made it more difficult for anyone with disabilities to access their postal box. It does not appear that any thoughts toward ADA compliance were included in this plan.

The changes have made this road actually less safe than before. The area around the mailboxes is a head on collision waiting to happen. The changes are completely unnecessary.

The changes made by the city to these streets in Circle C North were unwarranted. I am a parent of a high schooler and a middle schooler and appreciate safety considerations but these changes have made the area less safe and not more so. Sidewalks and clearly-marked crosswalks are sufficient. It saddens me that the city has wasted this money in this way while simultaneously robbing nearby homeowners of property values due to the unsightly and unnecessary additions to these streets. Please remove them and allow our neighborhood to retain its charm and simple crosswalks. Work trucks like City of Austin trucks can't safely turn on to Barstow because of the signage. I've seen them parked and driving in the bike lanes because there is not enough room for them to get by.

The changes made have made travel on the street less safe than it was before. I have lived in this neighborhood for over 25 years and I don't think there was a need to make such a drastic change. There have not been issues with cars, bikes and pedestrians using this roadway in an unsafe manner and with these new changes I think an accident is more not less likely. The changes should be removed.

The changes made make driving on Barstow unsafe.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

The changes made the road significantly narrower putting the part cars and people exiting those cars at risk. The bike weighs were not necessary at all as the roads were previously very wide as well as the sidewalk was available in the entirety of the area.

The changes make it less safe to park and get the mail, walk or drive. There's not enough room on the road.

The changes make parking to collect mail from the community mailboxes difficult and dangerous.

The changes on Barstow aren't as bad but again the usage of the bike lane is almost zero. The largest hassle is access to the mail center is hampered by parking. I've seen many totally ignore the space provided given uncertainty and simply park by the sidewalk at the mail center facing oncoming traffic. This increases the opportunity for vehicular accidents.

The changes on Barstow make it more difficult to navigate the street. Many cars already congregate around the mailboxes.

The configuration has ruined the street. I can't even safely park to get my mail from the post boxes. ; The configuration has ruined the street. I can't even safely park to get my mail from the post boxes. I have not witnessed the bike lanes in use. It is confusing and a hazard. The armadillos and bollards are a distraction. It is a mess. Please remove it all

The corner with Allerton has a 4 way stop. One sign is spaced 20 feet from a 10 foot pile of dirt. That was a silly waste of tax money. The corner with Hillside Terrace has so much signage it is now difficult to see pedestrians about to cross. This entire project is a boondoggle and has created several traffic hazards that were not present for the 15 years I have lived here before this monstrosity was installed.

The driving lane with the bicycle lanes is too narrow.

The driving lanes are too narrow near the mailboxes. I'm afraid I will hit a pedestrian or their car door.

The lanes are small as is and was not designed for extra bike lanes and the walking path can be a shared bike and walk.

The lanes are so tight on that street and the bike lanes make it dangerous to turn onto Hillside Terrace because they are so far out and it's hard to turn there.

The lanes are too narrow. I've almost gotten hit at the mailboxes several times due to this. Turning from Hillside right onto Barstow is difficult with the bike sign practically in the road - as can be seen by how many times it has been hit in a short period of time.

The markings have caused a huge problem with getting through our neighborhood. Please remove all the markings they are confusing and unsightly as well.

The new changes have made even checking the mail dangerous for us.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

The number of poles and black & white half tires along Barstow is unnecessary and unappealing. What happens if a car needs to swerve to avoid hitting something in the road? Damage to the car - all for avoiding a box or some object that is in the road. There is barely enough room to have even the slightest variation in the traffic pattern.

Once again, just like on Hillside Terrace and Allerton, bike lanes are fine, but they shouldn't take up half of the driving space on the roads. People that visit ask me why the bike lanes were put in for both directions just on one side of Barstow??? It would have made more sense to split it up with one bike lane on each side of the road.

The blocked areas at the beginning of Barstow (near the mailboxes) also make it difficult and slightly dangerous to pick up my mail.; When the project began, it was very confusing for drivers.

The poles are an eyesore to the neighborhood. I RARELY see anyone using the bike lanes.

The road became narrow, cars parked in the middle of it, not safe to pick up mail, bike or drive.

The road is too narrow now and it's created a safety hazard.

The road is very narrow!

The road near the school has become alarmingly unsafe. I've witnessed a school bus struggling to navigate the road humps, sometimes even running over them. Road signs and posts are frequently knocked over or into, and the narrow path beside the medians makes driving both difficult and dangerous. At the intersection of Hillside Terrace, vehicles are forced to swerve into the opposite lane because the turning angle is too tight.

This used to be a wide, safe road with large sidewalks and ample space for vehicles and bikes. Instead, the redesign has made the area less safe and less attractive—and the funds spent on its implementation and upkeep could have been better allocated.

The street has become very narrow and difficult to access the mailboxes. Turning from hillside onto Barstow is very difficult. Larger vehicles can no longer fit down the road and it's difficult to navigate around double parked landscape and utility trucks.

The striping job in front of the community mailboxes on the east side of Barstow is confusing. Crews removed the "armadillos" a couple of days after they were put in, for longer, lower barriers. It's unclear exactly where cars are expected to park when getting mail. If there are no bikes around, I'll just park in the bike lane along the curb. I am uncomfortable parking in the middle of the street, with or without striping.

The stupidest bike lane design I have ever seen! Why waste so much money and 50% of useable street space for less than 0.1% of usage.

The traffic lane for cars is now narrow. The quantity of cars vs bikes is not comparable.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

The two way bike lanes and parking spaces in the roadway are ridiculous. The roadway was perfectly fine before. Majority of cyclists that travel through the neighborhood don't even stay in the bike lanes. The speed bumps are a hazard especially when stopping by the community mailbox. The driving lanes are so narrow my small SUV takes up the entire lane. Passing a large F250 trucks feels like you're going to hit. Ridiculous use of public funding! Get rid of all of it in Circle C Ranch!

There are great sidewalks on both sides of the street. The bike lanes curbs interfere with mailbox access and put cars in the middle of the street which is highly dangerous on a high car traffic street. Cars have nearly hit each other when there are cars parked on each side and someone is opening their car door to check the mailbox. The car lanes are way too narrow because of the unnecessarily wide bike lanes, curbs and signs. I have not seen kids use the bike lanes because the sidewalks are safer.

There are not enough street lights to reflect the bumpers .. I have photos of injuries from hitting rubber bumper when running

There are now SO MANY poles and reflective surfaces it's hard to SEE pedestrians around them, and the in-road objects make it far less safe to drive - pushing cars together so close and tightening the areas to turn. Also can't see oncoming traffic behind pedestrian crosswalks when there is a hedge on the corner.

There is little room for the changes that were made. Barely room to get your mail now too (you have to watch out for cars like crazy since you have a lot less room to get out of your car).; I've tripped over the striped brick things on the ground walking my dog. I tend to look forward and not down when I walk, as I hope most do. The changes made has actually made driving more unsafe. I understand we need to get kids to school safely. Was it broken before? Why are we doing this? Widen sidewalks = yes. Install cross walks = yes. Install double bike lanes with crazy in-the-middle-of-the-street parking spaces and little room to pass other cars = no.

There is more room for the bikes than for cars and we don't even have that many people riding bikes thru our neighborhood. I can't imagine anyone liking these changes. Please don't ruin our neighborhood with this!

There is no need for all the bollards on barstow avenue or davis lane. Either remove them completely or change them to the smaller bollards like on Lantana Way. All of the bollards have caused confusion and are getting damaged because people aren't expecting them and in reality they aren't needed as most use the sidewalk in that area for walking and biking.

there is way too much clutter and distractions with all these cones throughout the neighborhood. Nighttime driving is terrible as you see constant reflections

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

These changes make traffic worse and make it difficult to see children and cyclists when you are driving. Knowing this, I feel less safe when I'm walking or driving. The neighborhood really should have been consulted prior to installing this dangerous obstacle to safety.; These bollards make it difficult to see pedestrians and cyclist, especially children when you are driving. Knowing this, I feel less safe when I am walking or riding my bike. The neighborhood really should have been consulted prior to installing this obstacle to safety.

These have made the drivable area of the street too tight to be safe, endangering the people walking or riding bikes. Very dangerous.

These projects have been detrimental to the community. There have been many adjustments on this road that have torn up the road themselves causing unnecessary wear and tear to our vehicles. I have children at Mills and the parking feels extremely dangerous. There have been documented times when emergency services vehicles could not get through these areas. Please remove these changes, it has tremendously impacted the neighborhood in a negative manner.

These road barriers are dangerous and distracting. There wasn't an issue with people biking and walking in this neighborhood in the first place. Focus on improving the park areas and ensuring we have enough water to last durin this severe drought instead of wasting taxpayer money on this.

These road hazards and factors have worsened pedestrian safety. It is a disgraceful design. At some point in the day, everyone is a pedestrian. This hazardous design can increase injury of the pedestrian. Drivers should park on the curb. Not in the middle of the street. Please remove the changes. Please remove all the changes. Please remove all the changes as soon as possible.

They are not safe. Remove this nonsense

They are ugly, unsafe, and I nearly tripped on the rubber barriers twice. REMOVE all of this please before a major injury happens. I had to wait at the mailbox for over 5 minutes waiting to cross the street to those ridiculous parking pockets you painted. They are unsafe and someone is going to get hurt trying to check their mail. I now park in front of the mailbox - as I should- but there is not enough room to open my door and have room in the lane because a car is swerving out of the way- as they should!

They make it both more difficult to drive and more treacherous to cross the street as a pedestrian. And when we invite friends to our house, they find it confusing. The lane markings by the mailboxes are impractical, inconvenient, and unnecessary.; You also broke the sensor for the traffic light at Hillside and Escarpment.

This has caused nothing but traffic congestion and confusion since the change where none existed. The bike lane is too large and one can not drive safely without veering into the other lane. Furthermore this has a suburban neighborhood looking like a downtown area with too many confusing signs, etc.

This is a large waste of resources that has no positive impact on safety.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

This is a solution in search of a problem. This is a terrible use of taxpayer dollars to do what? It brings down the property value. It makes the entire entrance of the neighborhood look horrible. If you want to slow down cars, put a speed hump. These things don't slow down the cars. All they do is serve as a distraction. It makes it harder to drive. I think it creates more danger than it solves. Assuming there was actually a problem that needed to be solved in the first place.

This is a street with no homes. Standard bike lane markings could be used for awareness. Bike traffic should flow in the same direction as vehicular traffic. Let's teach people to ride correctly so wherever they are they are doing it correctly.

This is a true travesty. This used to be such a beautiful entrance to our neighborhood, and now all the home values in the entire neighborhood have dropped by tens of thousands of dollars each, due to this stupid project. It's unfair to everyone who lives in this neighborhood and the entire neighborhood will continue to decline in value because nobody will want to live in a neighborhood where the only two ways in, are a nightmare visually and logistically to drive through.

This is destroying the look of the neighborhood

This is the WORST street for this nonsense - impossible to navigate now. Turning anywhere in our neighborhood is incredibly dangerous now because you have to drive into the oncoming lane of traffic to get past the new bollards to turn - it's a nightmare and there have already been numerous accidents.

This one is just ridiculous for trying to park seven spaces away to get your mail.

This place is a mess. With the mailbox + people coming from hillside terrace can't see people from the bike lane at night at all. It's an accident waiting to happen if it has not already happened.

This project especially hurts pedestrians for the mail center !!! Middle the road parking will cause those entering their cars to be endangered. These changes makes it much harder to navigate for cyclists, drivers and pedestrians. I want those cars on the curb on both sides. Follow common sense road safety. Cars on the curb!!! Remove all of these changes.

This project is an abomination. It has ruined the drive up appeal of the neighborhood and will lower the value. I no longer enjoy the look and feel of the neighborhood. The crew that installed this left marks all over the road and it doesn't look professional. The situation in front of the mailboxes is ridiculous. There is a pole directly in front of the mailboxes as you drive into the neighborhood.

This road is less safe for drivers and we don't have many cyclists in the area.

This street is especially difficult to navigate when getting mail!

This was a poorly planned and executed design. I no longer feel safe even driving down this street.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

This was gross overkill. Very few bicyclist ride on this section of Barstow. There was no need to make the bike lanes wider than the car lanes.

This money would have been better spent fixing the caved-in and broken sidewalk at the corner of Barstow & Hillside Terrace. That is a real safety issue.

Tight turns onto streets. Hard to get mail. Very deceptive as to middle of round approaching median from Slaughter.

Too dangerous

Too narrow for thru traffic with the bike lanes.

Traffic hazard.

Treacherous raised bumps are unsafe for cyclist and motorists alike! Get rid of it!

Turning onto Barstow is dangerous, due to the recent changes.

Two way bike lanes on one side are dangerous!

Ugly and dangerous, especially for everyone getting mail.

Ugly and useless

Unnecessary and ugly

Unsafe

Unsafe, unsightly, unneeded. You bet this district is going to be voting. Remove it or you will be removed.

Useles

Useless and the updates have done more harm than good. ; Updates have made live more difficult ; Definately remove useless additionas nd make the traffic moves smoothly. City has turned main streets for cars as bicycle lanes and lanes for bicycles lanes main lanes. City officials are doing a terrible job in this area. None of the repa wll be elected to office next elections ..

very confusing; the lanes for cars are too narrow now. the parking lanes are unsafe

Very dangerous to walkers, bikers and drivers. Remove immediately.

Very hideous. Please remove these changes asap.

Was not a problem.

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

We are fixing problems that don't exist and simply over engineering our community roads. Narrowing the travel lanes is forcing heavy vehicles like buses and heavy trucks to train over the same narrowed space expediting the deterioration of the surface (see Convict Hill for example). Several occasions I've seen bicyclists (peletons) use the main road lanes versus the available bike lanes, this is due to the debris build up in the coned off bike lanes, street sweeping is a real challenge for the coned off bike lanes. Multiple occasions I've seen landscape trucks, RV's with trailers hit the installed cones when taking the now impossible corners. All the plastic parts aren't holding up to the abuse and elements, personal opinion they detract from an otherwise esthetically beautiful neighborhood.

We are not in favor of all of the new white "safety" delineator's. First, we believe they create more of a safety hazard because they place children on both sides of cars that are now parking further into the roadway. Children on bikes and walking close to curb during before and after school pickups are coming into contact with car doors opening. Also, drivers have to now watch for children cutting between cars while also watching for parents exiting cars now closer to the drivers on the road. Further, these delineators are unsightly in the community.

We have seen pedestrians using the bike lane and bikers using the street and sidewalk. During school closing hours we have often seen, absolutely, no bikers on Allerton, Barstow or Hillside Terrace. We find it hard to imagine an emergency vehicle being able to use Hillside Terrace when vehicles are parked on the curb across the street. The signage is confusing. It seems to indicate that drivers should actually go into the bike lane. We have seen a motorist start to make that mistake but correcting at the last minute. I believe the changes are worse than "much ado about nothing " and constitute an accident or tragedy waiting to happen

What a complete waste of time and money. It's not even done well. You've effectively handicapped all of the roads here with this ridiculous bike lane. I'm willing to bet that even the cyclists don't like it. I know this because I've seen them actively not using it. It makes sense on the main roads, but this is ultimately a busy residential road. Maybe use that money you wasted to better fund APD. What a stupid waste.

What a joke. Whomever thought, approved this design should be fired.

What is built is a disaster and unsafe to vehicles, parking and bikes lanes all on one side of the road. What has been created is way too tight was safety of all.

Why didn't you send this survey out BEFORE wasting taxpayer money?

why???? such a small street with extremely low traffic

Worst changes ever. Streets are too narrow. Remove this project now.

Would like all the streets in Circle C North returned back to what they were previously before the City of Austin placed 2 lane bike paths with barriers throughout the neighborhood.

you have made Barstow too narrow to be useful for cars. There were already sidewalks available, and enough room for cyclists to travel safely (if they stay out of the car lanes)

COMMENTS RELATED TO REMOVING CHANGES ON BARSTOW AVENUE

You have managed to mess up our small neighborhood. You have made it unsafe for drivers, walkers, runners, and bikers. It is now not safe to get our mail. The road has been narrowed so much the bike lane is bigger than a lane for cars. No one was thinking when they installed this awful project. Every Transportation Dept employee involved with this project should be fired for their lack of outreach, common sense, and total ineptitude. After multiple calls/emails etc from residents, they have not made any changes other than adding more stuff. Insanity!

you reduced the space for cars, do you have the information how many cars circulates everyday compared with number of bicycles traveling in all these streets? now we can't turn to right because of the bicycle lanes in Escarpment and Davis, it forms a long line of cars and no bicycles at all.

Listening Sessions - Photos and Feedback

Listening Session on Wednesday February 19 – Gorzycki Middle School Library 6pm – 8pm



Participants share feedback at the first Listening Session held on Wednesday, February 19th at the Gorzycki Middle School.



Participants share feedback at the first Listening Session held on Wednesday, February 19th at the Gorzycki Middle School.

FEEDBACK SHARED AT THE FIRST LISTENING SESSION ON HILLSIDE TERRACE DRIVE

HILLSIDE TERRACE DRIVE

austin MOBILITY BONDS

HOW DO YOU AND/OR YOUR FAMILY CURRENTLY USE HILLSIDE TERRACE DRIVE?
 ¿CÓMO UTILIZA USTED Y/O SU FAMILIA ACTUALMENTE HILLSIDE TERRACE DRIVE?

MARK ALL THAT APPLY
 MARQUE TODAS LAS OPCIONES QUE CORRESPONDAN

PLEASE INDICATE YOUR PREFERENCE
 INDIQUE SU PREFERENCIA

PLEASE PROVIDE ANY COMMENTS YOU MAY WISH TO SHARE
 POR FAVOR, PROPORCIONE CUALQUIER COMENTARIO QUE DESEE COMPARTIR

KEEP THE CHANGES ON HILLSIDE TERRACE DRIVE
 MANTENGA LOS CAMBIOS EN HILLSIDE TERRACE DRIVE

MODIFY THE CHANGES ON HILLSIDE TERRACE DRIVE
 MODIFICAR LOS CAMBIOS EN HILLSIDE TERRACE DRIVE

REMOVE THE CHANGES ON HILLSIDE TERRACE DRIVE
 ELIMINAR LOS CAMBIOS EN HILLSIDE TERRACE DRIVE

DRIVE CONducir

BICYCLE Bicicleta

WALK OR RUN Caminar o correr

RIDE THE SCHOOL BUS Viajar en el autobús escolar

USE A MOBILITY ASSISTIVE DEVICE (WHEEL CHAIR, WALKER, CANE, ETC.)
 UTILIZA UN DISPOSITIVO DE ASISTENCIA PARA LA MOVILIDAD (SILLA DE RUEDAS, ANDADOR, BASTÓN, ETC.)

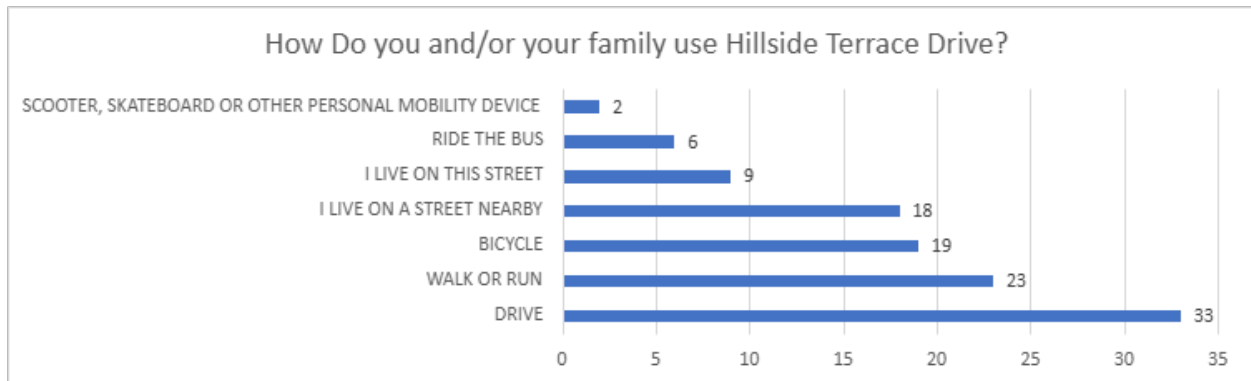
SCOOTER, SKATEBOARD OR OTHER PERSONAL MOBILITY DEVICE
 PATINETE, PATINETA U OTRO DISPOSITIVO DE MOVILIDAD PERSONAL

I LIVE ON THIS STREET
 YO VIVO EN ESTA CALLE

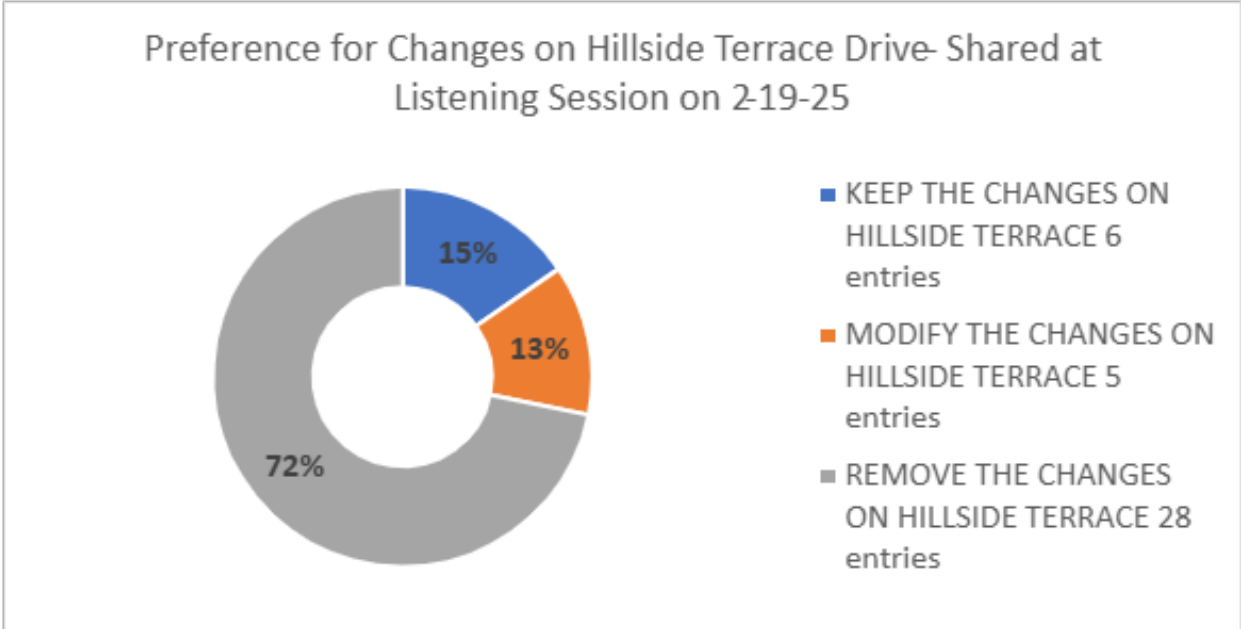
I LIVE ON A STREET NEARBY
 VIVO EN UNA CALLE CERCANA

I DON'T USE THIS STREET
 NO USO ESTA CALLE

Feedback board showing how people use Hillside Terrace Drive and comments related to keeping, modifying or removing the changes on this street – shared at the first Listening Session held on Wednesday, February 19th at the Gorzycki Middle School.



How people use Hillside Terrace Drive as shared at the first listening session held on 2/19/25.



COMMENTS SHARED ON THE HILLSIDE TERRACE DRIVE FEEDBACK BOARD

The bike lane on Hillside Terrace has slowed traffic -- this is great for everyone! Street was WAY TOO WIDE for a neighborhood

The narrow lanes help keep traffic at the posted speed. Speed bumps would only worsen road noise and narrowing seems just as safe

Traffic is slower. Kids are safer in bike lanes. Encourages alt transportation

The changes are helpful, but the parking can be confusing & narrow road for passing traffic

Suggest evaluating how skinny road is with bike lanes

Suggest and education campaign to put garbage cans outside of bike lane on HS Terrace

The rule that people are supposed to walk and bike against the car traffic for safety. Two bike lane at one side of street is dangerous

There are some kids that ae not using the bike lane. Evaluate narrow roads

Suggest more priority for bike/pedestrian light at Hillside Terrace & Escarpment -- takes a long time to turn green

Too narrow as marked. Dangerous. Confusing.

Dangerous to get out of a parked car

COMMENTS SHARED ON THE HILLSIDE TERRACE DRIVE FEEDBACK BOARD

Remove it ALL! HST is unsafe, scary, dangerous, expensive, ugly, wasteful. No communication. Overvaluing bikes.

i've seen near head-on collisions going down the road

Worst case someone is going to get seriously injured or killed. Best case their property will get damaged

Mobility for cars is now greatly hindered. Cyclists should yield to cars rather than cars yielding to cyclists.

Too many visual distractions. Parking away from homes is a nightmare. Dangerous!

I've [?] speed gun [?] when I'm out doing it, over half of the cars are well over the speed limit. Also it is very dangerous to get in or out of a car parked in the street

Remove it ALL. Teach kids bike safety in school.

*garbage cans scattered *curve of road w/cars parked in bubbles blocks visibility of oncoming traffic *cutouts(?) by drains cause unsafe driving *landscape trucks park and there is no [?] for 2-way traffic *bicyclists unsafe in new bike lanes + kids nervous to pass they use other side of the road

I live on Hillside Terrace. Please remove all of it. Kids still use sidewalks to bike. So hard for us to park in pocket parking not to mention dangerous.

So dangerous! The devaluation and the [illegible] Add increases [driving danger(?)]

*Parking pockets are dangerous. *Car door opens directly into the traffic lane *Or directly into the bike lane

Backing out of my driveway across the bike lanes is TERRIBLE!

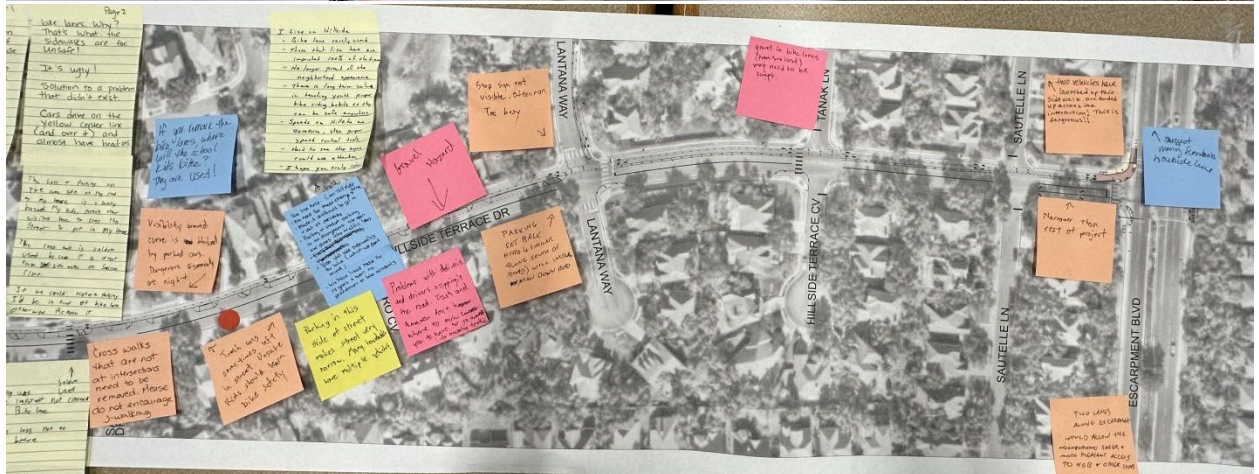
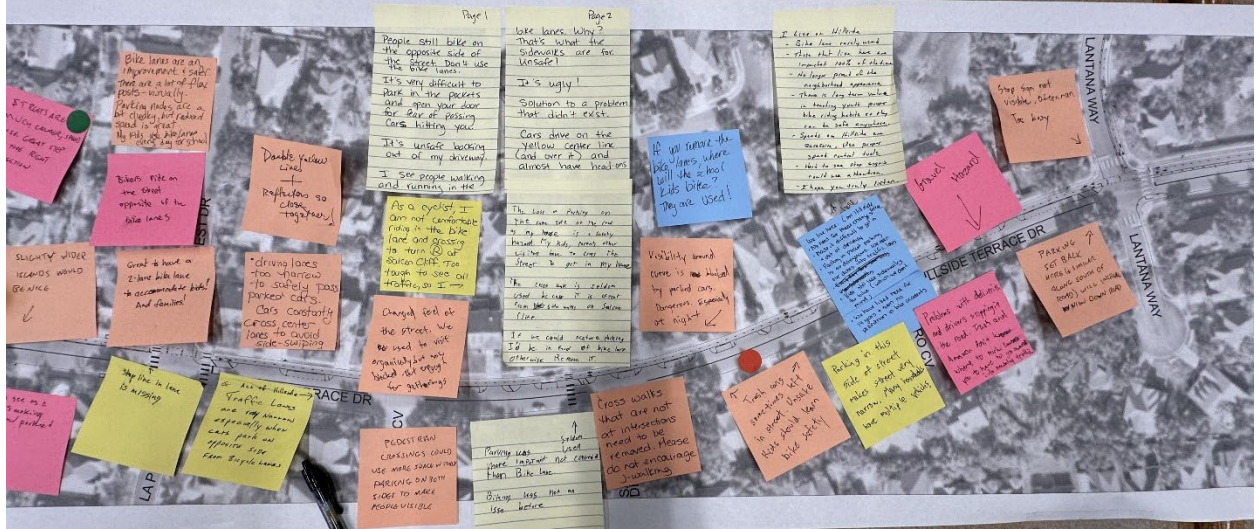
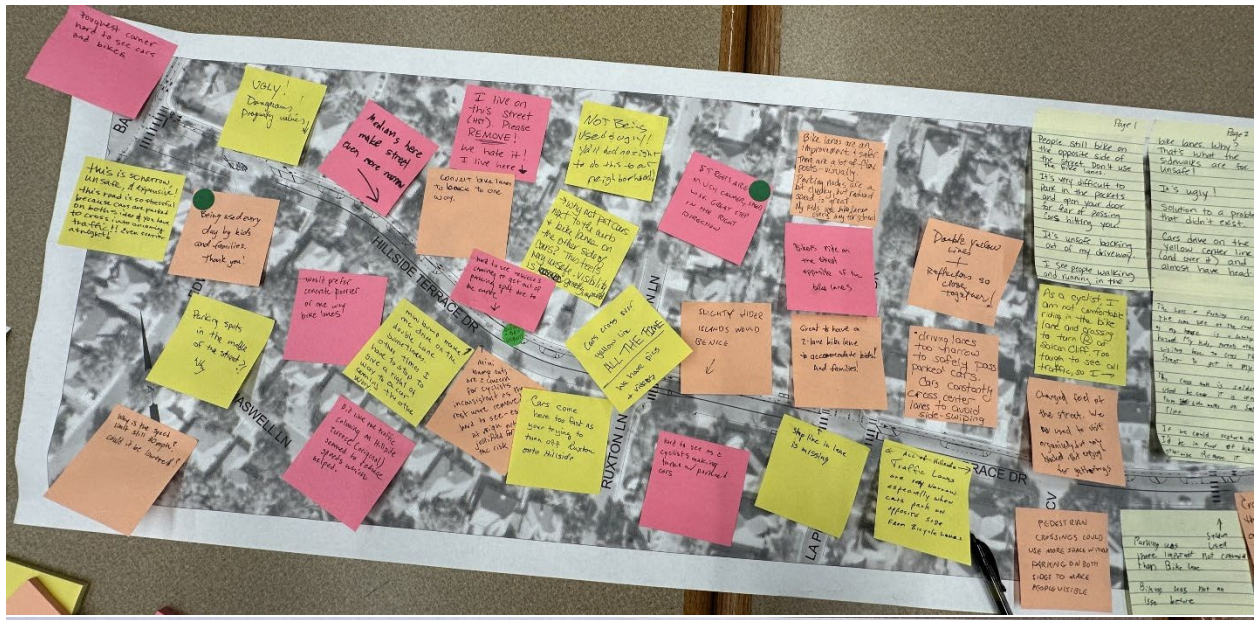
Terrible! City wastes money & this is why Federal govt is cleaning house. Elon needs to come to City level next!

Remove them. What a mess.

I live on HST. Please REMOVE!!! Hate it for multiple reasons.

Cars have [unknown] down & there [unknown] way to stay [unknown] side of the [unknown] yellows if any [unknown] are parked. People have generally just become jerks. Speeding jerks.

Too reflective @ night. Costly for taxpayers & our HOA. Too much stuff/signs. Zero accidents --> not communicated to residents. Bikers not using new lanes. Ruined trees. Ruined property values. Too narrow for cars to pass each other. Unsafe. Trash/delivery vehicles -- can't pass. Cars in the middle of the street parked. Can't see around. Dangerous. Took out medians. No communication.



Roll plot of existing street design changes on Hillside Terrace Drive with community comments gathered at the 2-19-25 Listening Session at Gorzycki Middle School library.

COMMENTS SHARED ON THE HILLSIDE TERRACE DRIVE ROLL PLOT

Toughest corner. Hard to see cars on bikes [note is on corner of Barstow and Hillside]

Ugly! Dangerous! Property values down!

This is so narrow, unsafe, & expensive! This road is so stressful because cars are parked on both sides & you have to cross into oncoming traffic!! Even scarier at night!

Being used every day by kids and families. Thank you!

Parking spots in the middle of the street? Why?

Why is the speed limits still 30 mph? Could it be lowered?

Medians here make street even more narrow --> [by Edwardson Ln]

Would prefer concrete barrier or one-way bike lanes

Did like the traffic calming on Hillside Terrace (original) Seemed to reduce speeds which helped

Mini bump makes me drive on the double yellow sometiems. Other times I have to stop to give right of way to a car coming the other way [west of Ruxton Ln]

Mini bump outs are a concer for cyclists inconsistent as the rest were removed hard to see especially at night not justified for the risk

Cars come here too fast as you're trying to turn off Ruxton onto Hillside

Cars cross over the yellow line **ALL THE TIME** we have pics and videos

Hard to see cars coming to get out of parking spoot because of the curve [west of Ruxton Ln]

Why not put cars next to the curb & bike lanes on the outer side of the cars? This feels very unsafe. Visibility is greatlyu impacted

Not being used and ugly! Y'all had no right to do this to our neighborhood

Convert bike lanes to back to one way

I live on this street. Please **REMOVE!** We hate it!

Streets are much calmer, speed-wise. Great step in the reight direction

Slightly wider islands would be nice [western portion of Ruxton intersection]

Hard to see [?] cyclists making turns with parked cars

Bike lanes are an improvement & safer, There are a lot of flex posts - visually. Parking nodes are a bit clunky, but reduced speed is great. My kids use bike lane every day for school.

Bikers ride the street opposite the bike lanes

Great to have two-lane bike lane to accommodate kids! And families!

Stop line in lane is missing --> [Western portion of La Puente intersection]

COMMENTS SHARED ON THE HILLSIDE TERRACE DRIVE ROLL PLOT

<-- all of Hillside --> Traffic lanes are really narrow especially when cars park on opposite side from bicycle lanes

Double yellow lines + Reflectors so close together!

Driving lanes too narrow to safely pass parked cars. Cars constantly cross center lanes to avoid side-swiping

As a cyclist, I am not comfortable riding in the bike lane and crossing to turn right at Salcon Cliff. Too tough to see all traffic

Changed feel of the street. We used to visit organically but now feel blocked in. No room or parking for gatherings

Pedestrian crossings could use more space without parking on both sides to make people visible

Parking was more important than bike lane. Biking on this road was not an issue before

Seldom used --> [points to crosswalk at Salcon Cliff]

[page 1] People still bike on the opposite side of the street. Don't use bike lanes. It's very difficult to park in the pockets and open your door for fear of passing cars hitting you. I unsafe backing out of my driveway. I see people walking and running in the bike lanes. Why? [page 2] It's ugly! Souldtion to a problem that doesn't exist. Cars drive on the center yellow line (and over it) and almost have head-on collisions!

The loss of parking on the same side of the road as my house is a safety hazard. My kids, parants, and others visiting have to cross the street to get to my house. The crosswalk is seldom used because it is off from sidewalks on Salcon Cliff. If we could restore parking on my side of the street so I'd be in front of bike lane, fine. Otherwise remove.

If you remove the bike lanes where will the kids bike? They are used!

Visibility around the curves is blocked by parked cars. Dangerous. Especially at night,

Crosswalks that are not at intersections need to be removed. Please do not encourage jaywalking.

Trash cans sometimes left in the street/bike lanes themselves

Kids should learn bike safety

Parking on this side of street [note: southern side] makes street very narrow. Many households have multiple vehicles.

Problems with deliveries and drivers parking in bike lanes or stopping in the road and blocking traffic. Trash and Amazon delivery drivers don't know where to go and then we have to drive around into oncoming traffic. Dangerous!

Gravel hazard --> [west of Lantana Way]

Parking setback here 9and similar along south of road will increase [?] down road

COMMENTS SHARED ON THE HILLSIDE TERRACE DRIVE ROLL PLOT

Stop signs are constantly run

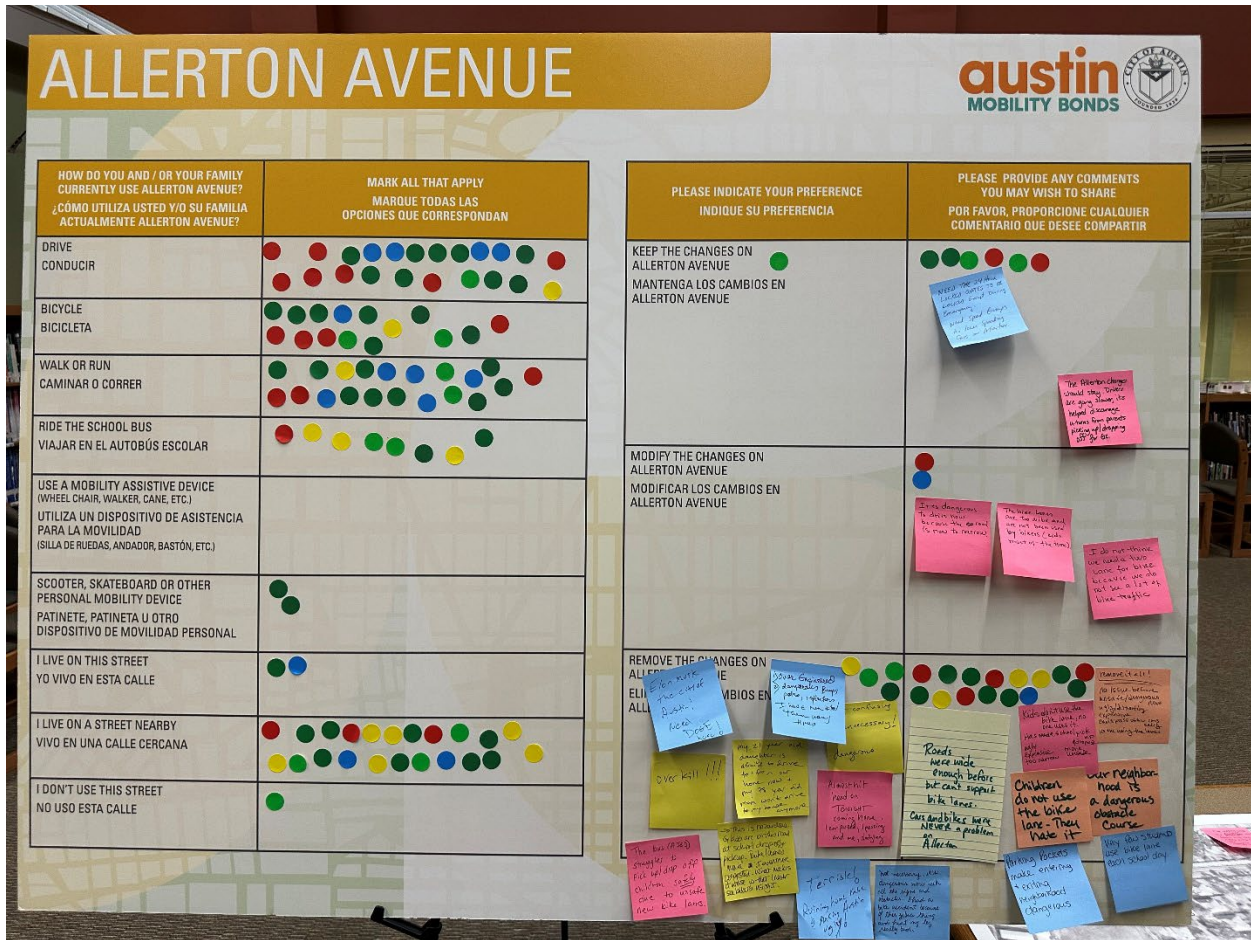
Gravel in the bike lanes. May need to be swept.

Narrower than rest of the project --> [Escarpment @ Hillside Terrace]

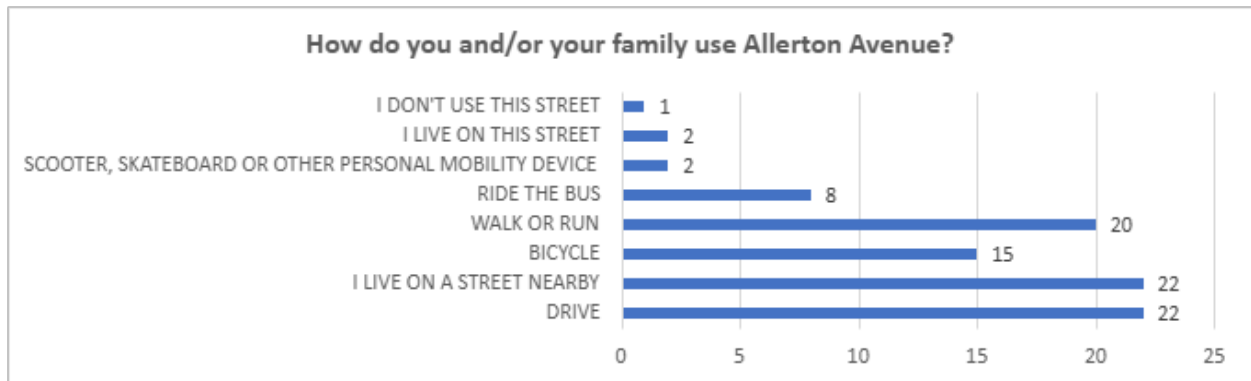
Suggest many [?] [?]

Two vehicles have launched up this sidewalk [Sautelle Ln] One ended up across the intersection! This is dangerous!!

FEEDBACK SHARED AT THE FIRST LISTENING SESSION ON ALLERTON AVENUE

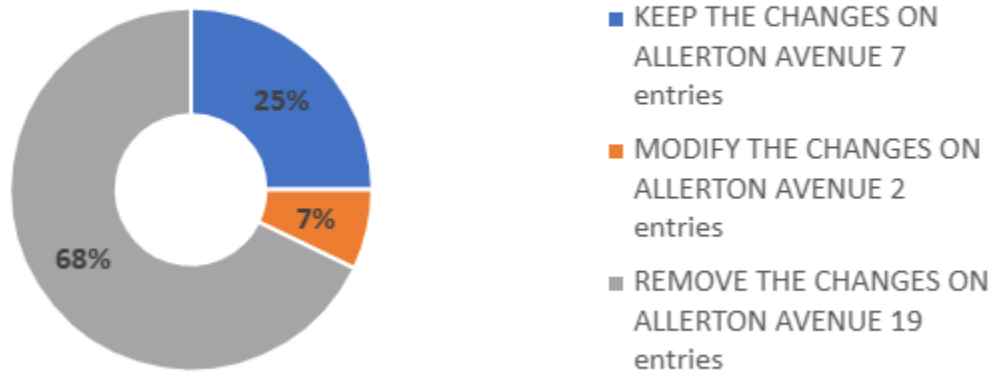


Feedback board showing how people use Allerton Avenue and comments related to keeping, modifying or removing the changes on this street – shared at the first Listening Session held on Wednesday, February 19th at the Gorzycki Middle School.



How people use Allerton Avenue as shared at the first listening session held on 2/19/25.

Preference for Changes on Allerton Avenue - Shared at Listening Session on 2-19-25



COMMENTS SHARED ON THE ALLERTON AVENUE FEEDBACK BOARD

Need the 24-hour locked gates to be LOCKED except during emergency. Need speed bumps to lower speeding cars on Allerton

The Allerton changes should stay. Drivers are going slower, its helped discourage u-turns from parents picking up/dropping off for Gz(?)

I do not think we need a two lane for bike because we do not see a lot of bike traffic

The bike lanes are too wibe [sic] and are not been [sic] used by bikers (kids most of the time).

It is dangerous to drive now because the road is now too narrow.

Elon Musk the City of Austin! Need DOGE here!

Overkill!!!!

Confusing! Unnecessary! Dangerous!

1) Over-engineered 2) dangerous bumps, poles, reflectors. I have run into them many times

Almost hit head on TONIGHT coming home. 1 car parked, 1 passing, and me -- dodging.

My 21 year old daughter is afraid to drive to & from our home now & my 78 year old mom won't drive to my house anymore

COMMENTS SHARED ON THE ALLERTON AVENUE FEEDBACK BOARD

The bus (AISD) struggles to pick up/drop off children safely due to unsafe new bike lanes

This is hazardous & kids are on this road at school dropoff & pickup. Bike lanes make it even more congested. What makes it worse is that I never see bikers using it.

Terrible! Ruining home values & making Austin ugly!

Not necessary, it's dangerous now with all the signs and obstacles. I had a bike accident because of this zebra thing and hurt my leg really bad.

Roads were wide enough before but can't support bike lanes. Cars and bikes were NEVER a problem on Allerton

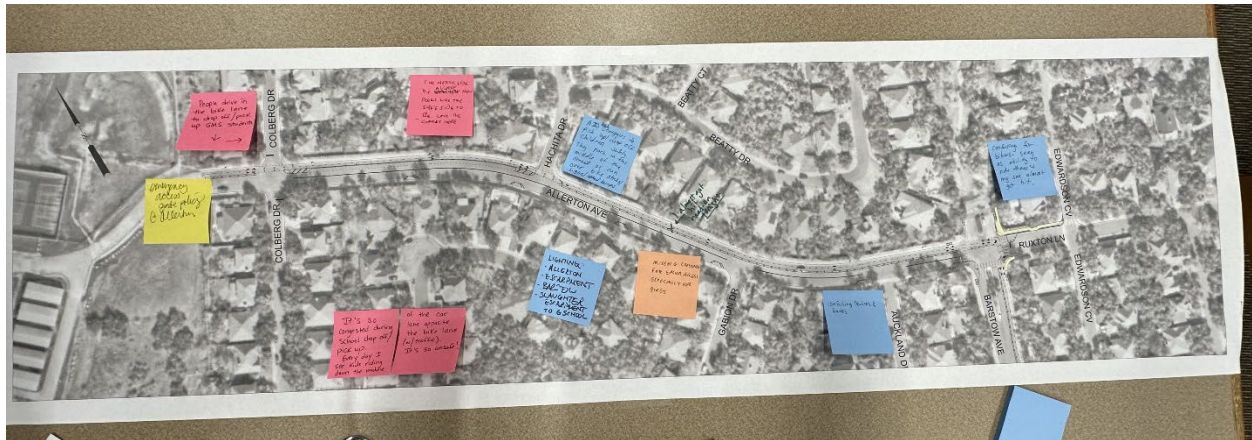
Kids don't use the bike lane, no one uses it. Has made school pickup & dropoff more unsafe. Ugly. Expensive. Too narrow.

Our neighborhood is now a dangerous obstacle course

Children do not use the bike lane - they hate it

Very few students use bike lane each school day

Parking pockets make entering & exiting neighborhood dangerous



Roll plot of existing street design changes on Allerton Avenue with community comments gathered at the 2-19-25 Listening Session at Gorzycki Middle School library.

COMMENTS SHARED ON THE ALLERTON AVENUE ROLL PLOT

People drive in the bike lane to drop off/pick up GMS students ---> [area just before entrance]

Emergency access gate [?] @ Allerton

The north side of Allerton now feels like the safe side to be. Love the changes here

It's so congested during school drop off/ pick up. Every day I see kids riding down the middle of the car lane opposite the bike lane (w/traffic) It's so unsafe!

Lighting: - Allerton - Escarpment - Barstow - Slaughter -Escarpment to G School

Missing crossing for easier access. Especially for bikes [Unclear where, but note is near corner of Gabion and Allerton]

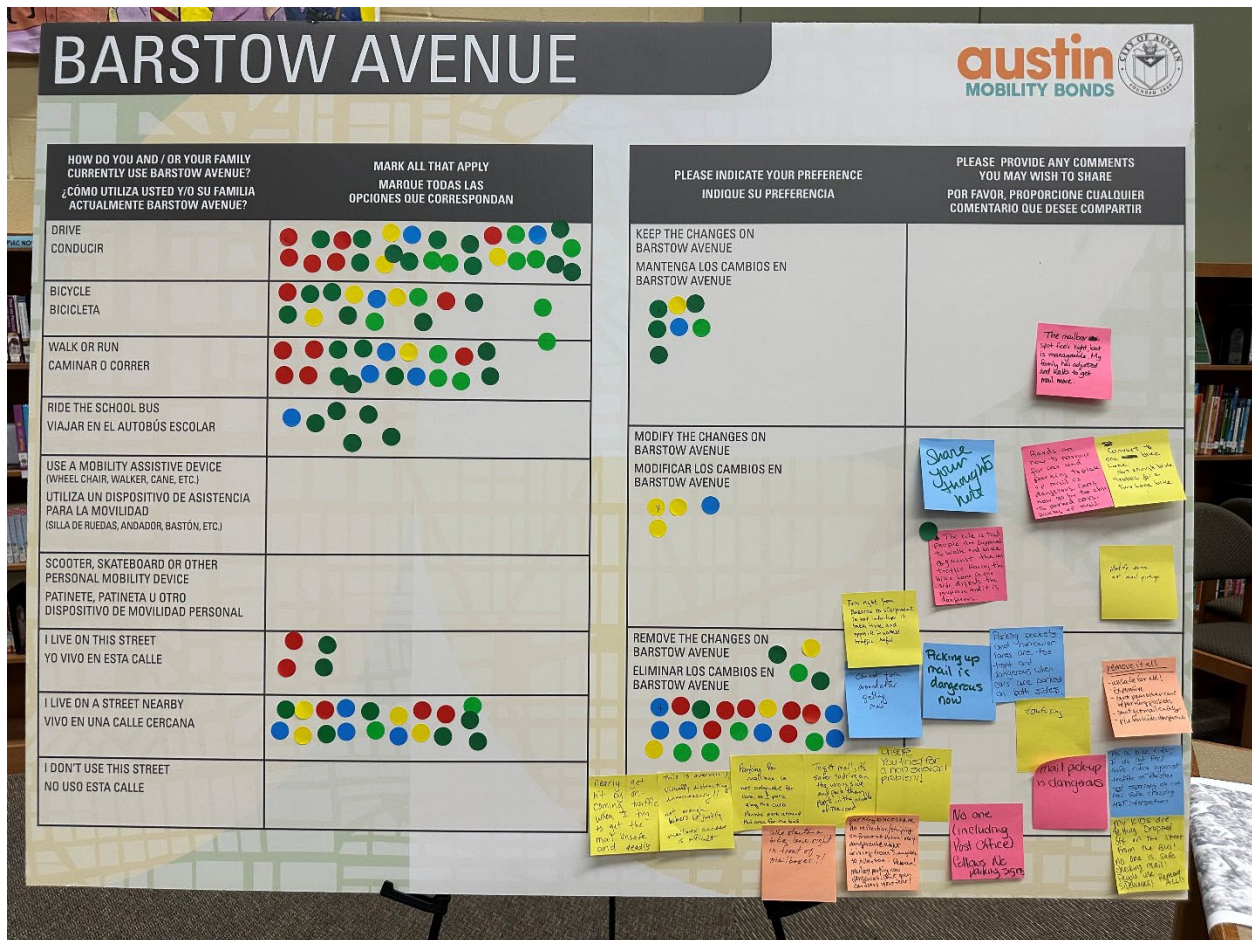
I almost got hit head on TONIGHT ---> X [north side of Allerton between Hachita and Gabion]

AISD Bus struggles to pick up/drop off children safely. They park in the middle of the street or run over bike sticks/signs/speed bumps

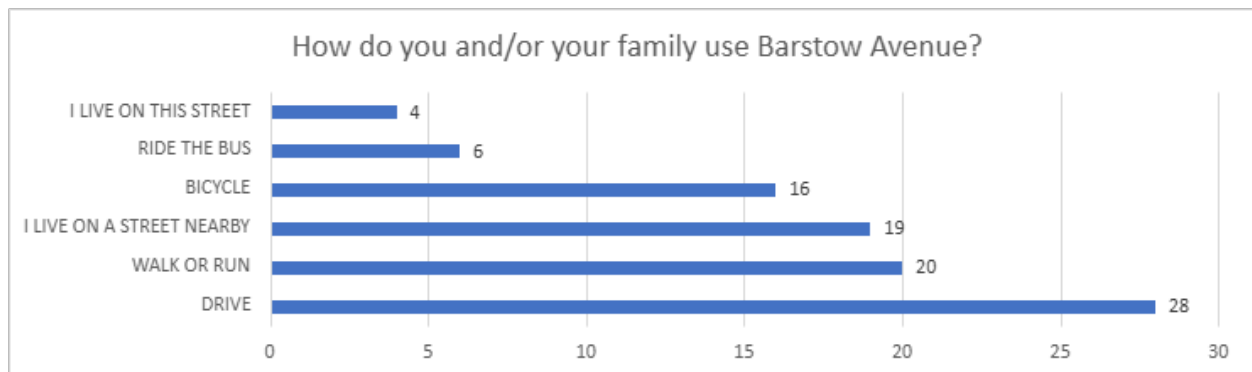
Confusing devices and boxes

Confusing for bikers - Seen as ability to ride them & my son almost got hit

FEEDBACK SHARED AT THE FIRST LISTENING SESSION ON BARSTOW AVENUE

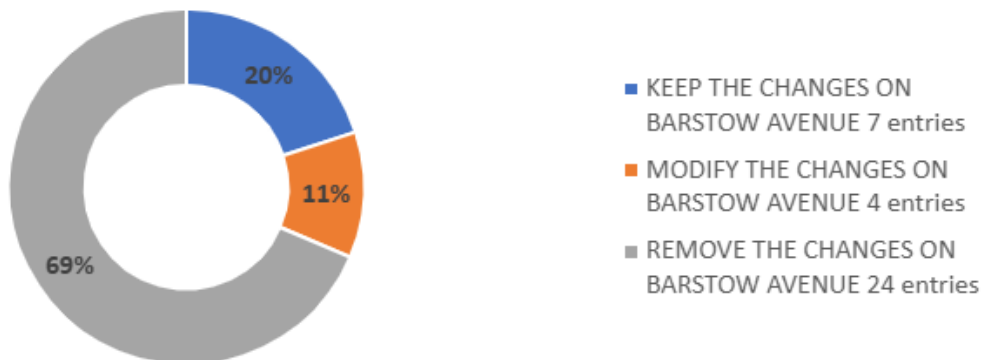


Feedback board showing how people use Barstow Avenue and comments related to keeping, modifying or removing the changes on this street – shared at the first Listening Session held on Wednesday, February 19th at the Gorzycki Middle School.



How people use Barstow Avenue as shared at the first listening session held on 2/19/25.

Preference for Changes on Barstow Avenue- Shared at Listening Session on 2-19-25



COMMENTS SHARED ON THE BARSTOW AVENUE FEEDBACK BOARD

The mailbox spot feels tight, but is manageable. My family has adjusted and walks to get mail more.

Convert to one bike lane. Not enough bike traffic for a two lane bike.

Roads are now too narrow for car and parking to pick up mail is dangerous. Cars now go by too close to parked cars picking up the mail.

The rule that people are supposed to walk and bike against the car traffic. Having the bike lane on one side defeats [sic] the purpose [sic] and it is dangerous

Modify area at mail pickup

Turn right from Barstow to [E]scarpment is not intuitive. It takes time and opposite to normal traffic. Awful.

Cannot turn around after getting mail.

Picking mail up is dangerous now.

Parking pockets and narrower lanes are too tight and dangerous when cars are parked on both sides

Confusing.

Remove it all. *Unsafe for all! *Expensive *Can't pass other cars w/parking pockets *Can't get mail safely *Pickup for kids dangerous

COMMENTS SHARED ON THE BARSTOW AVENUE FEEDBACK BOARD

As a bike rider, I do not feel safe riding against traffic on Barstow and especially do not feel safe crossing HST intersection

My kids are dropped off in the street from the bus! No one is safe checking mail! People use sidewalks! Remove all!

Mail pickup is dangerous.

Unsafe. You tried solving for a non-existent problem

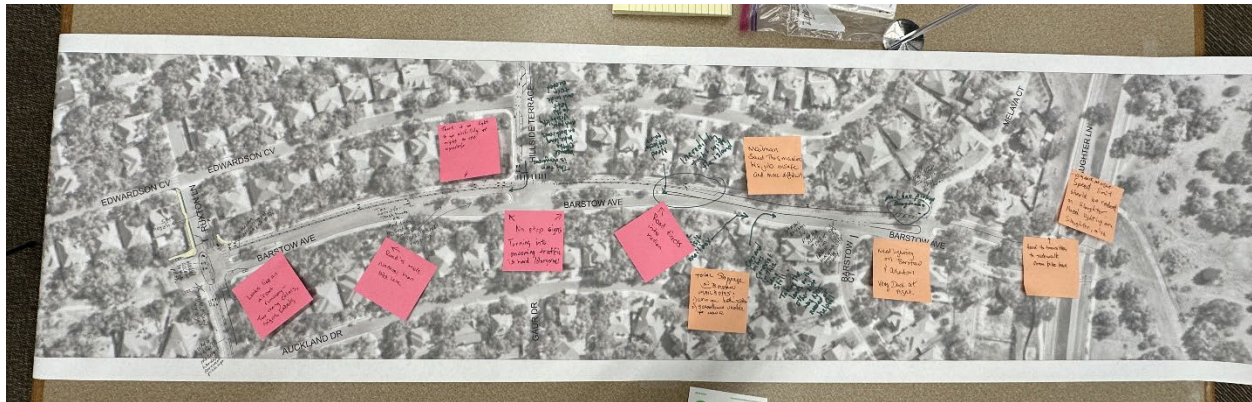
Parking blocks have no reflection/stripping on front of them. Very dangerous @ night driving from Slaughter to Allerton. Remove! Mailbox parking now dangerous! Can't open doors w/o fear.

Parking for mailbox is not adequate for cars, so I park along the curb. Parents park around this area for the bus. To get mail, it's safer to drive on the wrong side and park than park in the middle of the road

Who starts a bike lane right in front of mailboxes?!?

This is overkill!! Visually distracting and unnecessary!! Not enough bikers to justify this. Mailbox access is difficult.

Nearly get hit by oncoming traffic when I try to get the mail. Unsafe and deadly.



Roll plot of existing street design changes on Barstow Avenue with community comments gathered at the 2-19-25 Listening Session at Gorzycki Middle School library.

COMMENTS SHARED ON THE BARSTOW AVENUE ROLL PLOT

[bicycle lane on Ruxton between Barstow and Auckland] Why so wide? Making it harder for school pickup

[western corner of Barstow attRuxton] Unnecessary stop sign

Ruxton needs yellow lines

Trees have been destroyed. HOA paid to fix [circled median on east side of Barstow/Ruxton intersection]

Too narrow for trash trucks, etc, had to cut big section out of trees. HOA had to pay to fix.

Road is more narrow than bike lane

Barstow looks like an airport runway. Too many colors, signs, labels

There is no light and no visibility to see cyclists at night --> [Barstow north of Hillside Terrace]

This turen is dangerous [Hillside Terrace turning right onto Barstow] [?] bike lanes on [?] poor visibility to the left and wide turn needed

Need reflector paint [pints to median east of Barstow/Hillside intersection]

[circled area east of the median that is on the eastern side of the Hillside/Barstow intersection] Incredibly tight with the island

Arrow points to [circled area east of the median that is on the southern side of the Hillside/Barstow intersection] Road paint directs cars onto median

hard to visit mailbox --> [points to mailbox on Barstow]

COMMENTS SHARED ON THE BARSTOW AVENUE ROLL PLOT

Mailman says this makes his job unsafe

Total stoppage @ Barstow mailboxes! 1) Cars on both sides. 2) school bus unable to move

<--- Cars and bikes co-exist in this lane still [points to area outside of bike lanes near Barstow mailboxes] Taking the lanes on the other side was NOT needed or helpful

Mailbox pickup DANGEROUS

Lots of school buses park here [circles area south of mailboxes] Park here to pick up kids. Not wide enough to get around safely

Need lighting on Barstow @ Allerton. Very dark at night

Mailman now parks in bike lanes!

Hard to transition from sidewalk to bike lane --> [corner of Barstow and Slaughter]

[Slaughter Ln] Very dark at night. Speed limit should be reduced + lighting installed

Listening Session on Saturday March 1 – Corner of Allerton Avenue and Barstow Avenue 10am-12noon

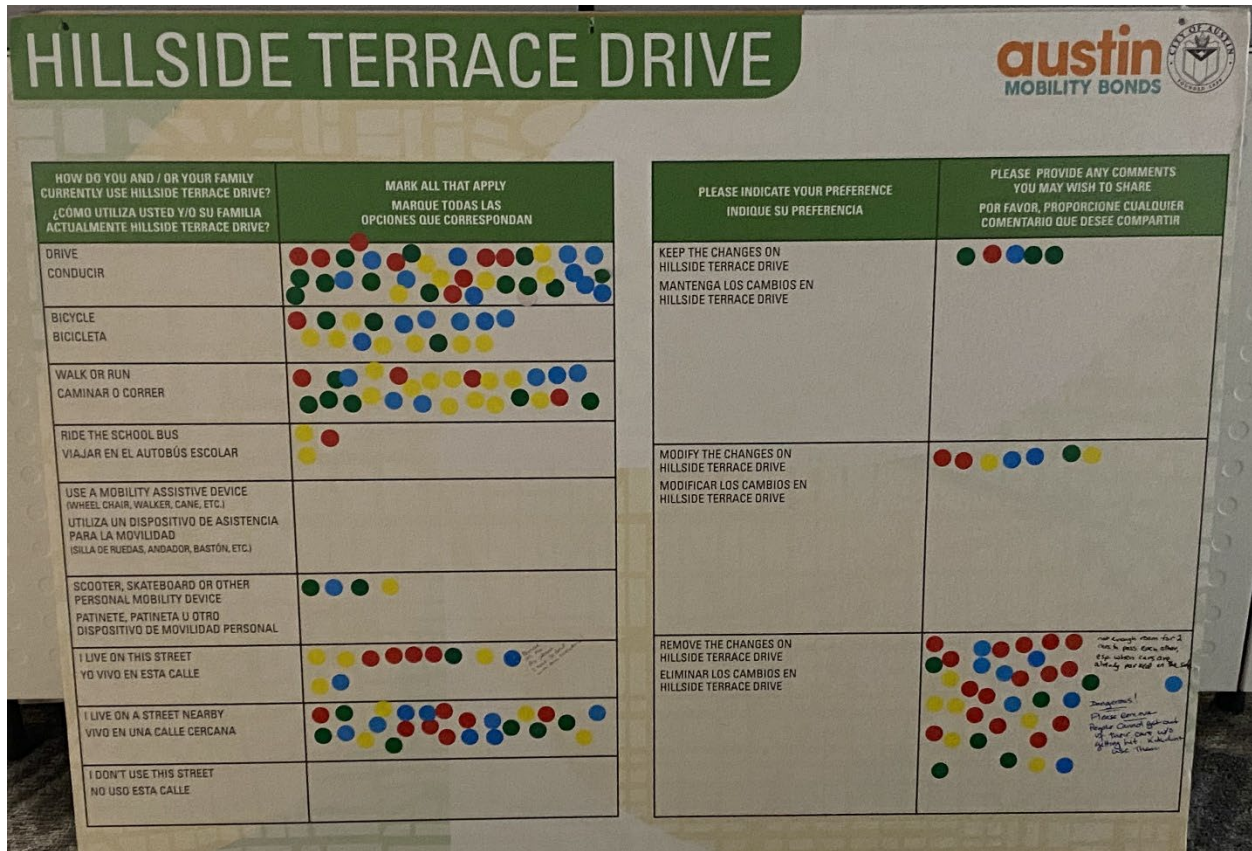


Participants share feedback at the second Listening Session held on Saturday, March 1, 2025 at the corner of Allerton Avenue and Barstow Avenue.

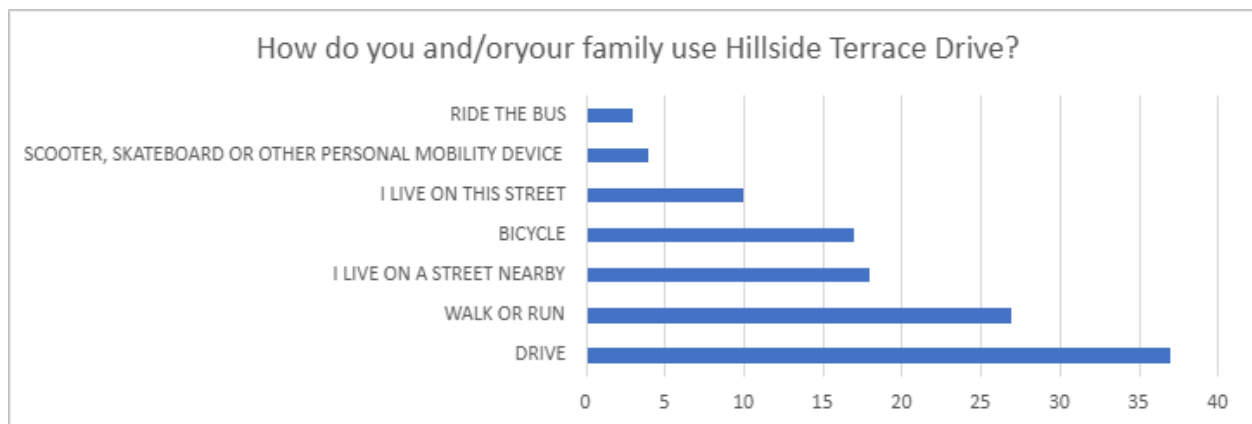


Participants share feedback at the second Listening Session held on Saturday, March 1, 2025 at the corner of Allerton Avenue and Barstow Avenue.

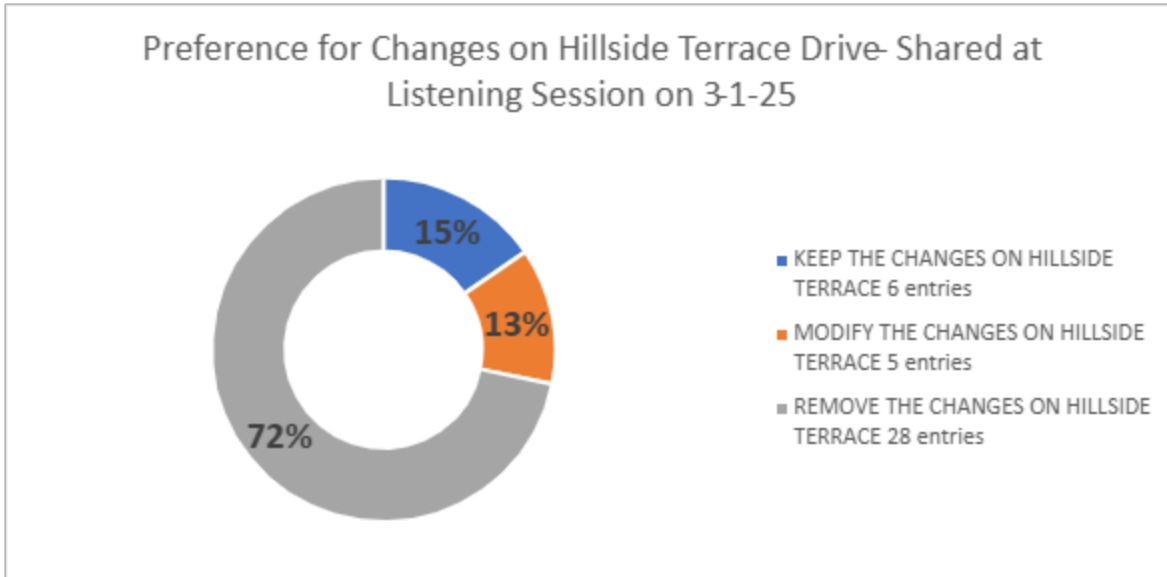
FEEDBACK SHARED AT THE SECOND LISTENING SESSION ON HILLSIDE TERRACE DRIVE



Feedback board showing how people use Hillside Terrace Drive and comments related to keeping, modifying or removing the changes on this street – shared at the second Listening Session held on Saturday, March 1 at the corner of Allerton Avenue and Barstow Avenue.



How people use Hillside Terrace Drive as shared at the second listening session held on 3/1/25.

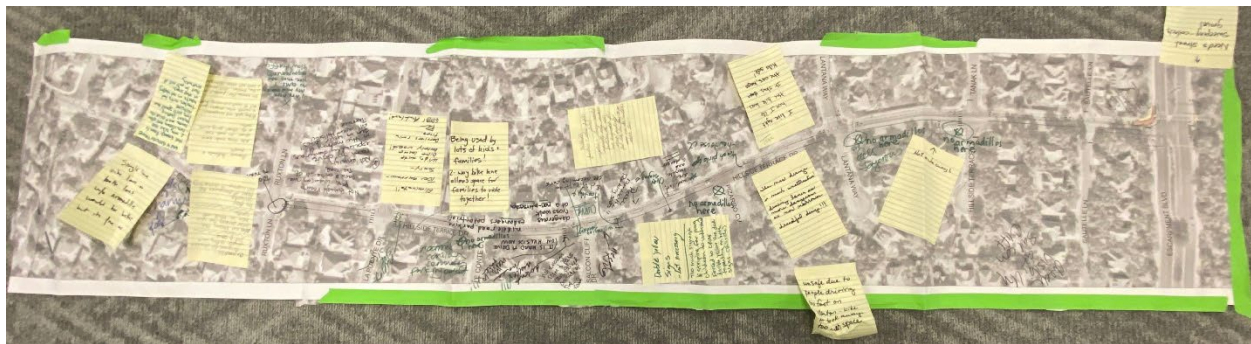


COMMENTS SHARED ON THE HILLSIDE TERRACE DRIVE FEEDBACK BOARD

Remove all changes please. I have to deal with this everyday!

Not enough room for 2 cars to pass each other, esp when cars are already parked on the side.

Dangerous! Please remove. People cannot get out of their cars w/o getting hit. Kids don't use them.



Roll plot of existing street design changes on Hillside Terrace Drive with community comments gathered at the 3-1-25 Listening Session at the corner of Allerton Avenue and Barstow Avenue.

COMMENTS SHARED ON THE HILLSIDE TERRACE DRIVE ROLL PLOT

[Bike lanes on far side of Escarpment Blvd] <--- Needs street sweeping. Collects gravel.

<--- Tricky R turn [Arrow shows a right turn from Escarpment onto Hillside Terrace]

(X) No armadillos here. [Repeats throughout Hillside Terrace]

COMMENTS SHARED ON THE HILLSIDE TERRACE DRIVE ROLL PLOT

Not wide enough --> [Tanak/Hillside intersection]

Check visibility at Salcon Cliff

I live right here. I like the bike lanes. It slows down cars. Keeps kids safe.

YES!! --> I live right here. I like the bike lanes. It slows down cars. Keeps kids safe.

[Comment on Hillside Terrace roll plot] Unsafe due to people driving too fast on Allerton - bike lane took away too much space

The new design is most unattractive! Driving lanes are more dangerous as now narrower. Dreadful design!!

Trash pickup... how to use it??

Armadillos are horrible and dangerous.

Over signage. [Too much signage]

CURVE [Stakeholder is indicating poor visibility when driving through curve]

[Salcon Cliff/Hillside Terrace] Still have speeding.

[Salcon Cliff/Hillside Terrace] Still have speeding. <--- needs X-ing.

[Salcon Cliff/Hillside Terrace] Too tight

[Salcon Cliff/Hillside Terrace] Too tight <-- And difficult to see oncoming cars

[Salcon Cliff/Hillside Terrace] Dangerous crosswalk at a non-intersection

[Crosswalk at Salcon Cliff/Hillside Terrace] Doesn't make any sense

[Crosswalk at Salcon Cliff/Hillside Terrace] [Stakeholder has drawn a check mark followed by three exclamation points next to the comment: "Doesn't make any sense"]

IT IS HARD TO DRIVE ON HILLSIDE NOW

(-) Run by stop sign [Stakeholder has encircled the stop line at La Puente and Hillside Terrace indicating that it is often ran by motorists. There doesn't seem to be a coinciding stop in the opposite direction. Stakeholder emphasizes the confusion this brings]

Double yellow signs -- not necessary

Too much signage & striping for young children to understand

Forced to cross double yellow line due to parking on both sides (Hillside)

Hillside: positive -- slows people down; negative -- lanes crowded especially when someone parks on the side not designated for street parking. Feel like I'm going to go over the middle street line --

Being used by lots of kids + families! 2-way bike lane allows space for families to ride together!

COMMENTS SHARED ON THE HILLSIDE TERRACE DRIVE ROLL PLOT

Eliminate!! Too narrow -- Scary -- Wide, wide bike lane barely used! -- Barriers ruin tires. -- [redacted address]

[Ruxton/Hillside] <--- Too tight to turn.

Armadillos -- dangerous for disabled people getting in & out of cars | Poles are blocking the pocket parking so you have to back into spots | Too busy, confusing, makes it dangerous b/c all signs are distracting

Single lane bike lanes on both lanes w/o armadillos would be better but its fine as is.

Feels too narrow to park.

Not enough room to pass when cars are parked on the side of the road

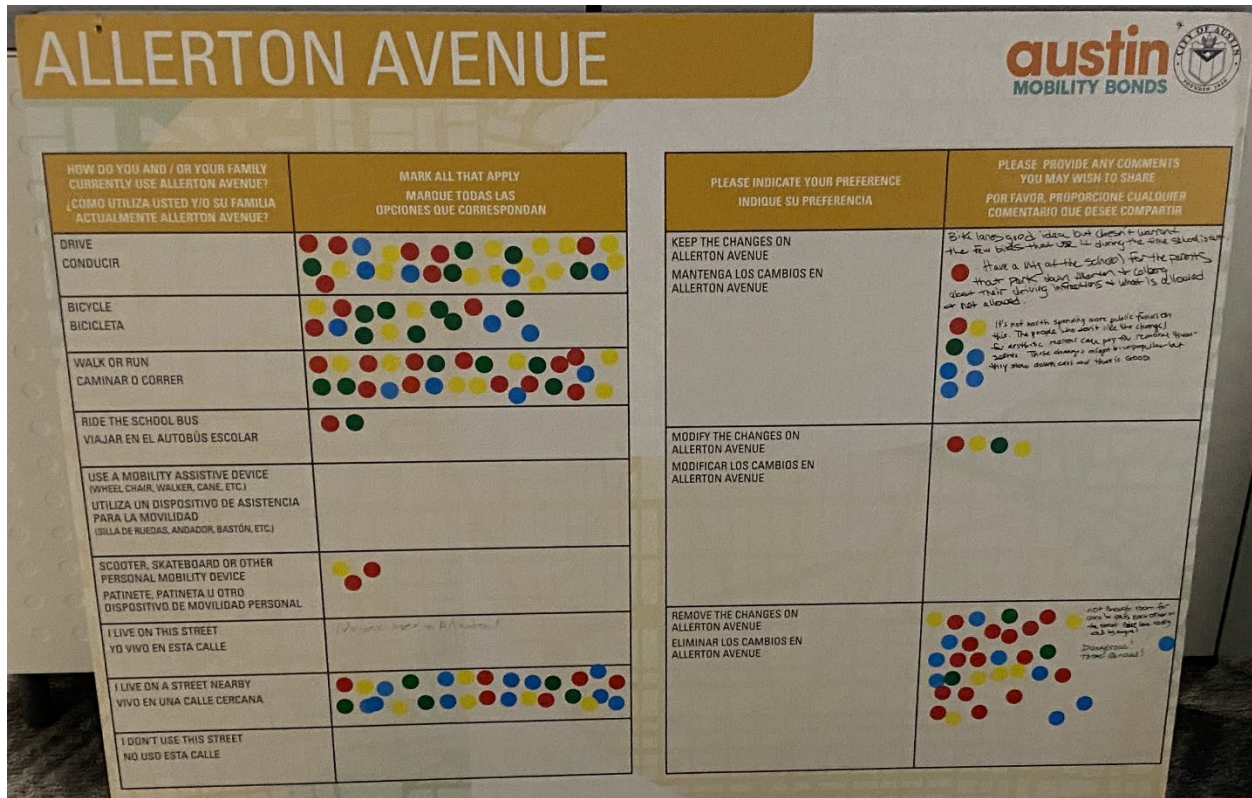
* Not enough room to drive -- especially dangerous in the morning w/sun in your eyes! All over Hillside Terrace!

[X on Ruxton Ln] I live here. My kids walk to GMS. I like the improvements. Slow traffic.

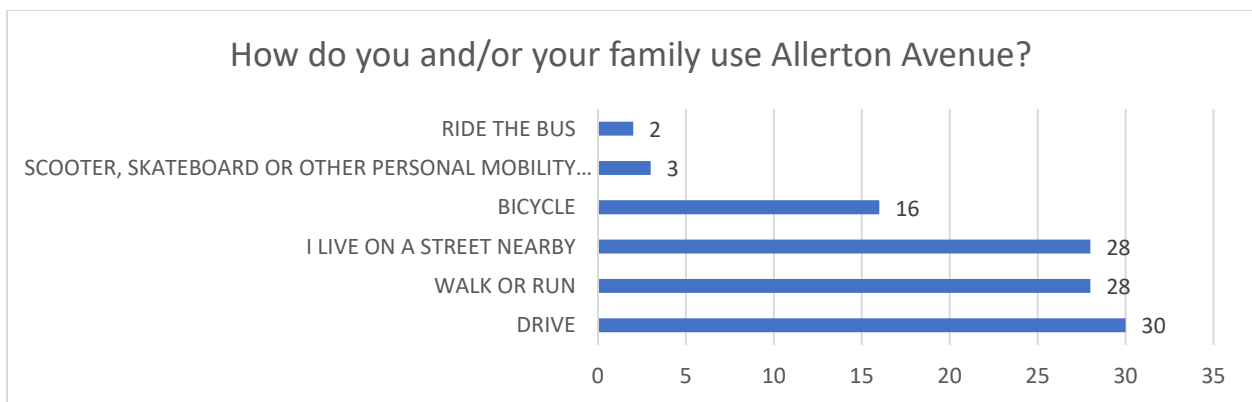
Remove bollards and bumps. Bike lanes make more sense on each side of the street going with traffic. Parking spots are congested & unsafe when people get out of cars & into oncoming traffic. Too narrow for parked cars, bikes, traffic. Not necessary to have all these changes.

[redacted address] *Not enough room for 2 way bike lane *Cars cross over yellow lines and drive into pocket parking *Cars still speed down Hillside *Teaches kids bad habits on not stopping at stop signs *Hard to pull out of driveway

FEEDBACK SHARED AT THE SECOND LISTENING SESSION ON ALLERTON AVENUE



Feedback board showing how people use Allerton Avenue and comments related to keeping, modifying or removing the changes on this street – shared at the second Listening Session held on Saturday, March 1 at the corner of Allerton Avenue and Barstow Avenue.



How people use Allerton Avenue as shared at the second listening session held on 3/1/25.

Preference for Changes on Allerton Avenue - Shared at Listening Session on 3-1-25



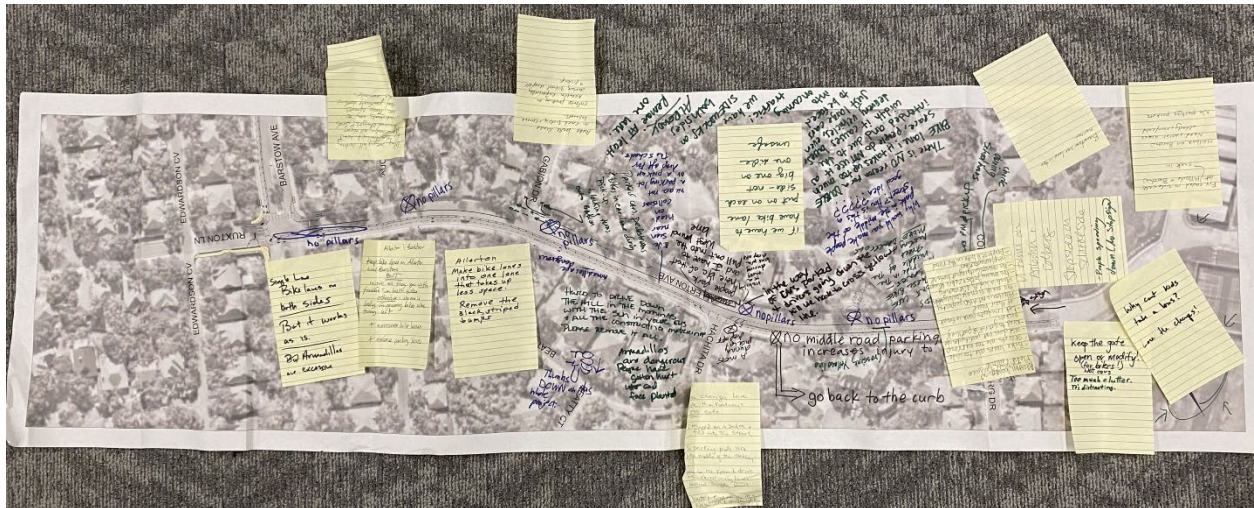
COMMENTS SHARED ON THE ALLERTON AVENUE FEEDBACK BOARD

[Keep Changes] Bike lanes good idea but doesn't warrant the few bikes that use it during the time school is out. Have a mtg at the school for the parents about their driving infractions & what is allowed & not allowed

[Keep Changes] It's not worth spending more public funds on this. People who don't like the changes for aesthetic reasons can pay for removal themselves. These changes might be unpopular but they slow down cars and that is GOOD

[Remove Changes] Not enough room for cars to pass each other in the street. Bike lane rarely used by anyone!

[Remove Changes] Dangerous! Total Removal!



Roll plot of existing street design changes on Allerton Avenue with community comments gathered at the 3-1-25 Listening Session at the corner of Allerton Avenue and Barstow Avenue.

COMMENTS SHARED ON THE ALLERTON AVENUE ROLL PLOT

Why can't kids take the bus? Love the changes

Barstow car lane is too narrow [yes, this was written on the Allerton roll plot]

U turns on Allerton and Colberg. Stop Sign on School Side

People Speeding Down (No Stop Sign)

Too much clutter. It's distracting.

Keep the gate open or modify! (for bikers!) NOT cars

Check during school hours --> * [* is located on Colberg Dr]

<--- 5-6 cars PM pickup ---> [note spans length of Colberg Dr]

(S) --> Stop Sign <-- [Note on corner of Colberg and Allerton]

(X) No middle road parking increases injury to peds ---> go back to curb [Allerton near Colberg]

<--- Crossing yellow line [Drawn on Allerton near Colberg on median]

[Stakeholder has drawn (X) on multiple points of roll plot with the repeating comment "No Pillars"]

Allerton Barstow and Hillside Terrace: Please remove. - Bike lanes are too wide - Streets are too narrow - Use does not justify design - Need to get rid of parking pockets - Let residents park in front of their house - Allerton is not AISD property - Too much signage everywhere which is highly distracting - No community input before implementation - People still bike in the road

Kids don't use these bike lanes - they ride in the middle of the street making it more dangerous

COMMENTS SHARED ON THE ALLERTON AVENUE ROLL PLOT

Why would you make people park in the middle of the street? How is this a good idea?????

There is No reason for a DOUBLE BIKE lane! It takes up too much space, people do NOT use it as intended and due to the width it causes buses, delivery vehicles, even just large cars to be forced into oncoming traffic! We have SIDEWALKS on both sides ALREADY. Remove AT LEAST one lane.

If we have to have a bike lane, put it on each side - not big one on one side. Unsafe.

Visibility is a mess during bus p/u dropoff

<--- in the way of cars parked & drivers going down the hill will have to cross yellow line [arrow points to trapezoid shape painted onto street at corner of Aleerton and Hachita]

People park here and b/c of that I have to pull out onto westbound lane [stakeholder have drawn and filled in a box on the eastbound lane across from the Hachita Dr intersection]

I've seen near head-on collisions. We are not a parking lot or a pick up drop off for the schools.

Parked cars, pedestrians & bikes in car lane during pick-up blocking turns onto Gabion Dr

Make bike lanes on each side & remove bollards. Enforce parking on Allerton especially during school drop off and pick up

Why are y'all looking for this feedback now? After making all these ill-conceived changes? Such a backwards way to work. These streets worked perfectly before all this nonsense

A mess during pick up drop off (X) [Hachita intersection]

Armadillos are dangerous. People have gotten hurt and face planted

These changes have made the roadways LESS safe. I tripped on a zebra & fell into the street. The parking pods are in the middle of the roadway. There is no room to drive in the remaining lanes. Narrow single lanes. Parent picking up the M.S. kids are now waiting on Slaughter.

THUMBS DOWN on this whole project [draws picture of a hand giving a thumbs down]

Hard to drive down the hill in the mornings with the sun in your eyes & all the construction markings. Please remove it all.

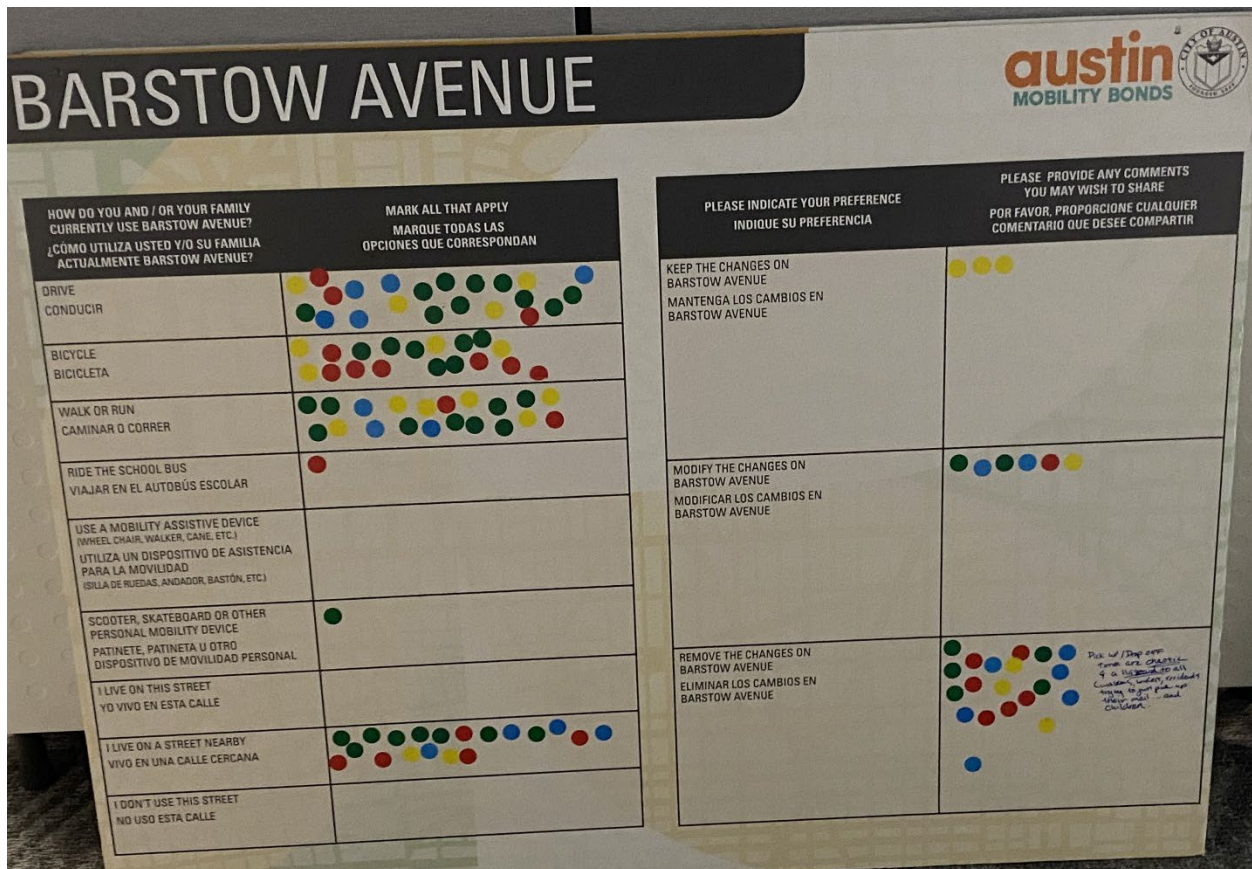
Armadillos are dangerous.

Allerton -- maek bike lanes into one lane that takes up less space. Remove the black striped bumps.

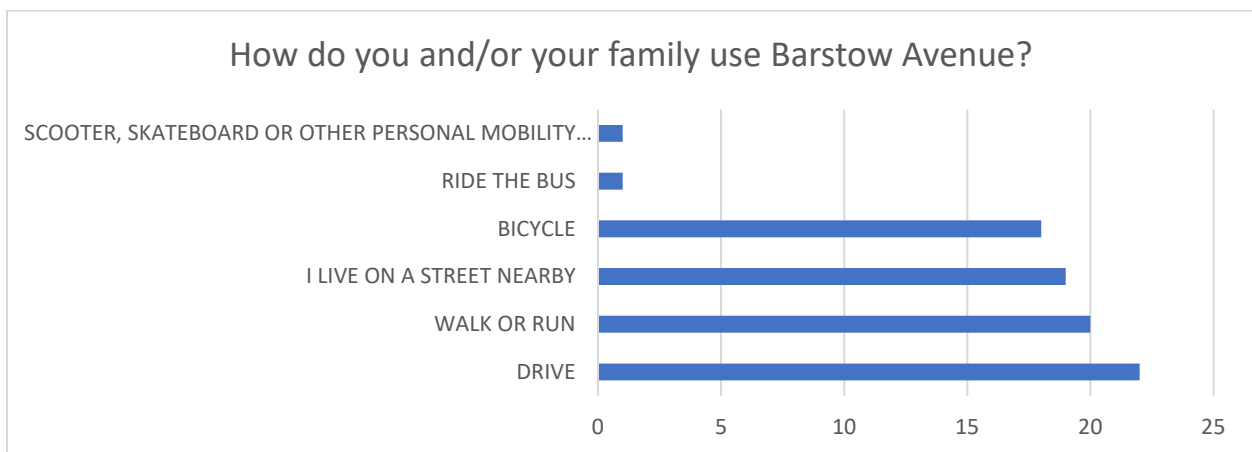
Allerton & Barstow -- Keep bike lanes on Allerton & Barstow BUT more so they go with traffic on both sides. Otherwise no one is looking for oncoming bikes when turning left + narrower bike lanes + enforce parking laws.

Single bike lanes on both sides. But it works as is. Armadillos are excessive.

FEEDBACK SHARED AT THE FIRST LISTENING SESSION ON BARSTOW AVENUE

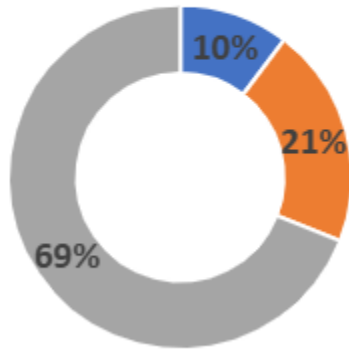


Feedback board showing how people use Barstow Avenue and comments related to keeping, modifying or removing the changes on this street – shared at the second Listening Session held on Saturday, March 1 at the corner of Allerton Avenue and Barstow Avenue.



How people use Allerton Avenue as shared at the second listening session held on 3/1/25.

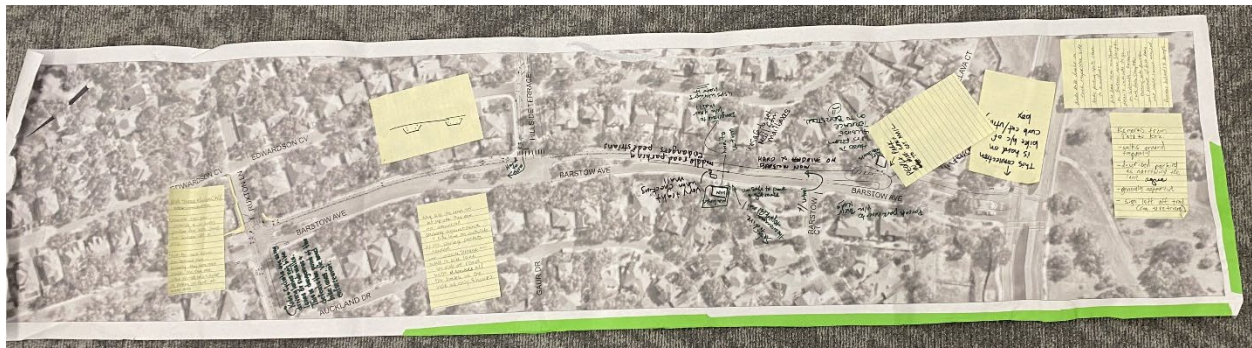
Preferences for Changes on Barstow Avenue- Shared at
Listening Session on 3-1-25



- KEEP THE CHANGES ON BARSTOW AVENUE 3 entries
- MODIFY THE CHANGES ON BARSTOW AVENUE 6 entries
- REMOVE THE CHANGES ON BARSTOW AVENUE 20 entries

COMMENTS SHARED ON THE BARSTOW AVENUE FEEDBACK BOARD

[Remove Changes] Pick up / Drop Off Times are chaotic & a hazard to all (walkers, bikers, residents trying to pick up their mail... and children!)



Roll plot of existing street design changes on Barstow Avenue with community comments gathered at the 3-1-25 Listening Session at the corner of Allerton Avenue and Barstow Avenue.

COMMENTS SHARED ON THE BARSTOW AVENUE ROLL PLOT

[Stakeholder has drawn the following: \:___:/ \:___:/] near the corner of Hillside Terrace Drive

[Stakeholder placed this note on the Barstow roll plot despite the subject being Hillside Terrace]
 Hillside Terrace & Salcon Cliff Intersection: *crosswalk has poor visibility & in the wrong direction for kids coming from Salcon Cliff to Mills * Hard to see kids on bikes behind cars - previously they were more visible b/c they were either on sidewalk & higher OR passing in front of parked cars

<--- Hard to turn [arrow shows a right turn from Hillside Terrace onto Barstow]

Why are the lanes not set up like the ones on Convict Hill? Parking on curb and bike lane on outside w/no parking pockets needed. --- Hillside Terrace --- why is the bike lane on side of the road with all the houses vs side w/only 5 houses?

[Ruxton Ln] <-- Kids and cyclists are using driving lane NOT bike lanes or sidewalks. This is dangerous and defeats the point of the bike lanes. We need enforcement.

Safer to drive the wrong way to park for mail

Mailbox [USPS] Hard to U-turn

Unsafe to park and get mail

Dangerous to get your mail. USPS workers HATE IT

Middle road parking endangers pedestrians

Unsafe to get mail from mailboxes

Hard to drive on Barstow now.

[a note that says "U-turn" with a curved arrow is place on Barstow Ln in front of Barstow Ct with an additional comment: "+1"]

<--- Very tight when checking mail

Hard to turn from Hillside Terrace on the Barstow [Stakeholder has drawn a frowny face :(]

COMMENTS SHARED ON THE BARSTOW AVENUE ROLL PLOT

[Barstow/Melava] <-- People park in bike lane to get mail

[Barstow/Slaughter] <-- This connection is hard on bike b/c of curb cut/utility box

*Make bike lanes on each respective side *Make parking spots closer to mailboxes *Bike lane near mailboxes on Barstow near Slaughter doesn't indicate to go on sidewalk. Oncoming cars from Slaughter turning onto Barstow not aware of bike lanes and could cause accident *Remove bollards and bumps

Remarks from Peto: walks around frequently - described pass narrowing the lane **agree** - generally supportive - sign left off trail (COA to retrieve)

Intercept Surveys

2/4/25

- Couple or more to woman

4 ppl walking to school, nobody uses bike lanes, claim their is track
other woman taking pictures

Nobody bikes here

Wished we had no parking signs here, any roads are not wide
enough

said they were to have one wide lane now it's too small

Someones car are back to back dropping off neighbors

Some ppl parking in bike lanes

State doesn't pay via enough to bike downtown

Bike lanes don't work this far out

Questions about the paved things

They ride on Colbrix or Colberg

They are worried about them being a drop off area + said the school
should open gate so they can enter

Worried - how what we do if we had a fire, its hard to get out
like a obstacle course

A bike rider not using bike lanes

They feel like it makes community worse

Putting no parked sign would be nice, + reflectors

Roads get congested

They sign facing a road that doesn't exist

Mail man related it makes his job difficult, the lady said he emailed
her about

City workers came + removed some white posts

They want total removal

Claims only a disadvantage here + someone is going to sit hart

Wants city contractors info available for public

Who is the engineer + who signed off on project

Says ppl nearby, neighborhood safer is not from here

Criticizes our survey

He loves that other comments are for views

Greeting

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If No – offer a door hanger if they'd like to read up on it later. OK to give as many as they'd like to pass on to neighbors.

If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

Return
on investment
- need a
cost analysis
- pros & cons.
- usage of
bike lanes.

If do support

- Why do you support the changes?
- Do you have any other comments for us?

Support enhanced bike safety

Parking box not clearly marked -

People parking in bike lanes - no guidance
was finding confusing
bikes still go down middle of street.

don't like this
arrangement
very confusing -

people parking
on side street

Barstow -
very narrow -
can't see
oncoming traffic.

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

some of it

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

Friends say - too much to look out for

- visuals are overwhelming
- school bus - Hillside Terrace
- trying to not hit people
- v. distracting.

If do support

- Why do you support the changes?
- Do you have any other comments for us?

Likes design, bike lane -

Doesn't like implementation -

Hillside Terrace bike lane on other side of street

- parking cars in middle of road
- less houses -
- less disruptive -

Little used to it.

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Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

*Aesthetically looks terrible
turtles look better
space for cars too small.
cars drive in the bike lane.*

Escarpment

- *very terrible*
- *used to be beautiful.*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*
 - Too congested. lanes too small*
 - *hate armadillo bumps*
 - *traffic that uses it - waste of money.*
 - *grew up when you ride bike in street.*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

like bike
lanes

If do not Support

- does not like the way it is done

- Why don't you support the changes?
- Are there any modifications that you would support?

- Narrow driving lanes - nervous to hit cars parked.
- Hillside pocket parking - forces cars too close together.
- Can't see traffic when turning.

If do support

- Why do you support the changes?
- Do you have any other comments for us?

Like the bike lanes - safer for kids
Mills & Lantana - good
Gov - kids need to be in bike lanes

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

Takes up parking space -

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

- everything - safety - ms kid fell off bike down hill
- Hillside Terrace - almost doored -
- property value ↓ - not enough room in the lanes -
- school volume - m or n / afternoon - Hillside Terrace -

If do support

- Why do you support the changes?
- Do you have any other comments for us?

- Dang ugly -

- kids used to go
- now will avoid
- are afraid
- elderly man won't drive
- family is too afraid.

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*
 - *Take up too much room - LESS space for cars*
 - *Not many bike riders -*
 - *Grandpa - would hit the barriers*
 - *Needs to be a normal road -*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Dangerous to leave the house at night
Can't back in to the driveway easily.
parking spots too far away from curb.
Neutral Support

If do not Support

- Why don't you support the changes?
Slaughter is addressed. more dangerous. why wasn't this addressed. - People driving out of lanes -
- Are there any modifications that you would support?
Wants us to knock on every door. No fatalities. Doesn't make any sense -

Wants it removed - All of it -
who's commenting.

no other options

Kids riding bikes on sidewalk
parking pockets are horrible
car doors - problem

if do support

except

- Why do you support the changes?
- Do you have any other comments for us?

Traffic is not slow -

- Okay with the speeding
- maybe put the speed bumps -

Looks ugly - made them take down flex posts -
Property value down

people are speeding on Hillside Terrace.
Hates the bike lanes
- wants kids to use sidewalk

- Kids speed in the bike lanes -

parking pockets makes kids speed in the bike lane -

- 17 driveways -

If they have already taken the survey, ask "Do you want to add more?"

bike lane on ~~either~~ other side of Hillside Terrace would make more sense.

would like to make the sidewalk wider

wants to know why this project was chosen -
As feels ignored - none of the neighbor suggestions were implemented

Not a ~~fast~~ neighborhood resident, just
Greeting likes to walk here.

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

If do support

- Why do you support the changes?
- Do you have any other comments for us?

~~looks much nicer + safer.~~
- It looks much nicer + safer.

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

~~Do Not Support~~

Neutral

CHANGED HIS MIND WHILE WE WERE TALKING
Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

USES IT AS CYCLIST BUT FINDS IT FRUSTRATING AS DRIVER
- SO MUCH PARKING LOST ON THIS SIDE TERRACE
- DON'T SEE A LOT OF CYCLISTS EVEN
- TOO DRASTIC CHANGE FOR SO FEW CYCLISTS
- NARROW FOR CARS IF YOU AREN'T PAYING ATTENTION

If do support

- Why do you support the changes?
- Do you have any other comments for us?

- CAN SEE IT BEING GREAT FOR FAMILIES + KIDS
- HOPES MORE PEOPLE WILL START BIKING

If they have already taken the survey, ask "Do you want to add more?"

Greeting

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

- SEEING MORE KIDS BIKING TO SCHOOL @ MILLS
- SEES KIDS POWERBLADING
- RIDES A CARGO BIKE TO PICK UP KID FROM
MIDDLEBURY ELEMENTARY SCHOOL
- PARKING POCKETS MAKE YOU FEEL PROTECTED
REALLY

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

- TWO WAY BIKE LANE PUTS KIDS IN DANGERS
- TOOK AWAY SPEED ~~ISLANDS~~ ISLANDS
- RIP IT OUT + PUT BACK SPEED ~~MITIGATION~~ MITIGATION
- KIDS @ MIDDLE SCHOOL AREN'T RIDING BIKES TO SCHOOL

If do support

- Why do you support the changes?
- Do you have any other comments for us?

If they have already taken the survey, ask "Do you want to add more?"

- HAS TAKEN THE ONLINE SURVEY

- CAN FILL OUT SURVEY MULTIPLE TIMES + NO WAY TO VERIFY RESIDENCE

Greeting

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?

Are there any modifications that you would support?

- WANTS STREET BACK FOR CARS
- SAFETY HAZARD; TOO MUCH IN THE ROAD
- TAKE UP ROAD WHERE CARS SHOULD BE
- MOST KIDS AREN'T RIDING BIKES TO SCHOOL

If do support

- Why do you support the changes?
- Do you have any other comments for us?

- GET RID OF PAINTED PARKING SPOTS
- ONE HALF BIKE LANE WOULD SUPPORT

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

- SOME AREAS ARE TOO NARROW IN CAR
IF CARS ARE PARKED ALONG THE SIDE WALK
- HILLSIDE HAS LIMITED VISIBILITY WHEN
PEOPLE ARE GETTING IN + OUT OF PARKED CARS

If do support

- Why do you support the changes?
- Do you have any other comments for us?

- LIKE THE BIKE LANE MAKES WALKING SAFER ON SIDE
- LIKE PARKING ~~IS~~ ADDED BY MAILBOXES

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

~~UNWANTED SIDE PARKING~~

~~WANT~~ - DOESN'T LIKE NO PARKING BY MAILBOXES!
- INCREASED PEDESTRIAN'S INJURY WITH MIDDLE THE
- DOESN'T LIKE FLEX POSTS NOT PRETTY

If do support

ROAD
PARKING
ON HILLSIDE

- Why do you support the changes?
- Do you have any other comments for us?

If they have already taken the survey, ask "Do you want to add more?"

Greeting

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

*INSTEAD OF ~~SEE~~ PARKING LINES IN THE MIDDLE WOULD PREFER BIKE LINES IN THE MIDDLE
SEE MORE WALKERS THAN BIKERS*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

Greeting

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If Yes - Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

Wants Richard at Public Meetings.

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?
- ~~causing~~ more congestion - pickup/drop off - ^{needs an official pickup on the backside - circledrive?}
- way in which it's done - bike path - Hillside Terrace - when people park on both sides - too narrow.

Maybe one bike lane (both ways)

Kids not using bike lane

If do support

- ~~Why do you support the changes?~~ - over engineered - don't have enough bikers ^{maybe 10 bikes}
- ~~Do you have any other comments for us?~~ - maybe just a stripe

Most disappointed in how this happened - HOA wasn't involved didn't get the survey poorly communicated.

Bike lane on Slaughter

wider sidewalk on Slaughter -

Speeding around corner is not a problem

Hillside Terrace parking pockets -

- doors could hit bikes -

Double bike lanes by mailbox -

- too narrow

- suburban - we are not in downtown Austin -

If they have already taken the survey, ask "Do you want to add more?"

wasted tax payer dollars

was this a Bond?

was just wide open streets

Turns in/out Hillside Terrace are ridiculous -

- over engineered

- no one has ever gotten hurt

- too many signs

- 10 min. delay at Hillside from 1 mi. 20m/day

Bike way from on this hill.

- very weird.

Appreciate city's response

wrote a letter - got response
- zoom meeting

Design is not from someone from Austin

All for safety for kids - this is above and above.
over engineered

Prioritizing based on accidents - Bowditch high school -
why wasn't that
handled first?

Why was this chosen first.

Pieces of sidewalk.

Most get picked up down the hill.

Greeting

Villages of western
Oaks-

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Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

1) Wide bike lane + buffer + curbs + parking + poles

- created safety concerns
- when this was put in - Circle C kids don't go to mills.
- Problems: speeding & running of stop signs

- Same for Horzyski -
2,000 students
400 in neighborhood.

If do support

- Why do you support the changes?
- Do you have any other comments for us?

- single bike lane → designed to get kids to school.

one way in morning
one way in afternoon.

Parking in the middle of the street
- completely impractical.

Put the lanes on Davis / Escarpment.

- three years ago - installed curb bulb outs - neighbors initiated -

If they have already taken the survey, ask "Do you want to add more?"

- blown out tires - but - now no speeding problems

This doesn't solve the problem

Bike lane not a mitigation for speeding & running stop signs.

- Still have speeders & stop sign runners
- needs more enforcement
- Lots of speeding.
- shouldn't use bike lanes to slow down drivers
- prefer speed cushions.
- this project has not slowed anyone down.
- parking pods & poles.
- cars parked in the middle of the road (pockets)
 - then cars park on the other side.
 - too tight
- reflectors are too much at night.
- Mills ES - elementary kids - use sidewalk, not bike lanes.
 - no kids walking to Mills from Hillside
 - never in bike lane.
 - non-existent for elementary kids.
 - you didn't solve anything
 - shoot out of last turn - cross hit, at Tannick - back way to mills -

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- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

~~UNDESIRABLE FOR PARKING~~

~~WALK~~ - DOESN'T LIKE NO PARKING BY MAILBOXES
- INCREASED PEDESTRIAN'S INJURY WITH MIDDLE THE
- DOESN'T LIKE FLEX POSTS NOT PRETTY

ROAD
PARKING
ON HILLSIDE

If do support

- Why do you support the changes?
- Do you have any other comments for us?

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

- BIKERS AREN'T USING THE ^{NEW} BIKE LANE CORRECTLY
- PEDESTRIANS ARE USING 2-WAY BIKE LANES MORE THAN CYCLIST
- COMMUNITY INPUT WASN'T TAKEN INTO ACCOUNT

If do support

- Why do you support the changes? BIKE COMING BOTH WAYS
- Do you have any other comments for us?

- WOULD SUPPORT MODIFICATIONS IF SOMETHING NEIGHBORS COULD AGREE ON

If they have already taken the survey, ask "Do you want to add more?"

HARDER TO BACK OUT OF DRIVEWAY ON HILLSIDE TERRACE

- VERY VISUALLY BUSY AT NIGHT MAKES IT HARD TO SEE
- OVERALL SUPPORT MAKING THE NEIGHBORHOOD SAFER

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

- ISSUES WITH ~~GARBAGE~~ ^{GRA GARBAGE} COLLECTIONS DAYS BIC PEOPLE PUT BINS IN DIFFERENT PLACES
- ITS GETS NARROW WHEN ~~LODS~~ LOTS OF CARS ARE PARKED IN STREET SPACES

If do support

- Why do you support the changes?
- Do you have any other comments for us?

- LIKE BIKE LANES BUT CARS ^{IN DRIVEWAYS} SOMETIMES BLOCK ~~THE~~ THEM ON HILLSIDE TERRACE

If they have already taken the survey, ask "Do you want to add more?"

OVERALL LIKE THE CHANGES AND THINK IT WILL TAKE TIME FOR PEOPLE TO ADJUST

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

If do support

- Why do you support the changes?
- Do you have any other comments for us?

extra naturey
strollers
flex post in front
of mailboxes
garbage
confusion
retro style
style

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

*HILLSIDE DRIVE
UNCOMFORTABLE FOR DRIVERS
DON'T ALLOW PARKING – MODIFY*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

2/4 13:30

Greeting

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

- Narrow lanes are not safe for bikers.
- Changed the vibe of the neighborhood

If do support

- Why do you support the changes?
- Do you have any other comments for us?

- RT on HT is not safe.
- Lights would be better for safety.

If they have already taken the survey, ask "Do you want to add more?"

- Pinch point. at Barstow. after Mailbox.
↳ other side is wide as it supposed to be
- ppl get mail and do a 'U' turn & hit curbs.
- Refresh yellow reflective paint /

#1 [15:05 h.]

2/4

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

- Get rid of Stop sign on Burstow/Allerton
- Concern about who's driving to school

If they have already taken the survey, ask "Do you want to add more?"

- Not enough Destinations to go to.
- Get rid of last block on Allerton?
- Hillside has a question about where to put trash can.

→ Equip school w/ round of pickup/drop.
[Try improve cur

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

↓ only Allerton.

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?
- This 2way has created a mess, cars/parents feel entitled to break the traffic law. Maybe do a 1way.

If do support

- Why do you support the changes?
- Do you have any other comments for us?

- Zicles are damaging cars.
(not a true barrier)
Maybe low prof. + Flexpost.

• Love Bike lane. but not this one.

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

unhappy @ Westm oaks

Single lane vs. double track speed management

If do support

bike lane isn't a mitigation for speeding

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

Stelle noted r

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- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

modifications: cars park on side street Hillside Terrace - visibility

Add 4-way stop

signage: turning vehicles, motor separated

pedestrian
hit by car March
2023

lighting needs

If do support

- Why do you support the changes?
- Do you have any other comments for us?

If they have already taken the survey, ask "Do you want to add more?"

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- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

*kids don't use in the bike lane
parents use it as a parking area
barstow - worst*

*modifications: none
no parking signs
reflective lights*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

Really difficult to drive through

Emergency vehicle access

Hillside Terrace

Difficult right turns

Normality - modification - more speed for queuing

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

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Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

*Don't see anyone in the bike lane, harder for eyes to pick up
if kids want to bike they can use the sidewalk if kids are using it
great but don't need*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

*Like the idea, bit of an ego
hillside - parking - narrow*

*If people are using it, good feedback,
ok with it*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

Nonstandard signposting, idea great, road wasn't wide enough

Feels like a lot Not ideal to pick up back here

more nervous than before Lots of speeding observed

If do support

Made things harder parking taken out

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

Hillside
Terrace
Don
Orlando
Alonso
W
P
D

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

Borstar + Ct.
~~Alan~~ Jack
my
x
school drop off
Nelle
ville

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

If there were more bikes it's fine

concerned about the kids crossing streets in between cars

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

kids see in the sidewalk still

Narrowing street hasn't slowed people down

Parking pockets too close to the street

kids bike faster in the bike lane

If do support

Remove only option

Speed humps ugly look poles off

- *Why do you support the changes?*
- *Do you have any other comments for us?*

SEP ✓

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

Hillside Terrace where people need to park in the street, it feels ~~unsafe~~ unsafe - would like it removed

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

*understands need but has
made pick ups worse*

*School pickup is a nightmare
the last leg is not effective
people drive too fast out of exit anyway*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

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Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

Can become cramped
~~If you want to make a screen~~

People park in lanes any way - would need posts ^{every 4}
If do support ↳ would prefer one on each side like Barstos

- Why do you support the changes?
- Do you have any other comments for us?

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes? ~~Teacher at~~ Teacher at
 - Are there any modifications that you would support? Mills elementary
- Hard to navigate, drives on Hillside Terrace and it's too narrow to turn. Can't park at neighbor's house b/c of bike lanes. Bikers are unsafe, still "pop wheelies" regardless of lanes

If do support

- Why do you support the changes? Poor visibility.
- Do you have any other comments for us? HATES the ~~words~~ "beetlejuice bumps"

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

generally not opposed

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

→ Hillside Terrace too narrow, Lantana same

Do not like bumps

If do support

- Why do you support the changes?
- Do you have any other comments for us?

→ Tight where mailbox is, ~~with~~ with people on both sides it's narrow and dangerous

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

Not enough room - not safe - too crowded

Example was me standing in street while talking,

If do support *this survey. Does not believe lanes get used*

- *Why do you support the changes? ↳ has not seen anyone use*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

Does see kids use them. likes two lanes on one side

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

*Hard for us to leave. Dangerous to turn
because it's narrow. Kids don't always use*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

Some times cars don't follow rules, Tight turns.

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

*Not enough space
Kids don't use it*

*Seems unnecessary
at this point*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

Glad parking is allowed on side now

If they have already taken the survey, ask "Do you want to add more?"

Greeting

Hi, I'm with the City of Austin – do you have a quick moment to share some feedback with me on the recent changes to streets in your neighborhood?

If No – offer a door hanger if they'd like to read up on it later. OK to give as many as they'd like to pass on to neighbors.

If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

Hugely disorienting. When driving on Hillside Terrace, cars are so far over that she doesn't feel she has enough visibility

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

Obld

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Do Not Support

Neutral

Support

property values

If do not support

- Why don't you support the changes?

Are there any modifications that you would support?

no bicyclists observed

observed HTR on opposite side, no use of bike lanes

cars "in middle of rd"

low comfort

If do support

- Why do you support the changes?
- Do you have any other comments for us?

no parking on Alleghen

coffee shop park on bus stop median.

impedes visibility

idk side cur placement feels like no one cares

"I don't support this"

community doesn't walk two feet support end.

2 bike on alleghen many more bicyclists observed near main head on & side open only for no park. not wide enough for bike lanes down street w/ scal.

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If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

high volume of parking + maintenance
 parking in bike lane top of hill past corner
 Hadula + Alterer bus stop
 "obstacle course"

Total removal
 initial eval
 not address

concerned w/
 evacuation
 obscured u turns

mand backup - excessive
 - out the hp
 - unnecessary

If do support

- Why do you support the changes?
- Do you have any other comments for us?

Bushw
 MS supp '06

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Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

concern - pavement don't have problem w/ bike lane

infrastructure - better alternative / appraisal w/ more streetcar

If do support

- Why do you support the changes?
- Do you have any other comments for us?

support because
don't want to be
there

bikes should be
enforced.

Safety is
top priority.

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask

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Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

- *no incidents out the road*

- *new obstacles*

- *moving trucks hitting trees*

If do support - *I still like on sidewalk b/c of limited protection*

- *Why do you support the changes?*
- *Do you have any other comments for us?*

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If Yes – Ask

- What is your general level of support for the changes? (circle one) ^{W.} ² ⁴
- Do Not Support Neutral Support

If do not Support

- Why don't you support the changes? ^{A lot of elements in street.}
^{Narrow road.}
- Are there any modifications that you would support?

• Making a 1 way bikeway each side. 2way is over.

- (1,2) - Hillside needs a better flow, it's a cut through.
- P

If do support

- Why do you support the changes?
- Do you have any other comments for us?

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If Yes – Ask

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- *Why don't you support the changes?*
- *Are there any modifications that you would support?*

*we had
NO input into this. / No trust.*

If do support

- *Why do you support the changes?*
- *Do you have any other comments for us?*

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If Yes – Ask

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Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

Narrow vehicle lanes to accommodate all users

Hillside / Escarpment

• Parking 1 side, make lanes wider.

RT on Hillside
narrow.

If do support

- Why do you support the changes?
- Do you have any other comments for us?

If they have already taken the survey, ask "Do you want to add more?"

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If Yes – Ask *Strong Against.*

>50

- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes? → *Visual clutter (California gets it better)*
- Are there any modifications that you would support? → *Bike lanes are wider than road.*

- *One way bikeway on each side (Allerton)*

o *Better lineup when picking up mail*

o *Make it like Beckett.*

If do support

- Why do you support the changes?
- Do you have any other comments for us?

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- What is your general level of support for the changes? (circle one)

Do Not Support

Neutral

Support

If do not Support

- Why don't you support the changes?
- Are there any modifications that you would support?

• ~~more~~ • Too many crossing

- Don't make bike lanes in front of homes.
↳ NO floating parking.

*→ too much. } feels more
→ too narrow. } unsafe now.*

If do support

- Why do you support the changes?
- Do you have any other comments for us?

we ride bikes, we like ^{Bike} lanes

If they have already taken the survey, ask "Do you want to add more?"

yes. Car parked in bike

Letter and Recommendation

Bicycle Advisory Council Recommendation

Safe Streets Austin Letter

Gorzycki Middle School and Mills Elementary School Safe Routes to School Project
Recommendation 20250218-007

WHEREAS the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS the citizens of Austin deserve the right to walk, ride bicycles and use other alternatives to motor vehicles without the risk of serious injury and death;

WHEREAS Hillside Terrace Drive, Allerton Avenue and Barstow Avenue are main routes through the neighborhood to both Gorzycki Middle School and Mills Elementary school;

WHEREAS there are no other safe all-ages and abilities alternatives for biking to these schools;

WHEREAS the city of Austin has invested heavily into the design and implementation of the current cycling infrastructure; and

WHEREAS members of the BAC have experience riding these bike lanes and cycling infrastructure by themselves and with children;

THEREFORE, BE IT RESOLVED, that the BAC request that the city of Austin maintain the current infrastructure with no changes;

BE IT BE FURTHER RESOLVED the BAC request that the city of Austin work with Safe Routes to School, Gorzycki Middle School, Mills Elementary School, local bike shops, and the local cycling community to engage and educate members of the affected community to increase ridership and rider safety along completed infrastructure.

Date of Approval: 2/18/25

Record of the Vote: Motioned by Chair Alejandro de la Vega, seconded by BAC Member Abi Robbins, Unanimous on a 9-0 vote with 1 member absent.

Attest: Alejandro de le Vega





1108 Lavaca St, Suite 110 #153
Austin, TX 78701
www.safestreetsaustin.org
info@safestreetsaustin.org

March 5th, 2025

Re: Our support for Gorzycki Middle School and Mills Elementary School Safe Routes to School improvements

Dear Council Member Ellis, Assistant City Manager Rogers, Director Mendoza, and TPW staff,

Safe Streets Austin is a grassroots 501c3 organization working to transform Austin's streets, bikeways, and trails into safe, vibrant, and equitable places for people of all ages and abilities to walk, bike, roll, and gather.

We write to express our strong support for the bicycle and pedestrian improvements made as part of the Gorzycki Middle School and Mills Elementary School Safe Routes to School (SRTS) project. Since the project was implemented, children, families, and people of all ages have been using the new facilities to access local schools and other destinations and to enjoy safe bicycling and walking. In a part of Austin lacking high-quality protected bicycle lanes, pedestrian crossings, and other safe facilities for all ages and abilities, these improvements are especially valuable.

As staff is receiving public input regarding this project, we hope that safety for all road users and all ages and abilities will be prioritized, along with Austin's ASMP modeshift goals. The Gorzycki and Mills SRTS project is an important step in providing transportation choice - along with safer, calmer streets - for all.

Thank you for your work and leadership in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Diego Martinez-Moncada".

Diego Martinez-Moncada
Executive Director, Safe Streets Austin

A handwritten signature in black ink, appearing to read "Adam Greenfield".

Adam Greenfield
Director of Advocacy, Safe Streets Austin