

Rutland Drive, Longhorn Boulevard and Neils Thompson Drive

Safety and Mobility
Improvements

Mejoras de seguridad y
movilidad

SUMMARY OF COMMUNITY FEEDBACK RESUMEN DE LOS COMENTARIOS DE LA COMUNIDAD

October | Octubre 2024



Existing conditions on Rutland Drive near Mearns Meadow Boulevard. Condiciones existentes en Rutland Drive cerca de Mearns Meadow Boulevard.

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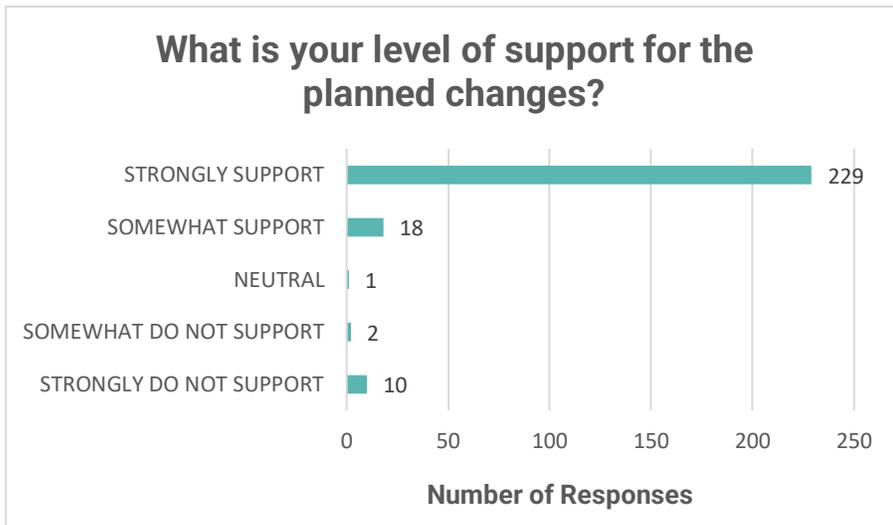


Community members share feedback with City staff at the pop-up event on Saturday, September 28th, 2024. Los miembros de la comunidad comparten sus comentarios con el personal de la ciudad en el evento temporal el sábado 28 de septiembre de 2024.

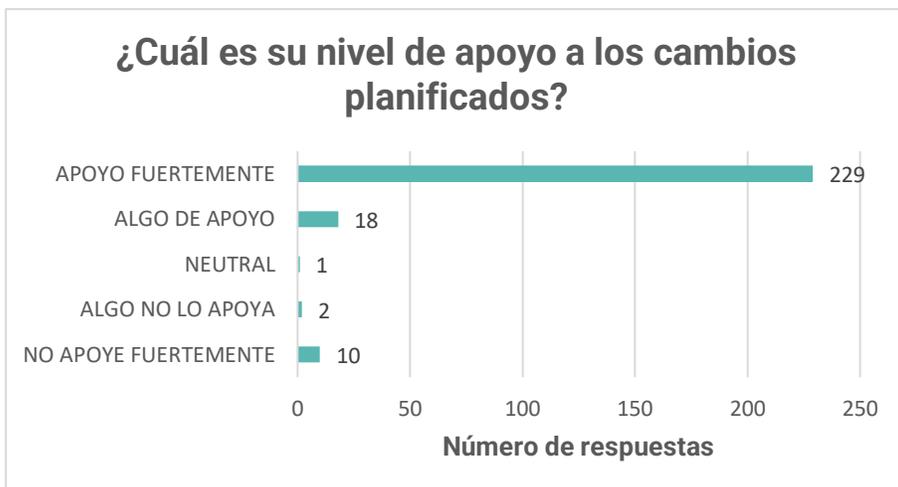
Feedback Themes & Design Update

Temas de comentarios y actualizaciones de diseño

A big thank you to everyone who participated in the [community conversation](#) about planned changes to Rutland Drive, Longhorn Boulevard and Neils Thompson Drive. The project team has reviewed the comments to understand how people use these streets, with 95% of survey respondents strongly supporting or somewhat supporting the changes proposed for this project.



Un gran agradecimiento a todos los que participaron en la [conversación comunitaria](#) sobre los cambios planificados en Rutland Drive, Longhorn Boulevard y Neils Thompson Drive. El equipo del proyecto revisó los comentarios para comprender cómo la gente usa estas calles; el 95 % de los encuestados apoyan firmemente o en cierta medida los cambios propuestos para este proyecto.



After reviewing all community feedback, the project team has updated the design and is continuing to move the project forward to implementation.

The design has been updated to:

- Modify the design at Metric Boulevard to improve operations while also maintaining protected intersection design elements.
- Install a Pedestrian Hybrid Beacon (PHB) at Quail Valley Boulevard to improve crossing safety and comfort.
- Upgrade quality of the urban trail along Neils Thompson Drive and Longhorn Boulevard to a concrete trail that is separated for people walking and people bicycling.

Below is a summary of the overall themes, representative quotes from survey participants, and more information about the project updates related to those themes.



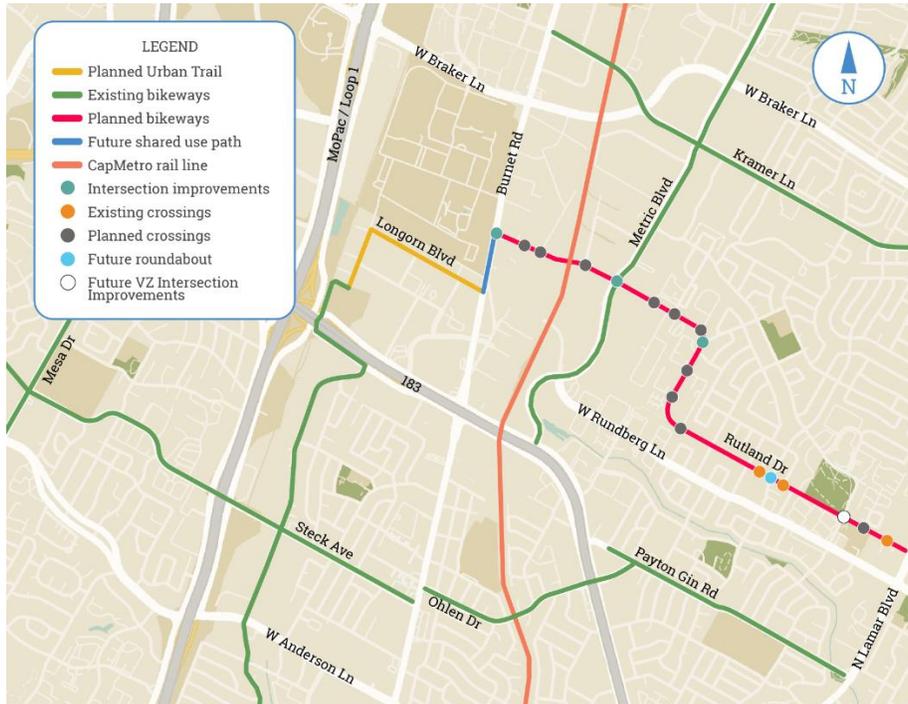
Después de revisar todos los comentarios de la comunidad, el equipo del proyecto actualizó el diseño y continúa avanzando con el proyecto hacia su implementación.

El diseño se ha actualizado a:

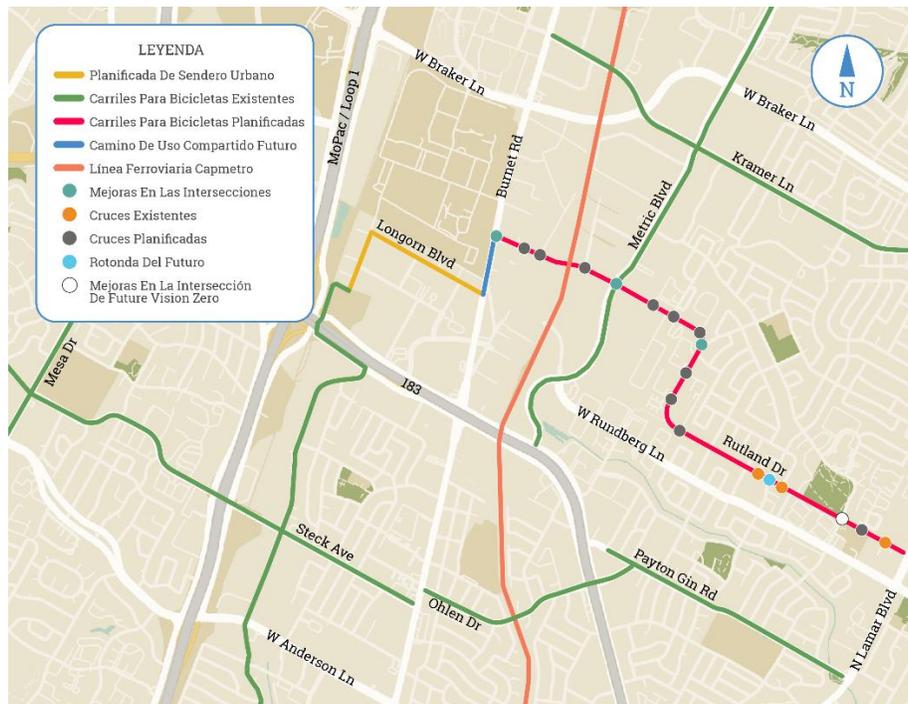
- Modificar el diseño de Metric Boulevard para mejorar las operaciones y al mismo tiempo mantener los elementos de diseño de intersección protegidos.
- Instalar la baliza híbrida peatonal (PHB por sus siglas en inglés) en Quail Valley Boulevard para mejorar la seguridad y comodidad del cruce.
- Mejorar la calidad del sendero urbano a lo largo de Neils Thompson Drive y Longhorn Boulevard a un sendero de concreto separado para personas que caminan y personas que andan en bicicleta.

A continuación, se muestra un resumen de los temas generales, citas representativas de los participantes de la encuesta y más información sobre las actualizaciones del proyecto relacionadas con esos temas.

PROJECT SCOPE MAP



MAPA DEL ALCANCE DEL PROYECTO





Support for Multimodal Safety and Connectivity

Apoyo a la seguridad multimodal y conectividad

Many expressed support for how the project addresses bicycle and pedestrian safety, specifically protected bike lanes and pedestrian crossings. In order to fit these elements on Rutland Drive, the street will be converted to a consistent three lane section, with one lane in each direction and a two-way center left turn lane. These configurations support much safer streets by providing more visible and predictable turning movements and limiting high-risk speeding.

Some expressed concern that the method of physical protection, generally rubber curbs and flexible posts, is not adequate.

Others expressed the critical need for pedestrian and bicycle facilities on Burnet Road. Burnet Road will be constructed between 2025 and 2027 as part of the Burnet Road Corridor Project. For more information on all of the Burnet Road improvements, visit the project webpage at www.austintexas.gov/burnet.

"I believe this will help prevent accidents by making the roads and community safer. I also believe this will help bring the community together."

"I like that gaps in the bike network will be filled with protected bike lanes. It would be better if the protection was more substantial but this is a vast improvement over current conditions and provides a useful extension to one of the most significant bike routes in the city (shoal creek trail)."

Muchos expresaron su apoyo a la forma en que el proyecto aborda la seguridad de los ciclistas y los peatones, en particular los carriles para bicicletas protegidos y los cruces peatonales. Para poder incorporar estos elementos en Rutland Drive, la calle se convertirá en una sección uniforme de tres carriles, con un carril en cada dirección y un carril central de doble sentido para girar a la izquierda. Estas configuraciones favorecen calles mucho más seguras al proporcionar movimientos de giro más visibles y predecibles y limitar los excesos de velocidad de alto riesgo.

Algunos expresaron su preocupación por el hecho de que el método de protección física, generalmente bordillos de goma y postes flexibles, no es adecuado.

Otros expresaron la necesidad crítica de contar con instalaciones para peatones y ciclistas en Burnet Road. Burnet Road se construirá entre 2025 y 2027 como parte del Proyecto del Corredor de Burnet Road. Para obtener más información sobre todas las mejoras de Burnet Road, visite la página web del proyecto en www.austintexas.gov/burnet.

"Creo que esto ayudará a prevenir accidentes al hacer que las carreteras y la comunidad sean más seguras. También creo que esto ayudará a unir a la comunidad."

"Me gusta que los huecos en la red de bicicletas se llenen con carriles de bicicleta protegidos. Sería mejor si la protección fuera mayor, pero esto supone una gran mejora con respecto a las condiciones actuales y proporciona una extensión útil a una de las rutas de bicicletas más importantes de la ciudad (Shoal Creek Trail)."



Intersection and Overall Street Safety

Seguridad en las intersecciones y en la calle en general

Many people commented on the overall need for safety improvements on Rutland Drive, especially at Quail Valley Boulevard, Parkfield Drive, Metric Boulevard and Mearns Meadow Boulevard.

All of these intersections will receive safety upgrades ranging from closure of a slip lane at Quail Valley Boulevard to a roundabout at Parkfield Drive.

"It feels like it will be a lot safer to walk to all the destinations and make needed connections."

"I feel so scared walking with the crazy traffic on Parkfield and Rutland, so the roundabout will help alot."

"Love the new dedicated space for cyclists! Also good to see the Quail Valley slip lane is being closed."

Muchas personas comentaron sobre la necesidad general de realizar mejoras de seguridad en Rutland Drive, especialmente en Quail Valley Boulevard, Parkfield Drive, Metric Boulevard y Mearns Meadow Boulevard.

Todas estas intersecciones recibirán mejoras de seguridad que van desde el cierre de un carril de entrada en Quail Valley Boulevard hasta una rotonda en Parkfield Drive.

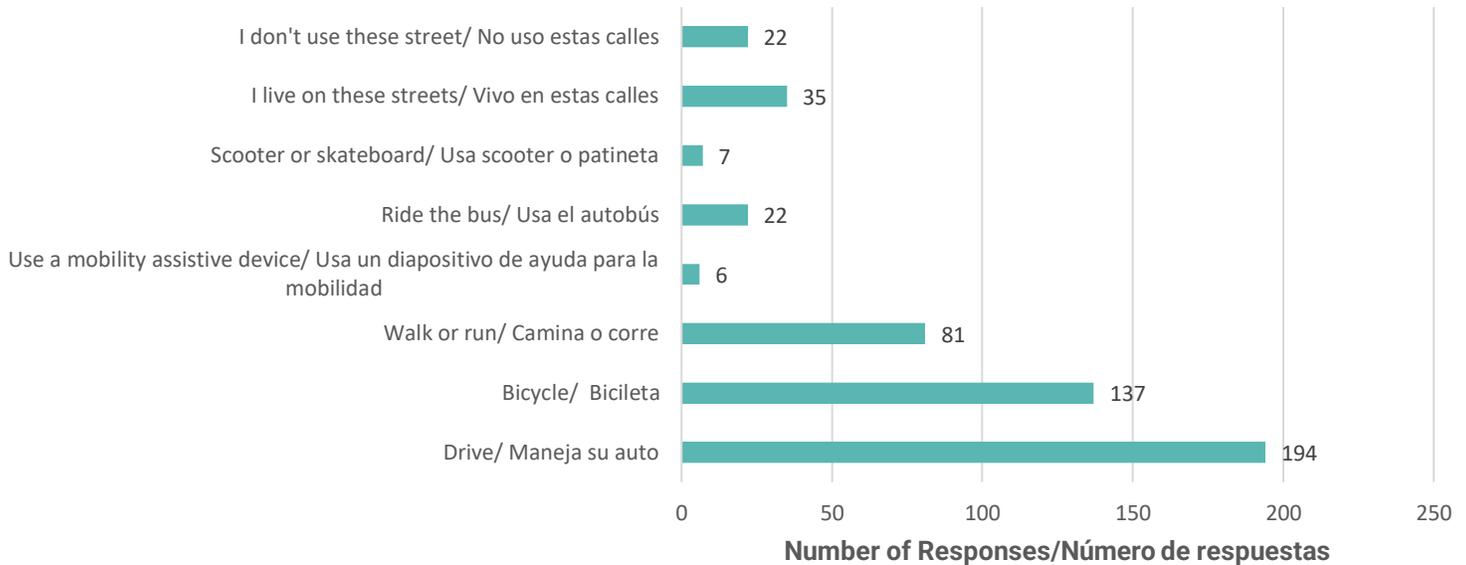
"Parece que será mucho más seguro caminar a todos los destinos y hacer las conexiones necesarias."

"Me da mucho miedo caminar con el tráfico loco en Parkfield y Rutland, por lo que la rotonda ayudará mucho."

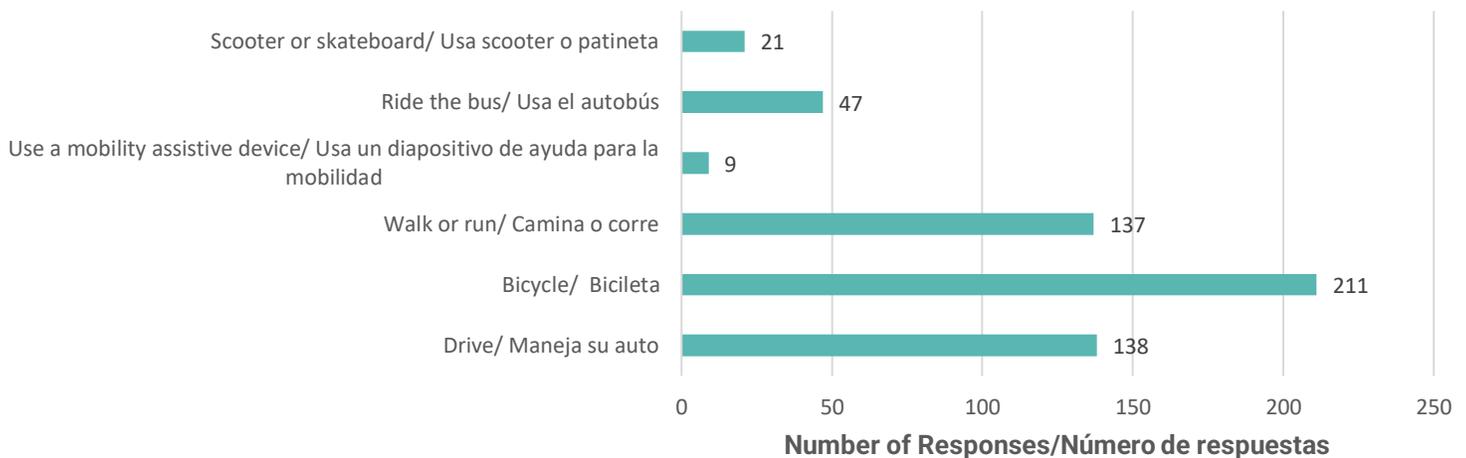
"¡Me encanta el nuevo espacio exclusivo para ciclistas! También es bueno saber que se cerrará el carril de entrada de Quail Valley."

Current and Desired Use/Usos Actual y Deseado

How do you use Rutland Drive, Longhorn Boulevard and Neils Thompson Drive? / ¿Cómo usas Rutland Drive, Longhorn Boulevard y Neils Thompson Drive?



How would you like to use Rutland Drive, Longhorn Boulevard and Neils Thompson Drive? / ¿Cómo le gustaría utilizar Rutland Drive, Longhorn Boulevard y Neils Thompson Drive?



All Comments by Question

Todos los comentarios por pregunta

What do you like about the proposed changes?

¿Qué te gusta de los cambios propuestos?

Respondent ID	Response
	# Comment
1	Any additional bike and safety infrastructure
2	Safer
3	Protected Bike Lanes (with the nailed in dividers, NOT the stubs they have on Shoal Creek Blvd) are welcome.
4	My wife told me to fill out this survey and say I want the roundabout on Rutland.
5	In my opinion, we need the roundabout. It's a smarter option.
6	The roundabout is the right call, in my opinion.
7	Count me in for the roundabout—it's a smart move for traffic safety.
8	I'm a strong proponent of the roundabout; it's long overdue.
9	We should go ahead with the roundabout—it's the best option on the table.
10	yes for roundabout
11	I love the bike lanes.
12	Love love love the idea of a round about at Parkfield and rutland! Everyone speeds at this intersection! Brilliant idea !
13	Just hope it safe to walk on. Everyone speeds .
14	Improved safety and accessibility for non car transportation!
15	traffic sucks here, slow it down with the roundabout
16	Cars go too fast so good idea on the roundabout.
17	Roundabout is good
18	I strongly support slowing down cars with the roundabout
19	I feel so scared walking with the crazy traffic on Parkfield and Rutland, so the roundabout will help alot.
20	The lady said to tell you I support the Rutland roundabout. Gracias.
21	Would love a roundabout or something to make it so people can't run the red and yellow lights. That happens all the time.
22	Roundabout is a good idea.
23	I hope the traffic circle at Parkfield stops people from running that light
24	I believe this will help prevent accidents by making the roads and community safer. I also believe this will help bring the community together.

25	Roundabout or some sort of traffic diversion would be great.
26	Safety!!! Slowing down the traffic
27	This design would provide MUCH needed connectivity for people biking along the corridor and would make walking and taking transit so much more comfortable.
28	Seems like increased space and safety for bikers
29	The roundabout. It will keep people from speeding down quail ct. The turn lane down the entire road is helpful.
30	It's good work to make rutland less dangerous. This is needed asap!!
31	Safety for the neighborhood
32	The round about thing on Rutland is a great idea. I've seen too many crashes on that intersection.
33	With lots of small children in the neighborhood, the roundabout will make things a lot safer. Thank you for your consideration.
34	My neighbor told me to fill out this form. Yes on the round about on Rutland. For the kids.
35	Safer traffic with the roundabout for sure.
36	Roundabout at Parkfield is a great idea. Should help a ton.
37	The roundabout will help a ton, if the city can start on it asap
38	Go for the roundabout all the way!
39	I appreciate the proposal about the roundabout, sounds like it will make a big difference in increasing traffic safety on Rutland and Parkfield. Thank you so much.
40	I love the roundabout at the intersection of Rutland and Parkfield.
41	Liking the roundabout at Parkfield
42	Definitely support the roundabout idea on Parkfield!
43	I like the roundabout proposal on Rutland & Parkfield.
44	1) Yes, on the roundabout on Rutland & Parkfield. It should slow down traffic and improve safety.
45	Yes on Rutland roundabout
46	Anything to make it safer is an improvement. But the Dutch-style of bike lanes is ideal.
47	Protected and separated bike lanes and roundabouts
48	It's an important east west connection to shoal creek. I would love to feel safer biking around these parts
49	More awareness of biking/walking
50	I support a high-quality, all ages and abilities urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles.
51	Prioritizing pedestrian safety over vehicle speed at intersections
52	Fully support them, as Rutland today is a death trap for cyclists. Also, I love the idea of a roundabout @ Rutland and Parkfield.
53	I like the increased protections for people outside of cars.
54	I like the added pedestrian and bike lanes. I really like the protective barriers between them and vehicle traffic.
55	The proposed designs help to provide clear space for walk, bike, and drive, and also help to moderate driving speeds.
56	I like them. The Bike lane protection is absolutely needed.
57	It looks a lot safer.
58	Nothing, transients have used this thoroughfare to move from North Lamar to Mopac.
59	I like the addition of protected bike lanes along this path.

60	Nothing.
61	I like that it's expanding the network of bicycle and pedestrian friendly paths in an area near many important points of interest (the domain, stadium) that I visit regularly.
62	good infrastructure demonstrates importance providing alternate modes of transport
63	Would like protected bike lanes with low curbs
64	I like the traffic circle, bike lanes, improved pedestrian access and the intent to slow traffic.
65	roundabouts might work on Rutland/Parkfield and Metric/Rutland, but the traffic has to be slowed down before getting there
66	Would result in slower vehicle speeds and more safety for pedestrians.
67	The curve lane to Rutland changed to one lane straight to turn.
68	It feels like it will be a lot safer to walk to all the destinations and make needed connections
69	More safety/ designated space for pedestrians and cyclists
70	Bike lane sdditions
71	Safety for pedestrians and cyclists. Dedicated, separated bike lanes/multi-use trails are great. Anything to get us away from the cars.
72	I like the bike lanes.
73	Bike lane
74	Protected Bike lanes and more trees!
75	Love more bike and pedestrian friendly!!
76	Protected bike lanes!
77	Big fan of protected bike lanes and decreased car lanes. This is a wildly unsafe place to bike so I would welcome improvements.
78	Bike and pedestrian lanes
79	Looks good
80	It creates safer spaces for my family and I to ride our bikes instead of having to drive places.
81	Much safer for bicycles
82	expansion of safe/protected pedestrian/cyclist traffic
83	Yes! More space for bikers and pedestrians. I like that it's protected.
84	Safer for pedestrians and cyclists
85	Longhorn Blvd is HUGE so I think it makes a lot of sense to section off some of it for a trail. Low hanging fruit. I also like the added bike lanes on Rutland. Just make sure they are protected, that makes a big difference. I like the decision to NOT have a intersection island for right turns from Metric south onto Rutland West. This is a common route for people and due to light timing, right turn on red is common there.
86	Better bicycle infrastructure, general improvement of the area
87	It looks like a good plan. Love that reliable vision zero data is helping inform the redesigns. Great to hear about added bike lanes, pedestrian refuge islands, closing slip lanes, and solving turning conflicts with roundabouts. I understand that this will be an important on-street connection for the Big Loop, which will be an amazing asset for the city. Great work!
88	Safety
89	More protection for pedestrians and bikers is always a valuable thing for Austin
90	I support the proposed changes. Anything that slows traffic down and provides more bicycle and walking support is a great thing.
91	The lack of sidewalks along Burnet road near Pickle is third-world heinous and it looks like this will address some of that stretch.
92	Safety and security

93	safety for Pedestrians and Bike riders
94	Adding bike lanes to rutland and connecting to Neils Thompson...basically all of it.
95	Nothing.
96	This is an excellent project! I strongly support: The protected bicycle lanes The road lane conversions The slip lane closure The new roundabout
97	I like the changes on rutland, more cross walks and bike lanes on each side. I am a fan of pedestrian islands as well.
98	Not sure what they are, but a sidewalk in front of Pickle Center parallel to Burnet is needed. This is a safety issue, especially on game days.
99	Bicycle paths on Rutland and Burnet.
100	Better walking space in the area
101	bike path on Rutland will protect riders and walkers. This must be done regardless of the tempo of commerical building development.
102	Safer for drivers and everyone else.
103	The section from burnet to mckalla helps connect a longstanding gap in the cycling network to shoal creek and the Red Line parkway
104	I like thaf the city is acknowledging and trying to solve the lack of pedestrian infrastructure.
105	i love the protected bikelanes + sidewalks! And the roundabout
106	Being safe running to biking along these roads, its currently very dangerous due to speeding no bike lane
107	Improves safety and looks better
108	Safety
109	Safety!
110	In that area, I like the changes
111	Narrower lanes for cars leading to decreased speeds is huge for me. And I am 100% in favor of as many protected bike lanes as possible. I love biking in Austin but a lot of times lack of bike infrastructure combined with high auto speed causes me to either avoid the area entirely or just drive. And I would always rather bike than drive. Connecting the shoal creek trail to the future redline parkway would also be amazing as I live very near to Lakeline station and am looking forward to the redline parkway being more built out
112	Sidewalks on Burnet
113	Connection to the big trail. This trail extension offers me the ability to connect to other trails more closely from my house by bike.
114	The *protected* bike lanes. I'm an avid bicyclist, even at 68 years. I would use these improvements to access the Big Loop from the Shoal Creek trail.
115	They seem like a great step towards safer roads for everyone.
116	Increased mobility and access to the trail systems with a focus on safety is positive for the city and North Austin neighborhoods
117	NOTHING
118	connection from Longhorn Drive to crossing signal on Burnet
119	I would feel safer riding my bike on protected bike lanes. I ride in that area often and would love a better way to get from Shoal creek to McKalla / Metric.
120	Safer
121	We are in need of safe space for biking and running/walking to encourage community health and wellness. Implementing safe bike lines and improved pedestrian areas greatly increases the odds that I would feel comfortable using these roads to exercise and commute often.
122	Bike lanes
123	I like the car speed control and traffic calming, and the additional space for non-car uses

124	More protection of bike lanes
125	Finally providing accommodations on Longhorn/NT. The crossing under 183 has just dumped you off into these streets for years.
126	Continuous designated bike lanes, better sidewalks, and improved intersections.
127	I like that there are protected bike lanes - especially if there will be the armadillos or the disc-looking things to protect the cyclists. I like the roundabout and the pedestrian islands as well. I also love the urban trail connections - we need more urban trails (and more development of the existing ones)!
128	lane diets everywhere, baby.
129	More safety for cyclists.
130	The improvements and safety measures
131	Connecting Q2 and the domain to the shoal creek trail. Especially for biking
132	Bike and pedestrian lanes
133	Everything - in particular, the improvements from Rutland/Quail Valley to McKalla station. All the intersection improvements - it feels scary to walk or bike through them currently - cars are too fast and come from all directions.
134	Improved options and safety for walking and biking
135	More bike lanes and (signaled?) pedestrian crossings. Biking on Rutland sucks right now. I've been there and have mostly stuck to the sidewalk. Crossing Burnet (going from Metric to Shoal creek or vice versa) currently sucks, too. Any improvements would be welcome.
136	I love the protected bike lanes
137	The planned changes to establish a protected bike lane are very much needed in the area. The protected bike lane is necessary to protect bikers from automobile traffic, since sharing the road with high speed vehicles is dangerous and in that area, it is especially busy during Austin FC game days.
138	Overall great proposal, a wonderful addition.
139	protected trails
140	I like the addition of the bikeway and the connections to Shoal Creek and the soccer stadium
141	protected bike lanes and slower traffic.
142	Lots of semi-protected bike lanes. Roundabout at parkfield is a great way to make that intersection safer for all users. Closing the slip lane at Quail Valley is probably going to literally save lives and make the area safer for pedestrians
143	More connectivity for biking
144	Love the new dedicated space for cyclists! Also good to see the Quail Valley slip lane is being closed.
145	Reducing speeding on Rutland
146	I live and bike nearby and there aren't safe ways to get east to west or west to east around that area without going a lot farther north or south.
147	I like the extension of the Shoal Creek Trail and that it will connect to other trails
148	Bike lanes, shaded walking corridors, connectivity to the train
149	I like the cyclist friendly routes and pedestrian crossing islands
150	Safety
151	Safety!
152	I love the idea of the amount of drive area being reduced. These roads feel very dangerous partially because the roads are so wide people feel comfortable driving very fast, and it's hard to see around traffic waiting to turn left. The streets are a lot of use by pedestrians, but they are squeezed into such a small area, and with very little protection between them and the fast-moving traffic. I have to use Rutland to do anything from my house, and as a consequence myself and my wife have each been involved in a major collision along this route, with my wife even sustaining a concussion. I

	would like to be able to run errands by foot or by bike more often but I'm deterred by how unsafe it feels to ride on these streets
153	Vehicle lane reductions, safety
154	Safe access across Burnet Road
155	I like that there will be more bike facilities. We currently ride through warehouse parking lots in that area to avoid the busy streets, so protected bike lanes would be a great addition.
156	I would LOVE to ride my bike from home (Braker/35) to work (Longhorn Blvd) but it looks scary. This could definitely help. Also I do some walking on work breaks so I'm SUPER pumped about the proposed urban trail.
157	Much more bike protection, traffic calming should make this area more comfortable
158	It fills gaps in the places that I bike to get around.
159	Important bicycle connection between Shoal Creek Trail and Red Line Parkway
160	Accessibility by alternative modes
161	Safety for bike riders, pedestrians and soccer fans getting to FC.
162	Semi protected bike lanes, more pedestrian crossings
163	I like that gaps in the bike network will be filled with protected bike lanes. It would be better if the protection was more substantial but this is a vast improvement over current conditions and provides a useful extension to one of the most significant bike routes in the city (shoal creek trail).
164	bike lane
165	Reduced car lanes and protected bike lanes. This is great!
166	Improved safety for bikes
167	Great safety improvements for biking
168	This is a great start to beautification of this corridor.
169	Connects neighborhoods to transit and shopping and work place.
170	Much safer for cyclists
171	It deploys critical infrastructure to connect communities. Bikelanes are only as good as their ability to connect places.
172	Less car infrastructure.
173	The protections to users in a dangerous area to hikers, bikers, and commuters.
174	Anything that will allow SAFE mobility outside of a vehicle is my goal to healthy living and not contributing to pollution.
175	Separated, buffered facility
176	Safety and car speed control, and being able to walk/bike to other areas such as Q2 stadium with designated trails
177	Make my existing bike route safe!
178	I appreciate the connectivity this will provide for bicycle users and other forms of active transportation.
179	I don't drive much and these areas are very unfriendly to bikes and pedestrians and don't have great transit - making these improvements would make it much easier to access these areas. I also think that reducing the number of lanes for cars has many benefits like improved air quality, reducing noise pollution, combatting climate change and encouraging mode-shift. It would also create a friendlier and more welcoming environment which has benefits for businesses and neighborhoods.
180	I love the reallocation of space from cars to bikes
181	I like the protected bikelines.
182	Makes it more realistic and safe to ride a bike here
183	It finally lets me bike safely north of 183. I often bike up Shoal Creek, but when I hit 183 (OK, I can go a LITTLE past 183, but still) I have to turn around. Reaching Q2 would be a big plus.

184	I like that there will be bike lanes!
185	I like the idea of connecting corridors so it is easier and safer to get around Austin by biking, walking, and improve access for people with mobility impairments or who simply do not have the luxury of owning a car.
186	Not much.
187	I especially like the Yrban trail connection along Longhorn Boulevard as a means to more safely connect from north of burnet to the trail at 183.
188	Much better buffer between traffic and pedestrians
189	Safety for peds/cyclists, speed reduction
190	I support a high-quality, all ages and abilities, urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles.
191	Non-car focused, pedestrian safety, trail linkage. Improves current very dangerous intersection at Rutland and Quail Valley.
192	Increases safety for cyclists and pedestrians, provides trail linkages that are safer
193	Looks safer for pedestrians and bikers, plus it will likely slow down traffic.
194	I support a high-quality, all ages and abilities, urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles.
195	Everything
196	Accessibility to Shoal Creek Trail
197	Gives greater flexibility to bikers
198	Improved safety for bike riders and walkers.
199	It would add to biking safety.
200	Better safety for all types of traffic, but with extra emphasis places on walking/biking safety
201	Safer cycling. Safer intersections
202	It will make it safer for cyclists and pedestrians.
203	fantastic
204	I use Rutland Road daily and fully support the proposed changes. I've witnessed numerous conflicts between cars, pedestrians, and cyclists, and believe that reducing the road to one lane while adding a protected bike lane will significantly improve safety for everyone, including drivers. I also use the slip lane off Quail Valley Blvd and completely support its removal to reduce conflicts. As a frequent cyclist on the Shoal Creek Urban Trail, getting there feels particularly dangerous right now. When walking to the soccer stadium, I currently have to walk in the street to cross the train tracks.
205	Adding protected bike lanes and pedestrian islands to facilitate street crossings is always beneficial.
206	Increasing safety while also increasing connectivity and mobility for non-drivers
207	I believe that any improvements to walking and biking infrastructure in Austin is beneficial, and I strongly support a connection between the Shoal Creek Headwaters and Burnet Road with a 3-foot-wide or more buffer from vehicles.
208	Extending the shoal creek trail
209	Safe for bicycling
210	Designed bike lanes.
211	Currently there are no safe paths for cyclists to use Longhorn, Neils Thompson and especially Rutland Drive. The route is a dangerous high speed corridor with no space for non-vehicular traffic which limits the number of people who choose not to drive to utilize this corridor.
212	As long as they are wheelchair accessible and increase wheelchair access I think connecting these trails is a terrific idea.
213	Better bike lanes, use of roundabouts.

214	Added safety in the vicinity of Q2 stadium
215	I think all the planned changes are great!
216	I like that full connections are being made. All of the new additions are very welcome.
217	They would make it safer and more comfortable to get around north central Austin by foot.
218	Corridor to other neighborhoods and trails
219	The connection from the Shoal Creek Trail to the Red Line Trail and the Walnut Creek Trail is a critical part of the 30 mile loop. I think a safe connection between these trails is critical for bike safety and health. I love riding the Walnut Creek Trail and would really value being able to safely connect to the Shoal Creek Trail and central austin. The Rutland improvements are really necessary for safety and transportation in the northern part of the city. Great design on both. And much needed!
220	Completion of gaps with save bike lanes
221	Shared use on Longhorn and Burnet
222	Provides safe options for bike/pedestrian traffic away from vehicles
223	Love them! We need big changes on Rutland to make the street safer and more usable for all.
224	The ability to feel safe accessing trail systems without riding in vehicular lanes.
225	Safer for bikes!
226	Prioritization of pedestrians and cyclists
227	The dedicated bike lanes, protected intersections, and the planned roundabout
228	I like the planned changes proposed except one concern below.
229	The protected bike lanes would be a huge improvement. I often have to use Rutland Dr when bicycling, and the current conditions are nerve wracking and dangerous. New pedestrian crossings on Rutland Dr will also be very helpful, especially at Quail Valley. Closure of the slip lane will also make this a bit safer as a pedestrian. I'm hoping the closure of the slip lane and addition of the protected bike lanes will calm traffic on that curve a bit; I get nervous just walking along the sidewalk there as cars come flying around the Rutland Dr curve. I've had several near misses while driving at the Rutland Dr and Parkfield Dr 4-way stop. People always get confused about (or don't care) whose turn it is. I think the roundabout will be an improvement. Hopefully the shared use path connector on Burnet will make it safer to get from the northbound Burnet bus stop to Rutland Dr.
230	They seem to make the street safer, especially with the roundabout which forces drivers to slow down.
231	I love the addition to bike lanes and more accessible walkways. Especially the plan to eventually add more sidewalks and bike routes to get to the rapid busses 801 and 803 as currently if I go from my home in Rutland Village to the bus, the SB bus stop has sidewalks all along that side of the road, but coming home the NB side is rather sketchy and once you get off the bus you have to trek through either the road itself and almost get hit by cars or walk thru grass and mud (if wet) till you get to an actual sidewalk.
232	I LOVE and fully support the wide, shady and protected shared use paths on Longhorn Blvd and Neils Thompson Drive.
233	I appreciate the protected active transportation facilities along Neils Thompson, Longhorn, and Rutland that will allow me to safely use these roads on my bike and walking. I also appreciate the connections now available between the Shoal Creek Trail, the planned Red Line trail, and the North Walnut Creek Trail.
234	I think they're great. There are gaps in the cycling infrastructure nearby and these changes will help us ride more safely.
235	Protected bike lanes and Quail Valley intersection improvements.

What do you dislike about the proposed changes? ¿Qué es lo que no le gusta de los cambios propuestos?

Respondent ID	Response
	# Comment
1	None
2	I don't understand the few instances when a 2-way protected bike lane (on one side) is only in existence for a few blocks. Is there a traffic pattern that this is accommodating? If not, it's just asking Bikes to cross the street even more often, which is not fun or safe, in my bike-riding opinion.
3	The bike lanes need more protection

4	Nothing.
5	All for the planned changes.
6	Of they wouldn't happen it'd be a dislike.
7	A little concerned about the roundabout design and how squeezed it'll be at the corners for folks walking and biking. How is yielding supposed to work for all users?
8	Concerned that there won't be good crossing points for pedestrians where they are actually crossing. The crossing points need to be reviewed to see where people actually cross and not where the crosswalks are, especially near Parkfield, near HEB and near the bus stops.
9	Long construction timelines
10	None
11	None that I can think of. I know you guys are doing yours best.
12	I wish the City can get started on the project before 2026! Is it possible to get started earlier, please?
13	1) Potentially the number of bike lanes will impact traffic negatively and reduce street parking.
14	That there aren't more across the whole city. We need to change the entire city to make it safer for bike and have more roundabouts.
15	Flexible posts and rubber curbs are hardly protected bike lanes
16	I like that you are going to do protected bike lanes, which is absolutely needed near vehicles. If possible, I would love to not have to bicycle anywhere near cars. I would much rather bicycle through nature, parks and greenways away from smog and poor air quality, and with dedicated lanes away from pedestrians, that take me to destinations that I need to go. I want to bicycle for recreation AND transportation.
17	More planting would be a nice addition
18	I worry the flex posts for the bike lanes will continue to be knocked down and damaged by drivers as they are in other places in the city. What will stop drivers from using bike lanes to turn when there is traffic?
19	n/a
20	I don't have any general concerns about the planned changes.
21	It will take long and traffic getting to work from PARKfield to Burnet Road in the AM will be tougher.
22	I wonder what the cars will do. Will they stay on Burnet? Are there alternatives? I am not a huge fan of roundabouts. I don't think cars slow down enough.
23	This is a residential area where Foundation Communities placed a shelter for Paroles and substance users. It connects to an industrial park that has experienced traffic it doesn't need. We have the Pickle research facility within close range that does not need addition traffic.
24	More comments below
25	Every time changes like these are made the areas where drivers make turns are narrowed down. This prevents the buses and larger vehicles from safely navigating the turns. Narrowing lanes for vehicles is unsafe because people are going to jaywalk and you give vehicles less room to swerve to avoid jaywalkers or loose dog in the road or what have you. If using plastic bollards the landscaping contractors will just run them over with their trailers. I see it every single day. A bollard broke off and came flying towards my car and almost went through my windshield into my face. Luckily it bounced off but it cracked my windshield. Not safe at all.
26	roundabout at Rutland/Burnet won't work
27	Drivers would have to be quite alert and attentive to road markings, pedestrian islands, etc.
28	Bike lanes. No one uses the ones we have. I am out and about all times of day and have seen about two bikes in 5 years on roads in the neighborhood. Rutland is way too dangerous for bikes.
29	Pedestrian islands encourage drivers to cut into bike lanes, please don't add these.
30	Still too much street space for high speed car lanes on Rutland
31	I always worry about the combination of pedestrian crossing islands and minimally-protected bike lanes. I bike this part of the city often and if you visit the existing islands (or even speed bumps), you

	can see the evidence of cars running over the bike lane posts to get around. Getting the bikes off of street level near these features (via sidewalk bikelanes/shared use trail segments) would help protect cyclists at these locations.
32	Nothing really. The changes will make the streets better than before.
33	Please do not use any poles or cement discs. These are dangerous and unnecessary. Use paint only to define bicycle lanes.
34	I'm not completely sure how bikes on Parkfield (which I ride on regularly, it's excellent) will get across the intersection with the proposed roundabout. I would recommend adding a little information to the graphic about how bikes will move. As a point of comparison, I like what you've done with Parkfield & Payton Gin.
35	Not completing the bicycle protected intersection leaving one left turn ambiguous and exposed. Additional painting or design elements is necessarily so Cyclists know how to navigate the intersection.
36	Only that they haven't happened sooner!
37	Period of adjustment
38	Wish we were doing even more
39	DO NOT USE THE LOW RUBBER CURBS. These were installed on Kramer between Breaker and Metric and within 3 months half of them had popped out of the cement and were laying all over the road/bike lanes with metal screws sticking up. These do not work. I would much rather see the rubber pylones and a small permanent concrete curb. I think you should only have bike lanes going one direction on either side, no need for a 2-way bike lane and 1-way bike lane on the same street.
40	Many of the existing bicycle lane demarcations can be more dangerous conditions for cyclists and don't prevent cars from encroaching the protected lane
41	Nothing. I have bicycled through this area and would LOVE a safer, more comfortable route.
42	doesn't limit traffic enough
43	Nothing
44	Nothing, now do Cameron RD. and Berkman Dr.
45	why it took so long
46	Everything.
47	I see very little to dislike here. This is a great project. Below are suggestions that could make even it better.
48	I'm not too fond of two-way bike lanes, drivers tend not to look both ways when pulling in and out of the road causing accidents and close calls with pedestrians and cyclists. The most dangerous parts of my commute are in these types of lanes.
49	Need sidewalk in front of Pickle Center.
50	Need sidewalks on the Pickle side of Burnet
51	the lack of protected crossing at the end of McKalla and Rutland. crossing from parking between Rutland and Rundberg business parks is very dangerous at AFC game times. Since the police rarely provide protection at the crossing a pedestrian crosswalk and warning lights should be provided.
52	Other changes like this on Shoal Creek and on Parkfield north of Peyton Gin really are not great. Shoal creek is down right less safe because now the density of everyone is so tight that it is hard to avoid almost running into someone some way. That stretch of Parkfield is just bizarre. Random parking spots that make no sense and no lane consistency. Which means it also isn't really safe. If you are going to make the road truly safe and multi use it has to actually work and be safer.
53	The roundabout at Parkfield could work, but please make sure it has good visibility from all directions. Because it's at the top of a hill I worry cars won't see cyclists in the intersection. I wish we could get better cycling connectivity northbound to The Domain without having to go so far east.
54	This project should already be completed. The fact that we don't have this infrastructure already is sad to behold. Walking on this street to Q2 is dangerous and an embarrassment for a "modern city".
55	Metric and Rutland should have sturdier barriers due to high levels of industrial and truck/trailer traffic. Flex posts will be damaged very quickly and regularly

56	Nothing, I think the changes will be an excellent way to make this road safer for everyone.
57	Seems good
58	Not enough protection for pedestrians and cyclists.
59	No round about at Rutland and Parkfield. No one knows how to navigate them and it will make traffic more congested.
60	What took so long?
61	I wish Burnet could have consistent sidewalks and a protected bike lane all the way from mopac to 183.
62	I think safer bike lanes from braker lane should also be incorporated
63	Nothing.
64	Any areas that are only protected by plastic posts. Rubber curbs are a minimum for everyone feeling safe.
65	I am hoping for a focus on Burnet Road to increase mobility
66	you are going to make the traffic conditions worse by removing lanes for cars on an already high traffic area ALL FOR A FEW PEOPLE ON BYCYCLES THAT DON'T BELONG ONTHE ROAD ANYWAY
67	none
68	The roundabout at Rutland / Parkfield seems awkward. How would a bike perform a left turn?
69	Extend to breaker
70	Not enough protection for biking
71	I think there should be additional protections for the bike lanes
72	The urban trail could be even wider, providing separate space for pedestrians and bikes (dual track).
73	I wish all bike lanes had physical barriers to protect from cars, but a designated lane is a good start. The barriers would also protect pedestrians.
74	I am worried that the protected bike lanes will rely too much on flex posts, which provide minimal real protection to cyclists. I would love to cycle through this area but if it feels unsafe, then I (and many others) probably wouldn't ride it. Curbs, armadillos, or anything that would make a driver hesitate to veer into a bike lane is key! Alternatively, it would be great if the bike path was like the red terra cotta paths in other parts of town (on the same level as the sidewalk so that cyclists aren't on the road with cars).
75	shared paths are dangerous and i dislike them both as a cyclist and as a pedestrian. they make me feel unsafe and cause confusion for both types of transportation in my experience. it also leads to lots of debris which can cause a tire puncture or potential loss of traction when riding.
76	Nothing
77	It doesn't look at other nearby streets that are heavy traffic
78	I wish the connection to the domain and were more clear. It seems you'd have to travel down part of burnet with bad bike or walking paths
79	Does not include much on slowing traffic down for cars who have been racing in that area
80	None
81	I generally don't like two-way bike lanes that are next to two way streets, they make it difficult to turn into or out of the bike lane. Due to the stadium, it might make sense on Rutland from Burnet to McKalla. I don't like how the roundabout at Rutland and Parfield treats bikes. Are they vehicles or not? Are they supposed to go to the sidewalk and cross at the crosswalk? Are motor vehicles really going to stop for ped/bike traffic in the crosswalks? What happens when they don't? Can you show a drawing of the Burnet/Rutland intersection? Can you extend the trail up to Read Granberry? This would benefit anyone biking to the Pickle campus.
82	I think that there is a very dangerous turn, going North, from Shoal Creek, crossing under 183. This turn is a blind turn, so cars can't see you and you can't them either, which essentially asks you to blindly cross the road while 50mph+ vehicles may be coming down the road who can't see you to

	stop. This proposed plan does nothing to address this turn or the dangers of crossing under 183 from Shoal Creek.
83	The bike lane protection could be stronger.
84	Concrete protected bike lanes would be wonderful, but I will take what I can get
85	rubber bumps on the road and plastic poles are not really protection for bikes, pedestrians, and other vulnerable users.
86	I have some concerns about crossing rutland on parkfield on a bike as shown in the concept. It looks like I'll be forced to use the crosswalk, which isn't the worst, but generally is more confusing than something like continuing the bike lane through the roundabout. With a good bicycle signal with functioning detection (see 46th and Lamar for an example of this done well and Payton Gin at Parkland for an example of this done very poorly) it could be very effective and safe.
87	I would prefer Longhorn Dr. to have bike lanes on both sides of the street instead of putting both directions next to each other. There are fewer conflicts when cyclists and drivers travel in the same direction.
88	Reducing lanes for cars when there are few bike riders in this area. Many improved intersections are difficult for a car to maneuver.
89	I'd like to see the Parkland lanes connected to Rutland
90	Not a dislike, just concerned about how realistic it is to ever consider Rutland being ped/cyclist friendly as people speed and race around constantly
91	None
92	None
93	Though I understand the need for trash and mail to continue, I think that this plan will not reduce the perceived wideness of the road as much as it could. With only soft barriers or bumpers protecting the bike lane, I fear that the people who use this road for late night drag racing won't be as turned off from it as I would hope. I would like if there was a line of something harder between the bike lanes and the roadway than these devices. Maybe once the concept is proven sound a more solid division could be installed
94	Nothing, these are great changes
95	That planned roundabout at Rutland and Parkfield looks like it could be a mess until the regular drivers in the neighborhood learn to navigate it.
96	Nothing!
97	Nothing. I love everything
98	I don't like that crossing Burnet is not at the same location and the connection along Burnet is not included.
99	More trees needed for shade and traffic calming
100	Didn't see significant changes to the 183 S - N crossing. This section needs a flashing stop sign in order for bike riders and especially slower pedestrians (wheelchair users) to cross safely. Test it out sometime during rush hours.
101	Bike lanes need to be properly protected with concrete curbs or steel bollards. Cars regularly drive over the flimsy plastic posts which does not protect pedestrians and cyclists
102	It is not even close to being a direct, shortest path, straight-line connection. Rutland also seems to have more speeding and dangerous driving than many other roads of similar size - this in combination with insufficient protective barriers could be dangerous for bike path users. Please consider using jersey barriers or other more substantial separation in strategic locations along the path.
103	It would be great in the future to upgrade plastic bollards to cement curbs, etc... but this is a great start.
104	It also needs speed bumps or stronger measures to deter speeding from drag racing late at night.
105	Add shade
106	It will probably take a while to complete.
107	Do not make any area bus and auto dependent.

108	Flex posts instead of concrete divider. Rubber Armadillos are an improvement but concrete is best.
109	Please don't design the bike lanes like the ones on Parkfield drive from Rutland to Peyton Gin Rd. That stretch of Parkfield is an utter mess & driving through it at night is very precarious. I have to use my brights at night to get through that terrible terrible design of the road!!!
110	Nothing
111	I wish there were funding for closing that slip lane with barriers, I think flex posts will get driven through there if people see the easier turn, needs a curb to stop them
112	There needs to be a better way to get across Burnet from long horn blvd to rutland dr.
113	It doesn't provide access to the Domain or to the Arbor, both of which are REALLY hard to bike to. But that's OK. You can do that in the next expansion.
114	The proposed bike lanes do not look protected enough. There should be a better barrier separating bike lanes from cars (Cars run over those round bumps all the time). Can the bike lanes look more like sidewalks and be separated by a curb as sidewalks are (similar to the the UT/Red River area). Suggest also to have improved lighting so pedestrians and cyclists are easy to see at night.
115	From what has been done to other streets in this area it seems that those pedestrian crossing Islands have made turning into some streets very difficult. And from what you have done to Parfield Dr. from Rundberg to Payton Gin is any indication of good planning, it certainly doesn't put much trust in your plans for Rutland. You made a nice wide street into an obstacle course and people have to park in the middle of the street. How safe is that? The roundabout at Parkfield and Rutland will be a challenge for many of the local drivers. Designated turn light would suffice. Do you actually know how many folks ride bikes to Lamar to catch a bus? Not many, I'm sure. I have lived in this area for 45 years and the bike traffic is minimal.
116	Nothing at all
117	Needs more trees and width for peds/bikes, safety
118	Missed opportunities to improve wastewater infrastructure and lessen the burden on Little Walnut and Colony Creek. Does not address connectivity gap between Boyer and Denton Blvd., an artery between Q2/McKalla Station and the Quail Creek NW Neighborhood, including Cook Elementary. Does not turn the rail crossing at Rutland into a quiet crossing.
119	None
120	No concrete divider. The rubber dividers are a bit shit and have already come loose on Kramer.
121	Nothing.
122	Nothing.
123	Not sure how this will affect traffic on Rutland.
124	no west connection to NW austin
125	The only way to adequately protect a bike lane is to use a concrete curb to prevent cars parking in it (or raising the bike lane so that it is at the same level as the sidewalk). The plastic armadillos that are pictured are inadequate and I guarantee you FedEx, UPS, and Uber cars will park in the bike lane otherwise.
126	Nothing!
127	None
128	Maybe more traffic?
129	I wish there was more separation from vehicular traffic than just paint and plastic bollards. Also, bikes and pedestrians should be given priority in crossing major thoroughfares like Burnet and in other parts of the city.
130	The low curbs you are talking about for the bike lanes make it impossible for people with wheelchair lifts on their vehicles to get in and out. You need to find another solution or work with ADAPT of Texas 512-442-0252 to find a more accessible solution.
131	Bicycle lanes terminating into pedestrian sidewalks.
132	no 'dislikes'

133	Not necessarily the changes, but having to ride the sidewalk next to a frontage road after ending Shoal creek is not something I'd consider a safe existing path.
134	It's going to take a while.
135	Nothing
136	Wish I could get through Pickle and across Braker on shared use paths
137	Nothing
138	I know this may be outside the scope of the changes, but myself and many neighbors would LOVE to see some speed bumps put in on Rutland - especially near Rutland and Lamar.
139	The lack of a fully connected big loops trail system
140	Needs better barriers between bike lane/trail and road - concrete wherever humanly possible, not just little bumps or posts.
141	I am concerned about the proposed crosswalk not far past the Rutland Drive bend near Quail Valley. A lot of people drive that area fast. Is the proposed crosswalk far enough down for drivers to stop. I might have that position wrong. The near Villa Del Sol is needed.
142	I'm good with it, we need to reduce crashes on that road. It's too dangerous.
143	not clear yet what dates each section will be updated, as someone who lives in the area, especially as Rutland Village has no outlet, would be good to know if we need to park elsewhere to be able to get in and out and at what calendar dates. Still happy to have improvements just would like to see the actual dates:)
144	Nothing...can't wait to see the Burnet Road Corridor improvements, so all of these networks can safely connect!
145	I personally don't like bi-directional bike lanes on one side of the street. Longhorn and Neils Thompson are always completely dead at night so I'm not too bothered by it though.
146	Concrete bike barriers are preferred

Do you have any other comments on the proposed changes? ¿Tiene otros comentarios sobre los cambios propuestos?

Respondent ID	Response
#	Comment
1	Use rubber tires instead of poles as poles do not sleep to last
2	I appreciate your research and work!
3	Please move forward with the roundabout on Rutland so she leaves me alone.
4	Ensure shade!
5	Just want to slow people down on rutland!
6	I live on Parkfield and rutland and that intersection too. Is awful . People go so fast on Parkfield.
7	Let's make it happen!
8	Please add flashing red lights at all stop signs
9	Thank you for allowing community feedback and input. :)
10	Parkfield and Rutland is a dangerous corner. People speed here, it's always dirty. Lots of garbage blows from the gas station down Parkfield.
11	1) Please consider installing speed bumps on Rutland and even the other streets to slow speeds. 2) Please consider installing AI cameras to improve safety that can potentially send speeding and other tickets automatically, because this feature may deter future unsafe behaviors.
12	There should be more plants and water gardens to absorb runoff into rain gardens and "sponge" areas. Use different pavers and elevate & narrow traffic at intersections to slow it.
13	I guess it's out of scope, but burnet and Lamar are seriously terrifying on a bike. Would love to see changes like these rolled out to more areas.
14	Make it a real protected bike lane, or make it a wide sidewalk, like airport boulevard
15	Even though I do not use these streets currently, I want bicycle improvements so that I can bicycle from Round Rock to downtown Austin and never have to use I-35. I support building trails farther north and The Big Loop.
16	Long overdue.
17	None.
18	I'm excited to see safe and accessible walk/bike lanes!
19	a) I would like to have a closer look at the Rutland Drive design, and may have further input based on that review. b) There should be a good crossing across Rutland Drive at McKalla Place that serves people walking and bicycling. It's not clear if the proposed crossing will serve people bicycling. c) The term "urban trail" should not be used for what is being proposed for the streets. This isn't a concern about the design itself, but just the term used for it. Users and decision-makers are already confused by its use on Shoal Creek Blvd. (which was done in order for the Urban Trails program to have authority to install wayfinding signage there, and apparently for no other substantive reason). This usage is creating confusion and makes it harder to communicate about walk/bike needs. I ask that some other term be used for the walk/bike path in the street separated by posts & bumps. If "trail" needs to be a part of that term, perhaps something more descriptive could be used such as "in-street trail" or "on-street trail". Alternatively, we need to have a different term for paved trails that are separate from roadway corridors, but "urban trails" has been used for 10+ years for that already.
20	Prioritize safety over speed at major intersections, including Lamar and Burnet, by including protected intersections for people on bikes Create bike lanes wide enough to enable side-by-side

	social cycling with enough space for another cyclist to overtake Ensure high-quality, durable bicycle lane protection Install wayfinding signage pointing to Q2 and other destinations and guiding people on bike and foot between Longhorn Boulevard and Rutland Drive Install benches at key locations, such as at the southern terminus of Neils Thompson Drive and in shaded spots
21	I wish we had more APD officers who could enforce laws on jaywalking because it is far too commonplace in Austin. Wish animal control would actually come collect loose dogs because they are always running around in the streets causing drivers to swerve to avoid which is dangerous for all involved. But then the animal shelters would need room for those dogs which they don't have because of idiotic no kill policies. Thank you for having a survey. Sorry my responses are so negative but roadway changes as of late are frustrating to many of us who have to use the roads to do our jobs each day. Just trying to make a living, ya know?
22	Please prioritize safety and comfort of cyclists and pedestrians over speed of traffic. I live in East Austin and work in the domain so I access this area almost exclusively by driving. However, for the long term health of the city I think it's important to encourage citizens to utilize alternative forms of transportation. I strongly support any changes to better support walking and cycling even if that means slightly slowing down my commute as a driver.
23	better timed light at Burnet/Rutland
24	Provide bike usage if you're going to propose bike lanes. Why not make multi use bike and walk paths instead of sidewalks. Makes more sense.
25	Widen the bike lanes more, add shelters and widen sidewalks for pedestrians
26	I actually use these roads on a near-daily basis to get to and from work at Pickle Research Campus and to visit local businesses and friends' homes in the area. I can't recall the last time I've been so excited about a mobility project. These changes are so desperately needed. Rutland in particular feels especially dangerous and hostile to cyclist and pedestrians. I'll point out that despite what the project summary says, Rutland does not, in fact, have sidewalks on both sides as you approach Burnet and maddeningly forces you to cross back and forth to approach and cross Burnet Rd. And on bike, Rutland dumps you onto Burnet in the middle of an accessibility no-mans-land without any kind of bike lane, sidewalk, or even shoulder. The minor roads included in this project (Longhorn, Neils Thompson) are lesser used, but have high truck volumes and lots of speeding/reckless driving due to the huge road width and lack of stops/yields. All this to say that this project really means a lot to me and I am so grateful to see it happening.
27	It would nice if the City could work with UT to open up the gate at Neils Thompson Dr to access the Pickle Research Center uring their normal open hours. They have two entances for vehicles that are typically open during the day - this could be a bike/ped entrance only and be open during the same hours as the other entrances.
28	No pipes, cement discs or other physical barriers. Paint only to define bicycle lanes.
29	Do this everywhere!!!! More bike lanes and trees for everyone! :)
30	Thank you for doing this :)
31	I'm sure you already know this, but closing the bike lane gap on Metric between Rutland and Kramer would be a great next step.
32	Making it safer and easier to bike all across town will help reduce traffic and improve Austin not just for cyclists, but for everyone.
33	I particularly like the goal of connecting various bike routes to each other, extending the range where biking is safer
34	On Thompson/Longhorn drive, if you just mark off one side for a trail it will be significantly slanted in some parts. When I run on Thompson/Longhorn to get to Shoal Creek Trail you almost have to run in the middle of the street due to the grading near the edges. If possible maybe build up the side that is the trail? I know that adds cost so if that's a not started I would still rather have a dedicated trail than nothing. Also, think about shading with all those big trees when you're picking what side of the street you put the trail on.
35	Having a good way to go east-west north of 183 by bicycle is long overdue.
36	NO
37	Please leave everything alone.

38	Here are suggestions to make this project even better. Please: - Ensure the bike lanes are wide enough to facilitate side-by-side cycling while allowing other cyclists to overtake while still in the bike lane. - Include wayfinding to nearby important destinations. Also make it clear how to traverse Burnet Rd in the project area. - Install benches at logical places, including the end of the Shoal Creek Trail. Benches should be considered crucial ped/bike infrastructure. - Create protected intersections at major streets, including Burnet Road and Lamar.
39	Make them as fast as you can. Thanks.
40	Don't throw random lane changes and wandering in. And don't cram in more than will really fit. Rutland does indeed need a major upgrade. Get it right. And please please can it not look like the typical Texas hellscape. It is so ugly here.
41	Bike travel on southbound metric at rutland is stressful because cars are eager to turn right from the shared lane, while bikes are slowing down due to the hill. If you could improve that as part of this project it would be a great win!
42	The lack of sidewalk in the current state is an embarrassment. It is unsafe to walk to Q2 stadium this way. This is a natural route for homeowners in the area to go to the stadium, but if you walk this way, cars are blazing by you, you have to walk on dirt, there are wires hanging freely from utility poles. It feels like a construction zone entering McKalla from the east. Improve the roads for pedestrians yesterday.
43	I support a high-quality, all ages and abilities urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles.
44	Thank you
45	Roundabouts are not the way to go. Speeding is the issue in the neighborhood.
46	I support a high-quality, all ages and abilities, urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles.
47	Please encourage as much tree preservation as possible to provide as much shade as possible :)
48	hurry up :)
49	THE CITY NEEDS TO BE ADUITED!
50	I hope the bike lanes are truly protected and not just painted bike lanes (those don't feel very safe at all). Also, is there any plan to improve access from Shoal Creek to Braker / The Domain? It is very awkward right now to have to go around JJ Pickle Research Campus when the south gate is locked
51	Implement this the Sooner the better
52	Definitely a worthwhile project and great to see continued improvements across Austin
53	It would have been nice to see updates on the burnet road portion. If that section is going to be part of the big loop, the paths there need to be even wider than elsewhere in the corridor.
54	Thanks for connecting the Shoal Creek Trail.
55	Great work! I hope to see more efforts like this throughout the city!
56	Love it!
57	It doesn't cover Rundberg lane safety for pedestrians. Besides the sidewalks on west Rundberg , there are several communities that are disturbed by the increased number of cars driving at very high speed on this street, making crossing the street dangerous. One specific location is Rundberg Ln and Singing Quail Dr whereas this condo community is divided by Rundberg lane. There should be a pedestrian crossing and speed bump to force cars to a safe driving speed. There are many accidents and cars flying at 45-60mph at times.
58	is there a way to connect the MOPAC sidewalk to the Shoal Creek Trail under 183? they are currently separated by the railroad tracks.
59	I support a high-quality, all ages and abilities, urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles.
60	Add speed bumps or other measures to slow down traffic

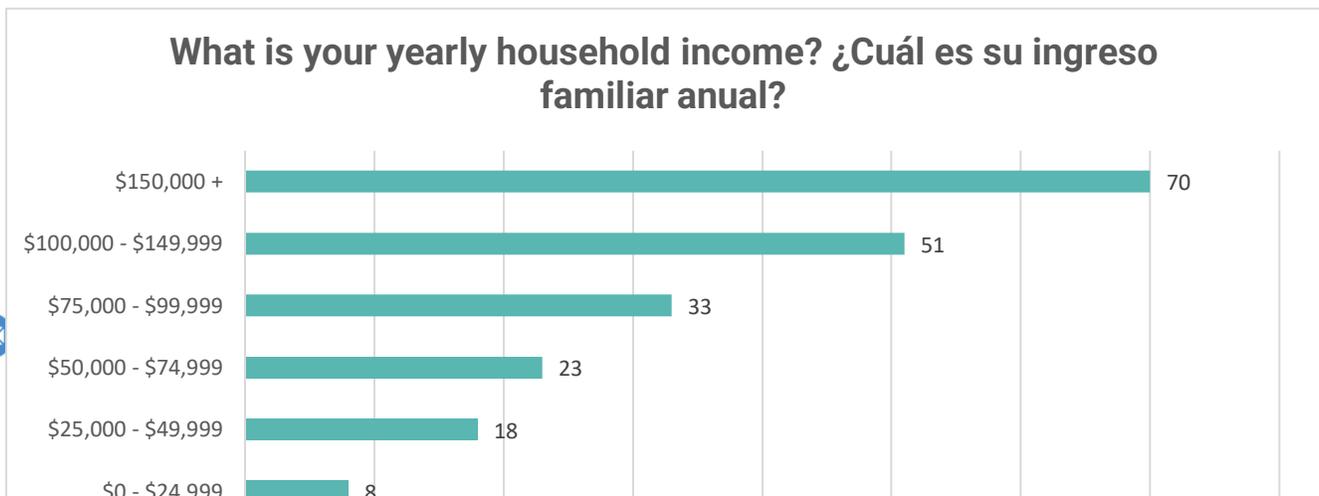
61	There are a lot of large commercial trucks around Longhorn and Neils Thompson. Will the narrower lanes and protected bike lanes be able to accommodate them?
62	I love it!
63	Please make an addition to this proposal to address the turn going north on Shoal Creek that passes under 183, it is the only part of my entire ride on Shoal Creek that makes me and other bikers feel like we are risking our lives, which is something we never want to do.
64	Some new benches in shaded spots along Rutland could be nice if possible. Wayfinding to Q2 would also be nice for newer bike users.
65	Lots of great work here, and so much more to do (the Austin infrastructure story). Consider where these roads and paths connect - Metric and Lamar are both incredibly unsafe at Rutland (Metric between Kramer and Rutland is horrifying on a bike) and the shared use path on Burnet should be a *very* high priority for the all ages and abilities bike network to be successful.
66	Just stop it! You have significantly slowed traffic by taking away lanes for bicycles which are rarely used. If it is a high bicycle use area such as Shoal Creek the changes make sense although some of the intersections are difficult for cars to get thru.
67	Please proceed
68	Will there be speed bumps? I have been passed by cars racing on Rutland where the 2 cars went around me. One car entered the lanes of the opposite traffic in order to pass me!
69	Thank you for this plan! I've been frustrated with the state of this road for years. It feels so unsafe, and that it's far too much road for the amount of traffic that this road carries. I think with the high school being so close it's used by new drivers more than similar size roads in other parts of the city, and so taking steps to calm the traffic is especially important here
70	The roundabout seems slightly inconvenient for cyclists going straight through the intersection, since they have to go out of the way and use the crosswalk, and I'm not sure cars will yield since they have already "entered" the roundabout at that point.
71	I think it's a huge win for the city to have mobility in areas where people are walking, biking, and using the bus frequently, likely because owning their own vehicle is not an option. Please consider helping Middle Fiskville Rd between Rundberg and Hollybluff St, it has heavy foot traffic and is dangerous for both pedestrians and vehicles because of the lack of sidewalk.
72	Roundabout, protected bike lanes, and curb extensions very helpful
73	This route will need a lot of good way-finding signage. The areas around businesses are not clearly marked as 'no outlet' etc.
74	Please add speed bump on the straight from Lamar to park field.
75	Please connect Shoal Creek to Niels Thompson
76	Love the connectivity to other bike trails and potential bike trails.
77	We need to complete the Loop to provide access to the people who live here.
78	Keep building safe travel networks for non motorized users.
79	I support a high-quality, all ages and abilities, urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles
80	This all sounds great, very excited for these implement to be made
81	I've only seen maybe five bikes on Rutland in the nine years that I have lived in this area. I think adding bike lanes is a waste of money!
82	Please make sure the bike lanes are protected. Thank you!!
83	I support a high-quality, all ages and abilities, urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles.
84	Somewhat unrelated, but it would be great to get a protected bike lane that connects rutland to the mckalla station.
85	Get it done!

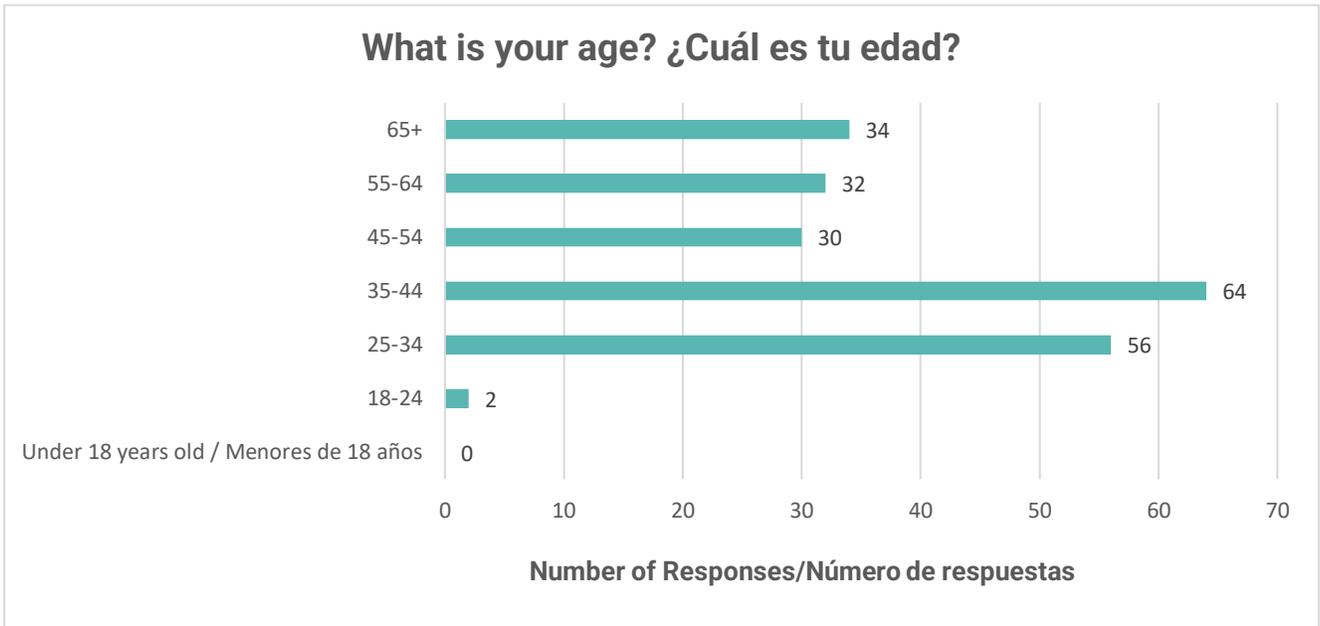
86	I support a high-quality, all ages and abilities, urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles. This will be safer for everyone.
87	Also want to comment on those ridiculous white poles everywhere in town. I'd like to know how many of our tax dollars are spent on these. And from an aesthetic side, they certainly don't add to the beauty of Austin.
88	I support a high-quality, all ages and abilities, urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles.
89	I support a high-quality, all ages and abilities, urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles.
90	Happy for bike/ped safety, traffic calming
91	Traffic calming needs to be a priority along this corridor. Speeding is an epidemic here. Flood mitigation needs to be taken more seriously and these projects are opportunities to do that, but unfortunately are not mandated as part of this project.
92	Less cars
93	I support a high-quality, all ages and abilities, urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles.
94	Please make the bike lanes and crossings as protected as possible
95	Thank you COA for considering these safety improvements. I currently ride my bike from my home north of Braker just east of Metric to destinations along Shoal Creek Trail. There isn't a safe, or well marked route across Burnet. Also, the crazy paths to get across 183 just east of MoPac are terrifying. People speed around that U-Turn without looking up. Any help making this better is greatly appreciated.
96	We have lots of pieces of good bike infrastructure, but they need to be connected. This is a good piece of that work.
97	If there isn't enough shade (e.g. tree cover), it will discourage pedestrian/bike traffic. This should also be emphasized as Austin heat is brutal most of the year.
98	When possible try and have off road protected shared use paths
99	Connecting the Shoal Creek Trail to these bikeway improvements on Rutland is much needed and will be great!
100	I live on Shoal Creek Boulevard and I have been here for 25 years. I have seen a steady increase in the number of walkers, joggers, and bikers along the trail and it has been wonderful to see. The more people out and about, the more we reduce traffic, and the more we acclimatize drivers to having to watch for pedestrians and bicyclists - all good things! I specifically have seen an increase in the number of bike work commuters, which is especially great for reducing rush hour traffic. My spouse bikes along the Shoal Creek trail 2x a week to work himself (from around 45th Street to the Capitol.)
101	My support would be more if I knew more about the wheelchair access provisions.
102	Our roads tend to take up a lot of space, lending themselves to a multitude of solutions for multimodal traffic. Especially for roundabouts, take a look at Copenhagen or Amsterdam for inspiration for how to integrate bicycle traffic without sending bikes onto pedestrian walkways and into ped xings.
103	Thanks to TPW for this detailed description of the improvements and their purposes.
104	Also Metric Blvd having shared use paths should be protected too. There are still far too many dangerous sections of this route when with the additions.
105	Any changes that do more to create safe pedestrian connections between the West Anderson area and the Domain would be great for local businesses and the community.
106	I support a high-quality, all ages and abilities, urban trail connection between the Shoal Creek Headwaters and Burnet Road, including a 12-foot-wide shared use path and a 3-foot-wide buffer from vehicles.

107	One of Austin’s many strong suits is our interconnected trails, walkways, and bike paths. This is yet another step in the right direction!
108	I really hope these changes happen! We need them! Thank you.
109	No
110	I often bike to work at the JJ Pickle Research Campus and go from Shoal Creek Blvd to Neils Thompson Dr. to the south entrance to PRC. Happy to see more bike-friendly infrastructure planned.
111	Please focus on the overall quality of the public realm - plant or at least leave space for street trees and landscaping to buffer between bike lanes, sidewalks and the roadway.
112	We really need street lights at existing (and planned) pedestrian crossings. Currently it is very hard to see pedestrians in the crossings at night. I'd also like to see a protected pedestrian crossing at Rutland and Park Village Dr, similar to the one near the HEB
113	would love this to start yesterday:)
114	Please make the SUPs on Neils Thompson Drive and Longhorn Blvd 12-foot-wide with a 3-foot-wide buffer from cars, and please retain parking spaces on the south end and east side of Neils Thompson Drive (between the industrial building's loading docks and the Shoal Creek Headwaters) for access by volunteers cleaning Shoal Creek and folks wanting to park and access the Shoal Creek Trail trailhead.
115	I appreciate the amount of shade along Neils Thompson and Longhorn, and would love to see additional landscaping along the rest of the project, if possible, to make the facility as comfortable as possible.
116	What is the likelihood of the south gate at JJ Pickle no longer getting closed after 6:00 PM? We use the Shoal Creek trail up here all the time and being able to just cut through and getting into the Domain would be a game changer. North gate is always open now for CapMetro and the guard stations are no longer manned so why is the south gate being closed still?
117	Roundabouts at the corners around Cook Elementary as well as speed bumps would help with stop sign running and cars driving at high speeds in areas with lots of children

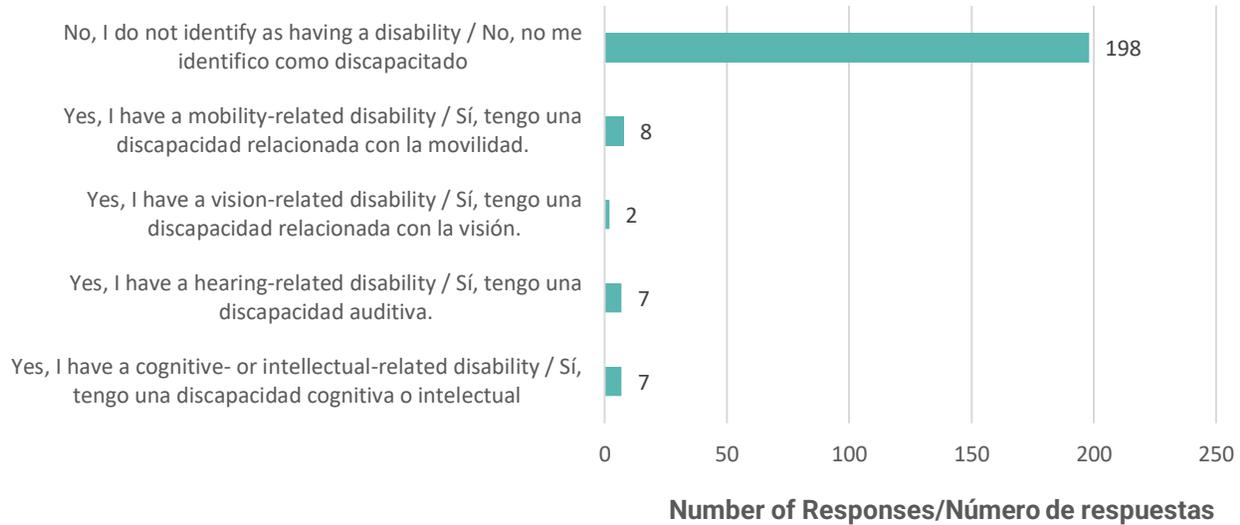
Demographic Questions

Preguntas demográficas





Do you identify as someone with a disability? ¿Te identificas como alguien con alguna discapacidad?



Which of the following best represents your cultural identity? ¿Cuál de las siguientes opciones representa mejor su identidad cultural?

