

ASMP Phase III Comment Summary

The ASMP draft transportation network maps were a series of maps that presented the different modal systems and showed how each system would combine to form our future transportation network. The map was interactive, and the final map in the series allowed people to comment on the proposed future transportation network. Community members could comment on any publicly-owned roadways, even if there were no changes proposed. Within the map there were a variety of options to give feedback. People could “heart” a proposal on the network, or select the comment icon to leave more specific feedback about liking, disliking, or recommending a different project.

The feedback map generated a lot of response. People left over 2,600 comments about the proposed network. When combined with policy survey comments and other comments received during Phase III outreach, staff received over 3,000 comments on the ASMP.

City staff carefully reviewed all comments as they were being submitted, and the comments were used to consider modifications to the proposed transportation network. Although staff was able to review every comment submitted, they are still working on responding to each comment. These responses will be produced after the final draft of the ASMP is released, and will explain why certain projects were or were not removed.

The following were frequent themes mentioned in the comments:

- The ASMP looks good on paper, but how can we implement such an ambitious plan?
- Austin needs more rail or mass transit.
- Many more people drive cars than ride bicycles.
- We need to think bigger if we want to solve the many issues involving transportation in Austin.
- The ASMP is a great vision for Austin.
- Don't spend more money on roads, they just encourage congestion.
- What are the priorities for projects within the ASMP?
- It is important that “safety” is first in the ASMP because it should be the number one priority.

Several projects in the draft transportation network map received a high volume of comments:

- Response to the Industrial Oaks Boulevard recommendation, a new roadway connection, was overwhelmingly positive.
- Response to the Shoal Creek Trail recommendation, a proposed urban trail designation, was overwhelmingly positive.
- Response to the YBC Trail recommendation, a proposed urban trail, received mixed responses, although a large majority were positive.
- Response to the construction of a signalized intersection at West Gate Boulevard and Manassas Drive was overwhelmingly positive.
- Response to Southwest Parkway urban trail, sidewalk, and bicycle facility proposals was overwhelmingly positive
- Dahlgreen Avenue which is proposed as a new roadway connection, was kept in the proposed transportation network. Dahlgreen Avenue is a roadway improvement project that has been identified for feasibility study. This requires further study that includes a public engagement process to determine specific project details. This project has been preliminarily identified as a

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starting point in order to be included in the Roadway Capacity Plan of the Street Impact Fee study. The result of that process will be to implement the improvement or do nothing.

- An access management project was proposed along East 51st Street. This segment is being studied, and specific project details will be determined during the project development process and influenced by a public engagement process.
- Escarpment Boulevard, which is proposed to be widened, was kept in the proposed transportation network. Escarpment Boulevard is a roadway improvement project that has been identified for feasibility study. This requires further study that includes a public engagement process to determine specific project details. This project has been preliminarily identified as a starting point in order to be included in the Roadway Capacity Plan of the Street Impact Fee study. The result of that process will be to implement the improvement or do nothing.
- After consultation with the staff behind the 2014 Bicycle Plan where the recommendation originated, the bicycle lanes that were included on Harris Boulevard were removed from the proposed transportation network.
- After receiving community feedback and reviewing context Lost Creek Boulevard, which was proposed as a new roadway connection, was removed.
- South Bay Lane, which is proposed as a new roadway connection, was kept in the proposed transportation network. South Bay Lane is a roadway improvement project that has been identified for feasibility study. This requires further study that includes a public engagement process to determine specific project details. This project has been preliminarily identified as a starting point in order to be included in the Roadway Capacity Plan of the Street Impact Fee study. The result of that process will be to implement the improvement or do nothing.

Pedestrian Advisory Council (PAC) Recommendation:

Austin Strategic Mobility Plan

WHEREAS, the purpose of the Pedestrian Advisory Council (PAC) is to advise the City of Austin on pedestrian planning, policy, design, funding, education, and enforcement efforts regarding the creation, maintenance and operation of pedestrian facilities;

WHEREAS, adoption and usage of the Austin Strategic Mobility Plan (ASMP) is very important to the city;

WHEREAS, climate change is an urgent issue and providing all Austinites with meaningful ability to choose walking or wheelchair use throughout their daily lives is an effective strategy to reduce production of greenhouse gases;

WHEREAS, quality of life is positively impacted by an efficient transportation system, improving air quality and health;

WHEREAS, the dangerous state of our transportation system must be addressed and thus we support Vision Zero goals to eliminate fatalities and serious injuries on roadways;

WHEREAS, people of all abilities have a right to efficient, safe and reliable methods of transportation, including access to continuous sidewalks;

NOW, THEREFORE, BE IT RESOLVED, the PAC supports the overarching prioritization of safety in the ASMP;

BE IT FURTHER RESOLVED, the PAC strongly endorses the Supply: Sidewalk System section, and encourages the Austin City Council to prioritize achieving the vision of ubiquitous access for people of all ages and abilities to safe sidewalks throughout the city, including fully funding the Sidewalk Master Plan / ADA Transition Plan in the FY2020 budget, filling the estimated \$30 million sidewalk funding gap from the previous two years, and explicitly adding ;

BE IT FURTHER RESOLVED, the PAC recommends the following modification for the Demand: Transportation Demand Management Programming section:

- Make it clear in the introduction this is about the Austin Transportation Department's specific program for better understanding by the average reader

BE IT FURTHER RESOLVED, the Pedestrian Advisory Council recommends the following modification for the Demand: Land Use section:

- Policy 1: Add the word "affordable" as follows: *Promote affordable transit-supportive densities along the Transit Priority Network: Focus on requiring or incentivizing affordable transit-supportive densities along Transit Priority Network corridors through small area planning and zoning review processes*

BE IT FURTHER RESOLVED, the PAC recommends the following modification for the Supply: Public Transportation System section:

- Discussions of sidewalk priorities should be tied to transit access and the plan should recognize that transit cannot be used without safe pedestrian access

BE IT FURTHER RESOLVED, the PAC recommends the following modifications for the Supply: Roadway System section:

- Policy 1: change term from “vehicles” to “people” or imply people-carrying capacity so as to not seem to prioritize single-occupancy vehicles
- Policy 5: strike the word “Roadway” in the policy description or change it to right-of-way so there is understanding that single-occupancy vehicles are not the only priority
- Make sure that maximizing capacity is always clearly intended for all users
- Include discussion about trying to provide more access to places and needs by enabling shorter trips

BE IT FURTHER RESOLVED, the PAC recommends the following modifications for the Supply: Bicycle System section:

- Clarify that the bicycle system is equivalent to a broader “small vehicle” system
- Explicitly discuss providing a complete network for small mass, lower speed vehicles including scooters, which will increase access and keep the pedestrian system safe for pedestrians

BE IT FURTHER RESOLVED, the PAC supports adopting a goal of reducing Single Occupancy Vehicle commute mode share to less than 50% by X and recommends that this goal be explicitly incorporated into funding policy in the Implementing Our Plan: Financial Sustainability section to prioritize allocations to long-underfunded strategies that will allow Austinites not to have to drive alone so much.

BE IT FURTHER RESOLVED, the PAC recommends developing standards and practices for deploying interim improvements to rapidly meet community needs as the full ASMP is implemented.

AND BE IT FURTHER RESOLVED, the PAC recommends that Council adopts the ASMP and ensures that it is used to guide policy, funding, and planning decisions.

Date of Approval:

Vote:

Attest:

Bicycle Advisory Council (BAC) Recommendation:
Austin Strategic Mobility Plan Draft Policies and Maps

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 Austin Strategic Mobility Plan (ASMP) represents a unique opportunity to bring Austin's transportation plan into line with modern practices, including greater focus and funding for active transportation and public transit,

WHEREAS, the ASMP serves to integrate numerous diffuse plans, including the Bicycle Master Plan, Urban Trail Master Plan and Project Connect amongst others,

WHEREAS, transportation is currently the largest source of CO₂ pollution in America, and encouraging the use of bicycles through policy and infrastructure represents a short-term path to reducing these emissions,

WHEREAS, the principles of Vision Zero are not the primary guiding principles of Austin's currently adopted mobility plan, the 1995 Austin Metropolitan Area Transportation Plan,

WHEREAS, access to transportation choices has been shown to improve quality of life and reduce cost of living,

WHEREAS, people of all ages and abilities should have access to safe and reliable transportation choices, including facilities for riding bicycles,

WHEREAS, congestion pricing has been shown to both improve safety and provide substantial funds for alternative transportation, including bicycle routes,

WHEREAS, creating realistic yet ambitious objectives associated with the ASMP Policies are critical to both target and measure the success of policy outcomes,

NOW, THEREFORE, BE IT RESOLVED, the Bicycle Advisory Council strongly supports the prioritization of and focus on safety outcomes throughout the ASMP,

BE IT FURTHER RESOLVED, the BAC recommends a more thorough and clear interconnection between draft policies and the underlying transportation supply and demand modeling into the next draft of the ASMP,

BE IT FURTHER RESOLVED, the BAC recommends a more clearly delineated integration of the Austin Street Design Guide into the next draft of the ASMP, including safe intersection treatments requested in BAC Recommendation Number 20180320-05A,

BE IT FURTHER RESOLVED, the BAC recommends that streets on the bicycle priority network be considered for access management in addition to those on the vehicle priority network, as automobile driveways and left turns pose a safety risk to people on bikes and pedestrians,

BE IT FURTHER RESOLVED, the BAC requests that the ASMP draft maps display bike facilities as completed or planned, similar to the sidewalk network map,

BE IT FURTHER RESOLVED, the BAC recommends that the next ASMP draft directly address how priority networks interact when multiple networks are present on the same roadway, by ensuring the safety of people walking, people on bikes and people on public transit first, before travel time reliability is considered,

BE IT FURTHER RESOLVED, the BAC strongly endorses the Bicycle System section within the Supplying our Transportation Infrastructure chapter of the ASMP,

BE IT FURTHER RESOLVED, the BAC endorses the equitable allocation of resources across modes, and recommends that Transportation Department staffing and budget be reallocated commensurate with mode-share goals delineated in the ASMP,

BE IT FURTHER RESOLVED, the BAC recommends reconsidering use of Level of Service when establishing priorities for the transportation network,

BE IT FURTHER RESOLVED, the BAC recommends the following changes (underlined) to the wording of the ASMP draft policies so as to strengthen their language:

- **Supplying Our Transportation Infrastructure**

- Bicycle System

- Policy 1: Make streets safe and attractive for bicycling
- Policy 2: Complete the All Ages and Abilities Bicycle Network
 - Provide a feasible, fully connected, comfortable system of on- and off-street bicycle facilities, deployed in the short-term with plans for long-term upgrades to more robust facilities.
- Policy 3: Remove significant infrastructure gaps in the bicycle system
 - Ensure connectivity in the bicycle system and resolve geographic and infrastructure barriers to cycling, such as highways, railroads, waterways, and subdivision boundaries.

- **Operating Our Transportation Network**

- Closures & Detours

- Policy 3 Lessen the impact of temporary right-of-way closures on mobility: Limit and coordinate closures, including for special events, on the Vehicle, Transit and Bicycle Priority Networks to minimize disruptions to transportation network operations

BE IT FURTHER RESOLVED, the BAC recommends the following objectives be used to guide the policy implementation goals included in the next draft of the ASMP:

- **Prioritizing Our Safety**

- Safety Culture

- Policy 1: **Prioritize human life above all else in the design and operation of the transportation network:**
 - Objective: Achieve Vision Zero objective of zero fatalities by 2025
- Policy 2 **Promote a culture that prioritizes safety:**
 - Objective 1: develop and ensure that educational resources regarding safe street designs are available at public input meetings

- Objective 2: increase traffic law enforcement activities carried out by Austin Police Department, including use of the 3' passing tool
- Objective 3: Develop a ticket deferral course for drivers that focuses on safe driving around people on bikes, people walking, and public transit
- System Design
 - Policy 1: **Manage for safe speeds**
 - Objective 1: Reduce speed limit on residential and most downtown streets to 15 mph through both design and posted speed limits
 - Policy 2: **Minimize the potential for conflicts between transportation users**
 - Objective 1: Build separated bicycle lanes wherever possible
 - Objective 2: Implement bicycle signal leading interval on all bicycle priority streets, possibly through allowing bicycles to follow pedestrian signal to reduce implementation costs
 - Objective 3: Remove automobile and truck through-trips along bicycle priority network by implementing semi-diverter intersections
 - Objective 4: Stop allowing right turn on red on all city streets, beginning with downtown streets and all streets with parallel shared use paths
 - Objective 5: Prioritize safe bicycle facility implementation in high pedestrian use areas
 - Objective 6: Recognizing public health vulnerability inherent to people on bikes and walking
 - Objective 7: Identify new intersections for scatter crossing implementation to fully separate people on bikes and people walking from automobiles and trucks in intersections
 - Policy 4: **Balance public safety priorities**
 - Objective 1: Reduce street width requirement for emergency vehicle access to enhance safety for other street uses, by procuring smaller fire trucks and smaller municipal vehicles
- **Managing Our Demand**
 - Land Use
 - Policy 3: **Create places that encourage travel choice and are connected**
 - Objective 1: Require high quality end-of-trip facilities for bicycles sufficient to accommodate bike trips within new and redeveloping properties
 - Objective 2: Create city-wide methodology for including protected bicycle facilities in redevelopment projects, particularly along bicycle priority network

- Provide safe, comfortable bicycle facilities on roadways through all phases of all projects for people of all ages and abilities
 - Objective: Ensure that all detours maintain continuity of All Ages and Abilities Network
- Policy 4: Provide a comfortable bicycle system with end-of-trip facilities
 - Invest in, partner to create, and require facilities that meet end-of-trip needs
 - Objective: Include safe parking and showers accessibility target
 - Objective: Increase amount of high quality bicycle parking in the 2 mile radius of high capacity transit stations by 50%
- Policy 5: Work with partner agencies and other jurisdictions to develop a regional bicycle system
 - Enhance regional bicycle connectivity through the provision of inter-jurisdictional bicycle facilities
 - Objective 1: Develop regional interlocal funding mechanisms to ensure proportionate and efficient funding of inter-city bicycle network
- Policy 6: Maintain the usability of the bicycle system
 - Proactively maintain the existing bicycle system, ensuring it is safe, functional, and comfortable
 - Objective 1: Develop city-wide bicycle route signage to allow for dynamic routing along safe bike corridors
 - Objective 2: Implement street sweeping rotation for high usage bike routes
- Urban Trail System
 - Policy 3 **Pursue opportunities to connect to and expand the urban trail system**
 - Objective 1: Ensure that all trail heads for existing and new urban trails connect with all ages and abilities bike network.
- **Operating Our Transportation Network**
 - Transportation Operations
 - Policy 5 **Allocate signal timing to coincide with modal priorities**
 - Objective 1: Implement signal timing conducive to maintaining bicycle travel at constant 13-15 mph, especially on bicycle priority network streets
 - Objective 2: Develop connected signal system that can detect cyclists and hold signals longer for people on bikes when they are present
- **Protecting Our Health and Environment**

- Public Health
- Land & Ecology
 - **Policy 4:** Recognize and plan for trees as vital to supporting the transportation network
 - Objective 1: Develop plan for utilizing the Urban Forestry Grant Program in transportation right of way, with ultimate target of 100% canopy cover along bicycle priority corridors, first prioritizing intersections between pedestrian and bicycle corridors and major streets as these typically have the longest waits
- **Implementing Our Plan**
 - Financial Sustainability
 - **Policy 1 Ensure long-term, viable funding models to plan, finance, and maintain the transportation network**
 - Objective 1: Implement congestion pricing to enter downtown area, utilizing funds for active transportation and transit

Date of Approval: December 18, 2018

Vote: 6-0, with Nguyen, Alcorn, and Ortega absent

Attest:

A handwritten signature in black ink, appearing to read 'Kathryn Flowers', with a long horizontal flourish extending to the right.

Kathryn Flowers, BAC Chair

Source	Comment
ASMP Inbox	<p>I'd like to submit the following statement with regard to the Austin Strategic Mobility plan:</p> <p>The plan must take into deep consideration, the full and complete restoration of the Capital Metro bus routes the so-called "Public Transit Agency" adopted with 'input' from the public, even after the papers were signed, the hands were shaken.</p> <p>The new service is a complete and utter disgrace, not designed to serve riders. Routes such as 311 turning far too early on Pleasant Valley, failing to serve the eastern end of Oltorf, are simply unacceptable, alienating far too many riders. Ending the Route 100 is also a grave mistake, putting off far too many riders. The Route 100 MetroExpress for the Airport worked perfectly as it was.</p> <p>One can't emphasize enough what a completely disastrous move it is to take away the already functional 311 off Oltorf - a highly dense residential street east to west, only to serve Montopolis, was also a disastrous move in the wrong direction, against what actual Metro users would prefer. There exist countless other examples as well.</p> <p>The 1, which once served S. Congress and North Lamar & Metric, has now been completely destroyed, failing to make a turn on Rundberg to service Metric, where it once did. Now, individuals must take additional buses to Metric. Generally speaking, citizens don't have time to monkey around with transfers simply because some misinformed individuals devise a plan to mess with the system.</p> <p>People plan their lives around Metro, and for that to be taken away with no years-long study, makes no sense in the least. Getting to work, to see loved ones, now takes longer and is far more infuriating, both for residents, visitors, tourists, and those that attend college. Please include a plan to restore the prior functioning system in part or in it's entirety.</p> <p>Thank you.</p>
ASMP Inbox	<p>Can you please send me copies of the proposed ASMP maps in PDF or direct me to a site where they can be found? I always have problems with your interactive maps and find them incredibly user-unfriendly. It's easier to look at static maps and make text-based comments than to try to navigate he GIS-based maps. Honestly, you may be missing out on feedback from people who simply give up on the interactive maps.</p>

Source	Comment
ASMP Inbox	<p>ASMP Team: I love this. Honestly, I think Austin's biggest traffic problems are dead end streets and disconnected roadways. I really think this map is addressing the root of the problem and so much more.</p> <p>My concern is that I can't seem to make any suggestions on the map. If I were able to I would suggest creating some connectivity to Parmer Ln from the Copperfield neighborhood north of Yager.</p> <p>e.g. Thompkins Dr. is a dead end that should connect to Parmer. Copperfield Dr. is a roadway that dead-ends (is cut off) ironically by the Texas DMV. It could very well connect to the Harrisglenn Dr and Parmer Ln intersection.</p> <p>There is, in fact, a cluster of roadways that could be connected to form a block at the Tech Ridge Blvd/Parmer LN/Copperfield Dr./Harrisglenn Dr. junction.</p> <p>If you were to consider this, and add it to the potential new roadways system, it would be much appreciated. But, I'm sure this team is already inundated with suggestions for roadway improvements as Austin's traffic problems are a plentiful aggerated mess consisting of so many factors.</p>
ASMP Inbox	<p>Half of the people driving around in Austin, Texas do not have driver's licenses and do not know the rules for driving in Texas. Until this problem is fixed, you will continue to have unsafe roads.</p>
ASMP Inbox	<p>I don't believe you'll have a viable Strategic Mobility Plan until you have one that includes expanding the light rail system in the Austin Metro. The last "rail bond" election would have passed had the plan called for the proposed rail line to end somewhere meaningful in south Austin, i.e. the airport!</p> <p>Because of poor planning voters were ask to approve a rail line that stopped at Grove and Riverside with nothing significant at that intersection.</p> <p>I think most voters just didn't believe the cities heart was in the project. I'm reminded of the early days of DART in Dallas. When the first line in the city was constructed the naysayers were all about the impending failure saying things like "Texans will never get out of their cars!!". Now it seems Dallas can't build additional rail connections to the suburbs fast enough!! Go figure!</p>

Source	Comment
ASMP Inbox	<p>Policy 2: Add to the short description "integrated Park and Ride facilities, and direct access ramps" after "managed lanes"</p> <p>Is it possible to update policy language? I honestly think the 20yo ASMP policy for commuter buses and park & ride facilities was stronger than the one I'm seeing now. Capital Metro is advocating for commuter bus service and integrated park & rides along existing highways/future managed lane projects (i.e. US 183, North Mopac, South Mopac, I-35, US 290). We need the City of Austin/ATD to be an advocate with Cap Metro in a side-by-side position of support for these improvements. We especially need stronger advocacy at the regional level with CAMPO, CTRMA, and TxDOT for these improvements and for funding support. I would appreciate your department's consideration of a beefed up policy for commuter bus and park & ride facilities. Seattle has an amazing commuter bus/P&R network because the transportation agencies worked together. I believe we can build a similar network if we all worked together towards that goal.</p>
ASMP Inbox	How about providing a bus service that can actually be used? Poor pla bibg by the city. It would take 3 hours for me to get 22 miles to work, pathetic!
ASMP Inbox	Are you folks using Elon Musk's comments? We don't need to waste money on infrastructure that will be obsolete before it is completed.
ASMP Inbox	I am resident who lives off Southwest Parkway. I am emailing in support of having Industrial Oaks road extend to Southwest Parkway. I believe the plan below would relieve traffic bottlenecks and drastically improve safety and pedestrian/cycle access. This is something our community has been in support of for many years... and the traffic is only getting worse.
ASMP Inbox	Please vote to extend Industrial Oaks to Southwest Parkway. Just makes sense.
ASMP Inbox	Hi, we strongly support the plan to extend Industrial Oaks to SW Parkway. This would solve many traffic congestion and safety problems. As is, It's only a matter of time before there is a serious accident at Mission Oaks and SW Parkway with people turning left from Mission Oaks across both lanes of traffic to enter SW Parkway. This intersection needs a traffic light regardless of the extension.
ASMP Inbox	Asked about how the ASMP would address automated vehicles, specifically automated delivery vehicles. After realizing that the ASMP does not have much about automated vehicles he mostly wanted to chat about automated deliveries and how they will develop in the future. He did not have any further questions about the ASMP, but still wanted to understand more about how Ausitn would address automated vehicles in the future.
ASMP Inbox	Is it safer for bicycle lanes to be on busy streets (like Lamar and Burnet Road) or less busy streets? Are streets without bicycle lanes safer for automobiles and sidewalk users? Are bicycle lanes being used enough to justify their installations?

Source	Comment
ASMP Inbox	<p>The very first policy in the ASMP is: "Prioritize human life above all else in the design and operation of the transportation network." This is an absurd policy. I hold a Masters in Economics from UT-Austin, but anyone can tell you it is an absurd policy. The only way to achieve it is to wrap everyone in bubble wrap and have them walk slowly. If you wanted to emphasize safety, you could have expressed it as a tradeoff between speed and safety and say that people will be able to choose safety if they want. OR you could have said that safety in absolute terms (e.g., deaths per capita) will improve even as usage increases. To say "safety above all else" is an absurd fiction and doesn't deserve to be in any public document</p>
ASMP Inbox	<p>In looking at the language in the Resolution [PAC recommendation resolution] I see (pasted from the resolution): Safety: Safety Culture: o Change opening paragraph to "Reducing traffic-related fatalities and serious injuries depends on a transportation planning culture that prioritizes safety" and.. BE IT FURTHER RESOLVED, the PAC strongly endorses the Supply: Sidewalk System section, and encourages the Austin City Council to prioritize achieving the vision of ubiquitous access for people of all ages and abilities to safe sidewalks throughout the city,</p> <p>I realize that language evolves, and that nouns like "dialogue" and "priority" are now sometimes used as verbs; in my opinion to the detriment of clear communication. In this case I would like to make two comments about the use of the term "prioritize." First, I do not believe that proper grammar would not include the use of a verb form of "priority", and that it is worth it to avoid using it in official documents. Second, assuming that it were considered a verb, I believe it would mean "to place in priority order". Accepting this, prioritizing would not necessarily place safety or achieving the vision at the top of a priority list; in fact, after "prioritized", these items might, in some folks' opinions, fall low on such a list. I think the intent was, in both cases, to say that these items should be "of highest priority", "placed at the top of a list of priorities", or some other phraseology that utilizes "priority" as a noun.</p>
ASMP Inbox	<p>Dear Sir or Madam: I am writing respectfully to oppose bike lanes on Harris Blvd from Windsor to Ethridge Ave. Bike Lanes would destroy whatever is left of transportation in this neighborhood. Harris is almost un drivable now because of traffic. Bicyclers do not stop for stop signs. Pedestrians have no place to walk as is. We need sidewalks, not bike lanes. There are three adults and lots of visiting children at our house who Agree with me. Don't do it. (name and address redacted)</p>
ASMP Inbox	<p>Dear Madame or Sir: I have read the list of streets in Pemberton Heights that are slated to have bike lanes. Since this is a safe neighborhood and there don't seem to have been accidents involving bicycles, I don't understand why bike lanes need to be added. However, if you add bike lanes on Harris Boulevard, you will be adding to present congestion. The street is narrow and would become even narrower if bike lanes are added. I assume that, if you put in bike lanes, parking will be eliminated on one or both sides of the street. People will be extremely unhappy if that happens. Gaston, Claire, and Ethridge are short, lightly-traveled streets, and I don't know why they would require bike lanes. Please leave our neighborhood alone and use that money on streets that really need bike lanes. (name and address redacted)</p>

Source	Comment
ASMP Inbox	<p>Dear Friends at the Austin Strategic Mobility Plan: As you read in the news media (e.g., General Motors, Volvo, etc.), we will soon be having many more all-electric cars that will be needing charging stations. I think we should be planning for many more charging stations around shopping areas, dining areas, business areas (courthouses, license and tax offices, etc.), and park areas (where people can be enjoying the benefits of nature in the parks while their cars are charging. Have you thought about the sort of people the Apple impact will be bringing to Austin? They will be interested in the environment and will be driving electric cars. How can we accommodate these people and people like them who are already here?</p> <p>Roads will need clear and precise signage to direct people to charging stations. These signs should be distinct from other sorts of official highway signs. Charging stations will increase patronage of dining areas, parks, and shopping areas. Such areas will want to have charging stations near them. They need to be consulted for preferred locations. (name and address redacted)</p>
ASMP Inbox	<p>Hello, We need more direct public transit to the Austin Airport (ABIA). This would increase mobility to and from the airport and likely increase air travel for Austin area residents and tourists. We should have a central "Airport" bus stop in the North and South of the city that goes directly to and from the airport without stopping along the way. C (name and address redacted)</p>
ASMP Inbox	<p>Hello, I am writing to voice my opinion about the proposed bike lanes in Pemberton Heights. I live on Harris Blvd. and do not see any reason to segregate out bikes for several reasons.</p> <ol style="list-style-type: none"> 1. There is a greenway for bikes (Pease Park) 3 blocks over that offers much better connectivity. 2. Our streets do not have room for 2 dedicated driving lanes, a bike lane, and street parking. Street parking is a necessity for our residents. Most of the homes in Pemberton Heights are older and do not have garages or two car driveways. Street parking is badly needed for our residents, visitors, and service providers. 3. Harris Blvd. is already becoming a thoroughfare for drivers avoiding Mopac and Lamar. Harris Blvd is a residential street and does not need dedicated driving lanes for vehicles to speed down our streets jeopardizing the safety of our children. Currently, parked cars are the only thing that slow drivers down. (name and address redacted)

Source	Comment
ASMP Inbox	<p>I am writing to express my strong opposition to the creation of bike lanes on Harris Blvd. If you drive down Harris you'll see that many vehicles are parked on both sides of the road. This includes not only cars, but also many trucks with trailers. If bike lanes are put on Harris, where will these people park? Their only option is to part on one of the side streets and walk varying distances to their destination. This will not only make it difficult for construction workers, yard maintenance people, etc., but it will also result in the numerous side streets entering Harris to be virtually impassable. These streets are narrow and when cars are parked on both sides of the street it's very difficult to navigate through them. There is no way that emergency vehicles can drive down these streets and this will create a very dangerous situation. The bike lanes on Exposition work well b/c people rarely park on Exposition, but that's not the case with Harris. I'm an avid cyclist and I appreciate the city making the streets bike friendly, but not at the expense of creating difficult & dangerous driving conditions. You may recall that several years ago the city installed landscape "islands" along Shoal Creek Blvd. north of 2222. Many people parked their cars on the side of the road between the islands. This resulted in the entire street becoming much narrower which in turned forced cyclists, cars, and trucks to navigate very near to the center of the street. This obviously created a very dangerous situation for both cyclists and drivers and the islands were ultimately removed. I'm certain the same sequence of events will occur on Harris if bike lanes are installed. Additionally, since there are no sidewalks on Harris many walkers, joggers, and mothers pushing baby carriages are on the street. If bike lanes are installed they will also force these people to travel much closer to the center of the road which is clearly quite dangerous.</p> <p>Thank you for your consideration.</p>
ASMP Inbox	<p>I've been to several transportation open houses over the years, Cap Metro, Campo, City of Austin, and nobody gives a shit about 30,000 people EVERY DAY that come into Bergstrom and need a ride, not to mention thousands of tax paying employees and vendors out there. I don't even like to fly, but I know a real transportation system when I see one. ALL major cities have a public plan for their regional airports. If you would just put a link at the Red Line at MLK, an airport flyer or at Saltillo station, So that anybody in the ENTIRE north end of Austin or the biz district or the campus could know that they can catch a reliable ride from any station and get to the airport in less than an hour. Just like a real Public transportation system.</p> <p>(name and address redacted)</p> <p>Long time CapMetro penny taxpayer , not to mention City and Travis Property taxes</p>
ASMP Inbox	<p>when and where are/were the public presentations for the proposed changes to Jollyville road? Please provide the info requested in the subject line</p>

Source	Comment
ASMP Inbox	<p>Hi, I cannot make heads or tails of your website. I was just trying to see what your plans for Jollyville Road are because I drive it every day. However, here are a few thoughts I have based on what neighbors have told me (I have no idea if their information is even correct) and my experiences on Jollyville Rd.</p> <p>I really wish you would put off making a decision about Jollyville Rd. until we see how the 183 construction affects traffic flow. The amount of rush hour traffic that filters through the neighborhoods (in addition to the Jollyville Rd. traffic) is quite heavy. The intersection at Jollyville Rd. and Oak Knoll Dr. can get quite backed up in two directions during the afternoon rush, and it can require several light changes to get through. I suspect that with Austin's continued growth outward, 183 will not be able to take the rush hour pressure off the neighborhoods or Jollyville Rd. for long, so we will still need the same amount of throughput on Jollyville Rd.</p> <p>Most of my neighbors seem opposed to raised medians, but if done right, I think they could alleviate four problems I see happen a lot: Drivers frequently ignoring the double yellow line and entering a left turn lane or through lane meant for oncoming traffic (particularly immediately south of Braker Ln. and immediately north of Great Hills Tr., where their intentions are to make left turns into shopping center parking lots). Several times, I have had to stop for oncoming vehicles in my lane because the driver thought he/she was in their own designated left turn lane. Note: Right-turn-only exits onto Jollyville Rd. from these shopping centers would also help alleviate congestion in those areas. Drivers turning out of parking lots all along Jollyville Rd. into the center left turn lane and then continuing to drive in that lane, thereby preventing others from entering it going either direction. I have even seen drivers continue driving straight ahead in the center left turn lane through controlled intersections. Drivers making left turns out of the Balcones Post Office parking lot exit in the same short space as north-bound drivers are trying to turn left into the Post Office parking lot entrance. Drivers pulling half or three quarters of the way into the center left turn lane and then stopping, thereby blocking both the left turn lane and the through lane next to it.</p> <p>Of course, businesses that would be affected by may have other insights. Thanks for</p>
ASMP Inbox	<p>About a year ago we had a meeting and the neighborhoods along Jollyville and beyond packed the room and there was overflow into another room. 99% of us were OPPOSED to the changes described by the various city/ state agencies speaking that night. It was at the Spicewood Library. We were not opposed to the sidewalks being built out. Jollyville is so crowded now that I can't imagine that these changes can possible help, it will only make it worse. The crowd that night was angry. We don't want these changes!!! Government is to work for us not against our MAJORITY wishes. I am AGAINST it!</p>
ASMP Inbox	<p>Hi, I have viewed your ASMP on the website. I am all for alternative modes of transportation including express bus and rail. I rode the express bus to work for years. However, we cannot ignore our inadequate road system for vehicles. We basically have the same road system in Austin from 40 years ago excluding MOPAC and 360. No matter how hard you try to get people out of their cars it will not work for the most part. We must widen major arteries where possible like Burnet and Lamar. Also placing bike lanes on busy streets like Burnet and Jollyville defies common sense. It makes it dangerous for both vehicles and bicycles because of the narrow lanes of traffic. I see limited movement on our road system for vehicles. I suggest making that a priority.</p>

Source	Comment
ASMP Inbox	<p>I would love to provide some input for your examination. I wrote a very long article that I did not intend to publish because it is just a first-draft I wrote to preserve the ideas. It took so long and was so difficult I decided to put it on a website so that someone might find it and get some use out of it. www.trafficjamcure.com is where the article is. Please pass it on or something. It might help. I am sorry for the way I wrote it and the length. Like I said, it was not intended for publication. My hope is to promote the ideas through a non-profit. I am just a person who has been in the traffic jams too long. I didn't just sit there stewing. I tried to develop solutions.</p> <p>I think if I had one thing to offer above all others, it would be making little electric cars, like the ones provided by Car2Go, available instead of busses. Some smart people could make it feasible and the benefits would be too many to list here. I am sure you can figure it out. Public transportation, all electric, personal vehicles, subsidized at least, totally funded hopefully. Busses are simple impractical. No one likes riding them. They get in the way. They cost too much. Little electric cars would be great. I think almost everyone would use them when they could and reduce the use of gasoline cars. That would help the environment and the ecology. Thanks for your attention</p>
ASMP Inbox	<p>The rail train in north Austin is ALSO needed in south Austin (south of Oltorf) plus bus service south of Slaughter (not just 1st street for high school). South of Slaughter, Kyle & Buda has exploded with residents (check population figures) commuting to Austin for work daily. I35 south is a nightmare. Cedar Park, Leander and Round Rock aren't the only cities commuting to Austin. In the meantime, establish some park & rides south of Slaughter & I35 corridor. Mopac toll is good for northwest and southwest Southwest Austin resident (west of Manchaca)</p>
ASMP Inbox	<p>My name is Martha McAdams Vertrees, I have lived at 2525 Harris Blvd since 1963. I oppose having Bike Lanes on Harris Blvd. I have a garage apartment that I rent to Danielle Stafford, who has lived there (2525-B Harris Blvd) for the past 7 years. Her only parking is on the street in front of my property. Our driveway is long and narrow with absolutely no way for another car to park. We need to continue our right to parking on the street in front of our property.</p> <p>Please let us remain having our service people able to access our homes by their parking in front of our property for lawn services, repairs and visitors. Thank you for respectfully considering my concerns.</p>
ASMP Inbox	<p>Please add my name to the list that thinks installing bike lanes on Harris Blvd between Etheridge and Windsor is a not a good idea. For the safety of neighbors (parking will move to the cross streets & bikers would be using a very narrow busy street), this project should be cancelled or at least re-routed. I'd be happy to list more reasons if needed but safety is my main concern.</p>

Source	Comment
ASMP Inbox	<p>We are registering our dissatisfaction with the proposed two way bike lane and sidewalks on Harris Boulevard between Windsor Road and Etheridge Avenue.</p> <p>This will</p> <ol style="list-style-type: none"> 1. damage the residential value of these homes due to the commercial nature it will make the area feel. 2. It will hinder these residents from receiving services from service persons that cannot access these homeowner's homes. 3. In addition, it will burden and clog up the adjacent neighborhood streets where service providers will be forced to park to access those homeowners on that limited section of roadway. <p>It appears from the map that there is/will be access to a path just one or two streets parallel to this segment. It seems like tremendous overkill to provide a two way bike path that will adversely affect these handful of citizens.</p>
ASMP Inbox	<p>I am writing to express my strong opposition to the creation of bike lanes on Harris Blvd. If you drive down Harris you'll see that many vehicles are parked on both sides of the road. This includes not only cars, but also many trucks with trailers. If bike lanes are put on Harris, where will these people park? Their only option is to part on one of the side streets and walk varying distances to their destination. This will not only make it difficult for construction workers, yard maintenance people, etc., but it will also result in the numerous side streets entering Harris to be virtually impassable.</p> <p>These streets are narrow and when cars are parked on both sides of the street it's very difficult to navigate through them. There is no way that emergency vehicles can drive down these streets and this will create a very dangerous situation.</p> <p>The bike lanes on Exposition work well b/c people rarely park on Exposition, but that's not the case with Harris. I'm an avid cyclist and I appreciate the city making the streets bike friendly, but not at the expense of creating difficult & dangerous driving conditions. You may recall that several years ago the city installed landscape "islands" along Shoal Creek Blvd. north of 2222. Many people parked their cars on the side of the road between the islands. This resulted in the entire street becoming much narrower which in turned forced cyclists, cars, and trucks to navigate very near to the center of the street. This obviously created a very dangerous situation for both cyclists and drivers and the islands were ultimately removed. I'm certain the same sequence of events will occur on Harris if bike lanes are installed.</p> <p>Additionally, since there are no sidewalks on Harris many walkers, joggers, and mothers pushing baby carriages are on the street. If bike lanes are installed they will also force these people to travel much closer to the center of the road which is clearly quite dangerous.</p> <p>Thank you for your consideration.</p>
ASMP Inbox	<p>Please don't substitute guest and worker parking on Harris Blvd. for bike lanes. The houses are old, drives narrow and there would be no place for visitors to park if this proposal is adopted. I am grateful for your consideration.</p>
ASMP Inbox	<p>Jollyville Rd. Is one of the few roads in Austin where traffic actually flows. Plans to expand bike lanes and add medians will result in more traffic conjunction and will be a complete disaster. Don't Mess With Jollyville!</p>

Source	Comment
ASMP Inbox	<p>I would also like to voice my opposition to the proposal of bike lanes on Harris. I am a neighbor of Alans and longtime neighborhood resident. Alan makes very valid points and in addition the traffic on Harris has increased tremendously over the past 25 years and most significantly over the past 10 as Mopac has become more congested . There is a steady stream of commuters that use Harris as an alternative to Mopac which makes normal use of our neighborhood very dangerous during the morning rush hour but particular between 4-7 pm. Adding the additional congestive effect of bike lanes will make the streets very unsafe for routine neighborhood use.</p> <p>If you really feel compelled to jack with our neighborhood , hell go ahead with busses , trollies, commuter trains and a gondola on Harris also.</p>
ASMP Inbox	<p>I have heard that the city is considering putting bike lanes on Harris Boulevard near my street, Hardouin Ave. My street, which has sidewalks, is very narrow compared to the average city street. If people can no longer park on Harris, this will be an additional strain on parking on my street. Already, we residents are aware that no two cars can be parked directly across from each other. If that happens, city sanitation trucks, large delivery trucks and yard trailers absolutely cannot pass. We have had lots of cars sideswiped when someone makes the terrible error of parking directly across from another car parked on the street. This is a significant problem Residents already have a tough time getting out of driveways without hitting cars parked on Hardouin.</p> <p>Please do not make this difficult situation worse by putting bike lanes on Harris, which will force spillover parking on Hardouin Ave. It is a terrible idea, and I hope that it is abandoned immediately. Please come measure my street and see if you really think we can have additional people parking here.</p> <p>I am copying some of my neighbors in hopes they will share their thoughts about these proposed bike lanes.</p>
ASMP Inbox	<p>I completely agree wiht (name redacted) i. These are not standard streets in our older neighborhood. They are very narrow. I can't believe that it would even be possible to have bike lanes on Harris Blvd. Anytime there is an event on any of the nearby streets in the neighborhood, all the excess parking takes place on Harris. And clearly there is not room for bike lanes and parking on Harris.</p>
ASMP Inbox	<p>(name redacted), Thank you for putting into words my exact thoughts. Harris Blvd & our old cramped neighborhood does NOT need bike lanes. Bikers should use the Hike & BIKE trail, just east a couple of blocks, at the edge if our community. An incredible amount of \$ & energy was poured forth creating the green belt bike way of our Austin bikers. I think they should use it, instead if infringing on our streets. NO BIKE LANES ON HARRIS!! ☐♀☐</p> <p>Plus...How many bike trails already exist in Austin???? If you want to bike in traffic, please move to Manhattan.</p>

Source	Comment
ASMP Inbox	<p>We do not support adding a bike lane on Harris Blvd between Windsor and Ethridge Ave.</p> <p>On street parking is vital on both sides of Harris. On street parking serves residents, visitors and service people. If on street parking is lost, it will put more parking pressure on adjacent streets like ours. We need on street parking for ourselves, our own visitors and service people.</p>
ASMP Inbox	<p>Below are my comments to the Proposed Bike Lanes on Harris Blvd.</p> <p>First of all, I have received no notice via mail or email about these proposed Bike Lanes. I have only received word second hand from other neighbors. It is apparent that these proposed Bike Lanes have not been thoroughly thought out. The streets in Pemberton Heights were designed and built over sixty years ago and do not adequately allow for the current traffic much less the thought of further restricting traffic and on street parking. Bike Lanes would completely destroy our neighborhood not only affecting the residents on Harris Blvd but also all the neighbors on the streets off of Harris and beyond. No one in this neighborhood has adequate off-street parking and eliminating parking for service vehicles, guests and residents would be devastating to all residents in this neighborhood. Residents should not have to suffer so that bicycles can have a priority over other vehicles to pass through our neighborhood. I ask that you allow us to keep the integrity of our neighborhood that we all love.</p>
ASMP Inbox	<p>I just heard last night that you are considering putting bike lanes on Harris Blvd. I live at (address redacted), just 4 houses off of Harris Blvd, and in between Windsor and Etheridge. If you are in fact considering the bike lanes, then you should inform the affected parties and give them an opportunity to provide input. Because I did not receive any notice, then I assume that you have not informed the neighborhood. You should do so immediately.</p> <p>Putting bike lanes on Harris Blvd would be a colossal mistake and a waste of taxpayer dollars. Harris Blvd is a neighborhood road that needs on-street parking for guests of neighbors and service providers such as lawn maintenance crews and contractors. Bike lanes would reduce the amount of on-street parking – pushing parking onto side streets (such as mine), further congesting those streets and causing dangers for the guests having to cross Harris Blvd on foot to access the homes. Bike lanes would also congest and slow auto traffic.</p> <p>Bike lanes don't work everywhere! Just look at the failure of bike lanes on Exposition. The cost to drivers of slower traffic, and the cost to taxpayers of creating the lanes, immeasurably outweighs the benefits to the very few bicyclists who use the lanes. As for Harris Blvd, it is not a bike thoroughfare. With the exception of a few exercise-bicyclists who use Harris early on weekend mornings, there is essentially no bicycle traffic on Harris. If you were to create the bike lanes, then they would go un-used. The result would be that you caused significant inconvenience and harm to the property owners, for essentially no benefit.</p> <p>If you were to do an objective cost-benefit analysis of bike lanes on Harris, then the proposal would fail miserably. You could not justify the project on the basis of a net benefit to the property owners or the public at large. You do not serve the taxpayers by forcing a utopian ideology, such as bike lanes, to every situation. Clearly, bike lanes on Harris do not work!</p> <p>You owe it to the neighborhood to have a public meeting about the bike lanes, and to give us written notice by mail. Please let me know your plans in this regard.</p>

Source	Comment
ASMP Inbox	Where may I provide feedback to proposed "improvements"?
	<p data-bbox="342 289 1382 386">My name is (name redacted). I own 2 properties on Harris Blvd. (address redacted), my homesince 1973 (46 years); and (address redacted), a duplex rental property since 1996 (23 years)</p> <p data-bbox="342 422 1382 518">Between Ethridge and Windsor there are 3 streets running East: Wathen; Hardouin, and Wooldridge; and 1 street running West: Leigh. All of these streets are narrow especially Hardouin and Wooldridge.</p> <p data-bbox="342 554 1409 711">If you pass and build bike lanes on one or both sides of Harris and eliminate on-street parking; anytime someone living on Harris have service providers or guests the residents on Wathen, Hardouin, Wooldridge and Leigh are going to be very unhappy when their street becomes a parking lot and vehicular movement is reduced to one lane.</p> <p data-bbox="342 747 1386 844">With our narrow, old subdivision, single lane driveways, on-street parking is badly needed for ourselves, our visitors, service providers (yard crews, plumbers, electricians, construction crews and other repair providers).</p> <p data-bbox="342 879 1224 909">Additionally, on-street parking has the added benefit of slowing down traffic.</p> <p data-bbox="342 945 1406 1005">My wife and I are strongly against the addition of bike lanes and the elimination of on-street parking on Harris Blvd. The majority of my neighbors feel the same way.</p> <p data-bbox="342 1041 537 1071">(name redacted)</p> <p data-bbox="342 1106 1344 1203">It would have been nice if the city would have notified in writing all property owners on Harris Blvd and the side streets affected by the potential addition of bike lanes and elimination of on-street parking. What happened to transparency in City government?</p>
ASMP Inbox	
ASMP Inbox	<p data-bbox="342 1289 1398 1549">I would like to register my and my wife's strong objection to adding Bike Lanes to Harris Boulevard in the Pemberton Heights neighborhood. While we now live at (address redacted) at the corner of Hardouin and Harris Boulevard, I grew up in the adjacent Brykerwoods neighborhood and have ridden bicycles, walked and driven cars through this area throughout my life and have never felt the need for separate bike lanes. Furthermore, we need street parking on Harris Boulevard more than we need separate bicycle lanes as many of the other streets in the neighborhood are too narrow to allow emergency vehicles through when cars are parked on both sides of the street.</p> <p data-bbox="342 1585 1393 1743">Our neighborhoods are for its residents. How much did we spend on Codenext before the city figured out the neighborhoods didn't want it. How much have we spent putting traffic control features on our Old West Austin neighborhood streets only to tear them out or modify them months after completion since they were creating more of a hazard than they were solving. If it's not broken, don't fix it.</p>

Source	Comment
ASMP Inbox	<p>Please reconsider putting in bike lanes and eliminating parking on Harris Blvd. I live on the corner of Harris Blvd and Hardouin Ave, There are many vehicles parked on Harris currently and those vehicles are there for various reasons, If parking is eliminated, those vehicles would park on the perpendicular streets which also have many vehicles parking on them. There are days when its difficult for me to back out of my driveway on Hardouin because of vehicles parked behind it. Hardouin is a narrow street. I believe this situation would be the same on other streets (Wooldridge, Wathen, Ethridge, Leigh, Jarratt, etc) as well. Please leave Harris Blvd as it is, your proposal will make it worse for everyone who lives in our neighborhood. (Name and address redacted)</p>
ASMP Inbox	<p>I oppose the addition of any bike lanes in Pemberton, especially the area of Harris Blvd. and Ethridge where I have lived since 1970's. In other words, I speak with authority as to what will work from years of experience.</p> <p>The Pemberton Neighborhood is a close knit community of people that take care of their property. The City of Austin planners are looking at a small bicycle group trying to take over. If you calculate the actual time a bicycle can be operated compared to the actual time a vehicle can be used, there is a great difference. Only a small percentage of individuals can operate a bicycle, only a limited period is conducive to operating a bicycle, and bicycle owners do not have identification (drivers license or license plate) or responsibility for paying for the support and upkeep of roads.</p> <p>When you have spent all this money accommodating bicycle riders, then you have limited, hampered and damaged all other groups of individuals who have paid and used these roads over all these years. Presently, our roads in the Pemberton Neighborhood are used by automobiles, bicycles, baby carriages, walkers, runners, wheelchairs, scooters, and exercise/walkers. In other words, under present conditions without designated bike lanes, we all work together to accommodate the needs of all. When you force bike lanes on us, you move all this to the middle of the road which endangers all.</p> <p>Why are you complicating our lives and giving them our roadway space , changing our patterns and ruining our neighborhood just for a small group of individuals who can only ride their bike at limited times. You are not using good judgment. □</p>
ASMP Inbox	<p>To whom it may concern - Please preserve the on street parking on Harris Blvd. My family owns(address refacted). Besides the continuous parade of service people who are employed at the Harris properties are we to no longer welcome friends and family to gatherings at our homes? The service people certainly need their trucks and a place to park; are the bridge ladies, the charity organizers, the family gatherings all to be ended for this once gracious part of Austin for the convenience of bike commuters needing a path thru this part of town? Whose grand idea was this to penalize the civility and social inclinations of this street? Are only bike riders to be welcomed?</p>

Source	Comment
ASMP Inbox	<p>Despite several attempts, my computer did not display the short survey below referred to on your website when I tried to tell you what I think.</p> <p>I got on my phone and found the mobile survey. I was disappointed that the questions are so broadly stated. There is only one opportunity to actually comment, and even there you merely ask about my overall satisfaction with the policies, not my critique. Ironically, you ask for a lot of detailed demographics.</p> <p>Here are some of my specific comments and questions:</p> <ol style="list-style-type: none"> 1. It is unrealistic to have sidewalks on both sides of every street. If you look around at the road segments where there are no sidewalks, there is often a reason, such as steep slopes or trees where the sidewalk would be. One-size fits-all-does not work with respect to sidewalks. 2. In Austin there are hundreds and hundreds of utility poles in the middle of existing sidewalks, or where sidewalks are needed. Have you approached utility companies about relocations? 3. As far as sidewalk safety, I suspect that sidewalks that are right next to the curb are more dangerous than ones with a strip of land in between. If so, why not adopt a policy favoring having a space between the sidewalk and the curb? 4. Under Policy 3 in the bicycle system, "Remove significant infrastructure gaps in the bicycle system. Ensure connectivity in the bicycle system and resolve geographic barriers to cycling." I am troubled by the word "resolve" because it is vague and, in context, suggests connectivity should dominate over geography. 5. I understand that Urban Trails are planned have 12-feet of pavement plus 2-foot-wide shoulders on each side. Again, one-size-fits-all does not work in the real world, and requires costly alteration of natural features. An Urban Trail along a creek would often severely disrupt the riparian environment. I find it telling that so many of the well-liked trails in our parks are much narrower than Urban Trails.

Source	Comment
ASMP Inbox	<p data-bbox="342 184 467 205">TO: ASMP</p> <p data-bbox="342 239 1409 394">I tried but have discovered that your maps that supposedly allow the public to comment on particular projects are extremely cumbersome to use. They have way too much data in them and navigation is difficult. They no doubt frustrate potential commenters. I could not get the search function even to allow me to input a term. I was unable to find the comments I made about three weeks ago.</p> <p data-bbox="342 436 1203 464">I am submitting further comments on two particular projects via this email.</p> <p data-bbox="342 499 1239 527">The proposed Tier 2 Urban Trail showing alignment along Williamson Creek.</p> <ol data-bbox="342 562 1414 1234" style="list-style-type: none"> <li data-bbox="342 562 1414 953">1. The proposed trail, with a conceptual alignment shown along several miles of Williamson Creek, is not justified by, and indeed disregards, the kind of trail envisioned in some neighborhood plans in the area. Those plans endorsed a simpler trail. They do not contain justification for an Urban Trail as envisioned in the ASMP. The neighborhood plans described trails with terms like "primitive" or "hike and bike," referring to the trails PARD has put in parks. For example, the 2005 South Congress Neighborhood Plan refers (page 85) to land acquisitions to "possibly create a greenbelt with a primitive trail." The 2008 Oak Hill plan (Section 10.F) refers to "safe and secure greenbelts with nature trails along Williamson Creek and other creeks." The 2002 Southeast Austin plan refers (page 73) to a "hike and bike" trail along Williamson Creek. None of the plans suggested the need for or desirability of an "Urban Trail" as proposed by the Public Works Department: a 12-foot wide road with 2 feet of shoulder on each side, or even two paved parallel trails. <li data-bbox="342 989 1354 1052">2. Williamson Creek is an important corridor for wildlife in South Austin. Having a busy, paved urban trail along it would seriously disrupt the wildlife. <li data-bbox="342 1087 1414 1234">3. Because Williamson Creek meanders as it flows eastward, it does not serve as a convenient or efficient route to connect areas where people want to travel. Places of business are generally along the east-west commercial streets like Stassney. Further, when Williamson Creek does cross a road, it is always at the lowest local elevation, meaning an uphill walk or ride to get anywhere else. When I am trying to get somewhere on a bike, I

Source	Comment
ASMP Inbox	<p data-bbox="342 184 375 205">11,</p> <p data-bbox="342 237 1393 300">Wanted to provide some feedback on the ASMP, but felt that the online form at the end of the ASMP was too 'generic'. Wanted to give some more specific feedback.</p> <p data-bbox="342 338 1360 432">BTW – my job has involved me in the development of strategic plans within a corporate environment, so my views are colored perhaps by how I go about developing strategies within a business, rather than a City such as Austin.</p> <p data-bbox="342 470 1385 596">1. I think you are missing clear objectives. Or at least they were not clear to me. I would have thought you should have half a dozen or so clear measurable objectives that can be used to a) drive policies and b) measure whether the policies are being effective. Something like..</p> <ul style="list-style-type: none"> <li data-bbox="342 634 1385 697">a. Reduce the average travel time for commuters into the CBD (Central Business District) from X mins to Y mins after 5 years. <li data-bbox="342 697 1360 760">b. Increase the numbers of commuters using private vehicles into CBD from X% to Y% after 10 years. <li data-bbox="342 760 1417 886">c. Provide mobility options so that X 100,000 of low cost housing (measured as say 50% or below of median Austin house prices) are within 30 mins commuting distance by public transport of CBD, within 10 years. [This allows lower paid employees to have both access to low cost housing and also access to jobs]. <li data-bbox="342 886 1230 917">d. Improve the average air quality of Austin (AQI) from X to Y within 5 years. <li data-bbox="342 917 1369 980">e. Increase the number of passengers and employees of Austin Bergstrom airport using public transport from, X% to Y% within 10 years. <li data-bbox="342 980 1401 1043">f. Reduce the annual road death rate (car passengers plus pedestrians) in Austin from X to Y within 5 years. <p data-bbox="342 1081 1409 1234">2. Think you have too many policies! I make it that there are 128 policies. Way too much. It comes over that you have had multiple focus groups in the city put up yellow sticky pads to cover every conceivable policy (by department??) and they were then all written down. Why not try and cut down to say 20 key policies? 128 is just so large its mind numbing and will just lead to lack of focus. Here are some suggestions to get the number of policies down:</p>
ASMP Inbox	<p data-bbox="342 1272 1409 1692">I would like to express my thoughts in regards to my opposing making Escarpment into a 4 lane roadway. I'm also opposed to extending South Bay Lane and Dahlgreen to connect to a signalized intersection at MoPac, and extending Barstow Avenue to Davis Lane. My family, including my 4 year old daughter and 7 year old son, travel via bike regularly throughout Escarpment, Lacrosse, and South Bay Lane regularly. It is our main form of transportation to school, and to extracurricular activities at the Slaughter and Escarpment intersection. I fear that extending the lanes to connect to MoPac and making Escarpment into a 4 lane road would raise the speed limit beyond 35mph (which people rarely follow anyway), and create more traffic throughout the area. This would cause a potentially hazardous area for young children to ride their bicycle to and from school or just traveling throughout the area. There are many families and children who travel via bicycle, including bicycle clubs, and many runners. I fear the additional traffic would make the area unsafe for those people.</p> <p data-bbox="342 1730 1401 1824">The area does not seem to be overloaded with traffic, and when the diamond interchanges at Slaughter and Mopac, and Lacrosse and Mopac open, it should alleviate any stress the the area might be seeing (not that there is any).</p> <p data-bbox="342 1862 1385 1894">Thank you for your time, and for allowing me to voice my concern for my neighborhood. ☐</p>

Source	Comment
ASMP Inbox	<p>Bike lane on W 29th and stop light at Jefferson/W29th</p> <p>This is the most absurd idea you've come up with in a long time! I am totally opposed to making W29th from Lamar to Jefferson a no-parking bike lane, as well as putting a stop light at W29th and Jefferson.</p> <p>Residents along W29th must park on the street because of the already difficulty in getting out of their driveways because of the heavy traffic.</p> <p>Placing a stop light at W29th and Jefferson is just plain stupid. The stop signs there regulate traffic just perfectly. Bikers don't stop for stop signs, so what makes you think they will stop for a stop light? You are wasting taxpayer's money and destroying our neighborhoods!</p> <p>I'm all in favor of biking, but the bicycle lobby in Austin is selling you a bill of goods.</p>
ASMP Inbox	Placemaking - people don't necessarily know what this is, but once they understand they think it's important, especially in people's neighborhoods
ASMP Inbox	Uber, Lyft - where are these in the plan?
ASMP Inbox	Sidewalk System is critical for people with disabilities. How can we elevate the importance?
ASMP Inbox	<p>Dockless scooters- can you be on the sidewalks? What are the dockless rules? Concerned about safety and enforcement.</p> <p>AVs, how are we addressing these and preparing for them? Do we have proactive relationships with AV companies?</p>
ASMP Inbox	Scooters downtown are dangerous. You had done so well making it easier to walk downtown and now it isn't. I also don't like the clutter that they create. I want to be forward thinking, but I'm concerned about safety.
ASMP Inbox	We need more transportation - need railroads
ASMP Inbox	I live in Brykerwoods and I think it would be good to have the bike lanes proposed along 29th st and along Jefferson, and the others. Thank you for asking for input.
ASMP Inbox	<p>I strongly oppose both the bike lane and the stop light at the intersection of 29th and Jefferson. Please consider other traffics solutions.</p> <p>(Name and address redacted)</p> <p>The feedback map is hard to use (received from a reply email to the stock response)</p>

Source	Comment
ASMP Inbox	<p>I just learned about the mobility plan changes for 29th St. and have two concerns:</p> <p>1. Are you sure adding a light will improve things? I can see that intersection from the house, and I believe rush-hour traffic might actually worsen with a light. During rush hour, traffic southbound on Jefferson often backs up to (& north of) that intersection because cars entering loop 1 are backed up. Have you looked at that? With a light further limiting opportunities for cars westbound on 29th St to turn south on Jefferson, the currently (barely courteous) "take your turn" process will become more constrained and cause more driver anger than already exists, as people block the intersection entirely to avoid having to sit through a green light.</p> <p>2. Of greater concern, how will the bike lane on 29th affect average speeds? Will parking be allowed in the bike lane? on the other side of the street? Not at all? We have had repeated problems with speeding along 29th, and parked cars have forced some slowing of that traffic. We are concerned that eliminating parking will cause increased speeding and danger to residents. Replacing a stop sign with a green light will also increase speeding.</p> <p>As you improve flow from city center, PLEASE also do something to control speeding & help keep this neighborhood safe for its residents. (Name and address redacted)</p>
ASMP Inbox	<p>I am not in favor of bike lanes on Harris Blvd. I do not see this a solution for any problem. Parking on side streets a bigger problem as is through traffic from MoPac.</p>
ASMP Inbox	<p>PLEASE DO NOT PUT BIKE LANES OR NOT PARKING ZONES ON HARRIS BLVD. THERE SIMPLY IS NOT ENOUGH ROOM FOR CAR TRAFFIC, WALKERS AND RESIDENTIAL PARKING TO STICK BIKE LANES ON HARRIS. WE USE OUR NEIGHBORHOOD STREETS FOR DAILY LIVING.</p> <p>BIKERS SHOULD DIVERT TO THE BEAUTIFUL BIKING TRAIL ALONG PEASE PARK, WHERE THE CITY HAS ALREADY SPENT LARGE MONEY TO CREATE THIS THOROUGHFARE FOR BIKERS. OUR PARKING IS LIMITED, WE USE OUR STREETS FOR RESIDENTIAL PARKING AND WALKING DUE TO LIMITED SIDEWALKS. THE CURRENT SITUATION IS NOT BROKEN. PLEASE DO NOT IMPOSE YOUR INTERCITY "CROWD" CONTROL ON OUR RESIDENTIAL NEIGHBORHOOD. □</p>
ASMP Inbox	<p>As residents on Harris Blvd., please note that we are adamantly opposed to bike lanes being placed on Harris Blvd. Due to our narrow driveways we need on street parking for ourselves, our visitors, and our service providers. An additional and very significant benefit of on-street parking is that it effectively and very necessarily slows traffic on Harris Blvd. Please do not put these bike lanes on our street.</p> <p>(Name and address redacted)</p>

Source	Comment
ASMP Inbox	<p>Folks,</p> <p>I am a professional engineer in Texas of 45 years experience in transportation, mostly in Texas. This is the most screwed up plan I have ever seen. Apparently you don't want public feedback as it is very difficult to read much less have input. I hope a consulting firm did not write this plan as it is the worse one I have ever seen. I helped write the Harris County and Fort Bend County Major Thoroughfare Plans and they put this plan to shame.</p> <p>Now, my question is, what is there to gain to extend South Bay and Dahlgreen to Mopac? You would wiser to extend 45 to 290 like on the older plan.</p> <p>Most of these ideas in this plan are similar to the current situation at LaCrosse during construction where the right lane heading south is for straight thru and right turns whereby the left lane is for left turns where there is very little movement. Most all of the traffic is thru or right turn into Circle C. A simple temporary right turn lane will solve the congestion at LaCrosse. The left lane should be for left turns and thru traffic.</p> <p>It seems to me that the City Transportation folk work in reverse. The 45 extension and Slaughter/La Crosse intersections will only make the congestion at the bridges at 71 occur faster and not solve the congestion getting to downtown from that point. The 1826 roadway is also being ignored and it is a death trap.</p> <p>Come on gang. Let's get some real solutions to the traffic congestion by buying new ROW and new roadways and not try to play with existing roadways which will not solve the 50 or 100 year problems.</p> <p>Please answer my South Bay/Dahlgreen question.</p> <p>Thanks.</p> <p>(name redacted)</p>
ASMP Inbox	<p>We are long-time residents (16 years) of Harris Blvd located between Wathen and Ethridge Ave. We are writing to express our deep concerns and opposition to the bike lanes being proposed for Harris Blvd between Windsor Rd. and Ethridge Ave. Pemberton Heights is a beautiful, historic neighborhood with narrow, single-car driveways and narrow streets. This makes it necessary to regularly use on-street parking for our family of 3 drivers and friends who visit. Additionally, this neighborhood hires a significant amount of service providers (contractors, repairs, yard crews, babysitters, etc) who need street parking as well. The bike lanes would force their cars onto neighboring streets causing an influx of parking problems for our neighbors. Again, the street parking on Harris Blvd is a necessity.</p> <p>Probably the greatest benefit of on-street parking is that it slows down the traffic that regularly speeds down Harris Blvd. Even with the completion of the Mopac Toll Lane, people still regularly use Harris Blvd as a cut through to bypass the traffic on Mopac. Having an empty street without cars parked on it would certainly increase the number and driving speed of people choosing this route to avoid the traffic. I'd love to see our efforts be spent on creating sidewalks, speed bumps and crosswalks to make this neighborhood safer and more walkable for everyone.</p> <p>Thank you for your consideration.</p>

Source	Comment
ASMP Inbox	<p>I am writing in regard to the proposed installation of a stop light at 29th Street and Jefferson. There is absolutely no need for a stop light at that intersection. With the four-way stop, traffic flows just fine and installing a stop light at that intersection would negatively impact the Bryker Woods neighborhood. We are a residential neighborhood and having a stop light at that intersection would make it even more difficult to get out of our cross streets. We do not need the rush hour traffic that cuts through our neighborhood to back up on 29th and Jefferson and it should be noted that on the weekends and holidays, there is very little traffic through that area. If the city wishes to put in a bike lane on 29th that would have less impact on the neighborhood.</p> <p>I am very much opposed to the installation of the stop light. ☐</p>
ASMP Inbox	<p>To whom it may concern; I live on Wathen Ave., which intersects Harris Blvd., and my house is the first house off Harris Blvd. This has been my family's residence for 17 years. With narrow driveways and limited space, residents on Harris Blvd have a great need for on-street parking. Even without bike lanes currently, visitors, service providers(contractors, electricians, plumbers, yard and construction crews, etc) and family members already are sometimes forced to park on the adjacent streets like mine. There seems to always be a construction project of some sort going on in this part of the neighborhood. Adding bike lanes to an already significant problem area will clearly only make the situation much worse. Our little street already has enough congestion as it is, and we do not need any more, which would result from this initiative. I'm a biker myself and do not believe that bike lanes on Harris will add any benefit to other bikers, and will definitely aggravate an already existing parking problem. Thank you for your consideration.</p>
ASMP Inbox	<p>Hi there,</p> <p>I had one question after reading all of the documentation on the new mobility draft plan. On the map view it showed an Access Management item in the Roadway System Map section, and the way it read to me it seemed as though those changes would involve removing the center turn lanes, in favor of medians? Is that correct? I've read about how center turn lanes help improve traffic efficiency and safety, so it seemed odd to make a move to remove them. Just wanted to check to make sure I read that correctly.</p> <p>Thanks! michael</p>

Source	Comment
ASMP Inbox	<p>memo,</p> <p>I would like to comment on certain of the ASMP proposals for Harris Boulevard. I live in the neighborhood and have run, walked and biked on Harris over the years, probably on the order of a 100 times (and hope to continue to do so). I understand from the ASMP website maps there are two proposals for Harris — sidewalks and dedicated bike lanes.</p> <p>Let me address the sidewalks first. I think the most important improvement that can be made for mobility and especially for safety is to add 4 1/2 blocks of sidewalk to provide a continuous sidewalk the entire length of Harris. It would be a huge benefit to the neighborhoods of the area and I think promote a safe additional pedestrian path from Pease Park. I do not believe a dedicated bike lane could come close to the benefits that sidewalk could provide.</p> <p>I do not believe dedicated bike lanes are a good idea on Harris. It is not a good street for an all ages and abilities dedicated bike lane. Many have commented on the disruption that eliminating parking will cause to home owners on Harris and the adjacent streets. Like other cross streets, Hardouin, where I live is narrow and additional street parking will cause safety and other problems, especially for delivery and service trucks and for the large trucks providing city services. I have biked on many city streets with dedicated bike lanes and on-street parking. I do not believe that is possible on Harris in a functionally safe way. The safest path for bike lanes to cross Windsor is at the Jefferson/Hartford stop light (existing bike path 29). From that intersection one can get to the Johnson Creek bike path; something one could not do safely from the Windsor/Harris intersection.</p> <p>With all of the stop signs on Harris, I think it is fine as it is for bicyclists. Also keep in mind it is not a well-connected street to integrate into the bike system. The south end at the Windsor intersection is not safe for a bike crossing (unless one is an experienced risk taker) and a bike lane will not improve it. The north end is a dead end. The proposed ASMP map shows a proposed blue line path extending further north. Details are difficult to see, but with the private homes and the enclosed school property in that area, not to mention the very steep terrain, making that connection to the existing Lamar/Shoal Creek unlikely based on my knowledge of the area. That Lamar/Shoal Creek path is a very good</p>

Source	Comment
ASMP Inbox	<p>Dear City Council Members,</p> <p>I am opposed to bike lanes being added to Harris Blvd, which would run directly in front of our house on Harris. Our streets are our sidewalks and with three young children it would make the neighborhood much less accessible for our family who often walks the neighborhood. Harris Blvd. is already very congested for a residential street. The street already has a huge walkability problem, and adding bike lanes will only make it worse. Speeding cars and children safety is already a concern. Please consider sidewalks in this neighborhood instead! (From everything I have read, there is a also a large gender gap in bike commuting. Please consider that providing this bike lane in the middle of a residential neighborhood will be to the detriment of parents--often women--with their children in strollers on this residential street.)</p> <p>On-street parking is also a huge concern for a residential neighborhood. One of the reasons we live where we do is because it has residential parking. While we support alternate modes of transportation, turning a residential street into a biking superhighway that will also increase car congestion and car speed while making the neighborhood less walkable is the worst of all worlds. The upside of adding a couple more blocks of bike lanes is limited and it will have serious detrimental effects for our safety and neighborhood community.</p> <p>Thank you for taking public comments on this matter under serious consideration. This proposal has already been rejected once for good reason.</p>
ASMP Inbox	<p>I write in strong opposition to the proposed traffic signal at 29th Street and Jefferson. This proposal is a terrible idea and will only make traffic in my neighborhood worse.</p> <p>I have lived in Bryker Woods for nearly 20 years and used that intersection frequently. The current four-way stop sign is more than adequate to handle traffic during both morning and afternoon commute times and lighter weekend traffic. Imposing a stoplight at this intersection punishes those of us who live in the neighborhood and use that intersection during off-peak traffic hours. Why in the world would you subject a neighborhood corner like 29th and Jefferson to a traffic light on the weekends, holidays, etc. and impeding travel while we wait on a light to turn — with no one coming from the other direction? All you will end up doing is forcing people on to other streets to get around the light. And you can be sure that commuters during peak traffic times will figure out the same.</p> <p>PLEASE do not put a stoplight at 29th and Jefferson. This proposal is a waste of money and will cause problems where there currently are none.</p> <p>Thank you, (name redacted)</p>
ASMP Inbox	<p>Wife and I live at 1405 Ethridge av. And we walk the length of Harris Blvd twice daily. There is not enough bike traffic there to warrant bike lanes. Such lanes will divert Harris parking to our street that is already a test for service providers and guests to find parking space. Please NO BIKE LANES! (Name and address redacted)</p>

Source	Comment
ASMP Inbox	<p>I am opposed to the proposed bike lanes on Harris Boulevard because it is already a very congested street and to deny on-street parking will make the situation far worse.</p> <p>The houses in this area are primarily old (my own house being 81 years old) and require continuing maintenance involving a need for parking for those doing the repairs. Many of the house have narrow driveways and parking for only single cars, which compounds the problems.</p> <p>It also seems odd to include only the area from Windsor Road to Ethridge, which would deny on-street parking only to those living in that section of Harris.</p> <p>I am also worried that if this goes into effect the impact of parking being made to shift to adjoining streets would be detrimental.</p> <p>Sincerely, Chandler Ford</p> <p>(Name and address redacted)</p>
ASMP Inbox	<p>To supplement the comments below, stop sign at 29th and Jefferson is not the issue. No need to expend resources on this. Again, this is a neighborhood. We want to keep it that way.</p> <p>To whom it may concern, My name is (name and address redacted)t. According to a post I read on Next Door, the City has plans to add bike lanes on 29th and there is a deadline of January 11 to respond. I am very strongly opposed.</p> <p>Among my concerns are the following:</p> <ol style="list-style-type: none"> 1. Lack of notice. As an affected landowner, I would have expected more direct and timely communication from the City. 2. Lack of response on pending traffic calming request. The neighborhood has been seeking traffic calming devices on 29th for almost two years. The response to this request has been slow, inefficient and unproductive. Please review your files. Even at this late date, we still do not have a response to this request. Instead, with little to no attention to the needs of the affected parties, the City proposes to exacerbate the underlying issue, by proposing a bike lane. 3. Safety. The reason for the request above was to address the speeding and safety issues we are already experiencing on 29th. First and foremost, this is a neighborhood and not a thoroughfare. It is difficult to safely cross the street or enter or exit driveways as it is. There is too much traffic already and the street is narrow. We do not need to increase traffic and add cyclists to the existing congestion of pedestrian and vehicular traffic. 4. Physical characteristic of street and neighborhood inconsistent with adding bike lane. Our driveway is a single lane driveway. Most on the street are as well. The lots on the street are narrow, making expansion difficult or infeasible. Even assuming that expansion was feasible-and it is not-the costs for doing so would be significant. There are three adults living at our home, with jobs at different locations and thus, three cars. We are already

Source	Comment
ASMP Inbox	<p>I live in the Brykerwoods neighborhood less than a block away from the intersection of 29th Street and Jefferson. I was made aware of the City's proposal to add bike lanes to 29th Street and add a stop light at the intersection with Jefferson. I cannot stress the my disapproval with this proposed plan enough. I strongly urge the City to eliminate the proposed bike lane and stop light.</p> <p>The streets in this neighborhood are primarily local traffic with very little cut-through traffic in the neighborhood. The exception to this, is 29th Street and Jefferson where some commuters will use these streets to access MoPac from campus or downtown. However, a stop light at 29th and Jefferson will not alleviate any congestion. There is never more than a few cars backed up along 29th Street, and although Jefferson can have a significant line of cars trying to access MoPac, the proposed stop light would not address the problem since the backup is due to Jefferson and Northwood intersection as well as access to MoPac itself. A stop light at this location would only serve to degrade the local neighborhood feel of these streets and provide no improvement to traffic congestion. Furthermore, there is not sufficient right-of-way to allow for turn lanes.</p> <p>Regarding the bike lane along 29th Street, I do not see this as a viable solution either. Most of these homes were built prior to cars being common, and therefore, do not have garages or sufficient driveways. Therefore, many residents are forced to park on the street. At times, this forces commuters driving in opposite directions to "take turns" using the middle of the street to weave in-between the parked cars. As a result, there is not sufficient space available for a dedicated bike lane, unless street parking was eliminated. For many homeowners along this street, that means they would be required to park on an adjacent street which could be up to 6 houses away. As a new father, I can attest to the need to be able to park as close to the front door as possible. Furthermore, dedicated bike lanes in this neighborhood are not needed. With the exception of 29th Street and Jefferson, most of the traffic is local neighborhood traffic. Any bike commuter should take their own safety into consideration when commuting via bike. There are plenty of parallel streets (30th Street, Glenview Ave, etc.) that have little to no traffic most of the time. A dedicated bike lane will encourage cyclists to join vehicular traffic and result in increased risk to all commuters. If cyclists commute one block away from these main roads, there will be less traffic and improved safety for all. When I was riding my bike work every day, I identified residential</p>
ASMP Inbox	<p>Thank you for the opportunity to comment on the City's proposed bike lanes for Harris Boulevard.</p> <p>In the 10+ years of living on Ethridge Avenue, walking the neighborhood, riding in the neighborhood and traveling by car, I can honestly say there is very little bicycle traffic on Harris.</p> <p>On school days you occasionally see children riding bikes but they are on Northwood Road. On weekends you see adult cycling groups using Harris but they seem unbothered by cars, in fact they typically cruise through the series of stop signs without even pausing.</p> <p>The real hazard to cyclists in our neighborhood are the deep potholes and/or pavement upheavals.</p> <p>Thanks again for your letter and opportunity to offer comments.</p> <p>Lisa Dunlevy Bordelon</p>

Source	Comment
ASMP Inbox	<p>To whom it concerns-</p> <p>Our street intersects Harris Blvd (we live on (address redacted)). With their narrow driveways, Harris Ave residents will have great need to park now in front of my house. If bike lanes are placed on Harris Blvd they will be forced to park on adjacent streets like ours but we have a great need for our on-street parking for ourselves, our visitors and service providers. Thank you for your consideration</p> <p>(name and address redacted) 78703</p>
ASMP Inbox	<p>Hello ASMP team,</p> <p>Could you please email me a copy of the ASMP maps as a PDF? I am discussing with other planning commissioners and need to print them out. I realize that sacrifices a level of detail but electronic viewing isn't feasible at this meeting.</p>
ASMP Inbox	<p>I am opposed to bike lanes being placed on Harris Blvd. because, due to our narrow driveways, we need our on-street parking for ourselves, our visitors, and our service providers. Additionally, on-street parking effectively slows traffic on Harris Blvd, which is important because Harris Blvd. is now a cut thru street and traffic is heavy and tends to speed. Bike lanes would also change the character of the main artery feeding into this historic neighborhood.</p> <p>(name and address redacted)</p>
ASMP Inbox	<p>Thanks for your reply. We are reading the article in today's Statesman and went to your website. It is a bit confusing because Harris Blvd. has a green line on it which seems to indicate that our street is part of the Bicycle Priority Network. Can you please clarify this for us? Thanks again, (name and address redacted)</p>

Source	Comment
ASMP Inbox	<p>I am a cyclist and live on Harris Blvd. Bike lanes on Harris Blvd are a solution to a problem that simply does not exist. I have always felt safe on a bike on Harris Blvd, and bike lanes would actually make me LESS safe because I'd be required to be in it, and it would no doubt be full of pedestrians, dogs, and strollers, which I see on Harris much more often than cyclists. Slower traffic in a bike lane is actually more of a danger than riding down a neighborhood street!</p> <p>Because of our old and very narrow driveways, we need our on-street parking for ourselves, our visitors, and our service providers. The lots are small in Pemberton, and our driveways are single lane, plus we certainly don't have room for circle drives in front of our homes. So on-street parking is used daily by all of us, for visitors, workers, and sometimes ourselves. I can't imagine the congestion and parking-lot nature of our side streets – and how unhappy our neighbors would be about that – if our guests and our workers were required to park in front of THEIR houses instead of mine.</p> <p>In addition, on-street parking effectively slows traffic on Harris Blvd, which is important because Harris Blvd. is now a street that people take to avoid MoPac traffic during rush hour. Even at other times of day, traffic is heavy and tends to speed. In fact, we've been trying to get speed bumps on Harris for decades. If you want to invest in something that will increase the safety of everyone - pedestrians, cyclists, and drivers - please install speed bumps instead.</p> <p>Thank you, (name and address redacted)</p>
ASMP Inbox	<p>True story - on my drive home from work one day, I stop at stop sign. As I wait for the cross traffic to pass, a cyclist approaches from behind and slams the top of my car with his fist. Since my window was down, I asked why he did that. His response was to spit on me. I am vehemently opposed to bike lanes on Harris Blvd. Cyclists are inconsiderate and do not share the road. Most cyclists I see to and from work are in spandex, so they are using the road for exercise and recreation rather than their commutes to and from work. In addition, they frequently ride side-by-side, far outside the boundaries of the bike lanes (on Exposition and Shoal Creek, for example) and are extremely hostile, confrontational, and act possessively entitled while riding on the streets. Bike lanes would change the character of the main artery feeding into our historic neighborhood, and the Shoal Creek hike/bike trail runs exactly parallel to Harris and is very close and convenient to bikers.</p> <p>Again, I am opposed to bike lanes on Harris Blvd.</p> <p>Sincerely, (name and address redacted)</p>
ASMP Inbox	<p>I am opposed to bike lanes on Harris Blvd. With their narrow driveways, Harris Blvd. residents have a great need for on-street parking and bike lanes would eliminate that. Those vehicles would be forced to park on side streets like ours, and we also have a great need for on-street parking for ourselves, our visitors and service providers. Bike lanes would also change the character of the main artery feeding into this historic neighborhood.</p> <p>(name and address redacted)</p>

Source	Comment
ASMP Inbox	<p>To whom it may concern:</p> <p>I am opposed to bike lanes on Harris Blvd. With their narrow driveways, Harris Blvd. residents have a great need for on-street parking and bike lanes would eliminate that. Those vehicles would be forced to park on side streets like ours, and we also have a great need for on-street parking for ourselves, our visitors and service providers. Bike lanes would also change the character of the main artery feeding into this historic neighborhood.</p> <p>Thank you,</p> <p>(name and address redacted)</p>
ASMP Inbox	<p>Dear Sir:</p> <p>I am writing to oppose the proposal to put City bike lanes on Harris Blvd. in Pemberton Heights.</p> <p>While bike lanes are a nice idea in the abstract, the proposal also requires prohibiting parking on Harris Blvd. This would be catastrophic for home owners on the street. Long stretches of Harris have homes that only front on Harris. Eliminating parking would prevent visitors, guests, repairmen, family members from readily accessing these homes. It would even prevent home owners from parking in front of their own homes.</p> <p>This would diminish the resale value of these homes and would ultimately impact the City's tax base. It would force on street parking onto adjacent east-west streets and inconvenience the home owners on those streets.</p> <p>This reminds me of another recent very ill-considered "traffic calming plan for the neighborhood that the Transportation Department tried to force on us several years ago. Our neighborhood mainly just wants to be left alone by your department.</p> <p>Pemberton Heights has no need for bike lanes that eliminate parking. I think this opinion is nearly universal in the neighborhood. Please don't adopt this unnecessary plan. It is a solution in search of a problem.</p> <p>(name and address redacted)</p>
ASMP Inbox	<p>I am opposed to bike lanes on Harris Blvd. With their narrow driveways, Harris Blvd. residents have a great need for on-street parking and bike lanes would eliminate that. Those vehicles would be forced to park on side streets like ours, and we also have a great need for on-street parking for ourselves, our visitors and service providers. Bike lanes would also change the character of the main artery feeding into this historic neighborhood.</p> <p>(name and address redacted)</p>

Source	Comment
ASMP Inbox	<p>To Whom It May Concern,</p> <p>We are opposed to bike lanes on Harris Blvd. With their narrow driveways, Harris Blvd. residents have a great need for on-street parking and bike lanes would eliminate that. Those vehicles would be forced to park on side streets like ours, and we also have a great need for on-street parking for ourselves, our visitors and service providers. Bike lanes would also change the character of the main artery feeding into this historic neighborhood.</p> <p>(name and address redacted)</p>
ASMP Inbox	<p>I am vehemently opposed to bike lanes on Harris Blvd. With their narrow driveways, Harris Blvd. residents have a great need for on-street parking and bike lanes would eliminate that. Those vehicles would be forced to park on side streets like mine, and we also have a great need for on-street parking for ourselves, our visitors and service providers. Bike lanes would also change the character of the main artery feeding into this historic neighborhood.</p> <p>As one stops to think about it, I cannot fathom the mess and inconvenience when a high school student can't park in front of his own house on Harris. A perhaps service personnel. How are lawn crews, pest control, HVAC repairmen, electricians, etc. expected to handle this? Or relatives visiting, social groups such as bridge, bible study and the like? This is going to create real problems for those on Harris but really compound the issue for side streets. This is a case of general policy over reality with the pushing of City-led initiatives such as more bikes without consideration for the actual impact in this case.</p> <p>Leave us alone please!</p> <p>(name and address redacted)</p>

Source	Comment
ASMP Inbox	<p>Hello ...</p> <p>I'm the Communications Committee chair for the Travis Country Subdivision just north of Southwest Parkway near Mopac. We publish a monthly newspaper which is hand-delivered to all 1,507 homes, reaching around 4,500 residents.</p> <p>I took pictures of survey crews working and leaving ribbons where Republic of Texas Blvd meets Southwest Parkway. There are also ribbons left in the curve on Boston Lane. Is this survey in active preparation for an extension of Republic of Texas across to US 290 as shown by the hatched line on your map?</p> <p>Also, I note on the map on your web site there is a proposed extension of Industrial Oaks over the creek to cross Southwest Parkway at Monterrey Oaks. What's its status?</p> <p>Residents here are of two minds. Some want to be isolated. Others wish for both of these projects to proceed.</p> <p>What is the timeline for these projects? Would it take a new bond issue, or is the money already there?</p> <p>Thank you.</p> <p>Best, (name and address redacted)</p>
ASMP Inbox	<p>Hello,</p> <p>Adding a signal at this intersection will hurt more than help. First, there isn't an existing problem; there is minimal back-up for ~1 hour in the evening. Second, when there is minimal congestion, it's caused by back-up coming from the intersection 2 blocks away at Jefferson St. and Northwood Road (which is the more logical location for a new traffic signal, although I wouldn't necessarily say that's warranted either). Nevertheless, the issues caused by traffic backup from this neighboring intersection will not go away with the installation of a traffic signal on 29th and Jefferson. Moreover, traffic flow may actually get worse if the backup from the neighboring intersection reaches all the way to the new signal and the light changes with nowhere for cars to go. The natural traffic flow at the current 4-way stop at Jefferson and 29th is free flowing for ~23 hours/day and installing a traffic light risks disrupting that. I cannot understand the rationale for this proposed signal and would suggest it be re-analyzed to avoid making a non-existent or minimal problem worse. Thank you for your consideration.</p> <p>(name and address redacted)</p>
ASMP Inbox	<p>i am strongly opposed to the bike lanes workers at houses in the proposed area would have no parking and we have to much traffic on harris now without a bunch of bad riding bikers.(name and address redacted)</p>

Source	Comment
ASMP Inbox	<p>Hello, We own a residence at (address redacted) and heard about some mobility plan in the works for Harris Blvd (78703) where there would be plans to put a bike lane along Harris Blvd. We are vehemently opposed to any sort of bike lane design that imposes a no-parking zone, or encourages any type of faster cut-through of our neighborhood, not to mention the incredible safety concerns it would bring.</p> <p>Please confirm receipt of this opposition and that it is filed accordingly.</p> <p>(name and address redacted)</p>
ASMP Inbox	<p>I am a resident of Harris Blvd and oppose the plan to adding bike lanes at this time for two reasons:</p> <p>i) There are no side walks on the portion of Harris Blvd where you plan to add bike lanes. Current on-street parking on Harris Blvd slows cut-through traffic because the street is effectively one lane wide where there are parked cars. The cut-through traffic flows quite quickly where unobstructed by parked cars. The hazard to pedestrians will be considerable if there is bike traffic + high speed vehicle traffic + no sidewalks. I AM ONE OF A NUMBER OF PEOPLE IN THE NEIGHBORHOOD WHO WALKS TO WORK (AT THE UNIVERSITY IN MY CASE). PEDESTRIANS ARE AN IMPORTANT PART OF THE TRANSPORTATION MIX TOO AND ARGUABLY THE GREENEST PART! THIS CHANGE WOULD FORCE ME TO TO START DRIVING TO WORK AS IT WOULD BE TOO DANGEROUS TO WALK ALONG HARRIS BLVD DURING RUSH HOUR. (BECAUSE OF THE CUT THROUGH TRAFFIC IT ALREADY REQUIRES ALERTNESS.) I CAN SAY WITH SOME CONFIDENCE SINCE I WALK ALONG THIS PORTION OF HARRIS TWICE EVERY DAY THAT THERE IS MORE PEDESTRIAN TRAFFIC ON THE STREET THAN BIKE TRAFFIC, INCLUDING MANY PEOPLE WORKING IN THE NEIGHBORHOOD WHO WALK FROM NEARBY BUS STOPS. ADDING BIKE LANES AND REMOVING PARKING WOULD BE A MOVE AWAY FROM MAKING AUSTIN A MORE WALKABLE CITY.</p> <p>PLEASE DO NOT ADD BIKE LANES TO THIS PART OF HARRIS BLVD UNTIL THERE ARE CONTINUOUS SIDE WALKS ALONG THE STREET !!!</p> <p>ii) Like many other residents of Harris Blvd my wife and I cannot park both of our vehicles in our drive way. We will be forced to park on neighboring side streets which are already often effectively single lane because of parked cars.</p> <p>Sincerely, (name and address redacted) □</p>

Source	Comment
ASMP Inbox	<p data-bbox="342 184 639 205">to whom it may concern.</p> <p data-bbox="342 239 862 268">Proposed W 29th St. Buffered Bicycle Lane:</p> <p data-bbox="342 302 1414 432">I understand that the City of Austin is requesting input from residents on the bike plan proposal for W 29th Street in the Brykerwoods neighborhood in Austin. The streets affected are 38th, 34th, 29th, Harris, Jefferson, and Northwood. The plan proposes changing the designation on 29th street from Shared Lane to Buffered Bicycle Lane.</p> <p data-bbox="342 466 1409 596">I am currently residing with my elderly mother at a home I co-own on the proposed W. 29th Street bicycle lane route. My usual residence is one house off of W. 29th St. on Glenview Avenue, currently occupied by other family members. Both residents of (address redacted). are opposed to the redesignation.</p> <p data-bbox="342 630 1414 726">Because of small lot sizes, the neighborhood has limited on premises parking capacity. City of Austin impervious ground cover restrictions discourage creation of additional on premises parking. Street parking is therefore essential for residents of the street.</p> <p data-bbox="342 760 1419 953">Further, uncontrolled speeding on this section of W. 29th St. has been and, despite neighbor attempts, continues to be a serious issue. Clearing on-street parking will make this situation worse and will create more hazardous conditions for residents as well as bikers who might choose to use the redesignated lanes. Bicycle lanes would be much better situated on lighter use neighboring east/west streets, such as Mohle and W. 30th St., on which uncontrolled speeding is less of an issue.</p> <p data-bbox="342 987 841 1016">W. 29th St. at Jefferson Road Traffic Light</p> <p data-bbox="342 1050 1398 1236">I understand that feedback has also been requested for a proposed traffic light at W. 29th St. and Jefferson Road. I am in favor of that proposal. That is a very dangerous intersection, and very heavily used during traffic rush hours. Many drivers unfortunately do not seem to understand proper use of 4 way stops, and consistently proceed through the intersection 'out of turn.' This creates uncertainty among other users and has led to accidents. During non-rush hours, it is not unusual for traffic to ignore the stop signs entirely.</p>

Source	Comment
ASMP Inbox	<p>to whom it may concern.</p> <p>My wife(name and address redacted)Wathen Avenue, which intersects Harris Blvd. three blocks north of Windsor Road. Lydia and I recently learned that the City of Austin proposes to add bicycle lanes on Harris from Windsor Road to Ethridge Lane. We strongly object to this proposed action by the City for at least the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed bike lanes will be very dangerous for cyclists to use. Harris is a very narrow street and will not allow reasonably safe and sufficient space for increased bicycle use and rapidly increasing automobile use. Unfortunately, Harris is now heavily used by motorists seeking to avoid bumper to bumper automobile traffic on Mopac. This will only get worse in the future and more dangerous for cyclists and motorists. 2. Harris dead ends into Windsor, which is a street that is completely unsatisfactory and incredibly dangerous for bicycle use. Encouraging cyclists to use or even cross Windsor would be dangerous and irresponsible. 3. Many people who work on construction projects, landscaping, housekeeping and yard work must park on the streets of our neighborhood, including Harris. Eliminating parking on Harris will be a major problem those people because they must be able to get their equipment and materials to the places where they work. 4. Harris and connecting streets have narrow driveways, and the residents need on-street parking for themselves, visitors, and for people who work in the neighborhood. <p>Therefore, I respectfully request that the City not add bicycle lanes to Harris Blvd.</p> <p>Thank you for considering our concerns.</p> <p>Sincerely, (name and address redacted)</p> <p>Notice: This transmission may be (i) subject to attorney-client privilege, (ii) attorney work product, or (iii) strictly confidential. If you are not the intended recipient of this message, please do not disclose, print, copy or disseminate this transmission or the information contained herein. If you have received this transmission in error, please notify the sender.</p>
ASMP Inbox	<p>ASMP Team,</p> <p>I wanted to provide some feedback on your plans for transportation improvements in Austin.</p> <p>I think you've good a good framework here but recommend in the strongest possible terms that you eliminate all bicycle amenities. They only serve a small fraction of the commuting and traveling public while taking away precious roadway space from vehicular traffic.</p> <p>Not to mention the tendency of cyclists to ignore traffic laws which endangers themselves and others.</p> <p>Please continue full speed ahead with roadway and pedestrian improvements.</p> <p>James Ascher</p>
ASMP Inbox	<p>Allow "No parking minimums" as a rule in some parts of the city or for developments of some types. Minneapolis allows no parking minimums throughout the city, as I understand it.</p> <p>Dick Kallerman Austin Sierra Club</p>

Source	Comment
ASMP Inbox	<p>I think it is good that this group is planning for future transportation needs in Austin.</p> <p>I am 100% opposed to making Escarpment Boulevard a 4 lane road.</p> <p>We all need to wait and see how the improvements at Slaughter and Mopac, La Crosse and Mopac, and 45 SW alleviate existing traffic issues in the area before converting a neighborhood street into a major 4 lane road.</p> <p>Please feel free to contact me if you would like to discuss my input further.</p> <p>Thanks, (name and address redacted)</p>
ASMP Inbox	<p>Would like to convert E 5th from 2 way to 1 way. With all the reconstruction and new development, parking, scooter expansion, it is very narrow and dangerous</p>
ASMP Inbox	<p>Widen 2222. Widen Burnet road south of HEB. Also, we should incentivize semitrucks (and automobiles as well) to use SH 130 and get off I-35. Maybe giving some sort of frequent use discount, or discount for driving the whole length of SH 130, with the idea being that you otherwise would have taken I-35.</p>
ASMP Inbox	<p>Wants to see W. Anderson Ln as another future mobility corridor to study, because it is an Imagine Austin corridor and center; entire corridor should be looked at together, both east and west of Burnet Rd.</p> <p>Disagrees with making Wootne Rd a new roadway connection, because it already has active transportation facilities there and is already a Quiet Zone for the rail. Believes a new roadway connection here would disincentivize walking and bicycling. Related, wants a bike/ped connection at the end of Wooten Rd to connect past 183 (because there is a Tier II Urban Trail indicated there). The Tier II Urban Trail should also connect to the North Lamar Transit Center.</p>
ASMP Inbox	<p>Drivers should not be able to leave vehicles that are running/in-service for breaks, and it should be a felony offense to do so.</p> <p>Bathrooms at the Cap Metro Transit Store downtown should be open for public use, or at least for use by those visiting the Transit Store to be served. If the bathrooms are not made available for public use, they should be welded shut for no one's use. This is because they are paid for with tax payer money and because people with certain disabilities need access to them per state law.</p> <p>Restore routes 392 and 240. Disability Rights Texas HQ was built where it is partially because of these routes and nearby CommUnity Care. Also, CommUnity Care's board did not receive notification of Cap Remap. This is also a location for people to vote at in elections.</p> <p>Cap Metro should cut management staff if money is tight, not cut routes. They should also have partnered with HEB as their food pantry partner, not Whole Foods, because HEB is right next to Cap Metro HQ and because it is cheaper than Whole Foods.</p>
ASMP Inbox	<p>Wants to see safety and mobility improvements for all modes along FM 969. Especially wants to see transit service extend farther east along FM 969, as people currently in Austin's Colony have to walk an extremely long way to get to a bus stop.</p>

Source	Comment
ASMP Inbox	<p>Hi. I am the President for Milwood Neighborhood Assoc. (a neighborhood of over 1700 households off of Parmer and Amherst). From the feedback we have received from our residents and those of Walnut Crossing, Preston Oaks, and Northwood neighborhoods, I am reaching out to respectfully request that an area be ranked as high priority for the sidewalk needs on your Sidewalk System Map for the Austin Strategic Mobility Plan.</p> <p>It is a stretch on the South side of Parmer from Ganymede to Amherst. An area that allows connection for our area to the pharmacy, shopping center, library, park, community garden and 142 Metric Flyer bus stops.</p> <p>Currently there is a small strip of sidewalk from Ganymede to the entrance of the first parking lot then nothing else. In addition there is a crosswalk from the North side of Parmer at Silver Creek Dr and then it drops the users into a parking lot entrance with no where to go but down into the parking, no sidewalk at all.</p> <p>It is a well used route that is quite dangerous for the pedestrians and cyclists and also with the lack of sidewalk it very much isolates residents from the community and forces them into their cars unnecessarily.</p> <p>Please see attached for a better explanation.</p> <p>In addition we would also ask that the city add a very small one house length stretch of sidewalk on the west side of Silver Creek Dr. just after the intersection of Silver Creek Dr and W. Parmer Ln. to more fully complete the connectivity for the area and safety.</p> <p>Thank you so much for your consideration on placing this small stretch of missing sidewalk to HIGH priority. Please call or email me with any questions.</p> <p>Our area is very excited about the possibility of having this sidewalk gap resolved. (name redacted)</p>
ASMP Inbox	<p>Hello,</p> <p>The draft Strategic Master Plan shows the extension of S Bay Lane eastward to form an intersection with S Mopac, in addition to extension of Dahlgreen Avenue to S Bay Lane. Could you provide an explanation on why these particular roadways were identified for inclusion within the ASMP?</p> <p>Thank you in advance for any information you can provide.</p> <p>Best regards, (name redacted)</p>

Source	Comment
ASMP Inbox	<p>Hello, I just became aware of the mobility plan and comments. Although the comment period has closed, I hope you will consider these requests.</p> <p>We desperately need a sidewalk along both sides of Silver Creek Dr for the first block; currently the sidewalk only extends to Parmer on the east side, and the traffic crossing is on the west side, so pedestrians (including children) who want to stay on the sidewalk as long as possible have to cross Silver Creek close to Parmer, which means vehicles entering or exiting the neighborhood on this this street could hit them - and this is the only entrance to Parmer with a traffic light so it is heavily used by the nearly 900 homes in this corner of Parmer/MoPac.</p> <p>Additionally, a sidewalk extension along the blocks from Ganymede to Amherst on the South side of Parmer Lane would similarly be a huge safety improvement. And one more request: We need to increase the capacity of the exit from Southbound Mopac at the Duval exit to match the increase in traffic to the Domain.</p> <p>Thank you for your consideration. This will be a huge improvement in this part of town.</p> <p>(name redacted)</p>
ASMP Inbox	<p>Allow "No parking minimums" as a rule in some parts of the city or for developments of some types. Minneapolis allows no parking minimums throughout the city, as I understand it.</p> <p>(name redacted)</p>
ASMP Inbox	<p>Hello,</p> <p>I am a homeowner in Walnut Crossing near Parker and Amherst. For your consideration:</p> <ul style="list-style-type: none"> - We desperately need sidewalk along both sides of Silver Creek Dr for the first block, and along the blocks from Ganymede to Amherst on the South side of Parmer Lane. - We need to increase the capacity of the exit from Southbound Mopac at the Duval exit to match the increase in traffic to the Domain. <p>(name and address redacted)</p>

Source	Comment
ASMP Inbox	<p>ASMP Team,</p> <p>I wanted to provide some feedback on your plans for transportation improvements in Austin.</p> <p>I think you've good a good framework here but recommend in the strongest possible terms that you eliminate all bicycle amenities. They only serve a small fraction of the commuting and traveling public while taking away precious roadway space from vehicular traffic.</p> <p>Not to mention the tendency of cyclists to ignore traffic laws which endangers themselves and others.</p> <p>Please continue full speed ahead with roadway and pedestrian improvements.</p> <p>(name redacted)</p>
ASMP Inbox	<p>Hi!</p> <p>I'm sorry I missed the Mobility Plan feedback from the city. I wasn't aware of this until after the due date BUT I'm hoping that this email will still be read and considered.</p> <p>Myself, and others, in my neighborhood and surrounding area would benefit greatly by having a sidewalk in specific areas on Parmer lane. Here is the request that would greatly improve our mobility to access businesses nearby safely:</p> <p>-Sidewalk along both sides of Silver Creek Dr for the first block, and along the blocks from Ganymede to Amherst on the South side of Parmer Lane.</p> <p>Additionally, with the traffic increase near the Duval exit due to the Domain, it needs some attention to improve the flow and safety for all individuals whether heading home or to the domain. (ie. Increase the capacity of the exit from Southbound Mopac at the Duval exit.)</p> <p>Thank you for your time!</p> <p>(name and address redacted) □</p>

Source	Comment
ASMP Inbox	<p>Hello,</p> <p>I am a resident of the Milwood neighborhood right behind the shopping. Center on Parmer and Amherst. As a community, we've been talking and we have agreed there need to be a few changes. We desperately need sidewalks along both sides of Silver Creek Dr for the first block, and along the blocks from Ganymede to Amherst on the South side of Parmer Lane, We need to increase the capacity of the exit from Southbound Mopac at the Duval exit to match the increase in traffic to the Domain. I would like to personally request that the exit ramp for Duval/Burnet heading Northbound on Mopac have the white border sticks put up so people can't cross the solid white line and cut into to the domain. The same thing for the drive way leaving the domain. People cut over these lines or stop in the middle of the exit ramp till they can cut across to the domain instead of going down and turning around or waiting till the next ramp to get on Mopac. It causes man accidents and there are never police there to enforce the solid white line law. My brother was exiting one time and someone cutting over to the entrance ramp pulled out in front of him in the rain. My brother told us he knew if he didn't crash his truck into the barrier, he would have killed that man. He was only 17 at the time. The fact that he had to make such a quick decision to sacrifice his safety for someone else's life because they were careless enough to not follow the law, is terrifying. I get that comes with driving, but this particular stretch of service road is dangerous. It happens everyday without fail. Please help us do something about it by putting up the barriers at the least.</p> <p>Thank you for your time, (name redacted)</p>
ASMP Inbox	<p>-We desperately need sidewalks along both sides of Silver Creek Dr. for the first block, and along the blocks from Ganymede to Amherst on the South side of Parmer Lane.</p> <p>Bonus Request: -We need to increase the capacity of the exit from Southbound Mopac at the Duval exit to match the increase in traffic to the Domain.</p> <p>Thanks for taking the time!</p>
ASMP Inbox	<p>We desperately need sidewalk along both sides of Silver Creek Dr for the first block, and along the blocks from Ganymede to Amherst on the South side of Parmer Lane.</p> <p>We need to increase the capacity of the exit from Southbound Mopac at the Duval exit to match the increase in traffic to the Domain.</p> <p>(name and address redacted)</p>
ASMP Inbox	<p>We desperately need sidewalk along both sides of Silver Creek Dr for the first block, and along the blocks from Ganymede to Amherst on the South side of Parmer Lane.</p> <p>Bonus Request: - We need to increase the capacity of the exit from Southbound Mopac at the Duval exit to match the increase in traffic to the Domain.</p> <p>(name redacted)</p>

Source	Comment
ASMP Inbox	<p>To whom it may concern-</p> <p>I am a recent homeowner in the Millwood neighborhood and would like to pass along the following:</p> <p>We have an unfortunate lack of accessibility along the few blocks of Parmer for our neighborhoods due to MISSING SIDEWALKS.</p> <ul style="list-style-type: none"> - We desperately need sidewalk along both sides of Silver Creek Dr for the first block, and along the blocks from Ganymede to Amherst on the South side of Parmer Lane. <p>Bonus Request:</p> <ul style="list-style-type: none"> - We need to increase the capacity of the exit from Southbound Mopac at the Duval exit to match the increase in traffic to the Domain. <p>Thanks for your time, (name redacted)</p>
ASMP Inbox	<p>Mayor Adler,</p> <p>I do not agree with the ASMP plans for Jollyville Road. The neighborhoods surrounding Jollyville Road were built with automobiles in mind. Jollyville Road is a major road with many businesses that residents access. Fifty percent of the time when I run errands, I access Jollyville Road. Changing the median to a raised median will cause congestion and accidents. The ASMP is supposed to solve problems. Eliminating the center lane is creating problems. I have lived in the neighborhood for 29 years, and I don't know of one resident who agrees with the proposed changes. Please reconsider.</p> <p>I tried to leave comments on the ASMP website, but after hours of navigating, I gave up!</p> <p>I also don't agree with a raised medium on Burnet Road or any other major road. It's dangerous and insane.</p> <p>No district found for the address provided. ☐</p>
ASMP Inbox	<p>Hi!</p> <p>I know this is past the deadline, but I would like to provide comment on the map--particularly regarding the transit options in NW and Central Austin.</p> <p>It would be very useful if you guys could provide more options for those of us with kids to drop off South of 183 and Mopac. I would love to take the kids and use a park and ride for the rest of my drive in. There are no good options (say around the Far West/Hart Lane area) where I could park and use transit. If there were a transit garage that was free of charge for bus riders, with an express option to UT/downtown, that would be great.</p> <p>Thanks!</p> <p>(name redacted) ☐</p>

Source	Comment
ASMP Inbox	<p>Hello, I was looking at the map below and noticed something odd.</p> <p>https://austin.maps.arcgis.com/apps/MapJournal/index.html?appid=68e40fc5942d4b06b2b6e5e0b5c415ad&folderid=daa08e09f6c1457e8e1cc6dbdb3a2d0c#</p> <p>You have a new road proposal to expand Howard Rd all the way to Bolm Road. Are you aware the 183 bridge over Bolm has been demolished and will not be rebuilt? There will be no way to cross 183 at Bolm.</p> <p>--</p> <p>(name redacted) □</p>
ASMP Inbox	<p>I, a resident of 29th Street, strongly protest the City proposal to create buffered bicycle lanes on 29th Street, and the proposal to add a stop light at Jefferson and 29th.</p> <p>The proposed stretch of 29th Street is a strictly residential street, but has become one of a number of streets that serve as an East/West highway between Mopac and the rest of the city. The proposed changes would increase traffic speed endangering the many neighborhood residents who walk on 29th Street, raise children and pets, and back their cars onto this small neighborhood street. Anything that increases traffic speed is a cause for extreme alarm. Because buffered bike lanes unlike our current Bike Ln PK situation generally do not allow parking, and parking has long been considered a means of slowing traffic on 29th, I very strongly protest such a proposal.</p> <p>Currently, Northwood Street (2 streets south of W 29th Street) has traffic calming humps. While this City determination significantly reduces the through traffic on Northwood between the University and its neighborhoods and Mopac, it significantly increases the traffic on 29th Street without traffic calming humps. Bikers traveling on Northwood to Wooldrige would be much safer on this route than on the busier 29th and Jefferson Streets.</p> <p>I further question why two streets so close to each other should be designated as buffered bike lanes, particularly when one would offer more safety. Not only is Northwood a wider street than 29th Street, Northwood can actually be reached quite easily and more safely from the south via the Shoal Creek Hike and Bike Trail intersection with Shoal Creek Boulevard than the worst choice of all, the steep hilled and winding 29th Street. Northwood clearly is more appropriate for a buffered east/west bike lane.</p> <p>Regarding the addition of a light at 29th Street and Jefferson, I can only wonder why the City would want to spend funds to install a light where one is not needed at all. I use the existing 4 way stop frequently every day and have had not a single problem with this low cost remedy of traffic management in the past decade and simply do not understand a rationale for adding an expensive light. It also seems such a light would encourage regular users of 29th Street to Jefferson Street to turn instead on Wooldrige or Harris to go via Northwood to Mopac or beyond. The proposed signal light would simply make matters worse by causing traffic to avoid this inconvenience by darting through quieter residential</p>

Source	Comment
ASMP Inbox	<p>My name is (name and address redacted_, which is located between Harris Blvd. and Jefferson Ave.</p> <p>For over a year I have been a contact for my neighbors on 29th St. with the City Transportation Department regarding traffic mitigation on our street. 29th through our neighborhood is a residential street. We all back out of driveways on to 29th to depart our homes by automobile. Our main concern is increasing speed and traffic on our residential street. The former plan for traffic mitigation is being revised. We do not know how the new plan will affect our traffic.</p> <p>This email is to provide information to you regarding my thoughts about the 2014 Bicycle Plan proposals. Do the suggestions you present affect the speed or traffic? I would like your consideration of this question in approving your implementation of changes, if any.</p> <p>My opinions after some discussions and research are as follows:</p> <ol style="list-style-type: none"> 1) Leave the bicycle designation on 29th Street from Jefferson to Lamar as is. I am not clear what "Bike Ln Pk" means as your information sheet does not explain it and I could not find its definition in the Bicycle Plan 2014. On-street parking is needed on our street. 2) If a light at Jefferson and 29th would slow and decrease traffic in our neighborhood, I support it. <p>Thank you for requesting my input. ☐</p>
ASMP Inbox	<p>To Whom It May Concern</p> <p>I am hoping that I can get some questions answered that have come up with the draft plan that was sent out for comments.</p> <ol style="list-style-type: none"> 1. This plan shows Barstow Ave being extended to Davis. Question – that parcel of land was deed to the HOA and is park land. Is this a plan that should have been removed and has not been. 2. The map shows South Bay Lane being extend to MoPac. Question – the ownership of the property makes us wonder again if this should have been removed and just has not been. 3. The proposed along Escarpment is very vague and I am sure that you have seen the overwhelming negative feedback on this. Question – Do you have any additional information on what is being proposed? <p>Feel free to contact me here at the office or via email</p> <p>Thank you</p> <p>(name and address redacted)</p>

Source	Comment
ASMP Inbox	<p>memo:</p> <p>As an Austin resident, I strongly encourage the City of Austin to eliminate all parking minimums from its zoning code throughout the entire city and establish parking maximums for new development. This is potentially the most important policy step the City can take toward a more sustainable future.</p> <p>It will:</p> <ul style="list-style-type: none"> - remove a massive bias and subsidy toward single or low occupant vehicles - support demand for public transit and active transportation - improve the physical health of residents by increasing active movement and reduce air pollution - slow consumption of land for low efficiency impervious surfaces such as parking lots and vehicular travel lanes - allow for more compact development that is both transit supportive, bikeable, and walkable - and more. <p>A second suggestion is to get started on a light rail line from downtown to the airport. Don't put it out for vote, just be leaders and do it. It will be popular and will serve as a catalyst for building out more high capacity transit services throughout the City.</p> <p>A third suggestion is to limit or freeze new road construction and redirect those funds toward investing in legitimate BRT infrastructure: dedicated lanes, sign prioritization, off bus ticketing, platform stations, etc.</p> <p>A fourth suggestion is to partner with AV companies to deploy shared-use and multiple occupant AVs in smaller fixed routes in high density areas such as downtown. This should be done in tandem with strict regulation or prohibition of single occupant / single owner AVs from operating in the City.</p> <p>A fifth is to partner with the county to increase the cost of licensing and registration for trucks and other large passenger vehicles that are dangerous to bikes, pedestrians, and</p>

Source	Comment
ASMP Inbox	<p>Regarding the Austin Strategic Mobility Plan, please accept the following feedback.</p> <ol style="list-style-type: none"> 1. The ultimate goal of the ASMP should be to reduce individual Vehicle Miles Traveled (VMT) and increase shared or active transit use / miles. 2. As a critical price of transportation demand management, parking minimums should be removed across the entire city to better utilize existing supply and encourage alternative transportation that does not require such intensive land use. 3. In any roadway project: dedicated bus / service vehicle lanes should be prioritized to increase bus efficiency and ridership; protected bike / scooter lanes should be provided to encourage and buffer riders of all ages and abilities; and these improvements should be made possible by lane width reductions to 10' lanes maximum and lane reductions where in excess of two lanes in a non-highway condition. Refer NACTO guidelines on lane configurations and widths. 3. Citizen health, safety, social equity, and carbon emission reductions should always be raised to justify these improvements and complaints of traffic should be countered with studies of induced demand. 4. Redesigns (restoring / reconstruction) to slow car speeds on non-highway roads to 30 MPH or less should be prioritized to make streets safer for vulnerable road users. The city's Vision Zero policy needs more focus on design vs. enforcement / education because everywhere I go, cars and trucks continue to speed despite knowledge or threat as the many streets of Austin were designed decades ago to encourage high speeds. 5. Specific need that I am familiar with: 5th and 6th street one way couplets, specifically the stretches from Lamar to Mopac, are incredibly dangerous for bikers and pedestrians. I walk and bike these roads multiple times a week and cars and trucks are regularly speeding due to poor design. Three lanes each way encourage vehicular speeding, particularly as cars approach Mopac. Kids walking to and from Austin high / people walking to the town lake trail are regularly made unsafe when accessing connecting trails, as is anyone else not in a car. Recommend returning these streets to two way along with lane reductions and
ASMP Inbox	<p>Hi,</p> <p>I want to make some comments on the Mobility Plan.</p> <p>I think there needs to be clear commitments on policies like transit priority and parking "right-sizing." Buses should get dedicated or at least priority lanes on the most important corridors, starting with Guadalupe. Minimum Parking requirements should be eliminated in most or all of the city and parking maximums considered.</p> <p>My husband was hit on his bike at 12th and Pleasant Valley. Please fully implement the bike plan as written: do not compromise in the name of feasibility.</p> <p>Thank you,</p> <p>(name redacted)</p>
ASMP Inbox	Reduce parking minimums

Source	Comment
ASMP Inbox	<p>The absolute core requirement of the ASMP is it must give residents the greatest possible flexibility to travel by the best mode choice for them, including all externalities. This means that expanding bike, walking, (scooter) and high capacity mass transit options and not encoding automobiles as privileged options with requirements like parking minimums or excessively wide and dangerous streets. We need to offer a built environment where it doesn't require a car to go from where the majority of people are to the majority of their destinations, which include downtown, UT, and major employers including the neighborhoods along Lamar, Guadeloupe and South First. There should be abundant bike, sidewalk and transit options all over those areas and allow appropriately large buildings to support more people living a compact and connected life.</p> <p>(name and address redacted)</p>
ASMP Inbox	<p>Dear Team ASMP,</p> <p>My wife (name redacted) are the owners and residents of (address redacted). We understand today as the deadline to voice any concerns about the currently contemplated Austin Mobility Plan – more specifically the proposed Bicycle Priority Network and how it may or may not effect Harris Blvd.</p> <p>Laura Dierenfield was nice enough to return Kelly's call and send us an email that explained the current status of the plan, and that there was no cold hard "plan" in place that would start implementing changes to our street. We understand that things need to be vetted, coordinated, approved, funded etc before anything happens, and that we would be brought into the process at some point. As designers we also understand that as this city grows at its current pace, city planners need to address traffic, density, mobility, affordability and a myriad of other concerns or else things will get worse, not better. That's the big picture.</p> <p>Our small picture, though, has to do with where we live everyday. We believe that the mopac improvements have sent cut-through traffic into streets like Harris and made them much busier. While we would love to see a sidewalk, maybe even a speed bump here and there, we worry about the increasing traffic on our street. A "quiet street" design could attempt to help this concern, but any plan that takes away parking on the street because of a bike lane really does the following:</p> <ul style="list-style-type: none"> - sends parked cars to side streets along the route and crowds those secondary streets - enables more cutting through and increases speeds along Harris since there is nothing to slow anyone down - given the narrow width of Harris only makes things less safe. Widening to deal with volume will only make Harris faster and more dangerous. <p>We are not ignorant to the changes happening here. We just think that a cumbersome, slow, neighborhood street beats by a mile creating any sort of default byway through our neighborhood.</p> <p>Thanks for your consideration. (name redacted)</p>

Source	Comment
ASMP Inbox	<p data-bbox="342 180 597 201">to whom it concerns.</p> <p data-bbox="342 239 1419 331">Thank you for your hard work on the Strategic Mobility Plan and thank you for reading my comments. The current draft of the ASMP represents a big step towards a more multimodal Austin. I am confident with some more work and revision, we can make an even better plan.</p> <p data-bbox="342 369 1419 562">As I'm sure you know, the goal of a twenty first century transportation plan should be to transition from autocratic mobility to a true multimodal transportation system. Car dependency has failed: we have a system that costs billions of dollars, kills 30,000 people a year, pumps catastrophic amounts of green house gases into the air, and doesn't even achieve its basic goal - induced demand means we can never truly eliminate congestion. Getting away from this system is imperative if Austin is going to</p> <p data-bbox="342 600 1419 693">The draft ASMP policies take some important steps towards this goal, but does not go far enough. I am concerned, though, that without specific goals attached to them, they will not go far enough. Here are comments on specific policies:</p> <p data-bbox="342 730 521 756">System Design</p> <p data-bbox="342 793 1419 987">Street design is critical for safe speed. I would like to see this policy commit to specific design speeds that will protect life. I am troubled that the intersection you show on this page is Lamar/Palmer one of the most dangerous intersections in the city - note the incredible road width, the slip lanes. and speed limits in the 50s. This is a system designed to maximize as many multi-ton vehicles moving as quickly as possible, not ensure safety or accessibility for anyone.</p> <p data-bbox="342 1024 797 1050">Land Use Policies - General Comment</p> <p data-bbox="342 1087 1419 1213">This section says the right things, but needs specifics to have effect. Imagine Austin's "compact and connected" could not translate to specific policies in CodeNext, something well-intentioned but vague like "Promote Transit Supportive Densities along Transit Priority Corridors" might not translate to concrete policies.</p>
ASMP Inbox	<p data-bbox="342 1255 516 1281">Good evening,</p> <p data-bbox="342 1318 1419 1411">I am writing to register my opposition to widening Escarpment Blvd through Circle C. This project is inconsistent with a neighborhood street and would create unsafe and hazardous conditions for residents and children in the area. Please do not pursue this project.</p> <p data-bbox="342 1449 456 1474">Sincerely,</p> <p data-bbox="342 1512 691 1537">(name and address redacted)</p>

Source	Comment
ASMP Inbox	<p>First, let me state that I work and walk downtown, where we have SO MANY SCOOTERS....</p> <p>And now they have been appearing everywhere around my home (around South 1st and Ben White Blvd)....</p> <p>I am very worried about safety (or the lack of) with these scooters. I feel these should be RELEGATED TO THE STREET ONLY - NOT SIDEWALKS. I cannot tell you how many times walking downtown I have been almost bowled over by scooters going the max 15mph, and with my mobility challenges I cannot move out of the way fast enough - and that's assuming I can see them coming toward me and not from behind.</p> <p>If we must have scooters, PLEASE REGULATE THEM SO THEY MUST TRAVEL IN THE STREET.</p> <p>I would be happy to participate in whatever panel or discussion group you have about this issue.</p> <p>(name and address redacted)</p>
ASMP Inbox	<p>ASMP,</p> <p>Please consider the following suggestions to improve traffic flow & safety.</p> <p>On major roadways like Lamar, Burnet, Braker, Airport, Enfield, 38th, 45th, Koenig:</p> <ul style="list-style-type: none"> *Time the lights; *Remove suicide lanes; add medians & restrict left turns; *Remove bike lanes & widen vehicle lanes; *Remove empty buses from schedule; provide small shuttles instead of oversized buses; add bus pullout lanes; *Remove pedestrian beacons at road level; provide bridges or tunnels instead; *Remove empty red line rail cars from schedule; no new rail line construction on major roadways. <p>General suggestions:</p> <ul style="list-style-type: none"> *Ticket red light runners; *Restrict electric scooter use; require helmets; ticket scooters on park trails; *Restrict bike use to slower, safer roads & add protective dividers for bike lanes; *Allow free use of toll lanes by cars w/ 4 passengers (HOV); *Use Houston as model to improve traffic flow; and <p>*Eliminate 1 cent tax for Capital Metro since no traffic improvements have been noted in</p>

Source	Comment
ASMP Inbox	<p>I have lived on Wathen Avenue for 38 years and am familiar with the need for street parking on Harris Blvd. for residents, repair personnel, landscape crews, family visits, to name a few. I believe the designation of bike lanes from Ethridge to Windsor would be a mistake as the street width is needed for the above needs, and traffic exiting Windsor onto Harris is often at a speed which would endanger the bicyclists.</p> <p>Parking on streets such as Wathen by people needing access to residents on Harris would cause a dangerous situation as there are children playing in yards and streets. Vehicle parking by residents/repair persons from Harris would block the view of children who could possibly be injured by a vehicle travelling Wathen or other such street.</p> <p>Thank you for your consideration to not install bicycle lanes on Harris Blvd. (name and address redacted)</p>
ASMP Inbox	<p>Either require Cap Metro to replace giant busses with smaller vehicles on routes that carry only a handful of riders or eliminate those routes. Either ban unlicensed vehicles or require APD to enforce traffic laws on cyclists who ignore stop signs and red lights. Use technology to make traffic signal lights more efficient. Return ALL lanes to use by vehicles carrying working &/or shopping people instead of mostly empty busses or exercising cyclists.</p> <p>(name redacted)Austin TX ☐</p>
ASMP Inbox	<p>To whom it may concern,</p> <p>I live at (address redacted), between 29th Street and Mohle. Between the hours of 3 and 6pm the traffic on Jefferson is such that we can hardly get out of our driveway. I cannot see how a traffic light can alleviate this, and can only see how it will hold traffic in both directions making it even harder for us to exit our driveway safely. Please send someone by during the late afternoon to observe the traffic congestion. I oppose the traffic light concept until proven wrong.</p> <p>(name redacted)</p>

Source	Comment
ASMP Inbox	<p>memo - read the article about the mobility initiative in the paper today and understand that Sunday is the last day to provide input. I didn't see an place to do that - so thought i would send an e-mail. My concern is with the scooters - the scooters seem to have taken over downtown Austin. They abide by no rules or laws and ride on the streets in traffic lanes, bike lanes, sidewalks and the trail. They go at fast speeds and don't seem to care about others or any cars that are around them - obviously this isn't always the case, but it does seem to be the case in the majority of situations I have observed. We live in downtown Austin in the Raney St neighborhood and the scooters are out of control. I live in fear that I'm going to hit one because they dart across the street in front of you with no regard for traffic or that they are going to hit me as I walk on the sidewalk. I know your concern is with mobility around Austin and in my opinion the scooters are, for the most part, not helping with that but are rather hindering. I do see a few folks taking scooters to get to work, bars, etc - but for the most part they seem to be a group fun activity - kinda like the Segway - just no tour guide.</p> <p>My understanding of the Austin law is the scooters are not allowed on the trail - but there are scooters there all day long - tonight from my porch I counted over 50. As I mentioned they are normally in groups and the folks who are using the trail as it was intended are constantly dodging the scooters and jumping out of the way. There is little to no signage on the trail saying that scooters are not allowed and there is no enforcement. The scooter companies even stage the scooters close to the trail which would encourage the usage. I honestly don't think most of the folks on scooters on the trail don't know they aren't supposed to be there. The scooter providers actually park their scooters adjacent to the trail..Duh, folks hop aboard and off they go.</p> <p>I applaud your efforts to address the mobility issue in Austin - but I truly wish we could get the scooters under control. Many other cities have banned them all together (walking in downtown Chicago was pleasant interlude to Austin's "scooterville" environment) - or strictly enforce the laws of where they are supposed to be - we need to follow suit. If the city does not intend to enforce laws or rules concerning bikes and scooters, than just don't bother to have rules or ordinances. As I read in a AAS letter to the editor today —"Keep the motorized vehicles off the trail."</p>
ASMP Inbox	<p>I wrote earlier on line that I am in favor of a bike lane on one side of Harris Blvd, as long as the opposite side is available for on-street parking. I live in the portion between Ethridge and Harris Blvd that now seems to be slated for bike lanes on both sides. Please don't do that! One side is enough for bikes.</p> <p>I need street parking for visitors, contractors, my yard crew, repair people, family etc, and I have a one lane narrow driveway. I have the last bit of sidewalk that comes north from Windsor Road on the west side of Harris Blvd, and I am delighted to know there will be more sidewalks on Harris and all over town. They are needed and keep the many people who walk and run on Harris Blvd, often with children in strollers and/or dogs, safer than being in the street.</p> <p>I have lived in my house since February 1971 and raised my children here. Now my grandchildren and 3 great grandchildren visit often, as do friends, many of whom would not be able to walk the distance from a side street in the dark for our weekly dinners or other visits.</p> <p>I appreciate your consideration.</p> <p>(name redacted)</p>

Source	Comment
ASMP Inbox	<p>Hi,</p> <p>How does one comment on the proposed changes that are planning to be made on Old Spicewood Road, from Loop 360 to Old Lampasas Trail?</p> <p>Thank you, Keith ☐</p>
ASMP Inbox	<p>Please don't make changes to Jollyville. The middle turn lane is needed. No one who lives here wants it changed! I can't stress enough how much of a hot button issue this is!!!</p>
ASMP Inbox	<p>Hi,</p> <p>In the ASMP bike policy 2 reads: "Complete the All Ages and Abilities Bicycle Network</p> <p>Provide a feasible, short-term, fully connected, comfortable system of on- and off-street bicycle facilities.</p> <p>What do you mean by feasible? Does this mean that ATD no longer thinks the bike master plan is feasible?</p> <p>I think the bike master plan is feasible, but implementation has been in seemingly random chunks instead of systematic. (There may be a system that is just hard to tell from the outside.) I think we need it, especially upgrading unprotected bike lanes to protected bike lanes. There is a world of difference between the protected bike lanes on, say, 3rd, and the unprotected bike lanes on streets like 38th and 12th. I should know - I was hit by a car on 12th street while riding my bike.**</p> <p>Anyway, it's alarming to see "feasible" here when we have an ambitious and mostly unimplemented plan sitting on a shelf. I would hate to discard that to spare money and right of way for roads and cars.</p> <p>Thank you!</p> <p>** I was hit in an intersection, so technically protected bike lanes would not have directly helped. Indirectly, more bike infrastructure could have raised the profile of people riding bicycles such that the driver would have looked more closely for bikes instead of turning left in front of me. That's a bit of a stretch, but I would still like a protected bike lane anyway.</p> <p>-- (name redacted)</p>

Source	Comment
ASMP Inbox	<p>Greetings ASMP team,</p> <p>We, the Westcreek Neighborhood Association board members, noticed and were concerned about the proposed road addition extending Brush Country through to Monterey Oaks. This particular road extension has been contested in our neighborhood for many years. At this current time, the city is collaborating with our neighborhood on the development of a greenway trail system through this tract. Improvements include advancement of native species, improved pathways and low water crossing, and construction of a pavilion. Is your team aware of these efforts? Are these road plans made with those efforts in mind? Our contact person with the city for these efforts has been Tracy Ho, Tracy.Ho@austintexas.gov.</p> <p>Thank you for your time and consideration. Michael Sarahan, on behalf of the WNA board ☐</p>
ASMP Inbox	<p>Attached are my comments on the ASMP policies. My name is on the comments, but you can delete it if you need to.</p> <p>Please acknowledge receipt of these comments.</p> <p>Susan Pantell</p> <p>*ATTACHMENT*</p> <p>To: ASMP Staff, Austin Transportation Department</p> <p>From: (name redacted)</p> <p>Date: Jan. 10, 2019</p> <p>Re: Comments on ASMP Policies</p> <p>1. Community outreach showed a strong interest in more and better transit, and a plurality of the public (42%) preferred Scenario C, which “emphasizes investing in public transit, bicycle, and pedestrian projects”.¹ Therefore, the ASMP should include an overarching policy statement similar to the following from San Francisco:</p> <p>Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.</p> <p>Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety. [S.F. Charter, Transit First Policy, 11/6/07. 2]</p>
ASMP Inbox	<p>2. In addition to an overall policy, the ASMP should set goals for multi-modal use. For</p> <p>I notice your plan seems to have removed the greenbelt status from a section of Walnut Creek. 2100 Park Bend area. It is also an area that you plan on putting in more concrete trails. Can this transportation project be beneficial to the environment when you plan on removing the greenbelt designation of an area so you can build more 10 foot wide concrete trails that are 98% recreational?</p>

Source	Comment
ASMP Inbox	<p>years and have been actively involved in issues that affect our neighborhood, including City of Austin programs.</p> <p style="text-align: center;">Currently BW-PH is a Safe Neighborhood including for Bicyclists</p> <p>In 2008-2009, the BW-PH Traffic Calming Group, in which I was active, had access to 6 years of summaries of police accident reports for BW-PH for the prior 6 years. These summaries showed the BW-PH neighborhood to have few vehicular accidents--if memory serves, most were one car accidents (DUI's)--and none involved bicyclists. Since then I have not heard of a single vehicular accident involving a bicycle in our neighborhood, so that would possibly be 17 straight years without a single vehicle-bicycle accident. The Safety Map that accompanies the proposed ASMP shows only one serious vehicular accident in our neighborhood (Kerbey Lane at 29th St.), and BW-PH is not depicted on another map showing areas in the City in the "Bicycle High Injury Network". By any standard BW-PH is currently among the safest neighborhoods in Austin for drivers of vehicles and bicyclists, quite possibly the safest. It should be kept that way.</p> <p style="text-align: center;">Proposed Bicycle Priority Network for BW-PH</p> <p>In the proposed ASMP, the following streets or street segments in BW-PH are proposed for the Bicycle Priority Network with the recommended bike improvements shown:</p> <ol style="list-style-type: none"> 1. Harris Blvd. from 32nd St.(south) to Ethridge Ave.-- "Quiet Street"; 2. Ethridge Ave. from Harris Blvd. (west) to Hartford Rd.--"Quiet Street";
ASMP Inbox	<p>There is a one word correction to the second last sentence in the second last full paragraph of my e-mail to you on January 11, 2018. The word "southwest" should be substituted for "southeast" so the sentence reads as follows:</p> <p>"If streets in BW-PH were in the Bicycle Priority Network, they would only serve as a conduit to places due south or southwest where most bicyclists will not want to go."</p> <p>I apologize for the confusion.</p>
Feedback Map	<p>As a volunteer of Austin Disaster Relief Network, creating a median barrier down East 51st Street will make it impossible to take a left into the ADRN driveway</p>
Feedback Map	<p>As an employee at Austin Disaster Relief Network, this will inhibit our access into the organization coming from the west. I am not in favor of 'blocking' access and ultimately causing accidents to because we would be forced to make a U-turn at the light or using the street behind the business in order to go 'around' from the back which will cause more traffic in the residential areas, more congestion in a quiet neighborhood.</p>

Source	Comment
Feedback Map	As a Staff Member of Austin Disaster Relief Network I find it an inconvenience to not have a left turn lane into our parking lot. It is also inconvenient for our many volunteers that come to help in operations and would especially be inconvenient in times of disaster would be particularly difficult for disaster survivors and the influx of many more volunteers.
Feedback Map	As an ADRN volunteer, I would hate to see a median impede access to the ADRN headquarters and Hope Family Thrift Store. These are key components to this community. Forcing cars to make a u-turn, or go through a neighborhood seems to create more safety issues than the current system. I support the idea of at least having a break in the median for turning.
Feedback Map	This does not help anyone but maybe a handful of people, it will be an inconvenience to many and it will hinder the businesses along that route of East 51st Street. One particularly is the Austin Disaster Relief Network which brings much help to people in need in the Austin and surrounding areas. The access to the ADRN facility is needed from all directions, not just one way in and out. This would cause a greater possibility of accidents having to take a U-turn on East 51st Street to get to the businesses that will be otherwise effected by this decision. Please dissolve this plan and use our taxpayer monies for something that is truly needed.
Feedback Map	I'm an ADRN volunteer and feel there needs to be access to our Hope Family Thrift Store from both directions at all times. The median would seriously impede access for East bound donors, which could create unnecessary traffic chaos during a relief effort.
Feedback Map	As a volunteer of Austin Disaster Relief Network, a median barrier down East 51st Street will make it impossible for people to get access to the ADRN headquarters.
Feedback Map	I am an ADRN volunteer and am concerned that this planned modification will limit access of volunteer as well as survivors to ADRN for training, survivor help as well as access to the HOPE center.
Feedback Map	As a volunteer at ADRN, and a local resident, I see the traffic into ADRN Headquarters and Hope Thrift Store on a regular basis. During "emergency mode", the traffic greatly increases and the need for easy access is imperative. Our city's mayor named ADRN as the main distribution headquarters after Hurricane Harvey. Easy access into our area was critical not only for drop-off ease, but for folks fleeing the Houston & Port Arthur areas for relief items. I'm urging you to reconsider the median planned which would block entrance to our facilities. Thank you for your consideration.
Feedback Map	As a volunteer of Austin Disaster Relief Network, a median barrier down East 51st Street will make it impossible for people to get access to the ADRN headquarters.
Feedback Map	As a volunteer at ADRN, this planned modification will limit access. I urge you to reconsider the median planned.
Feedback Map	Is it possible to include one or more breaks in the median for high-traffic entrances?
Feedback Map	As an ADRN volunteer, I would hate to see a median impede access to the ADRN headquarters and Hope Family Thrift Store. These are key components to this community. Forcing cars to make a u-turn, or go through a neighborhood seems to create more safety issues than the current system. I support the idea of at least having a break in the median for turning.
Feedback Map	I'm an adrn volunteer and shopper and this median will create a barrier for a much needed srvice to our city. I propose a break in the median to allow continued access to the store. Thank you for your consideration!
Feedback Map	I'm a longtime ADRN supporter, donor, and volunteer. This median will prevent volunteers from getting into the space quickly and efficiently.
Feedback Map	I am an ADRN volunteer. I'm concerned that the planned modification will limit access to our volunteers as well as survivors, donors and vendors that we help.

Source	Comment
Feedback Map	The 51st St and Cameron Road area is already a somewhat confusing area to navigate for those who do not go there often. Many disaster victims and donors take the left turn off of 51st (going east) into the ADRN HQ. Placing a median blocking that turn will only add to that confusion for these people. While I applaud the notion of providing better bike safety, perhaps there is a better way that accommodates both concerns.
Feedback Map	Putting a median in the section of 51st street opposite the Hope Family Thrift Store and Austin Disaster Relief Network could have a major negative impact on the ability to get traffic in and out, especially during times of disaster when as many as 1500 vehicles per day may need access, including semis hauling relief supplies to disaster areas. At the very least, there would need to be a break in the median to allow left-turning traffic coming from IH-35.
Feedback Map	I am an ADRN volunteer and donor and don't like the proposed improvements. The median will make it difficult for survivors & volunteers to make a left turn into the ADRN lot.
Feedback Map	unecessary
Feedback Map	long needed connection we own property along MLK near US 183 S
Feedback Map	So many of these connections are imperative to the sustainability of this city.
Feedback Map	I support a connection over the railroad tracks for a vehicle, as well as pedestrian and bicycle connection. Austin's lack of street connections all over the City is contributing greatly to its traffic congestion. The lack of connectivity also makes good transit difficult to provide. This problem can only be solved one street connection at a time.
Feedback Map	wESTERN tRAILS FROM WEST GATE TO SAGEBRUSH IS CONGESTED . CAPITOL METRO BUSES (5-6) AT A TIME TAKE THE WHOLE CAR LANE . WE HAVE TO ENTER THE MEDIAN TO GET TO WEST GATE. UNLESS YOU RELOCATE THE BUS HUB, IT WOULD BE VERY DANGEROUS TO A BIKE LANE. H IS
Feedback Map	When you travel EB on Wm Cannon under the Mopac Bridge, there are 2 left turn lanes to turn on to the NB Mopac Frontage. People in the outside left turn lane will often not realize it is left turn only and will go straight into a lane that the straight only lane travelers have an option to move to after crossing the Mopac NB frontage. Need better signage and obvious road markings, barricades, etc. to make it clear b/c accidents are near misses many times.
Feedback Map	Need to add guardrails on curves. Cars are going v fast through this section and could easily go off the road and hit cyclists and peds on the trail. Additionally, the intersections with the entrance to the mobile home park is far too wide and allows for cars to make very fast turns without checking for trail traffic.
Feedback Map	Continue to make ya'lls presence known at community gatherings as yall have been doing on the development of these "Proposed" improvements and reminders of how community to get involved, i know there are alot of hands involved with different projects, as transportation department i i feel it is still yalls responsibility to keep us connected to transportation related issues, thanks for all yall do!
Feedback Map	Buffalo Pass and Berkett needs a crossing guard.
Feedback Map	This is a VERY HIGH Traveled section. It should be given high priority as the missing piece creates a dangerous situation and also isolates an entire neighborhood from safe access to schools, library, park, pool, community garden, and more.
Feedback Map	Need to reduce speed limit. Cars from Manchaca use Shiloh as a short cut to acees West gate .
Feedback Map	I think the speed limit should be lowered to 45 mph. currently it is 55 mph which is way too fast for an urban roadway like this functions now.
Feedback Map	Wonderful idea. Blunn Creek has a lot of potential as a scenic urban trail.

Source	Comment
Feedback Map	Round about at Bruning and 53rd intersection. It is a very strange intersection currently.
Feedback Map	Not just multimodal along Powell, but also protection at midblock crossing to Georgian Acres park.
Feedback Map	In 20-year horizon, bike/ped overpass connecting E Powell to Rutherford. Possible center transit station.
Feedback Map	Need sidewalks for pedestrians walking from the bus stop on Burleson to employers and for kids/parents walking to the school. There is little room for pedestrians and there are drop offs next to the road to make it difficult to walk on the side of the road.
Feedback Map	There needs to be improved access to both east and westbound I-45 lanes for residents of Greyrock Ridge
Feedback Map	A signal is not warranted at this location. I'd rather see investment in other locations with higher traffic and pedestrian density.
Feedback Map	good idea - how does this tie into the violet crown trail?
Feedback Map	Given the speed of traffic on MoPac who in their right mind would trust a bicycle lane on MoPac unless it was physically separated from the cars. Here is a good measure of where a bike lane is appropriate - would YOU let YOUR 10 year old child ride in the lane to school unaccompanied? If you answer NO, then there should not be a bike lane there....
Feedback Map	Please keep the trees!! Some trees are close to the road - build around them!
Feedback Map	This is a Project Connect corridor, and transit priority measures including transit lanes should be considered.
Feedback Map	This is taking a long time to get implemented. Can't wait to see it done, but it seems like they work on it for one day and then a month goes by...
Feedback Map	This will be a disaster. Three streets come together here. Poquonock, Windsor and Pease. All three streets will back up here at rush hour. You need to eliminate this traffic light from the plan. You need to add consideration of cut through traffic in your policy statement for this master plan.
Feedback Map	STAFF COMMENT: Staff was provided a comment from a community member which expressed concern about this new signal proposal. The community member expressed concern toward heavy traffic and motorists cutting through the neighborhood during rush hour. The community member also suggested that a traffic light would encourage more drivers to cut through the neighborhood during rush hour. A proposal of this community member would be to study the implementation of a second left-turn lane at Lamar and 24th street to enhance safety.
Feedback Map	STAFF COMMENT: Staff was provided a comment from a community member with concerns about this proposed project, the proposed traffic light for 24th St. and Windsor Road. Concerns are showcased in the the quoted portion of this comment. The "proposed traffic lights will bring more cut through traffic to Old Enfield and Pemberton, neighborhoods that already suffer from cut thru traffic at all times of the day but especially during the afternoon traffic crunch on MoPac. In Pemberton, we already have problems with people speeding on Harris Blvd especially, a neighborhood street with no sidewalks. The more traffic there is on Harris, the more people will speed. In Enfield, three streets come together on Windsor at 24th St. This will be a rush hour nightmare. Yes, we live in inner city neighborhoods, but our children, walkers, mom's with baby strollers, and pets shouldn't be punished for this by the City's allowing our neighborhood streets to become heavily-trafficked."
Feedback Map	This light and the light at Harris & Winsor make no sense at all. Is the expectation to help traffic heading to and from campus in the morning and evenings? These two proposed lights are only a couple hundred feet apart?

Source	Comment
Feedback Map	We desperately need a ped/bike connection into Cedar Park on the 183/183A corridor. The highlighted area does not go far enough - it needs to continue North to Brushy Creek, where the current 183A trail dead-ends into the East-West BCRT.
Feedback Map	This zigzag is terrible, you have a double-triple crossover merge here in a very short distance as US183 is forced to have both lanes merge left, while the 183A exit has people merging across 3 lanes to the right to turn right on Avery Ranch. All within a few hundred feet. This segment is noticeably worse than the original US183, the toll road should not have been allowed to make the existing roadway worse.
Feedback Map	Manor could be a key road for moving bicycle commuters to central and downtown Austin. However, right now, it is not, even though there are bicycle lanes. That is because the speed limits are too high, and bicyclists simply do not feel safe biking on it. It is very important that Manor consist entirely of protected bike lanes.
Feedback Map	I don't see anything about signals. The protected left turn has cars almost plowing into pedestrians since they try to "shoot" through as the arrow goes away while pedestrians have started to cross. Why do car get to go through first. Send the pedestrians through and then give the cars a protected turn. The city says that safety is highest priority but the truth is that the priority is moving cars.
Feedback Map	Protected bike lanes are a must on W 6th. The sidewalks are too narrow for pedestrians and the influx of scooters and bikes. Please add protected bike lanes each way
Feedback Map	Why just this segment of 6th? The entire stretch of W 6th should be 2-way and have protected bike lanes. Let's think big! Imagine the benefits to tourism if this street became a top-tier bicycling/scooter corridor. 3rd St is great but it's not the famous destination that 6th is.
Feedback Map	Congress is in desperate need of traffic separated bike lanes all the way from the state capital, over the Congress Ave Bridge, and to 290/Ben White. This is a dangerous area to bike, where the unseperated lanes disappear and reappear every few blocks on South Congress, forcing bikes to weave in and out of fast-moving traffic.
Feedback Map	I agree with the other commenter that separated safe bicycle facilities are needed to cross Congress bridge.
Feedback Map	Unless this will be an underpass/overpass like Slaughter and LaCross on Mopac, this makes no sense. Need to keep this stretch of Mopac moving to avoid backups that will encourage drivers to drive through Circle C (Escarpmnt) to avoid the backups.
Feedback Map	Don't see the need for a signal at this intersection. This beats the purpose of SH45 and having signal free corridor to Mopac. This encourage people to use Escarpmnt and Slaughter or Davis to reach Mopac.
Feedback Map	I believe a light here will just increase traffic. There is not currently any traffic requiring signals
Feedback Map	Existing Lacrosse ave and Slaughter In intersections are being converted to underpasses. This intersection seems to be undoing the intent of those under-pass projects
Feedback Map	horrible idea - everyone will be stuck at that light
Feedback Map	Terrible, horrible, very bad idea. TXDoT probably won't allow it but even if they entertained the idea, why create another stop light after the one at La Crosse was just removed???
Feedback Map	We're nearly done with underpasses at Slaughter and Lacrosse. Why add a new bottleneck?
Feedback Map	Adding another avenue to Mopac out of Circle C will only bring more traffic into our neighborhood. Horrible plan! AND we were told South Bay would never be a cut-through to Mopac when we bought our home and asked that very question!
Feedback Map	South Bay should not be extended to connect with Mopac. Doing so would negate the traffic improvemnts at Slaughter and La Cross

Source	Comment
Feedback Map	The new underpass at Slaughter is so amazing, and I can't wait for the underpass at LaCrosse to open, as well! It would be so sad to see another traffic light pop up to take their place!
Feedback Map	Extending South Bay will create an increased safety hazard to the neighbors. It will open up the neighborhood to more traffic and crime as we have seen in other parts of Circle C. This addition is a poor use of transportation funding that will NOT benefit the people who chose to live in this part of Austin. This addition will only add additional unneeded impervious cover to the Edwards Aquifer recharge zone. This extension should NOT be constructed!
Feedback Map	It would be absurd to put a traffic light here.
Feedback Map	Expanding MoPac to freeway standards has taken a year, and untold millions of dollars. Now it is proposed to extend South Bay Lane and Dahlgreen to connect to a signalized intersection at MoPac? After eliminating lights at Slaughter and LaCrosse, finally allowing traffic to flow freely on MoPac, they want to stop it again at South Bay? This proposal needs to be shelved until they are ready to upgrade the intersection as they have done at Slaughter. Keep the traffic moving, because development isn't stopping.
Feedback Map	PLEASE extend south bay.
Feedback Map	This proposed signaled intersection will destroy most of the benefits of the current Mopac expansion project. This intersection needs to be a bridged intersection, providing unconstrained traffic flow on Mopac to SH45.
Feedback Map	Strongly dislike turning South Bay into a major artery running through Circle C. It isn't necessary and decreases the safety to those that use this area. It is already hard enough to walk across the street at South Bay at certain times of day just to get to the mailbox (cars flying down South Bay at 40+ mph).
Feedback Map	This is a terrible. It totally defeats the purpose of the Slaughter and La Crosse underpasses. It will also cause major back ups once the 45 extension is complete, since that purpose was to bring the Kyle/Buda traffic to Mopac.
Feedback Map	Why does the city want to stop the traffic after spending millions for a smoother flowing mopac? Southbay is so close to the bigger and broader Hwy 45 that was made for handling traffic. Pathetic. No traffic lights to destroy mopac
Feedback Map	This is not needed and not wanted. Huge construction is underway to allow massive traffic flow on Mopac. There is no need to join South Bay and the neighborhood does not want this project.
Feedback Map	This is a terrible idea for many reasons. All the work to make Mopac a true expressway will be for naught if a traffic light is inserted at South Bay. It will add a dangerous intersection where cars are going at least 65 MPH, and where there is no need for one. People living in the neighborhood don't want the extra traffic it would bring to the quiet streets. Please do not do this!
Feedback Map	This intersection doesn't seem to be busy enough to warrant a stoplight, even during some of the busiest shopping times of the year.
Feedback Map	I do not recommend a signal be installed at Escarpment and South Bay. The current increase in traffic is due to the construction along Mopac as non residents of Circle C seek alternate routes. The increased traffic will abate once Mopac, SW 45 and 1826 are finalized
Feedback Map	There is no need for a signal here. The traffic on this road will go down when construction on Mopac is complete.
Feedback Map	The need for a signal here is ridiculous and a waste of money. The only time there is traffic concerns is very small window during rush hour and this is only because of the construction on Mopac and Slaughter and La Crosse because of people using Escarpment as a highway alternative. There are much more pressing concerns in Austin than worrying about this four way stop!

Source	Comment
Feedback Map	A signal at South Bay and Escarpment is not needed. Adding a signal would disrupt the neighborhood. There is not enough traffic here to merit a signal, even with the temporary slight increase due to Mopac construction.
Feedback Map	There is NO need for a signal here. It would cause longer delays at the intersection per car. Once MOPAC construction is completed there will be less cars cutting thru Escarpment.
Feedback Map	I've passed through this intersection for 18 years, and even with the considerable growth in this area, a stoplight here is a complete waste of money and resources (not to mention necessity).
Feedback Map	This is wasted money since this intersection is very low traffic 23 hours out of the day.
Feedback Map	There is not enough traffic to warrant this "improvement". This is a residential area that will have cars ripping through at frightening speeds. Furthermore, mopac and then 45 passes right by there so why add a light? Keep mopac to 45 moving.
Feedback Map	No just no. There is no need for a signal here. Very low traffic area and will just hold up cars trying to utilize the intersection. Bad idea!
Feedback Map	No need for this signal, or improvements to all of Escapement between Lacrosse and 45. Perhaps improve the intersection at Lacrosse, to ease the 7:30am traffic when school is starting. Low traffic most of the time.
Feedback Map	Demand Camp Mabry re-open Fairview gate to allow full connectivity.
Feedback Map	We need a bus stop for Dove Springs Recreation users to come in a safer, easier way.
Feedback Map	Students from Magnolia Mist Ln, Walnut Grove Dr. and George St. area cross the Soccer field at early morning to avoid traffic danger on Stassney. Students have made a crosswalk to reach Inez Dr. for Mendez, Widen and the bus stops for charter school. A safe crosswalk with lighting is needed for this students trying to cross at dark early mornings to reach their school.
Feedback Map	Improve bike/pedestrian connectivity by connecting through through the vacant parcel SW and from there to Anderson Lane.
Feedback Map	Sidewalks are needed! Jefferson is too narrow for bike lanes. Perhaps install sidewalk on one side and bike lanes on other adjacent to street.
Feedback Map	The ASMP does not consider cut through traffic which has plagued neighborhoods adjacent to our major freeways, like MoPac and IH35. In addition, the ASMP should not call for 1/4 to 1/2 mile incursions of dense housing into neighborhoods bordered by "corridors" , You need to clearly define what you mean by "corridors" (and other terms in this ASM "Plan"). The ASMP is too vague to be a "Plan". It's a vision and a hodge-podge of ideas some of which make no sense. What Austin really needs is a transportation analysis by a competent outside firm and lots of input from the residents. We all live in neighborhoods and know how we use our local streets, as well as how we use streets in other parts of town.
Feedback Map	I second the idea of a sidewalk on one side of Jefferson and a two-way bike lane on the other. The neighborhood is highly residential, and there also must be attention to reducing dangerous pass-through traffic. It is appropriate for Windsor and 35th/38th Streets to be corridors to Mopac. It is absolutely inappropriate and dangerous for 29th, Mohle and Westover/Northwood to serve that purpose. Cars drive VERY quickly through this neighborhood and it is a serious danger to everyone who lives here.

Source	Comment
Feedback Map	Where exactly do you suggest the cars to go once there is a sidewalk added, bike lanes, the bus going down Jefferson etc. Maybe Jefferson should just be closed altogether and made into a parkway. ESRI is a great tool and a lot of information can be conveyed using it, but reading through this makes me feel like the city is trying to hide their plans in plain sight. How many residents do you actually think know about this website and can navigate it to understand the actual impact? How difficult would it be to give us a 'what is current' and 'what is planned' synopsis? I get two letters every time someone plans to makes changes to their home. How efficient is that?
Feedback Map	bike lanes as well as sidewalks are very needed here
Feedback Map	this is a critical bike connection and needs a bike lane on the West side of the street at a minimum. Jefferson should probably be rebuilt to focus primarily on bikes, pedestrians, and local traffic only. Cut through and Mopac access should be eliminated
Feedback Map	Told to staff at Old Quarry Library office hours: Need more sidewalks and safe crossings
Feedback Map	People walking to the library can't cross at the Far West intersection because there are no sidewalks so they end up crossing mid block.
Feedback Map	this path is used by people in the neighborhood to get to the library and the post office. It needs sidewalks.
Feedback Map	This is the hump-backed bridge over MoPac. With its 4 exit/entrance ramps it is too dangerous a location for "all ages and abilities" bicyclists. It's a good place for a bicyclist to be killed or seriously injured.
Feedback Map	Why is this left unconnected. This is a 2900 ft dead end street
Feedback Map	This is the kind of attention to detail that city planning needs!!! My personal preference would be that no road closed barriers exist in the city.
Feedback Map	I might like your recommendations if I knew specifically what kind of improvements you are thinking of for bicyclists and pedestrians. There have been improvements made at the intersection of Lamar and 29th over the years. What we don't need is a traffic signal at 29th and Jefferson in the heart of a residential neighborhood. There is a 4 way stop there that works quite well, even during rush hour.
Feedback Map	I live on 29th St and bicycle this stretch of road multiple times a week. 29th/Jefferson/Westover is an important bicycle route to connect Guad/Lamar to West Austin since MoPac is such a barrier. Cars parked along 29th between Lamar and Jefferson combined with the topography (steep hill just east of Lamar) mean that I'm forced to weave in an out of traffic between parked cars. We need bicycle facilities here to reduce conflicts between cars and bicycles and improve safety!
Feedback Map	I live on 29th St and I'm in favor of the traffic light at Jefferson and 29th. I'm against the addition of bike lanes on this stretch as this would eliminate on street parking for everyone that lives on this street.
Feedback Map	I live a block off of Jefferson and drive through the intersection of 29th at least four times a day. Installing a signal at this particular location is ridiculous and I would be very interested in reading the COA's feasibility study on this decision. The four way stop is adequate and keeps traffic moving at busy times. If a signal is installed, cars will back up to Westover, which is directly off Mopac. TERRIBLE IDEA!!
Feedback Map	This is a very important bike route but scary to ride currently. Bike lanes should clearly be prioritized over parking.
Feedback Map	Idocy to suggest signalization of 29th and Jefferson. There is nowhere to go. The fourway stop mitigates flow through the other 4 way stops until you get logjams at 35th and at MoPac. Dumb engineers.... 29th is too narrow for restricted bike lanes between Harris and Jefferson. Shared use only through that stretch.
Feedback Map	York Bridge Circle already has sidewalks that complete the entire circle. Except for crossing there is no need for additional sidewalks.

Source	Comment
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	people can use Leapwood sidewalks no improvement needed
Feedback Map	Pedestrian high-injury network - really need to identify some improvements. Also is route to expanded Brownie Park for dense multifamily near N Lamar. Inaccessible sidewalks (hydrants and lights in middle of sidewalk, curb ramps too steep). Delineate clear pedestrian paths for crossing from apartments to shopping - close up medians (with shrubs) where people shouldn't be walking, open accessible and visible cuts where they should.
Feedback Map	1626 should be 3 lanes on each side, please send someone out to feel the traffic during rush hour times to see for themselves. All the new homes being built and 1626 heading west to 35 is INSANE. The one lane each way now is a joke and was sufficient 30 years ago. There are so many apartments and new homes on 1626, it should be 3 lanes both sides at the bare minimum.
Feedback Map	Please do this! The trail goes out to the road and there is no sidewalk. There is also no lighting at night so it is very dangerous for pedestrians
Feedback Map	
Feedback Map	Yes to recommended improvements plus Five+ households complain of speeding on Thannas Residents recommend Speed bumps for speed mitigation (Status, not yet started)
Feedback Map	There is a need for speed bumps or any other speed mitigation on this street. Traffic goes too fast.
Feedback Map	This area has hit and miss sidewalks; apparently some developers didn't have to put them in. Please fill in the blanks on this often-walked street.
Feedback Map	I'm appreciative of the idea of transit priority by the 803 stop, however, we need to pressure the Domain to allow a more central bus stop/mobility hub.
Feedback Map	There is not any need to place sidewalks on this short dead-end street
Feedback Map	Schedule immediately.
Feedback Map	NO, stop making intersections faster/more convenient for car drivers and start making them safer for pedestrians
Feedback Map	Staked Plains should connect directly down the gully to BCRT. Bike and walking access.
Feedback Map	I want to make a 2nd recommendation for bike/pedestrian improvements to connect this to the Brushy Creek Regional Trail system. This would connect the lakeline mall and train station areas to the trail system via bike/pedestrian infrastructure.
Feedback Map	The missing sidewalk segment on the west side of Nueces from 7th to 8th is particularly infuriating. I'm constantly finding myself walking in the street.
Feedback Map	road should connect
Feedback Map	This is needed, the reverse commute using the east side sidewalks is dangerous as cars to do not look to the right when approaching a one way street.
Feedback Map	Totally necessary for cyclists!!!
Feedback Map	Great idea - currently difficult and unsafe to cycle from town to SW pkwy
Feedback Map	Need to add bicycle lane and reduce speed limit.
Feedback Map	Need to add yellow stripe to divide into two lanes.
Feedback Map	
Feedback Map	I would love it if the raised median could serve as a pedestrian refuge island, and if the median had trees in it. A PHB would be great in between West Ave and Guadalupe.
Feedback Map	A raised median along that stretch of 38th St is not going to be a safe haven for pedestrians. Your safest option is to cross 38th at the traffic lights. A median is going to encourage jay-walking and that could have some tragic results on 38th St with the volume of traffic it normally has.

Source	Comment
Feedback Map	There is little right of way available there. Where you going to put it? Why not consider a light at B?
Feedback Map	What is this love of raised medians? That area works really well right now with a chicken lane. Don't fix what is not broke.
Feedback Map	Traffic does not warrant signal. Do not add signals as would cause unneeded congestion. Traffic needs to flow, shouldn't signalize so much. Too many delays as it is...
Feedback Map	Please for the love of all things holy put in dedicated right turn lanes for those going east on Wm Cannon from MoPac Service road. It's a horrendous bottleneck and dangerous for the Randalls parking lot as it's heavily used as a cut-through. Pedestrians and bike traffic are not safe in this area at all.
Feedback Map	There is already an opening for bikes and pedestrians in the sound walls on the south side of 35th St on the northbound exit ramp of MoPac. Happy Hollow is an entry way in to the Bryker Woods neighborhood. Most drivers don't exit the neighborhood from Happy Hollow--the proximity of Happy Hollow at 35th to the MoPac exit ramp. The only pedestrians I ever see on Happy Hollow are the neighbors who live there.
Feedback Map	Yes! There is no way to walk or bike safely along this street that serves as a main thoroughfare for students getting to and from two schools. There needs to be sidewalks or a bike lane on this road!
Feedback Map	Only logical access for 2 neighborhoods and easy access for those in west Travis Country. Already congested when school starts/ends. Need dedicated right turn only lane quarter mile before reaching SW Pkwy.
Feedback Map	We need this improvement to access Oak Hill Elem by bicycle or foot.
Feedback Map	Right turn lane to SW Parkway off of Foster Ranch Road
Feedback Map	Off-highway trail to connect Arboretum to Domain is desperately needed - the area is quite dense but the only connectors or on highways or extremely busy intersections which makes non-car transportation dangerous.
Feedback Map	Braker Lane is now extremely difficult to travel by car because the number of vehicles is so high and is growing rapidly; Braker, being a major east west thoroughfare for cars is already overloaded, and the many apartments being built are greatly increasing the number cars. The lanes on Braker have been made too narrow to manuver safely. Texas has an abundance of drivers who own large trucks and SUV's on the road, and Braker Lane has many curves to negotiate making it all the more difficult and dangerous. The bicycle lanes along Braker are highly underused as it is. They are dangerous. Make Gracy Farms the main path for bicycles and return Braker to be bike lane free. -Safer for cars and will make travel safer for bicycle riders.
Feedback Map	I am a volunteer at the Austin Disaster Relief Network. This organization serves thousands of people who have lost everything in disasters. It is important that people and volunteers can have easy access to their location at 1122 E 51st Street. Your current plan has a median that blocks access to make a left turn for vehicles heading east on 51st street. They must drive several blocks to turn around to enter ADRN's facility which includes a thrift store that greatly funds relief efforts and provides free items to persons affected by disaster. I beg you to make a change to the plans to make a break in the median so that people in need and people who volunteer can keep the ready access to this facility that they so sorely need. Your current plan will greatly hamper the much needed efforts of this charitable work!

Source	Comment
Feedback Map	I am a volunteer at ADRN and feel that it would be more dangerous to have to find an alternate way to enter their parking lot should the left turn lane be eliminated by a median. I have worked during disaster response and know that the volume of cars entering and leaving their parking lot is very high. I think that it would be dangerous for the general public to have to find ways to make a U-turn to get to ADRN and/or Hope Family Thrift Store. This organization serves the greater Austin area in tremendous ways and I would ask that the city consider an alternate plan that wouldn't negatively affect this amazing non-profit. Thank you for accepting feedback.
Feedback Map	I am a volunteer at the Austin Disaster Relief Network. This organization serves thousands of people who have lost everything in disasters. It is important that people and volunteers can have easy access to their location at 1122 E 51st Street. Your current plan has a median that blocks access to make a left turn for vehicles heading east on 51st street. They must drive several blocks to turn around to enter ADRN's facility which includes a thrift store that greatly funds relief efforts and provides free items to persons affected by disaster. I beg you to make a change to the plans to make a break in the median so that people in need and people who volunteer can keep the ready access to this facility that they so sorely need. Your current plan will greatly hamper the much needed efforts of this charitable work!
Feedback Map	You should add a break in the median at 1122 E 51st, the Hope/Austin Disaster Relief Network facility. I'm an ADRN volunteer that has been there on both slow and busy days and this will really cause a problem for flow and traffic if there is not a break there. It will also cause confusion and really negatively impact the disaster victims and needy people from getting the help they need. Please put a break in. Craig F.
Feedback Map	I volunteer weekly at ADRN and there is always a lot of traffic coming into the shop. If there is not a break in the median it causes people confusion and stress as they have to find an alternate route to enter the property. People needing these services/resources need to have easy access to them. Please allow a break in the median to allow these people easy access to the resources they need.
Feedback Map	I volunteer at the ADRN offices located on E 52st near IH 35. Many volunteers & staff come to this office daily(typically 200-350 car/day). In addition, during times of and after disasters, many disaster victims come to ADRN & often 18-wheeler trucks are brought in to load supplies for disaster victims. The a median barrier will make it impossible for all of these people & cars/trucks to turn left into the ADRN parking lot. This will likely have a substantial impact on sales at the thrift store, which provides significant funds to ADRN, and for others to get to ADRN. Hundreds of people were served by ADRN in 2018 and thousands of survivors have been helped since ADRN opened their facility on E 51st in 2015. Each day, 200-350 cars drive into the ADRN parking lot a day and this number increases to up to 1,500 cars a day in times of disaster. 18-wheelers making u-turns would cause a huge problem for all who travel E 51st. Consider putting a break in the barrier at ADRN's entrance. Thanks.
Feedback Map	I am a volunteer at Austin Disaster Relief Network (ADRN) at 1122 E. 51st Street. I am requesting that the City of Austin revisit their plans for a continuous median on E. 51st St at the stated location. If there is no break in the median for eastbound traffic to access ADRN, it will greatly impede the ability of the community to provide support and disaster survivors access to needed services/resources. I thank you for your reconsideration.
Feedback Map	Please leave a full left turn access into Austin Disaster Relief and Hope Family Thrift Store.
Feedback Map	Please do not block the left and turn into Austin Disaster Relief Network. It is imperative that we our survivor and volunteers be able to reach is us with as little hassle as possible. Thank you.

Source	Comment
Feedback Map	<p>I would like to recommend that a break in the median be put in across the street from the Austin Disaster Relief Network/HOPE Family Thrift Store headquarters. ADRN has served thousands of disaster survivors over the years and the Thrift Store has given away FREE clothing, shoes, goods, supplies to more than 6,000 survivors since March 2015. The traffic flow into this site is between 250-350 cars per day outside of disaster and between 1,500-2,000 cars per day in times of disaster. Building a median that would cut off this amount of cars into the ADRN driveway could greatly impact the organization. ADRN is able to help so many people by the success of the Thrift Store to every day clients in the community (many come off of I-35). With the current ASMP plan, many of ADRN/HFTS Clients, survivors, volunteers, donors coming from I-35 would have to drive several blocks down 51st Street to do a U-Turn and come back up. Also, ADRN shipped nearly 200 semi's from this site during Harvey.</p>
Feedback Map	<p>I am an ADRN volunteer, and have been coming in regularly every week. There are hundreds of cars that need access to the Thrift Store (for survivors & volunteers), the ADRN headquarters (all survivors must come here to get help), and the Hope Prayer Room that survivors and others come to pray and be encouraged. The median would force all of those cars to make a U-turn, get off the main road and turn around in a neighborhood, or come through a neighborhood road on 52nd, and come back on Lancaster. Leaving the building and needing to go east, presents the same issues. There needs to be a break in the median to allow people to go east on 51st Street. This is a critical area that donors need to be able to access in order to provide for survivors of disaster. Thank-you for considering my input.</p>
Feedback Map	<p>I don't like the recommended improvements. I work on the north side of 51st St at Austin Disaster Relief Network, and this project would greatly obstruct my ability to pull in off Hwy I-35.</p>
Feedback Map	<p>As a frequent volunteer and supporter of Austin Disaster Relief Network, I do not like the proposed blocked access coming from 35. Having to navigate a U-Turn is as dangerous as just crossing traffic as there is a break. Please do not block access to ADRN when coming from 35.</p>
Feedback Map	<p>I work off of Hwy 183 and Riata Trace Pkwy. I am an ADRN volunteer, and donor. I drop off donations to the H.O.P.E. Family Thrift Store frequently and visit the office staff periodically. I also attend training for volunteers at the ADRN location on 51st. Street. The Access Management project would restrict me from turning left from 51st Street into the ADRN location. I am also concerned that this project would severely decrease the availability of visitors and survivors of disasters from accessing ADRN and the H.O.P.E. Family Thrift Store to use the vouchers for desperately needed supplies and clothing.</p>
Feedback Map	<p>I volunteer at the Austin Disaster Relief Network, located where the proposed median would block direct entrance to the property. The median would directly affect the ability of this nonprofit organization to serve thousands in the greater Austin area who seek assistance both from ADRN and from the thrift store. When Mayor Adler asked ADRN to be the city's central distribution point for welcome kits to Harvey survivors, hundreds of Austinites were able to safely drive to ADRN to assist. I am asking that you put no median, or at least a break in the median in front of this very vital and affective organization's property, so their work is not hindered.Thank you. h</p>

Source	Comment
Feedback Map	I work off of Hwy 183 and Waterford Centre Blvd. I am an ADRN volunteer and donor. I don't like the recommended improvement. I drop off donations to the H.O.P.E. Family Thrift Store and visit the ADRN office staff frequently. I would recommend, at a minimum, the City create a "break" in the median (in front of the ADRN/H.O.P.E. Thrift Store location) to allow the approximately 200-350 cars per day that come onto the lot outside of a disaster and up to 1,500 cars per day in times of disaster. This Access would have a huge impact on the number of cars that would have to make a u-turn to get to the headquarters. During hurricane Harvey relief efforts, ADRN shipped the majority of the 203 semi's of goods from their headquarters. This can also create a real problem for the shipping of disaster goods. Thank you very much for your consideration.
Feedback Map	As an ADRN donor I think the city needs to creat a 'break' in the planned median to provide unhindered access and traffic flow into the ADRN/Thrift Store facilities. ADRN assist hundreds of families in need during times of terrible stress and trauma.. The last thing they need is to make it harder to access the ADRN facilities. Thanks for listening!
Feedback Map	Putting a median before our headquarters along E. 51st would have detrimental effects to Austin Disaster Relief Network and those it serves. Our Hope Family Thrift Store is in place to serve the community and survivors of disaster 6 days a week. Our headquarters will have hundreds of volunteers in a day during larger scale response, and in Hurricane Harvey Relief in 2017, there were multiple days where nearly 1,000 vehicles/day came to drop off supplies. Not having access to this parking lot on the east bound side would not only frustrate and impair the ability of generous donors of supplies and volunteers during response, I perceive it would also increase the risk of accidents and safety liability for those travelling along E 51st. My recommendation would be to either not have the median at all, put the median further down from I 35 or at the very minimum, have a break in the median for people to enter/exit.
Feedback Map	I work in this location and this improvement will hinder the access for our constituents, especially in times of a disaster events. ADRN has been actively engaged in providing services to help the needs of our local communities of the Greater Austin areas during disaster time. Implementing this roadway improvement would be detrimental when people are already in a crisis state. There has to be an alternative option for this. Maybe create a driveway that enters from Cameron Road or even allow the left turn into our main entrance for specific time of the day?
Feedback Map	This would cut off accessibility to ADRN, an organization that I serve our community with. ADRN is a vital part of local disaster recovery, and limiting access to this organization would the love and resources ADRN provides to survivors.
Feedback Map	I work at this location and changing the current structure of this area woud make add more time to get to work. I would have to circle back to another few streets just to be able to find Landcaster Lane in order to ge to the office. I work at ADRN. This does not give much option if there was an accident or issue on 51st Street. Also, many of our customers are the Thrift Store would have the same problem I would have. The Thrift store and ADRN are crucial community service organizations to this community and others in the surrounding Austin area.
Feedback Map	I have volunteered at ADRNin the past and plan to as soon as my grandson is a year old.I live in North Travis County and have to use 51st street to go to ADRN Hope Family Thrift store.This change will make it hard for Volunteers, clients, employees and for peopple who so generously donate items especially in times of flooding and fires in the Central Texas area and in other areas in Texas. The Hope Family Thrift Store has been designated by the mayor as a drop off point in the past for providing relief for those who are survivors of disasters locally. This particular plan seems to go against Austin Values .

Source	Comment
Feedback Map	I volunteer at ADRN. This change will make it difficult for staff, volunteers, and survivors to access the Hope Family Thrift store and ADRN headquarters. Less people will donate in times of disaster which reduces ADRN's ability to respond to disaster victims in the Austin metro area.
Feedback Map	As a long term volunteer with regular requirements to be attend meetings and support during disasters, placing a raised median without a designated turning lane for the numerous volunteers and customers would be a big mistake. ADRN provides a tremendous amount of support to the Greater Austin Area in times of disaster and in preparation of such times. Please consider a solution that would best accommodate traffic flow to the ADRN driveways.
Feedback Map	I have been a volunteer and donor for ADRN for many years. It's hard enough to get to the location of the thrift store and headquarters without limiting this access. ADRN serves many people in times of disaster. Please don't make it more difficult for them to get to the thrift store or for volunteers and donors to help them.
Feedback Map	I love to volunteer for ADRN. They are an incredible organization that provides a great amount of assistance to people in great need. Changing the access road would seriously affect their ability to provide the assistance they have been able to provide in the past.
Feedback Map	I am a volunteer with ADRN. I would like to see a break in the median to allow access for eastbound traffic coming from I-35 and beyond. We need to ensure ease of access to those that utilize the services of ADRN.
Feedback Map	Please include a left turn access for Hope Thrift Store & Austin Disaster Relief Network as it is very important for the disaster survivors, people dropping off donations, as well as the many volunteers to be able to easily reach these buildings. Thank you for considering this improvement.
Feedback Map	I am the general manager of the ADRN Hope Family Thrift Store and daily see the hundreds of people coming into the store. For them, as well as the disaster survivors and the daily volunteers that come to make this charitable organization run, having a median hindering easy access into our parking lots seems a detriment rather than an improvement to the neighborhood. Also consider the daily donations received as well as the trucks filled with disaster supplies that go out of our location during disasters. ADRN partners with the City of Austin to meet the needs of disaster survivors. I would hope the city would want to support ADRN in this request. I recommend that easy access to our parking lots be considered a priority by not placing a median until further east down 51st street.
Feedback Map	Please consider making a break in the median or include a left turn lane instead. It'll also cut down on U-turns at the main intersection which could increase risk. I work at ADRN and would like the survivors we work with throughout the year to have the easiest access possible to the assistance they need. Whether through supplies and clothing, or our generous volunteers who come in daily, reconsidering another solution would greatly help the support of survivors.
Feedback Map	I work at ADRN and would like to recommend opening up a break in the median so all entering ADRN have easy access. During times of disaster ADRN will need to provide easy access to the hundreds of survivors they assist. In addition, ADRN will have heavy traffic for donors as well. A raised median without an opening would very much hinder the good work ADRN provides for the city and 5 surrounding counties during times of disaster.
Feedback Map	as a frequent volunteer at ADRN I would hope that some type of break in the median to allow access to this address would please be considered.

Source	Comment
Feedback Map	I am a volunteer, employee, and donor of Austin Disaster Relief Network. A median blocking left hand entrance into 1122 East 51st St. would create a difficulty for those seeking help after a life-changing negative event. During Hurricane Harvey response, literally hundreds of volunteers, donors, and survivors enter our organization and together we were able to accomplish amazing things for so many fellow Texans that needed help. Let's keep this community asset easily accessible to all who need help and those that have the heart to serve.
Feedback Map	As a frequent volunteer at Austin Disaster Relief Network and a donor, I am very concerned about this project. There needs to be access to the Thrift Shop as well as the headquarters. On a daily basis as well as during disaster events many people need to access the ADRN headquarters. Please reconsider and change this project so that traffic from W 51st and I35 can easily access the ADRN headquarter property!!
Feedback Map	I am a volunteer with the Austin Disaster Relief Network and a donor. This project concerns me because a raised median without a break would make it very difficult for survivors, volunteers, donors, and Thrift Store shoppers coming from IH-35 to access ADRN. This wonderful organization and the Thrift Store has assisted thousands of survivors since they opened. Please consider creating a "break" in the median in front of ADRN so people can make a left turn directly into the parking lot.
Feedback Map	I'm a volunteer and donor to the Hope Thrift Store. Road improvements are generally a good thing but please consider starting the median after the store entrance. The people who use the store would gratefully appreciate easy access to the parking lot.
Feedback Map	As an Austin Disaster Relief Network volunteer, I am asking you to consider leaving free access into and out of the ADRN and Hope Thrift Store parking lot. A median in front of the facilities would greatly hinder access. Thank you!
Feedback Map	I work at Austin Disaster Relief Network, and oppose the proposed median. The median will significantly impede the flow of traffic into our headquarters and thrift store. Please either redesign the median to allow left turn access into the thrift store parking lot, or eliminate the median entirely. Thank you.
Feedback Map	I'm a supporter and volunteer for ADRN, and am very concerned about the hardship the proposed access management changes will make. It's already difficult enough to control traffic flows when we have disasters. I ask that you reconsider the design to make access through the median for Austin Disaster Relief access.
Feedback Map	I am an employee. Try putting in crossing lights like the one on Cameron Rd. That would even work better for disasters times when the overflow is in Home Depot parking lot. But please do not hinder turning and out to one direction.
Feedback Map	I'm a volunteer and supporter of Austin Disaster Relief. I do NOT support putting in the median in front of Hope Family Thrift Store because during an actual time of emergency we have hundreds of vehicles coming in to donate and get help, having only one way to turn in will not only be problematic to our business in general but to the large 18- Wheelers and other vehicles who need to get in and get out. You wouldn't put a median in front of a firehouse during an emergency so why hinder our business for future emergencies. You say you're putting in the median to make it safer when in reality that's just going to encourage jay-walking instead of putting in a median put in a crosswalk similar to the one in front of HEB on Oltorf and Congress, that truly will make it safer. Please take my considerations seriously. Thank you.

Source	Comment
Feedback Map	Please! Do not put a median on 51st St. in front of the Hope Family Thrift Store and the Austin Disaster Relief Headquarters. We have hundreds of vehicles entering and exiting - especially during and following a disaster. They bring tons of donations and we have 18 wheeler trucks coming and leaving. As an ADRN volunteer, I am very familiar with this issue. It is critical that no median will be put on 51st St. in front of both entrances to the ADRN property. Thank you for considering this critical issue.
Feedback Map	A median in front of Austin Disaster Relief Network (ADRN) is NOT ideal for the survivors of disasters. They need easy access to the offices and Hope Thrift Shop. Please consider a break in the median so important, free help is provided to so many.
Feedback Map	This median would make it very difficult for access to the Austin Disaster Relief Network offices and Thrift store. This non-profit assists so many people in our community every day and it would be negatively impacted by this median blocking the entrance. Please consider a break in the median.
Feedback Map	I go down there a lot and like the businesses on both sides of the street and would like to keep the access as it is. There are many other areas that really need the access improvements a lot more than this location. I have never had any issues turning, and don't understand why you want to make it harder to access the businesses there. Traffic clears up quickly after rush hour, and the round-about has made a big improvement in the traffic. This was just recently completed and probably wasn't taken into consideration when this was initially put on the list. When I heard about this, I was hoping that it was for feedback on prioritizing projects. Please seriously consider those areas that really have non-stop traffic issues. Before proceeding, I would recommend following up in a year or two after you have had more time to evaluate the impact of the round-about and I-35 access changes.
Feedback Map	A signalized intersection is a great idea. It needs to have pedestrian crosswalks. Too many pedestrians cross unsafely here or further North on Red River, without any signal.
Feedback Map	There are two middle schools on Huntland (one is Pre-K-8th), but it's a 4 lane road with gratuitously wide car lanes. Please narrow it or find another way to slow the cars down.
Feedback Map	I bike this road and it's horrifying. Please separate the bike lane from the car traffic.
Feedback Map	I'd like to see protected bike lanes here, as there's little to slow down vehicular traffic. A roundabout at Palace Parkway would be helpful to mitigate speeds and ease the wait to turn from Palace onto Dittmar.
Feedback Map	Also, it would ease congestion if you make Davis two lanes in each direction from Brodie to West gate.
Feedback Map	Also, should make it four lanes from Brodie to Manchaca
Feedback Map	Please complete the sidewalks
Feedback Map	I support this improvement. More lanes mean more throughput.
Feedback Map	This seems overkill. Light at La Cross is the bottleneck. Road itself seems to have plenty of capacity to carry neighborhood traffic. Increasing capacity moves it away from a residential street. Rather see 1826 and Mopac be the main arteries, and better spaced out. Escarpment used to expand to 2 lanes through light at La Cross, but got converted to turn lane onto La Cross causing congestion. Congestion got really bad as people sought to avoid Mopac during Slaughter overpass work. Think major improvement could be made by bringing back expansion to get more cars through the light without making road 4 lanes to Slaughter. Why make an express way through a residential neighborhood and preserve?

Source	Comment
Feedback Map	Expanding Escarpment to four lanes would change the Circle C neighborhood negatively. The current road way sustains neighborhood traffic
Feedback Map	This stretch of Escarpment should remain 2 lanes. It is a neighborhood blvd with relatively slow speeds and safe for the many walkers, runners, cyclist and children who move through the neighborhood. Expanding lanes will make Escarpment a thru-street for those who live outside the neighborhood looking for a short cut. With the improvements on Mopac and the upcoming southern Mopac extension coming on line, there will be adequate roads for those who need to travel around the neighborhood.
Feedback Map	This is a much needed improvement. It would be nice to keep it as a single lane road, but the fact is that traffic on it is bad between LaCrosse and Slaughter. Many times now, it backs all the way up to Slaughter in the evenings, causing problems at the intersection and in turn backing up the left turn lane on Slaughter. Time to expand.
Feedback Map	The much needed expansion must preserve and improve the safety of the bike lanes. The bike lanes are heavily used and daily mis-used by vehicular traffic. I would strongly recommend adding protection/division/separation to the bike lane.
Feedback Map	I am opposed to turning Escarpment into a four-lane roadway due to concerns related to increased traffic and reduced bike/ped safety.
Feedback Map	This is a residential blvd that should not be expanded to 4 lanes. Traffic is fast and impatient enough- expansion through main roads (mopac, 1826) should be the focus, not encouraging more traffic in our neighborhood.
Feedback Map	it makes little sense to expand this - once MOPAC is improved all traffic show go there. I would wait until then and relook at the issue with the new traffic flow
Feedback Map	This is a residential blvd that should not be expanded to 4 lanes. Lots of kids on the road
Feedback Map	Focus on traffic volumes for 1826 and Mopac as N/S arteries. Too many kids, joggers, cyclists at risk with increasing traffic through a residential neighborhood.
Feedback Map	Firstly, what good does this do if Escarpment between La Crosse and Slaughter is not also upgraded to four lanes? Secondly, by adding additional lanes you will encouraging folks to use this route vs. using 1826 or MoPac.
Feedback Map	Not a good idea at all. If anything, please consider dropping the speed limit to at least 25m/hr. Too many kids walking/running/riding bikes, folks walking/running, a lot of pets. Concentrate on routing traffic away from the busy neighborhood!
Feedback Map	This is a bad idea! Why would you put a 4 lane roadway thru a residential neighborhood where there are many pedestrians and cyclists (mostly children) traveling to the nearby elementary school and community pool. Plus, many large Live Oak trees would need to be chopped down to accommodate the roadway, plus it would encourage people to speed through the neighborhood. This area of Escarpment is backed up now because it is used as an alternate route because of the construction on Mopac at La Crosse and at Slaughter. Once that's completed, traffic will ease on Escarpment. If anything, expand 1826 - it is a dangerous 2-lane roadway that is traveled heavily.
Feedback Map	Probably one of the worst ideas that Austin has come up with and that is saying a lot. Rip out all the green space and throw a highway through a neighborhood, terrible idea. Please someone in charge re-think this and throw this plan in the trash where it belongs.

Source	Comment
Feedback Map	A large part of "community safety," is NOT having 4 lane roads cutting through the neighborhood. This area is not only next to several child facilities but I observe many of HEB's employee's that have to WALK to work taking this route as well, not to mention our parking for the park area, and the dog walkers that range in the 100's. I have lived in the Circle C area for over 15 years and find this plan for traffic congestion is a colossal waste of time, resources and tax payer money. This is a neighborhood that protects its residents and I could not imagine anyone who lives in this subdivision thinking this was any type of solution.
Feedback Map	I am opposed to the 4-lane expansion of Escarpment. Escarpment is a residential boulevard that runs through several neighborhoods, in addition to Circle C, and children rely upon it to bike to school and parks. Additionally there are walkers, joggers, bikers and visitors to the green belts that are immediately adjacent to the boulevard. The nearby expanded Mopac should be the primary thoroughfare and the focus should be on routing traffic out of the neighborhood and to MoPac, not encouraging more traffic by widening Escarpment. A cross street to MoPac at South Bay would be helpful in this regard. Thank you.
Feedback Map	This is a terrible idea that would have a significant negative impact to the neighborhood that Escarpment runs through. Increasing the number of cars and removing trees/landscaping would be detrimental to the happiness and safety of the residents.
Feedback Map	This proposed change would encourage people to traverse a residential area to access commercial spaces on Slaughter. 4 lanes will require that the live oaks lining the Escarpment median to be removed. Oddly enough the proposed 4 lanes would end at Lacrosse creating another bottleneck on Escarpment between Lacrosse and Slaughter. Current traffic does not warrant the expansion and the improvements to Mopac (when completed) will drive even more traffic away from Escarpment.
Feedback Map	The MOPAC upgrade and South Bay extension to MOPAC will make this proposed Escarpment expansion unnecessary. The proposed Escarpment "improvement" is an awful idea that would have a very negative impact on the part of Circle C that Escarpment runs through. Increasing the number of cars and removing trees from the current median would be detrimental to the happiness and safety of everyone in our neighborhood.
Feedback Map	Four lanes are not needed for this neighborhood road. Bad idea. Anyone looking to use Escarpment as a shortcut will more than likely be speeding - they need to stay on the highway, not by the kids biking and people walking. Make the treacherous 1826 bigger! I fear for my middle schooler who has to ride the bus on that terrible stretch of road. It's so dangerous.
Feedback Map	Once MOPAC and 45 connects with I-35, this expansion to 4 lanes will be needed. The traffic flow will increase drastically in this part of the town. City is doing this proactively before traffic clogs any inner roads.
Feedback Map	Escarpment is a 4 lane road north of HEB. This is a much needed expansion since the community has expanded south into Avana and many cars flow through this road. Also, once I-35 connectivity is established through the toll road, there will be an increase in traffic.
Feedback Map	MoPac improvements will expedite north-south traffic this permitting quick access to commercial space on Slaughter without unnecessarily developing a highway through a residential community. Current traffic does not warrant killing trees and the planned Elementary school in Avana will further reduce traffic congestion on Escarpment in the morning

Source	Comment
Feedback Map	there are def pluses and minuses with this but the simple fact is with the new road we are going to see development / traffic increasing in the years to come and this is something that will have to happen eventually. lets get ahead of something for the first time in the history of Austin road planning. It might suck now but in the coming years it will be mandatory.
Feedback Map	Expanding this section of roadway is unnecessary and will encourage more "cut-through" drivers through the neighborhood. There are many children and bus-riders on this section of road and I fear that expansion will reduce safety for those who live here. The bottleneck seems to happen closer to the lacrosse intersection, which does not show improvement in this scenario.
Feedback Map	There is increased traffic on Escarpment, due to construction of underpasses on Mopac (at Slaughter and Lacrosse). When that is complete, traffic on Escarpment will be lot less, which does not need additional lanes. There are no commercial building in this stretch that needs two lanes. Also unless Escarpment between Lacrosse and Slaughter is made double lane, this improvement will not help.
Feedback Map	No. Not necessary or wanted for all reasons listed by others below.
Feedback Map	Escarpment is literally the perfect road. Traffic flows great, bike lanes are safe for bikers and joggers, and the sidewalks are great for walkers. Please don't ruin it by adding extra lanes. They are not needed and would *reduce* mobility by making it harder to turn left across more lanes. There are already great roads around Circle C (Mopac, 45, 1826, Slaughter). We don't need Escarpment to become a major thoroughfare. The only possible improvement would be to extend the right turn lane onto Lacross. That does back up in the morning as parents drop their children off at Kiker. But adding another lane to fix an intersection issue is overkill. Also, once a new elementary school is built, morning traffic at Kiker will decrease.
Feedback Map	The stretch from Lacrosse to SH45 is one of the safest and best stretch is circle C. I would take that road just to admire the trees and how well it is laid out. Like somebody else had suggested, just improve the right turn on to lacrosse for Kiker. And may be improve the 4 way stop way sign where folks use bike lanes as right turn lane at the stop sign.
Feedback Map	Horrible plan. Escarpment is a neighborhood roadway with bikers, walkers, and cars moving in a safe manner. Adding additional lanes will eliminate the beauty of our neighborhood and quite possibly endanger our bikers and walkers by having traffic that should utilize Mopac come onto Escarpment instead. Just a horrible idea.
Feedback Map	I am strongly against modifying this section of Escarpment for many reasons, but it would encourage use of Escarpment as a bypass for Mopac/45 and probably require the removal of many trees.
Feedback Map	One of the best reasons to love our neighborhood is Escarpment, the way it is. Any wider, and it will become a thoroughfare; dangerous to cyclists, runners, walkers, etc. The greenery we have entering the neighborhood from Slaughter all the way to 45 is so beautiful and unique to Circle C. If Escarpment is expanded it will become another "short cut" around road construction. Once 45 and Mopac (at Slaughter and LaCrosse) road improvements are completed, I believe we will see mobility improve without the need to take away a neighborhood street. Just, NO!
Feedback Map	The proposed changes to Escarpment are negative from many perspectives. The trees there provide many benefits and are unique to the landscaping in this development. The current traffic backups are short lived while the effort to keep people from exceeding the posted current speed limit is perpetual. During "non-peak" traffic hours, it is not unusual to find people driving 10 to 15 miles over the limit now. It seems widening will only encourage people to view this as a wider path for speeding. Walkers and children on bikes are already at risk. NO!

Source	Comment
Feedback Map	For all the reasons stated below I will add my NO to this project. It would jeopardize the walkability of Escarpment, increase the speed and amount of traffic and potentially destroy a significant number of trees
Feedback Map	Pointless unless the stretch from Lacrosse to Slaughter is also widened, but more importantly, there are no commercial developments along this stretch. Let the pass-through traffic go to 45, Mopac, or 1826.
Feedback Map	A 4-lane corridor would provide nothing but a race-track through the neighborhood. The biggest source of constraint begins at the intersection of LaCrosse/Escarpment and travels thru Slaughter/Escarpment. Fix the flow thru those areas and that's all that's needed on that road.
Feedback Map	
Feedback Map	
Feedback Map	I am concerned about the safety implications of expanding Escarpment and creating a lot of cut through traffic from 45. There is a lot of pedestrian traffic including children walking to school along this route. While I do accept that two lanes in each direction from LaCrosse to Slaughter would be an improvement, having two lanes in each direction through to 45 seems like a dangerous change. There is very little traffic between Redmond and 45 even at rush hour, so the extra lanes would only encourage more traffic without alleviating any existing pain points. With most of Kiker's close to 1200 students living within the walk/bike riding zone, it is imperative that traffic on Escarpment be kept to a safe volume. Additionally, the current tree-lined center median and bike lanes add a beautiful character to the neighborhood, and it would be a shame to lose it while also seeing a dangerous increase in traffic.
Feedback Map	There are no traffic problems on this stretch today. Adding capacity would induce demand and drive people off of mopac and through a clearly residential area. this is a non-starter all the way around
Feedback Map	Been in the neighborhood over 20 years and dislike any widening of Escarpment that would cause increase traffic, noise, and light pollution. Improvements being made to Slaughter and Mopac should be able to carry the load without disrupting the our neighborhood's original design.
Feedback Map	Another poor proposal. There is not a need to increase traffic on this stretch - It is a residential road and suffers no congestion. Widening would promote more commuter traffic to pass through during rush hour - which is peak rush hour for children walking and riding bikes to school. This would be a dangerous mix! Keep commuter traffic on Mopac - Didn't we just shell out millions of dollars to improve Mopac? Safety for the foot traffic is the most important issue why this plan is poor, but it's also worth mentioning it would completely ruin the character of the neighborhood. A truly poor idea!
Feedback Map	This ios a neighborhood with many amenities that draw a lot of foot traffic, bicycles, runners, walkers. Expanding Escarpment to 4 lanes - effectively making it a major thoroughfare will only increase traffic and cause a dnager situation for the people (many of whom are children).
Feedback Map	Please DO NOT make Escarpment an expressway through this beautiful NEIGHBORHOOD. Improvements to 45, Mopac, and 1826 are the best projects to move traffic. The bottleneck, as noted by many posting on this site, is the intersection at LaCrosse and Escarpment, mostly during school drop-off and pick-up times. Expanding the right turn lane would help that. Tearing out the beautiful large trees in the median and making a 4-lane race track will NOT help ANYTHING. Please, please, please DO NOT do this.
Feedback Map	This is a residential area with numerous bikers and walkers. The proposed expansion would not solve any traffic situation only put numerous individuals, many children, in harms way.

Source	Comment
Feedback Map	<p>This is a poor idea for two reasons: 1) safety, and 2) creates another chokepoint... 1) SAFETY: this is a dense residential neighborhood with kids everywhere! Escarpment is a main road leading to the elementary school. This is not a through street / expressway for people to "zip" down the road. Increasing to 2 lanes each way will increase the perceived speed motorists can drive and it WILL put childrens' lives in danger. 2) CHOKEPOINT: The intersection of Escarpment and LaCrosse is one lane moving north. This expansion would have two lanes going to one lane virtually "instantaneously". Despite what signage you would put up, people would be in both the right and left lanes trying to go north. Once the people in the right lane realize the right is a right turn only lane they would try to move over to the left while a stream of cars is already in the left lane. Then people trying to turn right to go to school will be stuck behind the people trying to go from right to left.</p>
Feedback Map	<p>I do not support the proposal to expand Escarpment. It is completely unnecessary, a waste of taxpayer money, and a detriment to all in Circle C. This will pose an increased danger to drivers, walkers, cyclists, runners, etc. It will also destroy a charming part of Circle C - all the beautiful trees have already been demolished for Mopac expansion so don't take the charming Escarpment trees too. We do not need to encourage drivers on Mopac, 45, etc. to utilize Escarpment as a freeway or cut-through.</p>
Feedback Map	<p>Out of the 3 proposed improvements in CC area, this is by far the worst of the lot. It will destroy all the greenery around the area (for which Escarpment is famous for), create more traffic in a suburban neighborhood and cut-through pose dangers to a suburban community. I am not certain why the City is choosing to spend so much money in "expanding" access in a suburban neighborhood. Sounds like the plans are less about improving access and more about padding someone's pockets. Embarrassing!</p>
Feedback Map	<p>This will take the signature street of our neighborhood, with it's beautiful tree-lined median, and turn it into a major roadway to improve mobility for people who are not neighborhood residents. Why would you facilitate people cutting through the heart of an established neighborhood just to shave a few minutes off a commute? Please use our taxpayer dollars to expand and improve non-residential roads (like what is being done on Mopac). This is a terrible, terrible idea.</p>
Feedback Map	<p>Horrendous idea! Lesson in how to waste tax payer dollars by spending on useless a useless project with no real value in a well-established neighborhood.</p>
Feedback Map	<p>There is no current concern in Circle C for traffic on escarpment, so why would we construct a problem to increase traffic diversion through the most kid dense neighborhood in South Austin??? This is a major safety concern as Kiker is a walking school and this is a main route full of families. It is also a beautiful greenspace with mature trees that would be a travesty to remove. Adding to more lanes would also decrease the safety of bicycle riders even if there are bike lanes there will be increased traffic and speeding vehicles. Only I would consider is lengthening the turn lanes at the Lacrosse intersection. Why would the city waste tax payer dollars to devalue a suburban neighborhood for no apparent good reason? Mobility has never been an issue here.</p>
Feedback Map	<p>The current traffic congestion on Escarpment is solely due to the overcrowded elementary school nearby. The majority of this neighborhood's elementary school students are not eligible for bus service and increased through traffic in this neighborhood may only increase the chance of pedestrian accidents. The improvements along 45 and Mopac nearby should be enough. Creating additional entries and exits via this neighborhood artery is not desirable.</p>
Feedback Map	<p>This neighborhood artery is not a problem currently and will be even less so once there is an additional access point to MoPac via the proposed connection to South Bay. Destroying the mature trees and enabling drivers the ability to speed through this pedestrian heavy area is unnecessary and dangerous.</p>

Source	Comment
Feedback Map	Please save all the funding you can and use them to improve Mopac throughput. I beg your pardon in advance for the way I am saying it, but the lack of progress on solving actual problems is simply embarrassing.
Feedback Map	Perhaps wait until Mopac construction is completed to Assess whether Escarpment should be expanded? I think once Mopac is finished we'll see a lot less traffic on this road. Many commuters current travel excarpment to avoid the long backup on Mopac.
Feedback Map	a 4 lane highway doesn't belong here. this is residential with a ton of kids - we have the largest elementary school in austin here. dont make more roadblocks for our kids. 1826 is a much better place for widening of the roadway.
Feedback Map	Horrible! This is a residential area with kids everywhere and not a place for a 4 lane road ever. Leave this area alone and fix Mopac!
Feedback Map	This section of Escarpment is working perfectly as it is now. There is no need to change it to four lanes. The only improvement necessary would be to lengthen the right turn lane on northbound Escarpment onto LaCrosse so there is not a bottleneck in the morning. There are plenty of ways around the neighborhood- 1826, 45, and Mopac. Please do not turn our signature neighborhood street into a thoroughfare. It is not needed nor wanted!!
Feedback Map	I do not support this change. Escarpment as it stands allows for traffic to move from the south of neighborhood to the North perfectly fine, the only addition required would be an additional right turn lane at the corner of Slaughter and Escarpment. Escarpment is a neighborhood street and should remain a neighborhood street. Commuters wishing to go North should use the newly expanded MOPAC less than a mile to the east of Escarpment. The widening of Escarpment would destroy the neighborhood character of Circle C, and it would bring an undue pollution burden on home owners who back Escarpment. Escarpment with two lanes going each way will necessitate the removal of many old growth trees and the manicured medians. It will take a beautiful street and turn it into just another ugly 4 lane road for people to fly down, disregarding the safety of children and adult residents a like. It would bring increased traffic through our neighborhood and in the end it would fail to solve any of
Feedback Map	(Continued) It would bring increased traffic through our neighborhood and in the end it would fail to solve any of the congestion problems. This is not the place for another traffic artery, this is a neighborhood street that cuts through the middle of one of the largest family oriented neighborhoods in Austin. I seriously question the impartiality of anyone who supports this. Removing 5 minutes from your commute to Avana is not worth the destruction of this street and the character of our neighborhood.
Feedback Map	Focus on improving the intersections between Slaughter / Escarpment and 45 / Escarpment. Escarpment should not be developed as an arterial route given the existing developments of 45 & Mopac. There is not the volume of traffic that makes this change necessary but if these changes go ahead it will turn the road into a thoroughfare. That will create additional risk for the local school crossings.
Feedback Map	This is a neighborhood street. With improved Mopac and 45 at arms reach, there is no need to pollute the air here.
Feedback Map	This is a nice neighborhood street with a lot of kids and foot traffic. Four lanes would create more danger and more speed, and ultimately more accidents.

Source	Comment
Feedback Map	We moved into this neighborhood so our children could walk to school and ride their bikes to the swim center. There is no way I would be comfortable with my children on a busy 4 lane road. This is the largest family sub division in Austin. Why would you compromise the safety for families so that non residents can cut through our neighborhood. This is the same problem with the south bay extension. It's like Circle C is going to take the hit for everyone to cut through. It's like we're saying "please come on through everybody." Meanwhile more noise and traffic and crime. These extensions will lower the value of our neighborhood for families.
Feedback Map	Why put more traffic volume in a heavily populated residential area? Isn't that what major corridors such as the improving Mopac and SW45 are for? People use Escarpment for more than auto transportation. Please study all of the joggers, bikers, dog walkers, kid strollers that regularly use this residential street and sidewalks. During the school year, there is already a lot of traffic pressure at Escarpment and La Crosse. Please reconsider the safety implications of adding more impatient drivers to this elementary school intersection.
Feedback Map	I do not support this change. The existing road is perfectly adequate to handle traffic for most of the day. Widening it would only encourage speeding and using it to avoid Mopac. Yes, there is a problem at the intersection of Escarpment and LaCrosse, particularly in the morning hours. Improving that intersection would address some of that bottleneck. Plus, once a new elementary school is built to relieve crowding at Kiker, a lot of that traffic will be eliminated. This would be a very poor use of scarce transportation funding.
Feedback Map	There is no reason to expend this section of Escarpment. There is not enough traffic and expansion would damage the character of the neighborhood, decrease home values of homes that back up to Escarpment, and be dangerous for the substantial number of people who walk and ride bicycles on this section every day.
Feedback Map	I hate this proposal and it would drastically change our neighborhood. I prefer a little traffic to a highway. This would not be safe for the families that live in this neighborhood. And... this is a neighborhood not a main thoroughfare.
Feedback Map	This is simply horrible idea. Not necessary with very negative impact for ALL reasons listed by others.
Feedback Map	There is NO need for Escarpment to be 4 lanes between Slaughter and 45. It is a neighborhood road with many walkers/joggers and kids walking and biking. Spend the time and resources on completing MOPAC and 45 to get traffic off of Escarpment! NO light needed at South Bay and Escarpment either!
Feedback Map	I STRONGLY oppose any changes to Escarpment between 45 and Lacrosse. This is a residential area and traffic should be directed to the newly improved underpasses on Mopac or to 1826. In most of this section, there is no room to expand without cutting down dozens of old growth trees that are in the existing median.
Feedback Map	Escarpment does not need to be 4 lanes between Slaughter and 45. Many children ride their bikes to school and an additional lane of traffic will create more danger for these riders, as this street is used a cut-through for drivers trying to escape 45/MOPAC. The traffic needs to stay on MOPAC and 45. We already need speed humps to slow the traffic down. I agree with other listed concerns with this proposal. Escarpment south of Slaughter already has too many non-residents cutting through to avoid 45/MOPAC traffic. Fix MOPAC/45 and leave Escarpment alone
Feedback Map	This is a neighborhood-internal street. If new developments across 45 need access to HEB, expand Slaughter. We and our kids need air and safety.

Source	Comment
Feedback Map	I think making Escarpment is a terrible idea!! This is a beautiful, scenic & quiet neighborhood & Escarpment is currently a beautiful main street that sets the tone for our "rural" neighborhood. Why "Gut" it up the middle with 4 lanes, take away the tree-filled median, & make bike lanes without adequate buffer lanes next to traffic!! I agree that since our tax dollars being spent on Mopac & Slaughter & LaCrosse to improve traffic flow why should we destroy our neighborhood by inducing more traffic to come up 45 or the awful proposed South Bay extension connecting to Mopac. "If you build it they will come", and the more lanes you have the faster traffic drives! I would be afraid for kids to ride bikes up to the pool on a 4 lane street!! Please leave Escarpment as it is. Your drive will now be faster using the new Mopac improvements! When in traffic on Escarpment, relax & enjoy the beauty of your surroundings!
Feedback Map	This does not improve the neighborhood. It will make it less safe for families. We bought homes here and pay high property taxes because of the planning of the community ie..less traffic,safer roads,child and family friendly. There is always a lot of foot traffic at the intersection of La Crosse and Escarpment because of the community center and swimming pool. Widening Escarpment will make it unsafe for children and families. PLEASE don't ruin our family friendly neighborhood.
Feedback Map	I do not think our neighborhood should be encouraged as a shortcut for those coming up from Hays County, etc who want to avoid Mopac traffic. We live here and our kids walk and bike this road. Fix the problems on Mopac instead.
Feedback Map	Spend the money on fixing the intersection of LaCrosse and Escarpment - NB traffic on Escarpment through the intersection are constantly veering left to avoid some of the worst road bumps in Austin. Do Not expand to 4 lanes south of Slaughter (including Avana).. these streets are more than adequate for neighborhood traffic, and both have greater number of small streets feeding into them (versus N of Slaughter). Rush hour issues are caused by cut-throughs - fix MoPAC/45 and drivers won't feel need to cut-through at rush hour
Feedback Map	Escarpment serves as access to the Circle C community. It should not be turned into an artery to feed the Mopac/45. The proposed project will divide a nice community, and diminish a nice area. The project is well opposed in Circle C.
Feedback Map	I do not see any benefit to expanding Escarpment as this proposes. There would still be a bottleneck between La Cross and Slaughter Lane. This is not a viable alternative route for thru traffic. The current roadway is adequate for neighborhood traffic.
Feedback Map	I'm not a fan of expanding this to 4 travel lanes, as there is already excessive speeding and distracted driving on Escarpment. Creating this into a major thoroughfare will decrease the safety for children (and adults) and cyclists who regularly use this path for recreation and travel to/from school.
Feedback Map	This can work, but note this area is a residential intersection that only sees traffic for 40 minutes in the morning and 1 hour in evening. Improvements should be multimodal to accommodate residential usage as a priority including cyclists, joggers, walkers with strollers, walkers with animals, school children nor should it destroy heritage trees in median south of LaCrosse. Also should not divide Circle C with community swimming pool and Kiker Elementary east of Escarpment. Motorists park on street to visit park north of LaCrosse, or attend weekend swim meets south of LaCrosse. Priority should be to maintain neighborhood-centric solutions rather than a pass-through, auto-centric focus.
Feedback Map	On NB Escarpment at La Crosse there have been excessive potholes for years (drivers veer into the turn lane to avoid/drive around them). I'd like to suggest using the money to have these repaired instead of expanding the roadway.

Source	Comment
Feedback Map	The roadway through the middle of a neighborhood should not be expanded into an arterial. The conversion of the Slaughter and La Crosse intersections with Mopac into underpasses should make Mopac the main North-South arterial and we should not encourage an increase in traffic through pedestrian and recreational areas on Escarpment.
Feedback Map	This proposal would split the Circle C community in half, so I am against it. Additionally, Lacrosse is heavily traveled by young children walking or biking to school at Kiker Elementary as well as the main community pool. The new diverging diamond intersection at Slaughter Lane has alleviated backups and access to Mopac is improved via Slaughter and Lacrosse, this 'improvement' is no longer needed. Any driver needing to access points south, west, or the new 45 extension would be best served using Mopac, not this neighborhood street. Expanding Escarpment into a major thoroughfare only encourages this residential street when Mopac is only 1500 feet away and built for that sort of load.
Feedback Map	This is such a Wrong, Wrong, Wrong answer to the congestion They need to look at a different solution. One that doesn't disrupt the residential neighborhood existence I repeat, WRONG!
Feedback Map	You will rip the heart out of a large subdivision, you are expanding 45 nearby and expanded 1626 which can carry more north and south traffic without changing the biking, walking, large trees and character of a subdivision so people can get home 10 min faster. Let the commuters use the roads you are building and have not completed... you would lower housing values, change the ability of the people who live in the area to use the bike and walking paths by adding faster, large amounts of computer traffic to a settled subdivision area.
Feedback Map	Circle C Ranch subdivision is attractive because it's defined by how Escarpment south of Slaughter Lane is laid out. Turning it into a four-way lane not only takes away the character of this subdivision but also creates traffic nightmares for those of us who live here. Already traffic on Escarpment has increased and is causing a lot of traffic hazards with cars zooming up and down Escarpment Blvd. Look at traffic on Escarpment north of Slaughter Lane. One can hardly get into Escarpment from H-E-B or from Escarpment Village. It's a risk to have to cross the median to get into the other side of the street. A four-lane Escarpment traffic will allow drivers to use as a shortcut to get south, and will cause a lot of headache for those of us who live in this area.
Feedback Map	I think this is a terrible idea. It would destroy the beautiful median on Escarpment. This would mean much more traffic cutting through a residential neighborhood. 1626 and 45 expansions are already going to cause heavy traffic through the area that will try to bypass Mopac through our neighborhoods just as has been happening to Shady Hollow and Brodie Lane for years. This is a very bad idea. Expand 1826 instead and build a flyover at the Y in Oak Hill. When will the badly degraded road bed on Lacrosse between Escarpment and Spruce Canyon be repaired? That is much more urgent and worthwhile.
Feedback Map	I do not believe that a 4 lane expansion is needed, nevermind that this is a neighborhood street and not a major thoroughfare. We have a LOT of children and Pedestrians that walk and ride bicycles, etc. on Escarpment - and to expand this part of the road would only invite non-resident drivers to cut through as a shortcut to 45 - rather than to use S. Mopac. This is a terrible idea, and very dangerous. This would also tear apart and degrade the neighborhood that all of us have fought so hard to maintain in a natural state. I believe that expanding and improving FM 1826 would be a much better use of Transportation funds, but PLEASE DO NOT expand Escarpment. I see NO REASON for this at all.

Source	Comment
Feedback Map	There is no need to change Escarpment into a 4 lane road, it is a terrible idea. The main outcome will be to provide a thoroughfare to 45, which is not needed with the changes currently being made to the South Mopac highway. Escarpment is very much a community road with its beautiful footpaths and bikepaths, so many of our children use the road and it would become dangerous to our residents to have increased traffic on the road.
Feedback Map	The improvement project to widen Escarpment Blvd does not take into consideration any of the current road/sidewalk/pathway usage. There are children walking to/from schools, people walking and running (most often with animals), and lots and lots of bicycles (including children!). Widening the roadway will only encourage more traffic as a cut through means rather than utilizing the brand new highway being constructed. Also, isn't it against city policy to destroy century oaks? These beautiful trees line this route and provide the character and beauty of the neighborhood. Please do not widen this roadway to endanger our children, pedestrians, and cyclists. As an avid runner and dog walker (along with my children most days), I implore you not to expand Escarpment Blvd.
Feedback Map	The only problem area is the intersection with La Crosse. Save a bundle by focusing widening/improvements on that area rather than the whole length down to 45.
Feedback Map	This is a TERRIBLE idea that would absolutely ruin the center of a neighborhood. First of all, it is NOT needed. There is not enough traffic to warrant a four lane road. It is a total waste of money. It is an area with lots of bikes, children coming to and from elementary school, walkers and runners with pets. To widen this road would be an absolute blight on this community, destroying shade trees, increasing pollution, degrading quality of life for the entire neighborhood. It also runs next to a playground and an olympic size pool that is heavily used for training and recreation. It is a ruinous proposal.
Feedback Map	I feel a lot of the reasons this is a terrible idea have been repeated over and over, but they are worth repeating. 1) The risk to kids and people using Escarpment as a way to school or exercise should be reason enough not to expand. 2). Traffic is not an issue with the exception of the school traffic in the morning, (which is due to poor city planning and the most overcrowded elementary school in the entire city), 3) speeds need to slow down on this road, not speed up, 4) many homes back to or abut escarpment and the expansion will increase noise, pollution, and decrease safety, 5) why degrade tax payers safety, quality of life, home values, etc to primarily benefit commuters from Hays County that don't contribute to city taxes at all?
Feedback Map	This is a terrible idea that would dramatically change the character of the neighborhood, decrease property values, and ultimately increase traffic as drivers are given an incentive to cut through the neighborhood. More importantly, this would also have a direct impact on the safety on the children that bike in this neighborhood. There isn't a traffic problem on this portion of the street. Spend our money fixing problem areas like the antiquated traffic light system.
Feedback Map	This is a really bad idea. Please do not do this.
Feedback Map	Terrible Idea!! My kids tudebikes to school on escarpment and that is the only time we ever see traffic. If you increase the road to 4 lanes it will only increase traffic as cars using 45 will use our beautiful neighborhood as a highway!! Our property value on our homes will go down, our children won't be as safe with more vehicles on the road and it will NOT solve our traffic problem. It will only make it worse!! Leave Circle C alone!!! If you want to put tax dollars to good use, replace our roads throughout the neighborhood, otherwise take your jack hammers and machinery somewhere else!
Feedback Map	Also, need to remove the four-way stop sign . Can keep the one lane in each direction, but make it wider.

Source	Comment
Feedback Map	Terrible idea. By expanding you will be encouraging traffic from 45 to cut through this neighborhood which will increase traffic and speed on a road used by many kids to commute to school on bikes. Please consider the significant impact on resident and children safety, property values for the residence in this neighborhood. Don't make Escarpment a cut-through keep traffic on 45 and Mopac and off of neighborhood streets. This will just be another disaster like Brodie lane for this community.
Feedback Map	Why I oppose the proposed expansion of Escarpment Blvd to 4 lanes. 1. Escarpment runs parallel to MOPAC/45 which are already 4 lanes at 65MPH. Adding two additional lanes would be redundant and have little impact, because drivers would prefer to take the faster route. 2. Escarpment is a beautiful road with large oaks in the middle and on the sides. These trees would be lost, and the area converted to yet another wide roadway with no character. Austin should be in the business of greening up the city, not Houstonizing it. 3. Expanding roads in general is not a sustainable solution -witness Los Angeles, Houston, and other such places. 4. To move traffic invest in smart roads, connected traffic lights, lights that respond to traffic intensity, etc. Not to mention bike paths and public transport, car-pool incentives, etc. 5. Road expansions are followed by more intense urbanization which ultimately making the city less desirable, and suburbs move further out, requiring more roads and
Feedback Map	This road runs parrallel to Mopac which is a 65 MPH highway and with the improvements being made on Mopac now to reduce lights, there is no need to add redundancy by expanding this road to four lanes. Expanding the road would only encourage commuters to cut through a neighborhood which has children walking and riding bikes to school each morning during rush hour and will put these children in danger from drivers trying to take a short cut to hurry up and get to work. Speed bumps would need to be put into place along with more stop signs to slow drivers down. Better to expand mopac if more lanes are needed.
Feedback Map	Escarpment runs parallel to MOPAC/45 which are already 4 lanes at 65MPH. Adding two additional lanes would be redundant and have little impact, because drivers would prefer to take the faster route. Escarpment is a beautiful road with large oaks in the middle and on the sides. These trees would be lost, This road runs through the heart of the neighborhood. They are heavily used for foot and bicycle traffic by all ages of the community. Four lanes will reduce the safety of the road for all of the neighborhood.
Feedback Map	This comcept will not be beneficial to Circle C residents. Impact to the safety of the children in the multiple school areas is very dangerous. La Crosse/Escrpement is a bottleneck at short drive times but this could be improved w/o expanding to 4 lanes providing a highway like feel for those wishing to shortcut 45/MoPac. This only benefits those trying to beat everyone else through to head into downtown. They all hit a standstill anyway at MoPac & 290/71. Keep the traffic to the highways NOT through the neighborhoods. It's extremely dangerous to the children/residents and a waste of transportation \$. Adding speed humps to slow folks down would be required and that punishes the residents who need this road to travel daily around the area. I agree with others that Escarpment will end up like Brodie and that benefits no one. Please don't do this. Please repair the roads not turn residential streets into highways.
Feedback Map	Changing Escarpment into a 4 lane road is a terrible idea. The main outcome will be to provide a thoroughfare to 45, which is unnecessary and redundant given the changes currently being made to the South Mopac highway. Escarpment is a community road used by bikers, pedestrians, children and pets. The proposed expansion would made the road become dangerous to our residents and cause traffic and noise within our suburban community.

Source	Comment
Feedback Map	We have not requested for changing Escarpment to a 4 lane road. We have ample access to Mopac via Lacross and slaughter at Circle C. Escarpment currently looks beautiful with minimal lights . I would definitely not want all the greenery to go away in the name of progress.This proposal will only make Escarpment a safety hazard for our residents, bringing traffic from all areas.This proposal is the most terrible idea that can happen to Escarpment. This is a residential street and lets keep it that way...lets preserve Circle C 's beauty and vibrancy please.
Feedback Map	Agree with the sentiment that this is a bad idea. Escarpment should remain a 2 lane road, I think almost everyone in Circle C will agree. Changing it to a 4 lane road would negatively impact safety and also the beauty of our neighborhood which is very friendly for pedestrians, bikers, and families right now.
Feedback Map	With the Mopac improvement south of Slaughter there is no reason to separate a neighborhood by widening Escarpment to 4 lanes. There is absolutely no reason to encourage increased traffic through a neighborhood since Mopac is being improved as a North / South option. I feel like these plans were originally brought up before the Mopac South extension was approved. Well Mopac is now completed and is being improved for uninterrupted continuous traffic flow to Hwy 45. Mopac should be the primary option to travel north and south instead of a neighborhood street.
Feedback Map	I do not like the proposed plans to make a larger, busier road through this neighborhood. This will lead to increased non-residential traffic. This is unnecessary as SH45 improvements will take care of mobility issues in this area. Also, many kids walk or ride bikes on this route to their elementary school.
Feedback Map	This is a terrible idea. It will increase traffic through the neighborhood. With the Mopac improvement south of Slaughter there is no reason to separate a neighborhood by widening Escarpment to 4 lanes. This is a neighborhood street that sees many children riding their bikes and walking nearby. Mopac should be the primary option to travel north and south instead of a neighborhood street.
Feedback Map	This is a terrible idea. It will increase traffic through the neighborhood. With the Mopac improvement south of Slaughter there is no reason to separate a neighborhood by widening Escarpment to 4 lanes. This is a neighborhood street that sees many children riding their bikes and walking nearby. Mopac should be the primary option to travel north and south instead of a neighborhood street.
Feedback Map	This is backstabbing at its best. This is a disaster. The median with its trees will be destroyed, and the traffic has no road for exit. Lacrosse cannot handle the extra traffic and will kill the Kiker elementary school students. Hwy 45 was made to alleviate the escarpment traffic along with MoPac expansion. It is ridiculous to now return and place a demand on a city street to handle hwy traffic. This stretch of escarpment is experiencing road rage just because Mopac is occupied for expansion, and to fill the pockets for some Toll Road owners. I absolutely hate the suggestion that Escarpment needs expansion.
Feedback Map	City of Austin hates Circle C for some reason - Why do i think so? Property taxes were indiscriminately increased, and Bruce Elfant comes to indicate that making a beeline a city hall would be more effective than protesting. Now the city returns with other ways to punish the residents of Circle C Ranch by forcing an expansion of Escarpment, south bay etc to flood the current safe streets for the children of this community. Even if the city comes to the elementary school on escarpment, the children would vote for saving their neighborhood. This is a disastrous suggestion when Mopac and Hwy 45 have been drastically expanded for the traffic. This neighborhood should not have to suffer because someone on Mopac wants to zoom on wider neighborhood streets. I would like to know how this proposal can be removed from future considerations.

Source	Comment
Feedback Map	This is an interior neighborhood road with significant highways for through transport in the area. The sidewalks are wide and accomodate numerous pedestriens and joggers, and the bike lanes support bike traffic. There are numerous heritage and protected trees and extensive landscaping. This is the heart of the neighborhood and it doesn't need to be a major thoroughfare. Further, check the Stratus 2002 Agreement which has this designated to stay as is.
Feedback Map	Please do not expand this road. What are you thinking?
Feedback Map	This has to be one of the all-time worst ideas from the City. Please scrap it immediately. First off, this is completely a RESIDENTIAL neighborhood. There are runners, bikers & tons of school kids on foot and on bikes that rely on the great sidewalks, bike lanes & the carefully cultivated community feel. Expanding this to a four-lane road that ends in SH 45 will attract heavy transit traffic & threaten the essence of the community. Second, Escarpment is full of vintage trees & landscaping on the median, which will be destroyed for the expansion. Finally, this is a solution in search of a non-existent problem. There is NO traffic issue on Escarpment. Any temporary pain felt is purely an effect of the Mopac construction at Slaughter & La Crosse. The traffic situation will be MUCH BETTER than before once these projects complete. If the City seriously has the environment & our community's interests at heart, they should increase the frequency of buses on Route 111 Mopac flyer.
Feedback Map	It appears that the community is against this expansion. As am I. If, Escarpment wereexpanded and closed to through traffic, it might benefit the community. Otherwise, the city is only creating more problems; as previously described.
Feedback Map	This is ridiculous. As others have stated there are already four lane roads people can use, and as mopac/45 is under construction adding another project to the neighborhood would be abysmal. Our landscaping is beautiful here, and to see it unnecessarily be damaged or taken out would be against all sensibility. Four lanes would also reduce the safety of a family-centric neighborhood. Kiker has many kids who walk or bike to school, then adding the foot traffic of people going to the park or pool. Needlessly endangering the inhabitants of the community so that there is a wider road when there are others available,when traffic wouldn't be reduced (as evident by the parts of escapement that ARE four lane) would be terribly inconvenient, a waste of resources, and in conclusion a generally bad idea. ""A common mistake that people make when trying to design something completely foolproof is to underestimate the ingenuity of complete fools." — Douglas Adams, Mostly Harmless. Don't be fools.
Feedback Map	As what has been commented by many previously, this is a very bad idea. This is a neighborhood area and is utilized by many residents to job, run, and bike. Not only that, many children in this neighborhood walk or ride their bikes to Kiker. Expanding the road would pose a safety risk to the children and residents of the neighborhood. The median with the beautiful landscaping in the middle of escarpment, I feel is a major part of our neighborhood and would hate to see that torn down just so more cars can zoom down the street. If you ask anyone living in this neighborhood, I dont think any of them have ever wished for the street to be larger. I frankly, dont even understand how or what this expansion would benefit.
Feedback Map	This is a horrible idea. Escarpment is used by children to bike to and from school every day. It is also used by many bikers because of the nearby Veloway. The whole reason that Mopac has been updated is to relieve traffic on residential streets. Please don't turn a residential street into a way for motorists to avoid using MoPac!!!

Source	Comment
Feedback Map	This is a terrible idea. This roadway runs straight through our neighborhood and is used by pedestrians and bicyclists alike. Expanding the road will cut our community in two as it will make the road less usable by pedestrian and bikes. It will also make a residential street more dangerous thus creating traffic moving faster through a NEIGHBORHOOD making it much less safe for our children to be on the street. No, no, no.
Feedback Map	This is a terrible idea. We've lost thousands of trees with the current Mopac expansion and this would necessitate the removal of additional trees and beauty from our neighborhoods. Escarpment is used by cyclists, runners and school children, alike. The last thing we need is more traffic. I fear that the proposed improvements would only facilitate a dramatic increase to the number of homes for sale in Circle C as current residents avoid the destruction of Circle C's natural beauty, including my home. A reduction in home values isn't in anyone's best interest
Feedback Map	I applaud the overall plan and thought process. Keep increasing the public transportation options and move people OUT of cutting through residential areas. Making an attractive option to avoid the highways does not make sense for our neighborhood and is out right negligent. In the hundreds of posts, you can see we are an active community and fully utilize the outdoors. This includes many bikes and pedestrians on Escarpment. Our existing roadways provide ample throughput with frequent speeds exceeding 50 mph (in a 35-40). I can only imagine what would happen if you provide 4 lanes. I am VERY opposed to this recommendation and would prefer efforts be made to accelerate the efficiencies on the major arteries, i.e. 45 and Loop 1.
Feedback Map	The proposal to widen Escarpment in this area is not an improvement, but a disastrous idea with lasting consequences to the livability of this neighborhood. Improvements to the surrounding highways should be the focus as well as more public transportation options in the area, including more bus options. Cars never should be encouraged to speed through neighborhood streets along the side of children walking and biking to school, which becomes less of an option for the children when families deem the route too dangerous. Our neighborhood should not be used as another major artery for traffic.
Feedback Map	The traffic on Escarpment between Slaughter Lane and Hwy 45 is never heavy enough to justify the addition of two more lanes. Unlike Slaughter Lane there is no commercial, business, or health care installations to attract traffic. In fact, the four lanes of Escarpment between William Cannon and Slaughter Lane are never filled with traffic like Slaughter and William Cannon. The only traffic issue on Escarpment between Slaughter and Hwy 45 is that most drivers do not observe the 35 MPH speed limit. Besides, the improvement of MoPac south of Davis Lane will encourage any driver traveling between Hwy 45 and William Cannon to use MoPac entirely instead of traveling through the residential Circle C Ranch on Escarpment.
Feedback Map	This is a calamitous proposal never intended for the Circle C Master Plan. The area of Escarpment North of Slaughter Lane was planned as a wider roadway to encompass green space & medians. This plan will eliminate a large portion of medians & green space on Escarpment from Slaughter to 45 encroaching into easements on homeowner properties. There are too many elementary schools in this neighborhood to widen Escarpment. We need more public transportation options for people, not a scenario that encourages more cars on neighborhood roads. Extending Escarpment to the Travis/Hays County Line as a four lane road will encourage cut through traffic. I suggest an enthusiastic bid for cars to stay on Highway 45 South since there was such a push to open it. The idea of encouraging the same people, who wanted 45 built to keep their roads clear, to use Escarpment as a 4 lane road is preposterous. We don't need or want four lanes on Escarpment in Circle C, please leave our neighborhood alone.

Source	Comment
Feedback Map	Escarpment is a neighborhood street and I support keeping it the way it is today, 2 lanes (1 lane in each direction). Do NOT make it 4 lanes! I even feel safe enough to jog on Escarpment. Converting it to 4 lanes will cause drivers to speed through and make it less safe. For example, I see cars speeding through Davis Ln between Brodie and Mopac at speeds up to 50 or 60 mph. I don't want to see that happen to Escarpment. Plus, what will happen to the wide median with the beautiful mature trees? The city needs to encourage drivers to remain on the newly expanded 45 and Mopac roadways instead, please keep Escarpment to 2 lanes for the safety of the neighborhood.
Feedback Map	Escarpment should be kept as is...two lanes! This is a neighborhood street with a beautiful, environmentally wonderful median (trees!) and bicycle lanes on each side. Expanding Escarpment would only serve as a major cut through from 45 and MOPAC. Children are on their bicycles to and from the nearby elementary school...I can't imagine the danger in this draft proposal. Expanding Escarpment becoming another disastrous Brodie Lane through Shady Hollow type situation.
Feedback Map	Expanding Escarpment Blvd to 4 lanes would harm the safety of children coming and going to school and the pool. It would also remove the appeal of the neighborhood's main artery making property values decline. The master plan never supported such an idea of 4 lanes and therefore, wood fencing was used in the place of stone. We get enough road noise in the AM/PM as it is. This has never been a highly used road except during rush hour (AM/PM) commute and dropping kids off for school. Currently there is a right hand turn off Escarpment onto LaCrosse for keeping traffic flowing for school drop off. Increasing to 4 lanes will bring about more speeding than ever. Build a supermarket south of Circle C and we will have even less traffic cutting through our peaceful neighborhood. I suggest a study should have been done and homeowners should have received notification this was a plan Keep Escarpment two lanes!
Feedback Map	No! No! No! This will turn Escarpment into a highway and a bypass of Mopac. Routinely residents walk, jog, dog-walk, bike ride, crossing from one side to the other as this is one neighborhood. The plan will make the roadway unsafe for pedestrians. If anything, add cross-walks, speed bumps, maybe a stop sign at Back Bay and slow down the traffic. Moreover, please keep the tree laden medians as they are. The old oaks are part of the inherent beauty and value of CC. We don't need to un-green neighborhoods and practice excavation landscaping of thoroughfares. All in all, this plan will degrade the desirability of CC and decrease property values. Please do not enact this proposal.
Feedback Map	Currently Escarpment serves as Circle C's signature boulevard, providing a delightful entrance for residents, visitors and prospective property owners. It has nicely wide, separate lanes for motor vehicles and bicycles (with painted 3-foot buffers separating the two). The roadway is complimented by a beautifully landscaped median; meandering sidewalks alongside the outside of the road are far enough away from the road so that children walking and biking home from school, and persons out for their daily walks and runs, aren't fearful of the rush of automobiles speeding by, perilously close to them. It doesn't appear as though the road is busy enough with vehicular traffic to justify expanding the road; the only time congestion is apparent is when parents are dropping their children off at Kiker Elementary School in the mornings and that congestion only exists for 30-45 minutes.

Source	Comment
Feedback Map	(continued1) The proposal to expand Escarpment Blvd from a comfortably-paced 30 mile-an-hour, two-lane neighborhood road to what would become a 45-to-50 mile-an-hour, four-lane thoroughfare would seriously damage the quality of life for all who live here and the principal priority of Austin city planners should be to maintain the quality of life for its residents. If Escarpment is expanded it would have the adverse effect of increasing the volume of vehicles using the road, especially during rush hours, rather than having that traffic remain on the thoroughfares constructed for that purpose (e.g, MoPac and TX-45).
Feedback Map	(continued2) If Escarpment is expanded, (1) the quality of life for those living in the Circle C-neighborhood would be damaged, (2) the existing beauty of the median would be destroyed, (3) the green space alongside the road would be greatly reduced and encroach upon the properties whose yards back up to the road, (4) the width of bicycle lanes would be reduced and the painted 3-foot buffer would likely be eliminated, placing bicyclists are higher risk, (5) children walking and biking to and from school would be placed at higher risk and (6) noise levels would increase for residents living next to the road, with a resulting loss of property values. Please reconsider this proposal and eliminate it from your plans. Respectfully submitted, from one who loves Austin and its livability.
Feedback Map	This is a ghastly, horrendous proposal. This part of Escarpment is a neighborhood street, not a thoroughfare for commuters from Mopac. There is a large amount of foot traffic, children on bikes, people out exercising. This proposal would create more pollution, destroy trees and absolutely ruin the livability that Austin supposedly prides itself on. This also runs next to a large park and a recreational area with playgrounds and a large swimming pool. Too many children walking, biking along this road. Plus it is a WASTE of taxpayer dollars. Ruining neighborhoods for cars outside of this is disgraceful.
Feedback Map	Not necessary. I have lived in this area for years. There is no need for this. It is costly, not necessary and not wanted.
Feedback Map	Escarpment Boulevard was removed as an arterial from road planning maps as agreed with the City in the Stratus Agreement of 2002. Widening the road when it currently receives very little additional traffic would encourage more traffic from SH 45 and FM 1826 to cut through the neighborhood. Delays in widening FM 1826 and SH 1, both state projects, have caused through traffic on Escarpment north of Slaughter, as well as Beckett, to soar. Where are the traffic studies to support a need for additional lanes for intra-neighborhood traffic? The City will be breaking a legal settlement with neighborhood stakeholders as well as fundamentally changing the character of a 35-year old neighborhood. SH 1 (Mopac) to the river should have been expanded before SH 45 SW was approved. There is currently no estimate for when additional capacity on Mopac will be complete, and SH 45 traffic should not be encouraged to cut through on Escarpment to US 290.
Feedback Map	Compare Escarpment to Balcones between RR 2222 and 35th Street. It has already unfortunately become a bypass to Mopac. Widening it to four lanes would certainly increase areal mobility, at a high cost to the neighborhoods through which it runs. The same can be said of Shoal Creek and Bull Creek.
Feedback Map	Escarpment Boulevard was removed as from road planning maps as agreed with the City in the Stratus Agreement of 2002. Widening the road would encourage more traffic from SH 45 and FM 1826 to cut through the neighborhood. This is a master planned community, and should stay the way it was planned, as this would drastically change the character of the entire neighborhood. This should not be done under any circumstances.
Feedback Map	Four lanes would encourage more traffic in our residential neighborhood on a street where young children ride bikes. This will harm our families and our community.
Feedback Map	what a horrible idea. four lanes is not needed and would destroy the beauty of Circle C

Source	Comment
Feedback Map	I strongly disagree with this proposed improvement. There is likely very little value in this change considering the stability of the neighborhood population. Escarpment should not be used as a thoroughfare for anyone outside of the neighborhood as SH 45, 1826, and Mopac are better for everything except intra-community trips. This meandering, cross-street filled stretch would be unsafe at 4 lanes across. And indeed, a wider road would put the high volume of cyclists and pedestrians at risk.
Feedback Map	Widening Escarpment through Circle C will likely increase pass through traffic in our quiet and peaceful residential community. There is no need for this improvement.
Feedback Map	This is a solution for which there is no problem. The only time traffic backs up is for a very short time period in the morning and afternoon. Otherwise, Escarpment is a beautiful, peaceful neighborhood street.
Feedback Map	Like someone said, this is a solution for which there is no problem. Traffic on Escarpment is normally limited to northbound in the morning rush hour and southbound in the evening rush hour. Outside of that, there is very little traffic. Given that this is an area where all the development has completed, traffic is not going to get worse. This will only serve to remove the beautiful landscaping and median that make Circle C special. Please do not go around fixing problems which don't need fixing.
Feedback Map	The light at Escarpment and 45 was bad enough, now you want to make it a highway? This is horrible
Feedback Map	No! No! No! Escarpment blvd is a beautiful NEIGHBORHOOD road not a thoroughfare for traffic coming from 45! There are children and people walking and riding bikes all the time and it would make it extremely dangerous if the road was opened up to 4 lanes. Not to mention the beautiful trees would be destroyed!
Feedback Map	This comment was posted in Avana section in error: I am opposed to making Escarpment between 45 and Slaughter Lane a four-lane roadway as this is a neighborhood street.
Feedback Map	This comment was posted in Avana section: I STRONGLY oppose any changes to Escarpment between 45 and Slaughter Ln. This is a residential area and traffic should be directed to the newly improved underpasses on Mopac or 1826. In most of this section, there is no room to expand without cutting down dozens of old growth trees that are in the existing median.
Feedback Map	This comment was posted in Avana section in error: Children will no longer be safe going to Elementary School!!! It's ridiculous that the directly impacted neighborhood were not clearly informed and it appears these decisions happen behind closed doors. Removing all the trees, walk path, bike bath, etc will be such a shame. If we knew this was going to happen we would have NEVER bought in this neighborhood. We moved here so our son could safely ride thier bike to school in what is now currently a "neighborhood" I'm devastated.
Feedback Map	This comment was posted in Avana section in error: Please do NOT make this a 4 lane street. Traffic can use Mopac. This is a local traffic residential area with very large trees next to the roadway. This will increase traffic when thru traffic could easily use mopac instead. There are many many children that walk or ride bikes to school on this street and we do not want to encourage more traffic.
Feedback Map	This comment was posted in Avana section in error: This is a residential area with a lot pedestrian traffic. There are many children as well as bicyclists who use this road to get to and from school/work and this would make is unsafe for all of those involved. There is also a number of trees/green space along this road that would be adversely affected by suck an expansion.

Source	Comment
Feedback Map	This comment was posted in Avana section in error: Please do what you can to encourage people to use mo-pac instead. Like so many in this area, I want to maintain peace and quiet, keep the beautiful oaks intact in the median, and leave the bike lanes and sidewalks as they are. On the contrary, take measures to slow traffic through Circle C by making it more appealing to travel 45 and mo-pac. I live on a corner with Escarpment and it's incredible the number of cars that speed from South Bay to Lacrosse. Would a traffic light at Back Bay both slow the speeders and also encourage them to avoid Escarpment?
Feedback Map	This comment was posted in Avana section in error: This is a road that is a direct route to 2 daycares, 3 elementary schools and one middle school. Thousands of children that should feel safe walking and biking to school. The goal should not be to put more vehicle traffic on this route, rather to direct people to Mopac which will soon be much easier to traverse given the underpasses currently under construction. While Escarpment does get backed up currently, the traffic is being enhanced by the Mopac construction. I'd encourage mobility planners to wait until Mopac construction is complete and being used before evaluating changes. This road should be considered a route for residents, not thru-traffic. And by widening the road, you are encouraging traffic from vehicles looking to take a short cut, with little respect to the children and families that live along the route.
Feedback Map	This comment was posted in Avana section in error: It's a horrible idea. 1000s of children bike and walk to school from Escarpment. They should feel safe doing so and not add more traffic to the area but rather redirect people to Mopac. It's a residential street with a beautiful tree line. I strongly disagree with the planned changes.
Feedback Map	This comment was posted in Avana section in error: I agree with all the reasons presented for not wanting this. This is a very family oriented neighborhood with a lot of bikes and pedestrians going about their business daily. This would reduce the air quality and increase the noise for those of us on Escarpment, and encourage traffic from Hayes County to cut through our neighborhood rather than continuing on 45. The traffic is already too fast on Escarpment due to people not obeying the limits, and it will only be worse if there are four lanes. I too feel that the neighborhood has not been informed, and finding this comment areas was too difficult! It feels like we are being discouraged from commenting.
Feedback Map	This comment was posted in Avana section in error: This is a bad idea. It will create safety issues for the children traveling to and from Kiker Elem on foot/bikes and increase air pollution and noise thru our neighborhood. People already drive too fast thru Escarpment and this will only add to the traffic. Please choose another option.
Feedback Map	This comment was posted in Avana section in error: Just heard about this proposal. This will only increase traffic and make it unsafe for the kids and families traveling to and from school not to mention destroying all the old growth trees. People can travel via MOPAC under the new construction created to divert the traffic away. Please don't destroy our beautiful neighborhood!

Source	Comment
Feedback Map	We do NOT need 4 lanes in this neighborhood. This will end up being a way for people to cut through the neighborhood instead of using Mopac. Escarpment blvd has hundreds of Kiker Elementary students biking and walking to school as well as pedestrians/joggers, each day. We have lived in this neighborhood 24 years and do not want to see lanes added -- it is not necessary at all. This would only benefit residents in far southern Travis County and northern Hayes County who would use this to cut through to get where they are going. They can use Mopac and/or 1826. My daily commute to work is up Escarpment to William Cannon, which is 4 lanes, and I have been regularly passed by other cars going over 50 miles per hour. Police could sit all day and give speeding tickets. We rarely see police in our Circle C neighborhood on Escarpment now, with 2 lanes. There are SO many people who speed every single time I am driving on this Blvd! This Blvd is landscaped with amazing, mature trees.
Feedback Map	This portion of Escarpment is traveled heavily by children and adults on bike and foot. Students cross Escarpment to get to Kiker Elementary. Widening the road would only encourage more car traffic that should be diverting to Mopac/45. Widening the street would encourage higher speeds, resulting in greater possibility of students being run into. Leave this street as it is, with one lane for neighborhood and nearby car traffic, and ample room for bikes.
Feedback Map	It is very upsetting that it's being proposed to widen Escarpment. Adding traffic to this section of Escarpment between Slaughter Lane and Highway 45 would only create more issues in this beautiful section of our neighborhood. The congestion and noise that would be added from increased traffic if it were made into 4 lanes, I believe, would be detrimental - - increasing the chances of more accidents, adding unwanted noise, and very importantly destroying the aesthetic beauty of our neighborhood trees and landscaping, which is a signature feature of Circle C. We emphatically do not want it widened.
Feedback Map	This is a residential street. Many kids bike along it to school. Escarpment should not be widened.
Feedback Map	This comment was posted in N. Escarpment section in error: Forget widening Escarpment south of LaCrosse, including the Avana portion - those are all neighborhood streets with heavy pedestrian and bike traffic, they are fine for the neighborhood traffic, it is the non-neighborhood cut-through folks creating an issue (at rush hour). Instead fix the LaCrosse Escarpment intersection - it has to be the worst in the city for bumps in the road - majority of drivers have to swerve left to miss the bumps and the damage they can do to your alignment - totally unacceptable.
Feedback Map	This comment was posted in N. Escarpment section in error: We do not need 4 lanes here for the minimal traffic we get during commute and school times. the money can be spent better elsewhere.
Feedback Map	Environmental study required. There's a large bat colony under the bridge on Escarpment next to the fire station. Widening the road will destroy the home to these bats. Bats are a big part of what makes Austin special (and weird).
Feedback Map	This section of road is a popular path for runners, cyclists, dog walking, and even roller skiing (yes, roller skiing). It's a beautiful section of road/greenery and a big part of what makes this section of Circle C special. Don't widen this road. Improve the Lacrosse/Escarpment intersection -- but even still that intersection is only busy at 7:30am when school is starting.
Feedback Map	Need to make Davis Ln. four lanes to limit congestion and improve traffic safety.
Feedback Map	the light at 51st will not change if there is no car! signal needs to be able to read a bike
Feedback Map	Palace Pkwy here is wide with no marking on the road. As a result, cars fly down it, often cutting through to avoid the traffic at Slaughter and S. 1st. There needs to be some kind of traffic calming here to make it more bike and pedestrian friendly.

Source	Comment
Feedback Map	Desperately needed. People speeding down that hill combined with people turning into the neighborhoods add up to way too many wrecks
Feedback Map	There needs to be much improved pedestrian access to McCallum High School from the north/ northeast. The current configuration makes students walk way out of the way or cross dangerous streets to access the campus
Feedback Map	Need to reduce speed limit . Cars use the street as short cut to West Gate
Feedback Map	Need to add speed bumps.
Feedback Map	Need to add speed bumps and reduce speed limit.
Feedback Map	
Feedback Map	
Feedback Map	left turn lane on Parmer to southbound Metric needs to be lengthened to not block through traffic
Feedback Map	Richcreek Rd between Burnet Rd and Daugherty St already has some sidewalks, but they are in disrepair (cracked, crumbling, or full of weeds). Existing sidewalks should be upgraded to be consistent with any new sidewalks. This is particularly a problem when the sidewalk is interrupted by driveways, for example the driveway of Lucas Tire.
Feedback Map	Please add transit on Spicewood connecting to Anderson
Feedback Map	Do not add more car lanes along this road. It will only encourage more traffic. More protected bike lanes are needed.
Feedback Map	An east/west bicycle and pedestrian corridor in this part of town would be a fantastic asset. Combined with a north/south trail along the railroad tracks just east of Manchaca, this would be huge in increasing bicycle mobility.
Feedback Map	You should have queue jumps for buses on E MLK so they don't get stuck behind long lines of cars when they are trying to turn to the north or south.
Feedback Map	Second that there needs to be some priority for Route 18. Would also like to see an upgraded bike lane.
Feedback Map	Deprioritize driving for any future improvements and design MLK as a multimodal street with a design speed of 20 mph or less.
Feedback Map	Please make all corner curbs ADA compliant
Feedback Map	Narrow the car lanes, add protected bike lanes.
Feedback Map	The entirety of 45th St needs a road diet; at the very least from 4 to 3 lanes (2 travel lanes, center turn lane, 2 bike lanes), preferably to 2 lanes.
Feedback Map	Additional travel lanes are desperately needed on South Mopac. Congestion is horrible as-is, and new development will only make it worse. In most sections of the roadway, the space is either already built or easily built. Can't wait for this project to start.
Feedback Map	Don't turn Mopac into IH35 east.
Feedback Map	Extend the SB Mopac Entrance from 2244, it's too short and causes WAY TOO MUCH CONGESTION!
Feedback Map	MoPac desperately needs more lanes, but the added toll lanes on the existing roadway are a design disaster and a practical fail, adding to congestion at the exit points. Please seek funding for improved public lanes, with proper access.

Source	Comment
Feedback Map	South bound Mopac at William Canon exist needs to be redesigned. In a very short distance, 290 to S Mopac flyover traffic converges with S Mopac traffic trying to exit to William Canon which intersects with south bound access road traffic trying to merge onto S Mopac. The design is a complete mess with three criss crossing flows of traffic and bottlenecks during heavier traffic. Proposed solution is similar to Ben White implementation. One of the flows needs to divert over/under the other flows so that off ramp traffic does not interleave with on-ramp traffic. Currently, this three way mess backs up onto all lanes of S Mopac due to over congestion. The entire interchange needs to be redesigned for high traffic scenarios we are currently experiencing.
Feedback Map	S Mopac between 290 and Slaughter needs to be four lanes in each direction. Currently is is two lanes except at select on-ramp locations. The amount of traffic moving between 290 and Slaughter lane is solid cars during rush hour. It was prior to the Slaughter underpass construction began. The problem is the sheer volume of cars on that corridor which only has a couple of exits between 290 and Slaughter. More traffic enters than exits that section, and so, it needs more lanes.
Feedback Map	Mopac is a nightmare south of the river, traveling in both directions. How the city has been able to ignore it is unfathomable.
Feedback Map	Mopac should be four lanes with two express lanes in both directions as all freeways in the area should be at a minimum. Bike lanes should be in the sidewalk easement of the access roads. Current north Mopac express lanes don't improve volume of traffic handled which is the result of policy decisions that admit management failure and design negligence in the Austin region. Repeated environmental impact studies waste time and money. It's obvious what needs to be done to protect the watershed, the environment and move the volume of traffic projected for foreseeable future. Stop wasting time and money and use available resources to improve our roadways.
Feedback Map	The problem isn't the volume of traffic on the road, it's backups/slowdowns caused by onramps/offramps. Extend the onramp at 2244 (keep the extra lane all the way to the next onramp) and fix the William Cannon exit nightmare (flyover for turning left?) and Mopac would flow quite nicely. No need to add a toll lane.
Feedback Map	From 290 down to Slaughter, it seems like there is already paved roadway wide enough to maintain three lanes up until the new Slaughter exit. This would make such a HUGE difference for southbound traffic. I also agree with the comments about the area around 290 and 360 causing bottlenecks - would love to see some effort put into redesigning that stretch!
Feedback Map	Improvements are needed but not through the use of tolls.
Feedback Map	Commute every day from Circle C to northwest Austin, and Mopac, especially southbound in the PM is horrible. The issue seems to be slowdowns at the offramps, not strictly volume. This needs to be fixed smartly, not just adding new lanes.
Feedback Map	I only support highway expansions with toll lanes. The taxes we pay do not cover the cost of keeping up with congestion.
Feedback Map	Adding a pair of HOV lanes that run northbound in the morning and southbound in the evening would give the highest possible traffic relief for a given investment since the vast majority of traffic on mopac south of the river is from commuting to and from downtown.
Feedback Map	this would be an awful project - not only would it disrupt s. mopac traffic for years, as did the north mopac project, it would encourage truck traffic from I-35 via the new 45 being built south. There's also no need to further expand mopac - traffic will always be an issue and rather than building bigger roads, traffic should be managed in ways that encourage less cars on the road, not more. Additionally, the aesthetic damage to s. mopac would be extensive. This is simply not a necessary project in the scheme of attempting to relieve Austin's mobility issues.

Source	Comment
Feedback Map	South MoPac should not be turned into another I 35. It is scenic and has wonderful natural/native vegetation. Toll lanes have not improved NB MoPac and the construction period was awful. The usual slowdown near Barton Skyway is because of illogical on/off ramp design and could be improved. Don't destroy this beautiful (for a freeway) stretch of MoPac!
Feedback Map	Start focusing on frequent, reliable mass transit. We can't build our way out of congestion in this sprawl and as long as we make it difficult to get anywhere without a personal vehicle
Feedback Map	Toll lanes south of the river would make commute times more routinely stable. I do worry of the cost from Parmer to the end of the south toll on a daily basis, as Far West to the river is routinely \$10+
Feedback Map	Toll lanes are a terrible idea along Mopac. I think the current projects at Slaughter and La Crosse are going a long way to easing congestion in that part of Mopac. There are any number of smaller projects that can be completed to ease traffic along the entire length of this route, such as physical barriers to prevent vehicles from stopping and merging across solid white lines, signs encouraging people to "maintain speed" heading southbound just before the 360 south exit (cars heading up this hill often slow down without realizing it and then traffic lightens up on the downhill slope), or moving the onramp from 360 northbound up further north, so vehicles don't have to fight that hill to get up to speed and merge.
Feedback Map	Roadway expansions do not ease congestion - they only encourage more people to drive. We have to stop expanding roadways. Instead, existing travel lanes should be turned into toll lanes, which connects driving with its true costs and inducing rational driving behavior.
Feedback Map	Why is sidewalks on Windsor such a low priority. French Place a much younger neighborhood has sidewalks as highest priority . Why is Old Enfield a neighborhood founded in 1914 behind French Place which was built in 1950.
Feedback Map	The new bike/sidewalk has a very dangerous crossing at a blind curve at NW side of the turn around. At least add a mirror to make it possible to see if a car is coming.
Feedback Map	I am glad to see the improvements made in fall 2018 as part of the Shoal Creek Conservancy plan, particularly along the drainage pond from 183 to Neils Thompson Dr. However, I don't understand why the bike/pedestrian path crosses the Hwy 183 / Research Blvd turnaround. Twice! Is it possible to rework this short segment, so that bikes don't have to cross the vehicle traffic at all? I'm worried that drivers won't be expecting bikes and won't be able to stop.
Feedback Map	sidewalks would be nice as i worry about pedestrians and especially cyclists when i travel this road daily.
Feedback Map	4 lanes seems like overkill for a road that has a lot of residences along it and is currently 2. There are multi-lane alternatives to it 1/4 mile away on each side. I don't think this is merited.
Feedback Map	4 lanes is the definition of overkill. Bike lanes badly needed.
Feedback Map	Is there any road y'all don't want to expand? 4 lanes is way too wide in an area we don't want developed. Good lord.
Feedback Map	Just repave the ENTIRE road already. It's as bumpy as an old chuckwagon path. It feels like Lightning McQueen's first attempt at paving.
Feedback Map	4 lanes not needed. Bike lane would be nice.
Feedback Map	This is insane. The ASMP's policy goals talk about safety first and shifting people away from Single Occupancy Vehicle travel - and then you proceed to suggest dozens of roadway expansions. This is the 21st century, we know better. This roadway needs a road diet, better sidewalks, and protected bike lanes.
Feedback Map	Should be higher priority. Budget motels are used as permanent residences, should count in prioritization like apartments.
Feedback Map	HUGE SUPPORTER OF NEW EAST-WEST CONNECTIONS

Source	Comment
Feedback Map	This connector would provide vital relief to the SB Burnet 183 exchange for commuters headed east-west. In conjunction with a connection from Longhorn to York would make this rundburg a legitimate alternative to braker research for travelers needing to get from i35 to mopac.
Feedback Map	I think that adding a walking and biking path that cuts through or goes around the outside of the golf course would be a real improvement. I would also suggest taking down the fence around the golf course, which is ugly and unnecessary. The fence also makes it so that pedestrians and cyclists who would like to travel from MLK to Manor must go all the way around the course on major streets. The golf course in the Hancock neighborhood has a walking trail and no fence, and it seems fine--perhaps that could be a model. I think that this city-owned space could be used and enjoyed not just by golfers but also by walkers and others in the neighborhood.
Feedback Map	Second comment below
Feedback Map	I feel like even more granular street connections are needed in this area to prevent mega sized superblock redevelopment patterns.
Feedback Map	This section of road needs to go on a "road diet" to make space for dedicated bike lanes.
Feedback Map	This is one of the most important bike connectors in this part of town. It's narrow so maybe it's only a shared lane.
Feedback Map	looking forward to bike facilities. the circle over 35 is great, but EB there is no ramp down, and WB it should be easier to see going onto the bike path. merging with the cars at cameron to go into the bike lane is poorly marked
Feedback Map	Bicycling on South Lamar is crazy dangerous, and the sidewalks are not much better. Fixing the seep north of Lamar Sq would be great, too.
Feedback Map	I don't even attempt to ride a bicycle along roads that go faster than 35 mph. The difference in speed between a vehicle and a bike is too great. If you have bike lanes on these types of roads the bicycle lanes need to be protected.
Feedback Map	The Priority Network should read "Pedestrian, Transit, Bike, and Vehicle Priority" in that order. While I feel confident that a median would support a safer street overall, I feel strongly that the best strategies to safety are standardized sidewalks, proper and frequent crossings, and managed turns. And the best strategy to mobility is designated transit lanes which are the surest way to bus-envy and therefore ridership. I always bike though the neighborhood because it's removed from traffic, more pleasant, and the hills are more manageable. I would be happy with improved bike lanes along Kinney and S 5th.
Feedback Map	Agreed with other commenters that this road is very unsafe for anyone not in a car. Sidewalks and bicycle facilities are critical to enhance quality of life for the thousands of new residents in this areas, especially as more VMU is built.
Feedback Map	I understand that medians provide some safety, but S Lamar is so narrow, the space should be used for vehicles, transit, bike lanes and sidewalks, not medians.
Feedback Map	It's most important to enhance the safety of S. Lamar Blvd for pedestrians. Create a continuous sidewalk on both sides of the street along the corridor from Barton Springs to Mary St. There also needs to be more areas for pedestrians to cross the street, the stretch from Gibson Street to Mary Street is really too long and people often run across the road to get to adjacent businesses.
Feedback Map	Please design this corridor with safety and comfort of pedestrians first, then small mass, bicycle speed vehicles, then transit, then also please make it safe for people driving cars and trucks. Please use current engineering standards of 30mph or less design speed. Please dedicate space to transit as much as possible. Please use roundabouts and other modern safe design elements. Please do not put a high priority on the speed of travel from one end to the other.

Source	Comment
Feedback Map	I agree with other commenters about prioritizing pedestrian and cyclist safety along south Lamar. I would like to see the speed limit lowered on South Lamar. Its 35 near Townlake, but then 40 and 45. That's much too high of a speed limit for a corridor that is growing in pedestrian use. Its especially dangerous during those times of the day when the traffic is moving and there are pedestrians. Car just fly though the left turn on Manchaca and don't notice people crossing the intersection.
Feedback Map	Prioritize pedestrians, bikes, transit on this corridor. lower car speeds to 30mph. build protected bidirectional bike paths on both sides to allow residents to commute, access businesses, etc without getting in their cars. Charge suburbanites congestions fees for road use.
Feedback Map	Add bike lanes in both directions with a raised divider to separate the bike lane from vehicle lane. Also, the buses need to be able to pull off the road when they stop. There are stops on South Lamar where the bus stops in one of the primary vehicle lanes, and stops all traffic while loading/unloading. I like the idea of a median. Add wider sidewalks with a buffer from vehicle lanes. Make it as pedestrian friendly as possible including planting street trees and bury power lines when applicable. Focus should be on pedestrians and cyclists: Dedicated, protected bike lanes, wider side walks with buffers from road, bus pull-offs, lower speeds, street trees.
Feedback Map	Lower design speed to 30mph or less, create transit-only and protected bike lanes, improve sidewalks, reduce the number of auto lanes.
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines. The recommendations of the Pedestrian Advisory Council and Bicycle Advisory Council also should be incorporated into the ASMP.
Feedback Map	Reduce the design speed to 20 mph or less.
Feedback Map	Make the street into two lanes in each direction. More people are using Davis as a short cut from Manchaca and Dittmar. Also, make Davis two lanes in each direction from Manchaca to Brodie . This action will improve traffic congestion and reduce traffic thru neighborhoods.
Feedback Map	Agree with recommendation by other person
Feedback Map	Davis from West Gate to Brodie should be two lanes in each direction. Bike lane is low priority. Need to build sidewalk.
Feedback Map	This area is dangerous for pedestrians due to a lack of sidewalks and needs a true bicycle lane. What could be a bike lane is generally filled with parked taxis.
Feedback Map	Waller creek needs a north/south hike and bike route along the water. The area in its current state is in great need of improvement.
Feedback Map	I'm really excited about the plans from Waller Creek Conservancy!
Feedback Map	Relayed to ASMP team at public meeting: extend Axel Lane so it connects to Hudson St
Feedback Map	Relayed to ASMP team at public meeting: extend Axel Lane north to Tannehil Lane (direct connection)
Feedback Map	As part of shoal creek trail project, improve bike/pedestrian here.
Feedback Map	Reduce sped limit to 25mph. People use Manassas as a short cut to acces West gate from Manchaca and other streets. Need light at Manassas and West Gate..
Feedback Map	
Feedback Map	
Feedback Map	Need to reduce speed limit.
Feedback Map	Many people bike on this road, and protected facilities are needed.
Feedback Map	We do not need to expand to four lanes.
Feedback Map	There is a big need for pedestrian improvements in this area also.

Source	Comment
Feedback Map	Lot's of maps that only show where something is happening but not what. For Jollyville Rd , can't tell what will actually be done but have heard that both north and southbound sides will lose a lane of traffic. This street is overwhelmed with traffic during any high traffic time. Many people get off of 183 and use Jollyville so improvements that narrow the roadway for cars will increase traffic on 183. I have also heard about a concrete median with turn lanes cut out. This works when all of the offices and shops have parking lots or frontage that are interconnected this is not true of the Jollyville area. More work needs to be done to make the trails available to bicycles. Much safer and that's the way it has been done in Allen and Plano, Texas. My son in law takes the hike and bike trail to work and is almost never on a road with cars. I understand that this is not always possible but perhaps some thinking along that line would be helpful. Thank you! Cindy Osborne
Feedback Map	In the Public Transportation System section POLICY 6 aspires to "Improve access to public transportation." City of Austin officials must continue to work with Capital Metro to effectively realize this goal. While Project Connect includes many positive recommendations that will advance this ideal, it also fails to provide sufficient new public transit capacity in northwest Austin. Specifically, a transit vision for the Jollyville corridor between Spicewood and Great Hills should be addressed as part of any plan. Congestion along 183 already diverts a large volume of traffic onto Jollyville during rush hour and planned/in-progress high-density development along Jollyville will only increase the number of cars on the road if thoughtful transit options aren't included. Options to address these issues might include improving the connectivity of the Pavillion Park & Ride to the new rapid transit hubs and/or Red Line stations, adding a Neighborhood Circulator to the large Jollyville Rd apartme
Feedback Map	Glad to see this cooridor is being studied. the design in the UT masterplan is appropriate - no on street parking, protected bike tracks, and dedicated transit lanes. Today, the parking and transit use of this cooridor makes it incredibly dangerous, despite the cars being a tiny percentage of users in the area.
Feedback Map	Second the below comment. As a UT student, the lack of a bike lane (there are just arrows in the middle of the road for bikes) is dangerous, especially given that many more people ride electric scooters down San Jac in order to bypass pedestrian traffic on Speedway. The amount of buses (which is great) also poses a hazard to bikers/e-scooterers without a bike lane.
Feedback Map	Not sure why this is listed as Clarkson when it looks like Airport Blvd. Making an urban trail on Airport Blvd would be transformative for our city
Feedback Map	Be sure to include trail access to the west at 56th for connection to Bus 7 at or near 56th/Ave F and short walk to Waller Creek urban trail.
Feedback Map	
Feedback Map	want a safe and comfortable way to bike up/down airport
Feedback Map	YES! A safe bike route in this area is badly needed
Feedback Map	This extension is badly needed. The sooner the better because it offers a much needed alternative to navigate to South 1st,
Feedback Map	Connectivity between Austin and Cedar Park along 183/183A is limited to just cars. We need pedestrian and bike access! Trying to walk or bike along 183 is crazy - there is no shoulder and traffic is 55MPH with limited sight lines due to hills.
Feedback Map	The 183a frontage road should be continuous. This broken segment into Cedar Park is counterproductive.
Feedback Map	This area desperately needs better bike/ped infrastructure to link both cedar park and Austin to the brushy creek trail system.
Feedback Map	East/West traffic on Parmer is terrible. More lights will increase commute times
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	Please also add reflectors or some kind of traffic calming where this street curves.

Source	Comment
Feedback Map	Signage and striping for death merge. See TMUTCD.
Feedback Map	Install traffic circle or other traffic/speed mitigation at Lost Creek and Quaker Ridge Dr.
Feedback Map	We already have golf cart lanes. To the person who suggested a traffic circle at the 4 Way Stop at Quaker Ridge & Lost Creek Blvd, that is a Terrible idea.
Feedback Map	No Traffic circle at the 4 Way Stop. Horrendous idea. No medians or posts on Lost Creek Blvd.
Feedback Map	I am against medians on the Blvd.
Feedback Map	I love the new permanent radar signs.
Feedback Map	Radar signs are great. No to bumps, medians, and traffic circles.
Feedback Map	Lost creek is too narrow for medians or more bicycle lanes. We already have golf cart lanes. Love the new solar-powered radar signs. LONG overdue. Also love the new No Through Trucks signs. We had too many bog trucks cutting through because of Phone Apps. .
Feedback Map	Lost creek Blvd is very steep and winding so its not good for bikes. People used to speed too much but now we have the signs that flash if you drive too fast.
Feedback Map	Don't do this.
Feedback Map	no need
Feedback Map	Connect Wooten drive (bike/ped only) through to Anderson Square. This will help to improve connectivity to the North Lamar Transit Center from the interior of the Wooten neighborhood.
Feedback Map	At least make this a short multi-use trail for better connectivity
Feedback Map	Please contact The Central Texas Regional Mobility Authority and inform them about this new roadway.
Feedback Map	Now that the Bolm Road underpass at 183 has been permanently closed, what purpose would be the purpose of the Hester Road extension? I could understand putting in a bike path, but putting a road there would do nothing but bring unwanted traffic into a small, quiet neighborhood.
Feedback Map	Adding bicycle facilities to this section of MoPac is extremely dangerous. There is already a pedestrian bridge connecting each side of the green belt over Barton Creek, so why would bicycle facilities be needed on MoPac? There is no room to add a lane and taking away a vehicle lane would cause more congestion than there already is.
Feedback Map	There are now sound walls on MoPac, even without them the air pollution on that roadway is not conducive to good health, especially if you are riding a bike or walking and breathing more heavily than normal. You do understand that vehicles emit fine particles that get stuck in our lungs if we live within 500 feet of a highway? Even if we have nothing but electric vehicles in the future you will still need to separate powered from bicyclists and pedestrians.
Feedback Map	I like the idea of bike facilities here. They need to connect into whatever happens at Broadmoor. Right now, people are scootering through the IBM parking lot!
Feedback Map	Yasssss!

Source	Comment
Feedback Map	Dogmatically installing sidewalks everywhere to separate pedestrians and vehicles may not be the safest or effective option. Separating vehicle and pedestrian traffic with sidewalks is necessary for streets with vehicle speeds from 20 mph up, but doing so encourages vehicle operators to go faster, use neighborhood streets as thoroughfares, and pay less attention to pedestrians. Older neighborhoods with short blocks and narrow streets (and established trees on city easements) such as Rosedale, Hyde Park and Hyde Park Annex, North Loop, and many others, are candidates for selected streets being converted to pedestrian-first, subdued traffic areas. In such areas pedestrians with absolute right-of-way mix with vehicles restricted to ~10 mph. Vehicles enter tend to enter these areas only with a destination there. In addition to providing calmer, quieter, and safer community-friendly areas, traffic subdued areas may well be less expensive than sidewalks that meet up-to-date standards.
Feedback Map	Make the bike/pedestrian lanes center aligned in the right of way with ballards and trees. Currently this is a highway and we need a true boulevard design for all mobility options.
Feedback Map	This intersection is well-used by McCallum high school students, local pedestrians, bikes, and scooters, but it feels very unfriendly. More trees and room for people/ bikes would be great.
Feedback Map	Add a red line stop at Parmer/Mopac intersection. Buy the old 'Weirdos' location and use that for the station as well as parking and bus stop.
Feedback Map	Extend the rail line to add a station near the republic square bus stops to connect the rail to the major bus lines.
Feedback Map	A commuter rail service on the MoKan corridor would be great for reducing automobile dependance in the area. It would connect downtown and east Austin to downtown Pflugerville, Round Rock, and downtown Georgetown, and would provide many people with a more sustainable alternative to the frustration of I-35..
Feedback Map	Add Red Line Station near the Hancock Center!
Feedback Map	We love the Cap Metro Red Line, but its not well used by Ridgetop / Hyde Park / Hancock residents. These neighbors are equidistant between the MLK Station and Highland Mall, but its too far to walk to them and/or unsafe along Airport Blvd. Please add a Red Line station at the Hancock Center! And/or at Middle Fiskville Road! They are prime locations for those already walking around the neighborhood to hop on transit and head downtown or to the UT campus.
Feedback Map	Please connect the Metro Rail to the airport - this would be huge
Feedback Map	Please double-track the red line, remove at-grade crossings, and add infill stops so this is a true all-day rapid transit line. Please add TOD zoning adjacent to any new stations & encourage new development there.
Feedback Map	Please add more Rail lines to the city in general. There could be more riders if there were more destination options.
Feedback Map	makes sense but the real improvement would be to utilize the MOPAC rail line, although I understand that's not possible
Feedback Map	Add an infill station north of Crestview. Currently, the lane passes through Wooten (literally through some backyards) yet there are parts of wooten a 2-3 mile walk from the nearest station. An infill station could be placed at Anderson Lane (though there is constrained RoW here). Or it could be placed just south of 183. At this location, it could encourage density and redevelopment to this commercial/industrial area.
Feedback Map	Add a station at or near Hancock Center
Feedback Map	Additional stop at/near Hancock Center
Feedback Map	I would like to see added frequency and extended hours for all days of service. Additional infill stations would be nice where feasible - it would be nice to get reduced pricing for in-town trips like when the service originally launched.

Source	Comment
Feedback Map	Later weekend hours so suburbanites can get home without endangering the rest of us. Should have a station within domain so workers/residents can shop or commute without cars between Domain/Downtown. more frequency. south of river station.
Feedback Map	Add urban trail along the line from DT to at least PRC
Feedback Map	The Red Line needs increased frequency during peak commute hours. The train also needs to run every day of the week to make it a viable option for those looking to go without a car.
Feedback Map	Add a connector service between 183N (perhaps at Pavillion bus Park and Ride and the Howard Lane train park & ride stations. Also work on other ideas for improving transportation between 183 and Parmer Lane in far northwest Austin. With Domain and planned Apple expansion, city needs to plan for more public transit options around this "new downtown".
Feedback Map	
Feedback Map	I support the movement of the Braker Lane/Metric station to the Domain or some place where there is room for another park and ride (can't tell if that's part of this plan or not). Current station is underused because there is no parking in that area.
Feedback Map	Raised median along N. Lamar is a great improvement! This stretch of roadway winds around and cars travel very fast around the curves. Medians would reduce potential for head-on collisions and improve safety!
Feedback Map	There isn't any foot traffic here to require sidewalk.
Feedback Map	Yeek! There's a road running right through the middle of the park! Residents were told they could apply for traffic calming, then program was shut down. Very wide road, fast cars. Squeeze it in with angle parking for the park, add a few more humps.
Feedback Map	This would block the ease of access to ADRN Thrift store. I am a volunteer there.
Feedback Map	The Chesterfield Ave connector along Waller Creek should include access to the south end of Dillard Circle the west end of Skyview, and 56th St (with Bus connector at 56h/Ave F) and walk through to the Airport Blvd Urban Trail at 56th.
Feedback Map	Please protect the bike lanes. I was hit by a car on this stretch of road while riding my bike.
Feedback Map	Please connect this street with vehicle lanes, bike lanes and sidewalks to provide more ways to get from point A to point B.
Feedback Map	The location of this proposed intersection is going to make traffic in the area much worse for all. Pleasant Valley needs to continue to Ben White/71, not merge with Burluson at the new sidewalk/trail location.
Feedback Map	The traffic is going to be so much better when all roads connect!
Feedback Map	Something really needs to be done here in order to make the pocket park more inviting. Use sidewalks to create an "entrance"?
Feedback Map	What sort of improvements are proposed here (and in the entire neighborhood)? There are already sidewalks on one side of the street. Is the proposal to add sidewalks on the other side as well? These types of items are too vague to actually solicit feedback on
Feedback Map	complete bike lane access to lady bird lake trail, currently old railroad access and fenced off
Feedback Map	With new Frank Erwin Center, please don't take away North-South vehicle connection between Guadalupe & I-35. Red River serves this role now and I am concerned with removing this road AND lanes on Guadalupe
Feedback Map	Need to reduce speed limit. install speed bumps to slow down speeding cars.
Feedback Map	Yes, much needed.
Feedback Map	Complete missing sidewalk lengths on Springer Ln

Source	Comment
Feedback Map	"All ages and abilities bicycle facilities"? What good is a bike lane if cars are always driving in it? I constantly see cars driving in the bike lane on this stretch of road. I've ridden my bike on this road numerous times and have had motorists cut me off or tail me in the bike lane so they can make a right turn (usually at 8th). Or motorists do not realize they are in the bike lane and think it's another car lane. Please look into improving transit on this road for cyclists.
Feedback Map	Keep the bike lane open to northbound bike traffic during UT football games and other events when Trinity directional flow is reversed as part of the traffic plan to favor cars exiting the state parking garages.
Feedback Map	Narrow the travel lanes and reduce the design speed to 20 mph or less. Add physical protections to the bike lane. Convert one-way direction to two-way direction. More street trees.
Feedback Map	A walking trail here that is protected from flying debris from Howard lane would be fantastic!
Feedback Map	Pedestrian beacon is insufficient. Many cars ignore this and/or try to beat it at a high rate of speed. Change design speed to less than 30 mph plus pedestrian islands and narrower lanes.
Feedback Map	There are patches of sidewalk around this neighborhood but large areas of no-sidewalk. We need to link up the patches to make it truly walkable. Newton would be a good start!
Feedback Map	Sunset Valley is doing zero for the VCT, just using existing sidewalks on Brodie and some small trails in the shopping center. Biking on Brodie south of Sunset Valley is dangerous even though bike lanes are in place in the portion in Austin south S.V. Please look at somehow bypassing or working with SV to improve this area.
Feedback Map	Needed to make biking and hiking safe in the area
Feedback Map	Tilley street is a great opportunity to connect Mueller with the Windsor Park neighborhood. Currently, Tilley street dead-ends into 51st street. In Windsor Park, Shady Brook Lane dead-ends into Bartholomew District Park. There should be a paved hike-and-bike trail from Shady Brook Lane to Tilley Street so that people can walk and bike to all the amenities at Mueller. Crossing 51st at the Berkman intersection is still scary for families, especially kids. This would be a much safer and more pleasant connection.
Feedback Map	I support connecting Lansing Dr. east-west across the railroad tracks. Right now, this section of south Austin is full of bottlenecks because road connectivity is poor.
Feedback Map	Need a protected bike lane!
Feedback Map	There needs to be a permanent sidewalk between W 4th and 5th. The plastic barriers creating a buffer for a make shift sidewalk doesn't cut it. Need a permanent solution. Protected bike lanes, too.
Feedback Map	This should be turned into a 2-way street, with protected bike lanes on both sides and transit lanes. Lavaca is currently a dangerous and dismal - it could become a vibrant multi-modal corridor.
Feedback Map	eliminate onstreet parking
Feedback Map	Sidewalks are needed on both sides of the street as well as buffered bike lanes. It is not uncommon for kids to exit cars stopped in the middle of the street and open their car doors into the bike lane.
Feedback Map	Narrow the car lanes, add protected bike lanes.
Feedback Map	Automobile capacity should not be added on any Austin roadway, including Exposition. Instead, reallocate space for protected bike lanes and wider sidewalks. By narrowing the roadway for cars you slow traffic down, removing the need for a center turn lane, which is an inefficient use of space, given that most of it is rarely used.

Source	Comment
Feedback Map	Protected bike lanes are needed here. Please be sure they connect all the way to Maplewood Elementary as well as to cross 1-35 at Wilshire
Feedback Map	Narrow the lanes, shrink curb radii, add pedestrian islands, protected bike lanes
Feedback Map	Extend the school zone. Add pedestrian islands. Narrow the lanes.
Feedback Map	Add roundabouts. Reject signalized intersections, they increase car speeds to the detriment of peds/bikes/students.
Feedback Map	The North side of Cook Elementary does not have sidewalks as depicted on the sidewalk inventory map. This has been a neglected issue for quite some time and should be reflected correctly.
Feedback Map	3rd Street needs Green Wave signal timing (ie. timed to allow people on bikes/scooters to make every green light).
Feedback Map	Implement dedicated transit lanes now or in the short term; this is a high priority corridor.
Feedback Map	The intersection at Aldridge needs work. I've seen all kinds of illegal driving through the intersection to get across it from north to south which is not legal. One bad area is the left turn lane into Aldridge which then is 2 lanes to a one lane circle. People race each other trying to get to the circle first and some try to make it a 2 lane circle. Very dangerous.
Feedback Map	This dismal road needs a road diet with the space reallocated to transit, protected bike lanes, and wider sidewalks.
Feedback Map	There needs to be new road constructed here to connect Nalide to Vinson across the railroad tracks. The railroad tracks cut like a knife through the middle of south Austin and force vehicles into bottlenecks because there are so few crossings.
Feedback Map	There are too many lights already on SWP. Rather than a signal, people could turn right and then make a U turn. Please no more lights on SWP. the goal is to speed things up, not slow us all down further!
Feedback Map	This road is substandard. Why place sidewalks along a substandard roadway. Only place sidewalks with road improvements.
Feedback Map	Shady Brook Lane should connect to Tilley street in Mueller with a hike-and-bike trail that cuts through Bartholomew Park. Currently, the only connection is Berkman at 51st, which is not a pleasant or safe intersection for pedestrians and bicyclists.
Feedback Map	Please place sidewalks on Summit. Cars are going too fast because they are cutting through to avoid IH 35/Riverside. Sidewalks on Summit will provide a safe haven for the many many people that are walking that street every day. Plus it could lead directly to a PHB across Riverside at the intersection. With two bus stops at the end of Summit there are a lot of p[ople walking that direction and back every day.
Feedback Map	I'm curious as to why Anderson Lane isn't listed for getting a corridor plan (while it is listed for getting medians). Anderson is an Imagine Austin corridor, and the western section runs through the Northcross Imagine Austin center. Conducting a full corridor plan would make sure this IA reaches it's full potential, gets needed transit improvements, etc.
Feedback Map	I agree with the other commenter that Anderson needs more thought than it is being given. It should be studied as a corridor and made multimodal. We should upzone it for multiuse. Right now it is kind of in a depressing state and scarred by horrible parking lots. Let's fix it!
Feedback Map	Agree that this stretch needs a full corridor evaluation. It should be slowed down since it's a residential area. A young girl died here.
Feedback Map	The western segment of Lupine is a dead-end street. No need for sidewalks on this portion.
Feedback Map	This bike makes no sense. It just connects to 29th Street it's not a real "route". Did the residents request this? They would really be the only ones using it.

Source	Comment
Feedback Map	Diamondback/Brownie is a huge intersection - both very wide roads. Tons of kids live right here, and route to park for folks in apartments near Masterson and North Lamar. Squeeze in the intersection. Add a roundabout with landscaping in the middle?
Feedback Map	People on Brownie have to walk on dirt halfway up Diamondback to get to the group mailbox. Should be accessible route.
Feedback Map	Sidewalks and bike lanes desperately needed along this route. Spotty coverage now makes it dangerous for peds & cyclists.
Feedback Map	If Guadalupe and Lavaca remain one direction downtown then we need dedicated transit lanes on Lavaca, as well as on Guadalupe. They should be center-running.
Feedback Map	There needs to be a permanent sidewalk created on the east side of Lavaca between W 4th and W 5th. There are plastic barriers creating a makeshift sidewalk right now, but that can't be a permanent solution. The raised sidewalk above this area isn't ADA compliant. We also need protected bike lanes
Feedback Map	I'd like to see Ralph Ablanedo connect to the I-35 service road. If traffic exiting southbound I-35 could turn right onto Ralph Ablanedo to get to northbound S. Congress, it would alleviate a lot of congestion at Slaughter and S. Congress/I-35.
Feedback Map	It's important that students at Travis High School have a safe corridor to access their school grounds. Please enhance these bike and pedestrian facilities so students aren't forced into taking a vehicle to school. Please enhance connectivity with Travis heights and provide protection from vehicular traffic.
Feedback Map	I see a need for one signal along David in between Mopac and Brodie. However, 2 signals seems like overkill and a waste of dollars.
Feedback Map	No need for another light. The proposed light at Copano should be sufficient. Also, there is a PH
Feedback Map	
Feedback Map	no need for another light.
Feedback Map	Already another light at Copano. not needed here.
Feedback Map	Narrow the car lanes, add protected bike lanes.
Feedback Map	Apartment residents must have bike/ped access to right of way at east end of Little Walnut. Work with apartment on CPTED/gate.
Feedback Map	I use this intersection daily: 4 way stop sign is sufficient
Feedback Map	yes connectivity
Feedback Map	Implement transit priority lanes now.
Feedback Map	Dedicated transit pathway is key on Guadalupe, and starting with transit priority lanes tomorrow would significantly improve transit service!
Feedback Map	You need to be very careful as there most likely will be a light at 43rd after the through street is built on the hospital grounds. 43rd street is narrow between Guad and about Ave B. Also since the bike lanes were put on Guad, traveling south to turn at 41st is very dangerous as the chicken lane stops just before 41st.
Feedback Map	Investing in dedicated lane transit along this corridor is an ideal place to start easing congestion in the city. As long as the proposed transit investment is for fully dedicated transit lanes, regardless of type, I am in full and strong support. Good job!
Feedback Map	Yes to transit-only lanes! Yes to protected bike lanes! Our aim is to move the most number of people, which means space-efficient modes such as transit, bicycling, and walking.
Feedback Map	The crosswalk at Romeria and Burnet needs improvement; students are funneled through a very narrow area between electrical equipment. Maybe consider a "scramble" type intersection for before and after school.

Source	Comment
Feedback Map	STAFF COMMENT: Staff was provided a comment from a community member which spoke to high levels of vehicle congestion on Webberville Road. A traffic study for Webberville Road was suggested by the community member.
Feedback Map	No more sidewalks in Lost cReek, please.
Feedback Map	Making connections in our street grid is so important. Glad to see this moving forward.
Feedback Map	Need to reduce traffic flow around Austin High and all the buses, teen drivers, walkers, runners, etc, Cesar Chavez is busy enough and we don't more cars coming around the high school.
Feedback Map	This connection should not be vehicular - but instead should just be geared toward pedestrian and bike connectivity.
Feedback Map	I think this will help ease congestion around YMCA and Austin High
Feedback Map	
Feedback Map	Adding bicycle facilities to this section of MoPac is extremely dangerous. There is already a pedestrian bridge connecting each side of the green belt over Barton Creek, so why would bicycle facilities be needed on MoPac? There is no room to add a lane and taking away a vehicle lane would cause more congestion than there already is.
Feedback Map	What do you mean by bicycle facilities? It us unclear.
Feedback Map	Much needed! Many people drive fast on this street, as a cut through between 2222 and HHSC building. Neighborhood association is also concerned about this and would support!
Feedback Map	It's not clear what's going to happen here. Why are the improvements separated from one another? Why not a continuous travel lane?
Feedback Map	There needs to be a school zone flashing sign on Middleham and West of Emerald Forest.
Feedback Map	speed mitigation recommended (status, not yet started)
Feedback Map	Speed Bumps needed to mitigate traffic
Feedback Map	Narrow the car lanes, add protected bike lanes.
Feedback Map	Protected Bike lanes, wider side walks, Street Trees
Feedback Map	Deprioritize driving for any improvements. Design dedicated transit lanes that are continuous along the corridor. Design for a speed of 20 mph or less. Better pedestrian crossings are needed, with signalization favoring the movement of people on foot.
Feedback Map	W. 6th St. should be redesigned for pedestrians and low-speed vehicle use primarily. The current conditions are a disgrace. Rideshare vehicles should be banned completely from W. 6th and confined to limited access points.
Feedback Map	Congestion pricing should be implemented for downtown, in particular, W. 6th St. Or, rideshare vehicles should have to pay additional fees for access.
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines. The recommendations of the Pedestrian Advisory Council and Bicycle Advisory Council also should be incorporated into the ASMP.
Feedback Map	A light here will help relieve pressure on the St Johns and Lamar intersection as well as to provide a pedestrian crossing between St Johns and Morrow.
Feedback Map	Love this, as it would make it easier/safer to bike from the East Side to Rainey St/downtown. Would also love to see better/brighter lighting along here to make it safer for people walking/biking and hopefully discourage some of the people who tend to camp out along here.

Source	Comment
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines. The recommendations of the Pedestrian Advisory Council and Bicycle Advisory Council also should be incorporated into the ASMP.
Feedback Map	This project has no description for sound barriers. In creating a "freeway" level highway with 6 lanes, E Parmer Ln as it approaches SH130 has community close to roadway. Bellingham Meadows is close enough that a sound barrier would be necessary from the bridge after Harris Branch Parkway up to SH130 to prevent noise pollution.
Feedback Map	I believe that this road is critical to reducing congestion at the intersection of 2222 and 620
Feedback Map	Necessary but I'm afraid it'll be too little too late
Feedback Map	Traffic significantly backs up on Sandra Muraida and onto Lamar for traffic wanting to turn west onto W Cesar Chavez. Sandra Muraida only has 1 lane used to turn west onto Cesar Chavez. Consider making Sandra Muraida between W 2nd and W Cesar Chavez into a one way (southbound). Use both lanes to turn right/west on Cesar Chavez and the left lane to turn either east or west onto Cesar Chavez
Feedback Map	A signal intersection here would only be valuable if drivers were able to turn onto southbound lamar at this location. The main issue / back up is traffic turning onto WB cesar chavez
Feedback Map	The current bicycle lanes on Bolm are often unusable or unsafe due to lack of maintenance- vines hang from trees over the lanes and debris is always in the lanes.
Feedback Map	Would love to see this expanded to include public transit (bus/light rail) and major bike routes connecting north/south. This should also connect to the future south waterfront development at the Austin Statesman
Feedback Map	Build the underpass for improved pedestrian and Bicycle safety!
Feedback Map	
Feedback Map	
Feedback Map	We definitely need safer riding on this stretch via either bigger bike lanes or sidewalks
Feedback Map	We need transit in this area (I work in this area)
Feedback Map	Buffalo Pass and Berkeley needs a stop sign
Feedback Map	This intersection is incredibly dangerous. Many residents including kids use this intersection to walk and bike to Lake Austin Blvd, lady bird lake trail, Austin high - yet it remains prioritized only for cars speeding as if on a racetrack. A signal should be put in here to make vehicles driving onto Mopac or Theresa stop for crossing pedestrians and bikers and make non-vehicular users feel like they are seen, cared for and respected. I have almost been hit on both bike and foot when trying to cross 6th street from the trail system up onto Patterson from cars speeding down the road making a last minute lane change and cutting into the painted bike lane / sidewalk area. Redesigning traffic on 6th will also help to improve car behavior when entering into this area (see other comment on reducing lanes on 6th, etc.).
Feedback Map	Cameron Rd. is a Project Connect corridor, and transit priority measures including transit lanes should be considered. This stretch of Cameron between 290E and 521st St. is dangerous for all users and needs significant safety improvements.
Feedback Map	With the rapid commercial development in the area (St. Elmo Market, The Yard, etc.), sidewalks will be important.
Feedback Map	Extend bike/ped facilities all the way from Gracy Farms to Park Bend. Side walk is NOT ADA compliant now
Feedback Map	Include a train that goes from Tech Ridge to South Congress transit center and one that goes from Exposition to Mueller HEB along 38th

Source	Comment
Feedback Map	Speed limit needs to be drastically lowered. a 50 MPH school zone is an absolute joke.
Feedback Map	Mullen between Wooten Park and Anderson is a gap in the All Ages/Abilities bike network. Connecting this gap would improve the route going south on Mullen and then West on Anderson (or vice versa). Going East on Wooten Park and then back West on Anderson is quite a detour.
Feedback Map	This used to be a 4 lane road that help alleviate congestion on Parmer/MOPAC intersection. Now it is a 2 lane road with empty bicycle lanes. This helps no one, unless the goal was to keep people from using this road to get to work.
Feedback Map	The West Bouldin Creek Greenbelt opportunity should be a Tier 1 Urban Trail. You could solve half of the problems on South Lamar with a safe, pleasant, well-connected trail through this natural corridor.
Feedback Map	agree with previous comment. It looks like there are plenty of people living along creek, need to address the safety issue.
Feedback Map	multi-use hike and bike trail through the area proposed in the street improvement.
Feedback Map	I would ride my bike here if it were safer. The pedestrian bridge over the greenbelt is amazing, but hard to access because of limited bike connections getting to Specs/Best Buy shopping plaza.
Feedback Map	
Feedback Map	Add protected bike lanes and narrow the streets. Add a roundabouts at Mesa intersection.
Feedback Map	I like the recomended improvements and we need two left turn lanes for traffic going east William Cannon from Pleasant Valley. We also need a Pedestrian Hybrid Beacon for residents and students crossing pleasant Valley from Brassiewood dr. and Creek bend to reach the bus stop and Widen Elementary, Mendez Middle School and other resources that people or students might need.
Feedback Map	Is there any effort in place to beautify William Cannon Drive between 290 and Brodie Ln? It is clearly one of the uglier roads in the area, and no effort has been made to beautify it in the 30+ years since it was built. Placing power lines underground, perhaps some improvements to the medians would greatly improve the appearance.
Feedback Map	William Cannon badly needs a road diet. This is 1950s excess at its worse. Reallocate at least 2 lanes to safer, more space-efficient modes such as bicycling and transit.
Feedback Map	Living in the Hudson Bend area, I use Hwy 71/Southwest Pkwy to travel to jobs, city services, UT, ACC campuses, airport, etc. With the rampant population growth along Hwy 71, from the Y to Spicewood, the traffic is getting worse and is likely to continue for the foreseeable future. So, improving capacity is only a stopgap measure. Recommend the city/county look at establishing a major mobility hub near this intersection or up at the Hwy 71/Hwy 620 intersection. Connecting the outlying districts to the rest of the city via public transportation (bus or light rail) should have the result of reducing traffic on Austin City roads, increasing safety of travelers, with a concomitant decrease on need for City and county emergency services and road improvements.
Feedback Map	Will take some of the high school traffic off of 2222
Feedback Map	Residents need a bus stop for people that use the library.
Feedback Map	This will be an amazing step in rehabilitating our area as a walkable, liveable place! Let's do this very soon.
Feedback Map	Safe bike facilities on this route are needed.
Feedback Map	Yes PLEASE. Safer protected bike route between S Lamar and HEB on Oltorf.
Feedback Map	Need protected bike lanes in each direction
Feedback Map	Oltorf already feels narrow for cars. If there's right of way, yes, protected bike lanes. Not a narrow strip like on Lamar.

Source	Comment
Feedback Map	Protected bike lanes (5' minimum) on Oltorf would be an incredible addition to Austin's bicycling facilities. The current configuration where people driving get 4 lanes but people on bikes get nothing is inequitable. Even if this involves reallocation of 1 or more lanes from automobiles to bicycles, so much the better. The allocation of space to particular modes strongly influences modeshare and removing space from cars doesn't worsen congestion because of Induced Demand. This is the 21st century, cars are the least space-inefficient, dangerous, and polluting form of transportation ever devised, we must create alternatives that give people real choices, asap.
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines. The recommendations of the Pedestrian Advisory Council and Bicycle Advisory Council also should be incorporated into the ASMP.
Feedback Map	Meadow land does not connect to roads to the west, but it should! If it did it could be a connection for cyclists/pedestrians trying to get to RR without having to go on 1325 for as far.
Feedback Map	this will greatly improve my commute downtown!
Feedback Map	Please connect bike pathways from Domain through/under 183 to shoal creek to enable easier bike commutes from Domain/Downtown. Currently the connection under 183 is sketchy and difficult.
Feedback Map	Narrow lanes, add protected shared use paths.
Feedback Map	NARROW the road. It is so wide and cars go so fast. Protected shared use paths or buffered bike lanes would be a good start to slow the cars.
Feedback Map	A connection to Parmer Ln instead of a dead-end would better serve the community and alleviate the traffic demands of Yager. Currently, anyone living north of Yager in the Copperfield neighborhood have no other exit.
Feedback Map	Relayed to ASMP team at public meeting: Connect Fort Branch to Lott
Feedback Map	I also would like to see Fort Branch and Lott connected
Feedback Map	Extra speed limit signs, need speed bumps, safety concerns for early childhood students. Speed mitigation (Status, not yet started).
Feedback Map	Need speed bumps along Ponciana that connects to the park so children and families can walk safely to the park. Need a school zone flashing light, a request has been put in by Uhaus school.
Feedback Map	Need sidewalks throughout this neighborhood. Lots of kids walking in the street.
Feedback Map	All streets along these segment get impacted most by the cut-through traffic to 183 - impacting safety of kids living on these streets. During morning and evening rush hours its very dangerous to leave kids out unsupervised or play. Will appreciate if you can please consider safety as you design median to not promote cut-through traffic.
Feedback Map	Better timing of the signals is needed however additional lanes are not. Escarpment is already used extensively as a cut through. The improvements along Mopac and expansion of 1826 would reduce traffic on Escarpment.
Feedback Map	I am very opposed to the widening of Escarpment. We already have tons of families who use this to travel to and from school. Traffic actually helps to keep cars from speeding and the traffic is for such a limited amount of time per day. I prefer the beautiful trees in the median and occasional traffic.
Feedback Map	No need for a sidewalk on dead end road with no thru traffic.
Feedback Map	Yes!!!!
Feedback Map	Yes, please extend Industrial Oaks to SW Parkway
Feedback Map	Please extend Industrial Oaks Blvd. Would be very helpful.
Feedback Map	Yes, please make this improvement!

Source	Comment
Feedback Map	This is a no brainer
Feedback Map	Fantastic improvement
Feedback Map	Seems like this would improve traffic and bike access.
Feedback Map	That would be awesome!!!
Feedback Map	It will stop Boston Lane from being used as a cut-through.
Feedback Map	Please put Industrial Oaks through to Southwest Parkway. Also please provide more signage for access to the new bike/pedestrian bridge that parallels MoPac. Thank you!
Feedback Map	This would be very useful--I strongly support.
Feedback Map	Much needed given the traffic
Feedback Map	YES!!!
Feedback Map	support wholeheartedly!
Feedback Map	This would allow bicycle access to schools and shops for my neighborhood north of SW Parkway.
Feedback Map	What is this for? If this is to go hand-in-hand with the Industrial Oaks road extension, then yes - this would be awesome. However, if you're just going to add sidewalks and bike facilities to a stub road that deadends into a bum's lair then no, spend the money on the SWP improvements or the Mesa Village passthrough the Gaines Creek infiltration field area.
Feedback Map	
Feedback Map	is there something that can be done to make it safe leave the Southwest YMCA and get into that u turn lane to go north? Its quite dangerous with cars coming off 290 so fast.
Feedback Map	Yes! This will greatly improve safety and mobility. Boston Lane is dangerous. People exiting Ben White/71 b/f Monterey Oaks will abruptly stop or pull right to get to Boston Lane. Then Boston Lane traffic will have to take their lives into their own hands to turn right onto the frontage. We need this opened to SW Parkway.
Feedback Map	I like this, I do hope there will be a light at the new intersection with SW Pkwy -- it will be needed for those of us continuing west
Feedback Map	very narrow street. cars always parked on both sides of street and street is curvy so very unsafe as traffic moves through
Feedback Map	Replace the stop sign on Vivas and Pirun with a yield sign. There are 3 homes on Pirun Ct and we will stop for them.
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	The Green Line is exactly what Austin needs to connect to the fastest growing areas around Austin. Please start as soon as possible.
Feedback Map	This line doesn't have the density needed to make it worthwhile. Please build light rail on the major coordiores in Austin.
Feedback Map	We could really use a rail line that would connect the airport to downtown. Buses aren't practical for people traveling with luggage. Would love to see rail connect airport, downtown, Capitol, UT campus, Domain, and areas outside the city center where major office parks/corporate headquarters are located. There are a lot of us who live in/near the city that would love to be able to consider jobs further out without adding to the existing traffic problems and having to commute over an hour each way.
Feedback Map	We need a more comrehensive visionary (and rail) system that connects the airport, downtown, west, east, etc. That should be integrated with first and last mile multi-use mobility. In concert, dense regions like downtown should evolve to car-less people mobility zones. Come on, we are Austin, adn should lead the nation!
Feedback Map	A more comprehensive rail system seems like such an obvious answer to reducing traffic. Not putting more double buses on the road.

Source	Comment
Feedback Map	This is a very expensive project. The Connect proposals on this project show costs of \$264M and only 1800 trips per day. Have not seen any breakdown of the \$264M investment - but is there any way to get a basic service up and running for say \$50M. Maybe not as far as Manor? A parkway station close to 290 and Johnny Morris Road might make sense? Have any discussions been held with 3rd parties to do a Design Build and Operate Agreement to see what innovative funding options are possible. What about getting developers to help fund this? \$264M is just too much for the density of population and likely users.
Feedback Map	This project does not have high enough projected ridership to be a priority. We should prioritize urban high capacity transit lines in the city.
Feedback Map	This project is perfect for Austin. North East Austin is exploding with new development causing the roadways to be incredibly congested. This rail is needed. The tracks already exist and only need to be updated for passenger traffic. Out of all of the rail lines proposed, the Green line will be the most cost effective to develop and will be heavily utilized by the exploding populations of East Austin, Manor, and Elgin. Manor is already the 7th fastest growing areas in the country. The area needs rail. It will provide much needed relief to the East Austin communities.
Feedback Map	This is a great way to get commuters from outlying areas into downtown without adding cars to the roads. Hopefully, it will include a stop in the Johnston Terrace neighborhood, which has recently lost adequate public transportation from cap metro.
Feedback Map	For the cost of creating this rail line, we could improve bus facilities across the city for thousands of riders. I don't support spending our precious transit dollars on projects with such low ridership projections and high operating costs. The ONLY way I would get behind this proposal is if there was a massive upzoning package that went with it. Communities the size of Mueller (with higher levels of density than at Mueller) would have to be built to have enough ridership to justify this huge cost.
Feedback Map	Please focus on urban lines and Park-and-Rides before constructing lines that people would only use twice a day. Rail lines that would get you from the Domain to South Congress would be very helpful. Also a line that could stop at most of the Austin Community College campuses (e.g. Round Rock, Northridge, Highland, Rio Grande, South Austin) would be immensely helpful.
Feedback Map	Good way to get commuter traffic off the roads.
Feedback Map	Contrary to many comments citing lack of current need I think this line is a vital proactive measure that will get ahead of the inevitable east austin - manor collision development collision. Doing this now is a smart way to ensure that years from now we are not kicking ourselves for not having done what was needed sooner.
Feedback Map	Would love to see additional space allocated next to this line for an urban trail. Keeping bicyclist and pedestrians away from vehicular traffic is also a plus for safety.
Feedback Map	This area of Austin is growing rapidly. The Green Line will run on existing tracks, which will save money. Sidewalks, bus service, and bike lanes still leave a wide swatch of people who need transportation.
Feedback Map	The green line must be a priority for our region.
Feedback Map	I actually am more tentative about the green line than disapproving. Seeing how the costs and ridership expectations for the red line were out of whack, we cannot afford to see the same discrepancies with the green line. I would support it more if the cost of the green line remains low in order to save money for a more urban rail project.
Feedback Map	9th Street should be converted to a two-way street
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	The areas along Bull Creek need to be better taken care of. Elevating them to the status of urban trails would help them get the attention they deserve.

Source	Comment
Feedback Map	E 7th St. is one of the priority corridors for Project Connect. You should consider transit lanes instead of a median for E 7th St,
Feedback Map	Absolutely no more travel lanes on 7th! This dismal arterial badly needs a road diet; space should be reallocated to dedicated transit lanes and protected bike lanes.
Feedback Map	I bike here and I'm always worried I'll get hit at the yield sign - drivers do not yield to bikes. Please treat this somehow.
Feedback Map	Need to reduce speed limit. Cars use Seminary ridge as a short cut from Davis, manchaca , and Shiloh to acces Manassas and West gtae.
Feedback Map	yes connectivity; suggest right-in, right-out only for vehicles, full access for bike/peds
Feedback Map	Close the roadway to vehicle traffic and allow pedestrian and cyclist traffic only. Make this applicable in areas where entrance to apartments/condos is not affected. The sidewalks are too narrow for the amount of pedestrians and it's dangerous for pedestrians and drivers. Need protected bike lanes too
Feedback Map	During the evening rush hour, Northbound lanes of Red River at Clyde Littlefield often get backed up, with too many drivers waiting to turn right (presumably to enter I-35). Would it make sense to prevent right turns at this intersection, forcing drivers to use either Dean Keeton St or MLK Blvd to access I-35?
Feedback Map	YES PLEASE. fyi this is the other (la crosse) only real traffic issue on this road, so unless you plan to encourage cut thru traffic off mocap/45, no need for 2 more lanes everywhere?
Feedback Map	Needs to already be using urban standards from subchapter E
Feedback Map	Traffic passes too fast to cut through from Pleasant Valley to Dove Springs. I request speed bumps for speed mitigation.
Feedback Map	BR Reynolds needs to be re-paved. The entire road is terrible with potholes and uneven pavement. Bike lanes and more pedestrian features would be great. Please add street trees
Feedback Map	Street should connect rather than deadend
Feedback Map	Aldwyche should be connected to itself here. There need to be more east-west connections throughout South Austin.
Feedback Map	Remove crashgate. Reject calls to disconnect the city. All streets should be safe, regardless of number of cars.
Feedback Map	Must have a death wish to bicycle on this stretch of road. Improvements are not needed.
Feedback Map	Both bikes and pedestrians need a safer crossing here. Traffic headed to Mopac is encouraged to speed around this bend and not stop for kids and adults trying to get to the trail system or Austin high. A signalized stop is needed for the far right lane to allow for safe crossing.
Feedback Map	This location is a huge safety issue. It is not easy to negotiate crossing from the bike lane on 6th to the entrance of the HnB. Maybe a bike underpass is needed.
Feedback Map	Speed bumps is a must, there is car raising happening at early mornings or night.
Feedback Map	Two sets of speed bumps are needed, traffic is passing too fast.
Feedback Map	this area has low traffic, and wide streets. sidewalks will impact natural surroundings. work on other projects first please
Feedback Map	At the intersection of W. William Cannon and Emerald Forest the traffic light does not allow enough time for pedestrians to cross William Cannon. Residents at the Foundation Communities that have mobility issues, have concerns with this short light.
Feedback Map	The bicycle and pedestrian facilities along William Cannon between Manchaca and Congress are lacking. There are few places to cross William Cannon safely.
Feedback Map	impliment no left turns out of driveways unto jollyville
Feedback Map	This is a major commute road - don't make changes that increase congestion on it.
Feedback Map	bicycle lanes need to be much wider and sidewalks added

Source	Comment
Feedback Map	Don't take out the center turn lane, especially by the Post Office. These "improvements" will make traffic worse. I do agree with completing sidewalks and making the bike lanes better, but taking out the center turn lane will not improve anything but potentially make traffic worse.
Feedback Map	No left turns out of PO, major accidents @ pavillion & jollyville
Feedback Map	Don't take out the center turn lane. The center turn lane is needed for access and to keep traffic moving, as well as facilitate first responders such as ambulances. If left turns were only allowed at lights, there would be gridlock with the need to make u-turns or lengthy detours through the neighborhood to access the other side of Jollyville - which would add to traffic congestion. I do not see how driveways would be consolidated, as this would need eminent domain and would be very harmful to property owners. Please do not build a center median or take property owners' driveways. Completing sidewalks would be helpful to pedestrians. Overall comment - it is difficult to find where to provide comments to you. Can you make it easier for the public to give comments? BTW, when Capitol Metro proposed medians on Jollyville Road in 2017, they were strongly opposed by the neighbors who live here and regularly use Jollyville Road. What are plans for intersection improvements on Jollyville?
Feedback Map	Correction to my prior comment. It was not Capitol Metro, but was CAMPO which proposed raised medians in 2017 and these were strongly opposed by our neighborhood. Please keep Jollyville Road as a 5 lane road with 4 travel lands and one center turn lane. Thank you.
Feedback Map	Leave Jollyville RD alone!! Medians are terrible idea, as is removing the left turn lanes. Finish the sidewalks, drop the speed limit to 35, and leave the rest of it alone!!! Driving on it is tough enough already!
Feedback Map	The recommended "improvements" will make Jollyville Road about as easy to use and navigtate as this website - that is, nearly impossible.
Feedback Map	TXDOT's failure to restripe the 2.5 miles of 183 between Braker and Spicewood Rd has made Jollyville the primary alternate route north and southbound. Jollyville bike lanes should be moved to sidewalk easement both sides of the road and constructed two bike lanes wide. Retain five lanes on Jollyville no median. A median will restrict driver options for evasive action in critical traffic situations. Realign Post Office entrance to match Pavilion Blvd. This will remove the left turn conflict. Construct a right turn lane at Southbound 183 access road to Jollyville at Barrington Way in line with Jollyville Rd to simply stop sign traffic at that intersection. Install signage at Jollyville and Oak Knoll about the availability two left turn lanes on Oak Knoll at 183 intersections northbound.
Feedback Map	Jollyville bike lanes should be moved to sidewalk easement both sides of the road and constructed two bike lanes wide. Retain five lanes on Jollyville no median. A median will restrict driver options for evasive action in critical traffic situations. Realign Post Office entrance to match Pavilion Blvd. This will remove the left turn conflict.
Feedback Map	As others have indicated, during rush hour when traffic on 183 from Spicewood to Braker is crawling, I use Jollyville to avoid this traffic mess. The middle lane is critical to keeping this roadway working. Fix 183 and then maybe I would reconsider changes to Jollyville.
Feedback Map	Taking out the middle lane will make this area even more congested. Like others said, this is a major commute route. Unless you improve 183 and the service finish the sidewalks and leave the 5 lanes.

Source	Comment
Feedback Map	only an idiot would ride a with all the traffic, the giant city buyses already take up 2 lanes, the car lanes are so skinny two cars can barely p[ass each other , if you are behind a bus you cant pass it because it is taking up both lanes, with no turn lane you will have to go allthe way to the n ext corner to turn around to go to your stop on the other side of the road which will also cause a traffic back up, if i am not onthe side of the road of the business i want to go to i wont go to it, i dont think anyone will ride a bike on this road any wa
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Feedback Map	I am a cyclist who bikes to commute and exercise and lives on a cul-de-sac off Jollyville Rd. Jollyville is a crucial thoroughfare for cyclists in Northwest Austin so I would like to see the bike lanes protected. The current speed limit on the road is an unsafe 45 MPH and I would like to see it lowered to 35 or 40 because cars that want to travel quickly can use either 183 or its frontage road, which are only one block away. Currently, during rush hour, some cars will use Jollyville to avoid traffic on 183. This must stop. Turning options on Jollyville should be limited using a center median to provide increased clarity and safety. The current center turn lane paired with the high speed limit leads to collisions. I'd like to see sidewalks along the entire length of Jollyville so that pedestrians who use it feel safe walking on either side of the street and do not have to jay-walk, walk in the grass, or walk in the bike lane to get from one sidewalk section to another.
Feedback Map	Echo others that the middle lane needs to be kept. I think safe biking needs to be a priority in this area - there are a number of apartments just off Jollyville and the shopping centers/Arborteum/183 offers fairly natural points for drop-offs for transit. I think Park and Ride for transit is a good idea (I used a lot when I worked at UT). I think bike parking options need to be improved...this would facilitate biking to shopping centers/commuter transit lines.
Feedback Map	The Oak Knoll @ Jollyville intersection does not flow well during rush hour. In the evening, the large volume of cars using Jollyville to bypass 183 causes the west-bound right-turn lane from Jollyville onto Oak Knoll to back up for miles. Moreover, many of the right-turn drivers block the box when the light turns red, making it impossible for drivers headed northbound on Jollyville to cross the intersection and backing up traffic in the neighborhood. This needs to be addressed by either extending Jollyville through to Spicewood/McNeil or correcting the way traffic is managed at this intersection. Connecting Jollyville through (e.g. by buying the Big Lots parking lot?) might also help to mitigate new traffic that will flow to McNeil @ Parmer for Apple's planned new facility.
Feedback Map	The Oak Knoll @ Jollyville intersection does not flow well during rush hour. In the evening, the large volume of cars using Jollyville to bypass 183 causes the west-bound right-turn lane from Jollyville onto Oak Knoll to back up for miles. Moreover, many of the right-turn drivers block the box when the light turns red, making it impossible for drivers headed northbound on CORRECTION: OAK KNOLL to cross the intersection and backing up traffic in the neighborhood. This needs to be addressed by either extending Jollyville through to Spicewood/McNeil or correcting the way traffic is managed at this intersection. Connecting Jollyville through (e.g. by buying the Big Lots parking lot?) might also help to mitigate new traffic that will flow to McNeil @ Parmer for Apple's planned new facility.

Source	Comment
Feedback Map	The City should work with local residents to develop a suitable for adding strategies. I think a lot of folks are expressing opposition because of rumor-mongering on Next Door that has led residents to believe that they will no longer be able to make left turns. I think residents and the city can collaborate to develop a plan for medians that will both satisfy drivers' concerns and improve safety.
Feedback Map	The City should work with local residents to develop a suitable for adding medians. I think a lot of folks are expressing opposition because of rumor-mongering on Next Door that has led residents to believe that they will no longer be able to make left turns. I think residents and the city can collaborate to develop a plan for medians that will both satisfy drivers' concerns and improve safety.
Feedback Map	Add protected bike lanes and narrow the streets. Ignore people who want their own personal turn lanes, prioritize ped/bike safety and slow the cars.
Feedback Map	Install appropriate (not cheap!) traffic/speed mitigation This has become a dangerous and over burdened road way.
Feedback Map	
Feedback Map	Roadway needs to be improved with effective speed mitigation (but not speed bumps please), and also paved with something quiet and durable not chip and seal. Bike lanes would be great bcause we have a lot of out of control bike traffic on weekends.
Feedback Map	We don't need more sidewalks in Lost creek. We voted on this, and 75% said no more sidewalks.m
Feedback Map	The bike lanes here force cyclists to ride a narrow lane between 2 lanes of traffic (the right turn lane and through lane). This is very dangerous for cyclists and is absolutely not suitable for all abilities.
Feedback Map	The area between Ganymede to Amherst and the intersection at Silver Creek Dr are in desperate need of sidewalks! The connectivity for the neighborhoods in this area is very poor as a result. It limits many's access to the library, park, schools, community garden and other. It also creates a dangerous situation for placing pedestrians and cyclists in a parking lot instead of on a sidewalk.
Feedback Map	Due to the higher need for foot traffic to travel between Ganymede and Amherst it would be great if that section could be split into its own project and marked as high priority as it should be. It is a dangerous situation as it stands now. The sidewalk also needs some connectivity on the North Side of Parmer along the first block on Silver Creek Dr.
Feedback Map	This bleak roadway definitely needs protected bike lanes - the current bike lanes, which force people to ride next to high speed traffic and even indicates for traffic to cross the bike lanes, is incredibly dangerous. Someone was killed here recently. Parmer is far too wide - it badly needs a road diet. In fact, it's so wide that space should be reallocated to build new homes and businesses, as well as new bike and pedestrian facilities.
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	Very important spot to add bike lanes as this is one of the safest places for bikes to cross Mopac in the area.
Feedback Map	This is a neighborhood where the on street parking is important for safety and for residents to have vendors, plumbers, guests, visit and perform repairs and other daily, routine chores. If the parking is removed, it will harm the residents as there is no other accessible parking to replace this. In addition, the CMTA moved the bus lines so that there is no accessible buses for residents. Many of our neighbors are at or near retirement age. It would be too much of a burdent to remove on street parking.

Source	Comment
Feedback Map	In recent months there was a restriping/signing of the area near chestnut and manor on chestnut that is extremely confusing for cyclists and drivers. It appears to allow parking in bike lanes, but then when riders ride in traffic lane when bike lane is blocked, cars honk and swear and drive dangerously (more than usual). Please address this with a continuous, buffered or protected bike lane on the entire length of chestnut.
Feedback Map	I support full connection of Barton Skyway - Lightsey - Woodward from Mopac to I-35. Sidewalk facilities would be a minimum.
Feedback Map	This road should connect. But it never will. The green belt is an official nature preserve. Maybe it'll die back from the plumes of exhaust surrounding it. So many other cities have beautifully preserved areas that do not sever the city. The people (circa 1970) in this neighborhood are to blame.
Feedback Map	please improve pedestrian/bike connection from Crow Lane to Little Texas/Stassney. Street connectivity is an issue in South Austin.
Feedback Map	When the bike lanes were 'improved' last time we asked that parking remain north of 41st. However, it was changed to be 24 parking and the bike lane going south was angled to the curb just north of 41st. This has resulted in a very dangerous intersection. I travel it most days at daybreak or earlier and you simply cannot see a bike or car traveling south unless you get out into the bike lane. They a bike suddenly appears right to the side of your car. I look for cars and bikes there carefully but have still had close calls. The parking needs to be limited to the old hours during the day only and the bike lane needs to continue straight across 41st going south. Will you please get rid of the bumps around the circle. They are useless and constantly being driven over. You can barely get a car around the circle if you try to stay outside them. Also the buses are gone now.
Feedback Map	I suggest that you work with the Bryker Woods Neighborhood Association and the Bryker Woods Elementary School staff and PTA for improvements to the trail.
Feedback Map	This segment of Middle Fiskville functions as contraflow for the interstate access road. Should be improved for vehicles, esp freight deliveries for industrial area SW of Braker/I35. Add sidewalk, but should not be primary route for pedestrians and bicyclists except as needed to connect to Braker to cross I35.
Feedback Map	i live on Estana Ln and the intersection at Escarpment needs capacity help NOW, especially in mornings. With the new elem school it will only get worse. Please, please add more capacity at the light and a dedicated right turn lane. More room to merge back on north side of Escarpment would be awesome as well!! Heading SB it goes from 2 lanes at 45, to 3 lanes at Antigo then 1 lane without ANY signs. Help!
Feedback Map	I am opposed to making Escarpment between 45 and Slaughter Lane a four-lane roadway as this is a neighborhood street.
Feedback Map	I STRONGLY oppose any changes to Escarpment between 45 and Slaughter Ln. This is a residential area and traffic should be directed to the newly improved underpasses on Mopac or 1826. In most of this section, there is no room to expand without cutting down dozens of old growth trees that are in the existing median.
Feedback Map	This is a beautiful residential road that would be decimated by expanding it to four lanes with a raised median. The trees and landscaping are so important to the character of the neighborhood.
Feedback Map	This is a residential area. Turning this into a 4-lane road would terrible.
Feedback Map	I recognize that Escarpment south of 45 needs some attention with the planned elementary school. The traffic circles are way too tight and there will need to be a left turn lane into the school, but I don't think it needs to be four lanes all the way to Avana Estates. This is still a residential area with no through traffic and the landscaping/habitat along the road is a key part of the aesthetics of the neighborhood. I do agree that the entrance/exit at 45 needs to be better organized.

Source	Comment
Feedback Map	This is a beautiful residential road that is more than adequate to service this quiet residential area. Expanding Escarpment to four lanes with a raised median will mean removal of many of the trees and landscaping that are so important to the character of the neighborhood. The existing roadway is fine the way it is.
Feedback Map	I am concerned about the safety implications of expanding Escarpment and creating a lot of cut through traffic from 45. There is a lot of pedestrian traffic including children walking to school along this route. While I do accept that two lanes in each direction from LaCrosse to Slaughter would be an improvement, having two lanes in each direction through to 45 seems like a dangerous change. There is very little traffic between Redmond and 45 even at rush hour, so the extra lanes would only encourage more traffic without alleviating any existing pain points. With most of Kiker's close to 1200 students living within the walk/bike riding zone, it is imperative that traffic on Escarpment be kept to a safe volume. Additionally, the current tree-lined center median and bike lanes add a beautiful character to the neighborhood, and it would be a shame to lose it while also seeing a dangerous increase in traffic.
Feedback Map	More lanes means more capacity, this is needed, especially during rush hour(s).
Feedback Map	Not a smart or well thought out idea.
Feedback Map	I am horrified by the proposed changes to our neighborhood family road. We would have never bought our home near this road had we known about this plan. I actually prefer the traffic as it forces people cutting through this neighborhood to slow down and be on the look out for the thousands of kids and families that are walking, running and biking to and from school. We DO NOT support these proposed changes.
Feedback Map	There was ZERO engagement on this and NONE of my neighbors knows you are planning on doubling Escarpment. All were horrified when I told them. Just because a developer is building Avaia to the South does not mean we want a freeway slicing through the heart of our neighborhood to get to it. The median is a welcome bit of greenery and helps to abate the nuisance of what is already a very noisy street. To top off the fact that none of the adjacent property owners were seemingly notified, you have made this website nearly impossible to navigate and leave feedback on. This is California-style, authoritarian, top-down, mismanaged governance. I guarantee the neighborhood will be horrified the day you start ripping the trees down and paving everything over as we were not consulted and are only just now hearing about this.
Feedback Map	Please spend this money somewhere else. Just fix the current roads we have (i.e. Lacrosse and Escarpment intersection). It makes sense for Escarpment to be 4 lanes from William Cannon to Slaughter, but not past that point. Plus I drive that stretch everyday and the 4 lanes are rarely used to the capacity they are intended for. The way the neighborhood is designed this would make getting onto Escarpment even more difficult.
Feedback Map	No, no, no. Terrible idea. I-35 doesn't belong running through the middle of a residential neighborhood
Feedback Map	Yes, I LOVE this - PLEASE expand Escarpment to 4 lanes for as long a stretch as possible. Right now, drivers are being ticketed for turning east onto La Crosse from the northbound bike lane for school dropoff in the absence of a second lane to turn from; and this is about to become an important feeder, north- and southbound, for the new 45SW extension.
Feedback Map	Horrible idea! There are children and families out on these RESIDENTIAL streets constantly. We do not need a highway through our neighborhood. This is a huge safety issue!

Source	Comment
Feedback Map	Children will no longer be safe going to Elementary School!!! It's ridiculous that the directly impacted neighborhood were not clearly informed and it appears these decisions happen behind closed doors. Removing all the trees, walk path, bike bath, etc will be such a shame. If we knew this was going to happen we would have NEVER bought in this neighborhood. We moved here so our son could safely ride thier bike to school in what is now currently a "neighborhood" I'm devastated.
Feedback Map	Keep the road expansion on 1826, 45, and Mopac where is belongs. Leave the neighborhood intact and just improve the intersections at 45, Lacross, and Slaughter by adding additional turn lanes.
Feedback Map	I'm unsure of the need for this expansion given the improvements to MoPac and 45. This is a heavily traveled pedestrian area, particularly among children. Encouraging more traffic in the area incites the possibility for dangerous vehicle-pedestrian interactions.
Feedback Map	Too much pedestrian traffic to safely have four lanes.
Feedback Map	need to have more lanes.
Feedback Map	Please don't make Escarpment a four lane road through our neighborhood.
Feedback Map	Please do NOT make this a 4 lane street. Traffic can use Mopac. This is a local traffic residential area with very large trees next to the roadway. This will increase traffic when thru traffic could easily use mopac instead. There are many many children that walk or ride bikes to school on this street and we do not want to encourage more traffic.
Feedback Map	Remove the 4-way stop sign at South Bay. Keep it one lane , but make it wider.
Feedback Map	This is a residential area with a lot pedestrian traffic. There are many children as well as bicyclists who use this road to get to and from school/work and this would make is unsafe for all of those involved. There is also a number of trees/green space along this road that would be adversely affected by suck an expansion.
Feedback Map	Why are you expanding roads in the Barton Springs Zone? Do you just hate Barton Springs? This is madness.
Feedback Map	This is a residential area. Making this 4 lanes will only make people go faster down this road making it very hard for the community to use it. No, no no.
Feedback Map	Please do what you can to encourage people to use mo-pac instead. Like so many in this area, I want to maintain peace and quiet, keep the beautiful oaks intact in the median, and leave the bike lanes and sidewalks as they are. On the contrary, take measures to slow traffic through Circle C by making it more appealing to travel 45 and mo-pac. I live on a corner with Escarpment and it's incredible the number of cars that speed from South Bay to Lacrosse. Would a traffic light at Back Bay both slow the speeders and also encourage them to avoid Escarpment?
Feedback Map	This is a road that is a direct route to 2 daycares, 3 elementary schools and one middle school. Thousands of children that should feel safe walking and biking to school. The goal should not be to put more vehicle traffic on this route, rather to direct people to Mopac which will soon be much easier to traverse given the underpasses currently under construction. While Escarpment does get backed up currently, the traffic is being enhanced by the Mopac construction. I'd encourage mobility planners to wait until Mopac construction is complete and being used before evaluating changes. This road should be considered a route for residents, not thru-traffic. And by widening the road, you are encouraging traffic from vehicles looking to take a short cut, with little respect to the children and families that live along the route.
Feedback Map	It's a horrible idea. 1000s of children bike and walk to school from Escarpment. They should feel safe doing so and not add more traffic to the area but rather redirect people to Mopac. It's a residential street with a beautiful tree line. I strongly disagree with the planned changes.

Source	Comment
Feedback Map	I agree with all the reasons presented for not wanting this. This is a very family oriented neighborhood with a lot of bikes and pedestrians going about their business daily. This would reduce the air quality and increase the noise for those of us on Escarpment, and encourage traffic from Hayes County to cut through our neighborhood rather than continuing on 45. The traffic is already too fast on Escarpment due to people not obeying the limits, and it will only be worse if there are four lanes. I too feel that the neighborhood has not been informed, and finding this comment areas was too difficult! It feels like we are being discouraged from commenting.
Feedback Map	This is a bad idea. It will create safety issues for the children traveling to and from Kiker Elem on foot/bikes and increase air pollution and noise thru our neighborhood. People already drive too fast thru Escarpment and this will only add to the traffic. Please choose another option.
Feedback Map	A neighborhood that is already dealing with the expansion of Mopac that included the removal of trees and an increase in traffic noise and pollution will basically be destroyed by the widening of lanes here. There really is no need for it. Take it from the residents tha live and work in these zip codes to see that it would just put a strain on our community and our children who use Escarpment everday. We are already directing more traffic through our neighborhood via Mopac. There is no need to direct even more. If you lived in the area or spend just one week driving Escarpment, you could see it would just be a hindrance to widen the lanes, not a step in the right direction. Let us keep what little nature we have left
Feedback Map	This is a terrible idea just to increase the speed limit in a residential neighborhood with so many kids and pedestrian traffic. This is my daily route and take it from local that there is absolutely no need to broaden this blvd. This place is some of the greener space left in Austin. Please leave it as it is.
Feedback Map	Bad Bad Bad Decision
Feedback Map	Just heard about this proposal. This will only increase traffic and make it unsafe for the kids and families traveling to and from school not to mention destroying all the old growth trees. People can travel via MOPAC uunder the new construction created to divert the traffic away. Please don't destroy our beautiful neighborhood!
Feedback Map	This is a NEIGHBORHOOD!!! Please do not do this.
Feedback Map	This is not needed. The traffic is not bad into this area except for a slowdown during evening rush hour. But I would DEFINITELY not trade our nice neighborhood to shave 5 minutes off of my evening commute. This would be TERRIBLE for my property value. I would fight this vigorously at every level of the process.
Feedback Map	We do NOT need 4 lanes in this neighborhood. This will end up being a way for people to cut through the neighborhood instead of using Mopac. Escarpment blvd has hundreds of Kiker Elementary students biking and walking to school as well as pedestrians/joggers, each day. We have lived in this neighborhood 24 years and do not want to see lanes added -- it is not necessary at all. This would only benefit residents in far southern Travis County and northern Hayes County who would use this to cut through to get where they are going. They can use Mopac and/or 1826. My daily commute to work is up Escarpment to William Cannon, which is 4 lanes, and I have been regularly passed by other cars going over 50 miles per hour. Police could sit all day and give speeding tickets. We rarely see police in our Circle C neighborhood on Escarpment now, with 2 lanes. There are SO many people who speed every single time I am driving on this Blvd! This Blvd is landscaped with amazing, mature trees.

Source	Comment
Feedback Map	Please do not take away the neighborhood feel. This is wrong on so many levels. Traffic is not worth the price we would pay in other areas. Children safety, family neighborhood feel, aesthetics, less green space, more cars- more accidents... to name a few. Please let us keep our neighborhood as is- it is one of the reasons people move here.
Feedback Map	I bike this road and it's horrifying. Please separate the bike lane from the car traffic.
Feedback Map	Road should connect
Feedback Map	Please do complete the Greystone sidewalks. That street is used by walkers, kids in strollers, bikes, and runners. It definitely needs sidewalks
Feedback Map	
Feedback Map	I live on this street. Cars go very fast here. I suggest removing the residential parking permit area near Burnet so that cars will park there and make the street narrower.
Feedback Map	We have a land use policy that theoretically discourages development here, but our Strategic Mobility Plan seems to be incentivizing as much development out here as possible. Expanding OBR would be ecologically destructive and a waste of money.
Feedback Map	Don't widen it. Just repave the entire road.
Feedback Map	Silvermine Dr is currently used by numerous vehicles as a shortcut from Hwy 71 to 290. Widening the road will most certainly increase traffic. Please add speed bumps to make the street safer for pedestrians/cyclists and for residents when exiting driveways.
Feedback Map	This is being used by the graduate facility as overflow parking and is now very dangerous to ride a bike on. That facility should support its own parking capacity.
Feedback Map	This is needed. Bicycle facilities are essential, as at the north end of McCarty is a baseball facility that children should be able to ride to.
Feedback Map	McCarty is used as a shortcut to 290 from WmCn so there is lots of speedy morning/evening traffic. Sidewalks would make it safer for pedestrians/bicyclists.
Feedback Map	Despite the existing 11' - 10' lanes, the speed of drivers on 6th street well exceeds the posted speed limits of 30 and 35 and as a regular biker and pedestrian on this street, I constantly feel at risk as cars rage down this road at 45 mph or more. This road is in serious need of a safe street / slow speed redesign. Car traffic should be reduced to two lanes maximum (10' max measured from curb face not gutter) and the unprotected bike lane should become a buffered lane with separating delineators / zebra bumps / bioswale. Everytime I see the ghost bike at Highland I pray to the gods that I or others I'm with am not next...
Feedback Map	Protected bike lanes are a must. The speed limit is too high without protection for the bike lanes.
Feedback Map	Narrow the travel lanes and reduce the design speed to 20 mph or less. Add physical protections to the bike lane. Convert one-way direction to two-way direction. More street trees.
Feedback Map	Sidewalk improvement to Evergreen isn't useful unless it's connected to Collier St. This intersection is in desperate need of at least a pedestrian beacon light, if not a full intersection.
Feedback Map	The sidewalk on the western side of Cooper Ln. where it curves into Eberhart is narrow and impossible for people with strollers to use because of the telephone poles in the middle of the sidewalk.
Feedback Map	This section of Oak Knoll - and south through the Colina Dr intersection - will need traffic calming if the proposed connector between Oak Knoll and McNeil is approved. There is already heavy traffic cutting through Great Hills to Oak Knoll, which will only grow with this new option. More four-way stops, medians, and/or traffic circles a la Hyde Park's will be needed.

Source	Comment
Feedback Map	Traffic calming NOW. This street which is currently used as long term car storage needs sidewalks, protected bikelanes, and narrower/slower traffic lanes asap as the Manor rd bike lane and graduate student housing will soon bring much more cycling and pedestrian traffic to the area. Removing the parking and installing bikelanes is essential. I am constantly harassed and tailgated by drivers who want to speed on this stretch of road.
Feedback Map	Agreed - remove parking (especially near 6th) and allow for better pedestrian and cycling facilities. No need for parking here.
Feedback Map	Make a separate path for bicycles (paved) and walking (crushed stone) to reduce conflict between slow and faster traveling recreationalists.
Feedback Map	Please don't make a separate path, mountain bikers try not to utilize paved paths :) Please invest in this!
Feedback Map	connect to s 6th st
Feedback Map	This is a missing link between Hays County and Austin. The Hays portion of 1826 is undergoing massive growth, and yet the bicycle facilities connecting to 45 and the Mopac have a gap at the Travis County line. The hills and speed limit on this portion of road make this a dangerous choke point for cycling. This could be a great link between the large cycling contingent in the area and the city if the listed improvements are completed.
Feedback Map	I support relocating Cesar Chavez to the North & connecting Pressler per the consultant's recommendation for Lamar Beach.
Feedback Map	YESSSSSSSSSSSS
Feedback Map	This road runs right through my office at ARL. Don't like.
Feedback Map	There is nowhere to put a road here, what with all the buildings in the way.
Feedback Map	Would make more sense to connect to innovation blvd
Feedback Map	Forest Trail needs sidewalks as the street receives lots of cut through traffic
Feedback Map	Have the residents of Belmont Circle asked for sidewalks? If not, why bother putting sidewalks where they are not wanted? There are plenty of other streets that the locals would identify as higher priorities for sidewalks. Belmont Parkway and Belmont Circle are cul-de-sacs not through streets.
Feedback Map	Please make sure that the urban trail does not have gaps and has good connections to other bike facilities in the area, including streets
Feedback Map	Yes! This would be great. I often walk down Lambie to get to the mailbox near the corner of Lambie & Frontage Road, and often have to walk in the street (a bit dangerous with all of the cars that tend to park along this road).
Feedback Map	These improvements should be a high priority as it is a much safer crossing of IH 35 than E. Riverside or Oltorf.
Feedback Map	No new sidewalks needed. Only existing ones need to be repaired here and there because of tree heaving.
Feedback Map	All ages/abilities bike route should be entire length of Grady, for access to N Lamar transit and to reach Kramer e-w route. Bike route continuing north on Middle Fiskville would only be for hardcore riders.
Feedback Map	I think this road needs speed bumps.
Feedback Map	This connection would be very helpful to alleviate traffic on the southbound Mopac service road and Wm Cannon.
Feedback Map	This would route through-traffic into a neighborhood street, one that is used for travel to/from school (Patton). It would also encourage more through traffic on Westcreek Drive, which goes past Patton and is a school zone.
Feedback Map	Much needed connection- would reduce traffic winding through the neighborhood by creating a direct connection
Feedback Map	Much needed for connectivity
Feedback Map	This can help reduce the congestion at the Loop1 & William Cannon junction

Source	Comment
Feedback Map	This would sacrifice a much neighborhood park and re-route traffic through a neighborhood street not designed for it. Not to mention it would tie in right in the middle of a school zone
Feedback Map	This seems environmentally sensitive. There are always animals hanging around.
Feedback Map	This would be terrible for the people who live in WestCreek. I live off of Yellow Rose Trail, and there is already so much cut through traffic on Brush Country that it is hard to turn onto Brush Country from Yellow Rose. The only reason for building this road is to encourage more cut through traffic. I'd rather see the highway system FIXED so that people don't feel the need to leave the highway to cut through west creek. I think this would be a great location for a paved or concrete bike path, but vote NO for additional car traffic cutting through Westcreek neighborhood.
Feedback Map	This would be a disaster. Why not build Barton Skyway across Barton Creek so traffic from Lamar can go straight to Mopac. This would create a mess for the neighborhood and for Small Middle School.
Feedback Map	Extending Brush Country Rd. through to Monterrey Oaks Blvd. will tremendously increase through traffic on a neighborhood street, luring drivers from US 290 and Mopac. This will also push a large traffic volume through two school zones -- Patton Elementary and Small Middle School. I'm shocked to see this roadway extension on the ASMP, as the Westcreek Neighborhood is currently working directly with the City of Austin on park improvements, much of which will be overrun or destroyed if this extension is constructed. Our neighborhood streets should not be used to relieve traffic congestion on our highways and freeways. This proposed new road construction will create a racetrack between William Cannon and US 290 during rush hours. I wholeheartedly oppose this new roadway. Add another lane to the Mopac service road, or correct the intersection at William Cannon and 290 to move traffic more efficiently through the area, but please don't pour speeding cars into our neighborhood.
Feedback Map	Proposed connection not even an option. Small MS driveway (entrance/exit) is where map shows Brush Country (BC) connecting to Monterey Oaks (MO) so BC dumps into school driveway. No space for road b/t school drive & adjacent apts. The Westcreek Neighborhood & the Association (WC) long opposed to BC cut-through (communicated to city yrs ago). Already serious cut-through & speeding BC problem & heavily used during drop-off & pick-up for Patton Elementary. WC has worked w/ city for nearly 10 years on extensive trail improvements throughout this wooded R-O-W (now called the WC Greenway). City removed asphalt/barricades at BC & Summerset Trail & WC landscaped a trailhead. WC has an active COA Neighborhood Partnering Program project under construction in this area, which includes a structure in R-O-W shown on map as a potential cut-through. Thank you for looking into this matter more thoroughly & removing it as an option from the plan.
Feedback Map	Building this road is a terrible idea. Whoever thinks this would be a good idea, should go and watch the pickup/drop off traffic at Small Middle School every day at 8am/ 3:30pm. THEN, think about what it would look like with tons of extra traffic from Brush Country merging in at the school exit. This would make an already awful traffic situation even worse for all of the kids and parents of Small MS
Feedback Map	This plan does not make any sense. That small "leg" of Brush Country on Monterey Oaks is actually the driveway into Small Middle School. For people who think that would be a beneficial route, particularly in rush hour, you would be driving through two school zones. Westcreek neighborhood association has been working with the city parks department for many years to keep that area maintained as a pocket park. Westcreek neighbors do not want to see this plan happen. It is not environmentally responsible. It is wrong on so many levels.

Source	Comment
Feedback Map	I don't just dislike the recommended improvements, I hate them! We have already settled this once. We now have a beautiful pocket park and don't need this cut through lane that would only add to the neighborhood congestion. Bad idea!
Feedback Map	I thought this issue was decided years ago. Several people have already covered the big reasons why this is a bad idea and not feasible, so I won't duplicate them. The issue was settled, the city and Westcreek Neighborhood Assoc. worked together and put a lot of time and money into making that space a much needed pocket park that kids use to walk to school, the school uses to teach Green Academy classes, people walk their dogs, ride bikes, etc. Extending BC will not alleviate traffic woes. Those problems will still be there and there will be more created by this extension. It's wrong for so many reasons!
Feedback Map	This does not seem like a good use of taxpayer money and would only create greater cut through traffic in Westcreek involving two school zones. There is currently a pocket park and trail in this area. There is limited bike use in this area so I do not feel it is necessary to have additional bike lanes. The increased traffic could add a dangerous situation for children who walk and ride their bikes from Patton Elementary and Small Middle School. Please reconsider this plan and its consequences for the neighborhood.
Feedback Map	No! This is not a good, useful, or effective project. Destruction of existing pocket park and walking trails is detrimental to the community. Unwanted increased traffic in two school zones makes no sense. This is a bad idea and a lawsuit waiting to happen. Don't do it.
Feedback Map	Remove the stupid longhorns between Cherrywood and Mueller
Feedback Map	Remove the longhorns. Reconnect the grid.
Feedback Map	With 3 travel lanes the bicycle facilities MUST be separated paths with protection from high speed vehicles.
Feedback Map	There is a big need for pedestrian improvements also. Maybe you should build a bike and pedestrian trail.
Feedback Map	Great idea. This should feed into a pedestrian bridge near 35 since the little sidewalks on 35 overpass are insufficient and unsafe.
Feedback Map	Signage for bike route through Guerrero Thompson (not on Rundberg).
Feedback Map	Apartment residents must have bike/ped access to right of way along Capitol. Saves AISD a bus route. Work with apartment on CPTED/gate.
Feedback Map	A dedicated bike lane similar to what is on W 3rd!
Feedback Map	Protected bike lanes. No point if not protected
Feedback Map	Protected bike lanes must be added. Agreed that it's no point if they're not protected.
Feedback Map	construction has torn up the sidewalks. contractor should bare some of the expense, as their heavy trucks causes a lot of huge cracks.
Feedback Map	This is an intersection with a large number of pedestrians because of proximity to Murchison Middle School and apartments. Any capacity increases ought to be for pedestrians as well as cars.
Feedback Map	Do something, please, to separate the bike lanes from the traffic on Alexander. South of MLK, the bike lanes are parking spots, and 311 dismisses every single complaint I file.
Feedback Map	Agree with the improvement, but not including the Alexander @ Manor Rd intersection for intersection improvement (signals?) will continue to limit the usefulness of this connection. Truly dangerous intersection to try and cross with apartments, cap metro stop, turn lanes that back up with turning traffic, heavy traffic at rush hour and difficult viewing angles all leading to nobody knowing what all the others are planning to do...

Source	Comment
Feedback Map	Need an improvement for through traffic in this corridor that prioritizes pedestrian sidewalks and bike lanes. Recommend an extension of the trail system behind Downs park to extend in parallel with alexander up through Manor road, perhaps with overpasses over MLK and airport to eliminate traffic safety issues at rush hour.
Feedback Map	Alexander desperately needs sidewalks and bike infrastructure.
Feedback Map	
Feedback Map	I'm so excited for McKalla place soccer. We could make this an amazing, walkable street with pubs and different amenities for fans. PLEASE PLEASE don't plan for cars and parking here! Make this a walkable destination.
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	Please add all ages and abilities bike lanes all the way up S. Congress.
Feedback Map	Please bring natural landscaping into the design. Install trees or some form of canopy along commute so we're not in the harsh sun for multi-modal corridor.
Feedback Map	It's more than ridiculous that South Congress, one of our most popular tourist shopping destinations, with street parking so scarce that we've created RPP permit districts all around it, still doesn't use any pricing to manage on-street spaces! Create a parking benefit district, convert the RPP zones to be part of the PBD, and use the proceeds to fund real improvements. South Congress is a destination! Destinations aren't places that cars whiz through, they're places everybody slows down, takes in the scene, looks for what shops they want to go to, etc. Treat it like that! De-prioritize vehicle throughput, and prioritize low, steady speeds.
Feedback Map	Strongly support the dedicated center running transit lanes.
Feedback Map	Strongly support dedicated center running transit & all ages and abilities bike network (protected bike lanes) - eliminate dangerous street parking & widen sidewalks
Feedback Map	I strongly support increased transit options along this corridor as long as two vehicle lanes in each direction are maintained. Those of us in south Austin already have limited options to cross the river, and many of us depend on driving to our jobs because there are no other reasonable transit options to get us there. Only I-35, S. Congress, S. 1st, S. Lamar, and Mopac let us cross the river, and these corridors need to be maintained to allow for vehicular traffic.
Feedback Map	S. Congress desperately needs a protected bike lane in each direction with a raised barrier protecting it. The bike lane over the Congress bridge is rarely used because cyclists don't realize it exists. Plus there is no protection from cars. S. Congress is a destination for tourists too. This means a lot of pedestrian and cyclist/scooter foot traffic (another reason for a dedicated bike lane). My suggestion is to remove the street parking, widen the sidewalks for pedestrians and add street trees. There are very few street trees and sidewalks are narrow for the amount of foot traffic. In order to alleviate the parking concerns, consider low rise parking garages BEHIND the commercial businesses on S. Congress. There are many un-built, smaller land spaces behind these buildings that could be used for parking garages. This improves the aesthetics of the area, allows wider sidewalks and dedicated bike lanes, and prevents traffic congestion when drivers back in or pull out of street spaces.
Feedback Map	I would support an interchange at South Congress and 290 so that drivers can enter east or westbound 290 from South Congress without having to stop at the intersection.
Feedback Map	Reduce and regulate the amount of right-of-way for single occupancy vehicles, rideshares, and trucks. Implement congestion pricing and reduce street parking, and charge market-rate prices for any parking that uses the curb.
Feedback Map	Set a speed of limit of 20 mph.
Feedback Map	Remove the street parking, add protected bike lanes each direction, widen sidewalk with street trees (there are virtually none right now). Make this non-vehicle friendly.

Source	Comment
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines. The recommendations of the Pedestrian Advisory Council and Bicycle Advisory Council also should be incorporated into the ASMP.
Feedback Map	Major improvements for safety are needed at this intersection and I-35 crossing, especially for pedestrians.
Feedback Map	This doesn't really connect from Applegate to Doc Holliday as shown. Should be completed as urban trail, for bike access, not just sidewalk. This is accessible route to expanded Brownie Park for Mockingbird Hill neighborhood and Lotus Village apartments.
Feedback Map	Depends on another improvement to work. Not adding much value.
Feedback Map	Please build more new streets along E. Riverside Drive. This will help make the area more navigable by foot, bicycle and car.
Feedback Map	Extending the road to Riverside would be good as long as it doesn't add another stop light to west bound Riverside.
Feedback Map	Sidewalks would increase mobility and safety, especially for the numerous people who live and work in the neighborhood and take mass transit. Bike lanes would increase traffic and decrease safety, especially for children, pedestrians, and pets. Cyclists very rarely obey stop signs or pause for vehicles maneuvering out of driveways.
Feedback Map	Sidewalks are needed. Bike lanes should be limited to providing bike access to Brykerwoods School and should be designed so as not to prevent parking on Harris and not to restrict auto traffic.
Feedback Map	While I love the idea of decreasing traffic on Harris Blvd. I am afraid a dedicated bike lane would prevent parking on Harris Blvd. The historic homes on Harris Blvd do not have garages and have one car driveways. Street parking is a MUST for our residents, maintenance crews, and visitors. Additionally, Harris Blvd. is becoming more and more of a thoroughfare for vehicles trying to avoid Lamar and Mopac. This is dangerous for our children and pets. Currently, parked cars are the only thing that slow these cars down.
Feedback Map	This will create a hardship for the handful of homes affected between windsor and etheridge. It could be life altering for those residents when there is already a path slated in other areas flanking this small segment of road.
Feedback Map	Your bicycle map shows "Bicycle Priority Network" route that comes up to Harris Blvd at W 32 St from the Shoal Creek greenbelt. That little sliver of greenbelt on W 32nd is on a cliff face. The Shoal Creek Hike and Bike Trail already provides a north-south route. The proposed Harris Blvd route is redundant and much more dangerous than the Shoal Creek Hike and Bike Trail. Also, Harris is not that wide a road and there are cars usually parked on both sides of the street so putting a fixed bike lane on Harris is going to inconvenience those residents and the people who work in the area.
Feedback Map	Love these additions. much needed for the neighborhood!
Feedback Map	Narrow the lanes, add missing sidewalks
Feedback Map	Reconnect 5th St. across I-35.
Feedback Map	Why not, there is plenty of room.
Feedback Map	replace old/decrepit train bridge downtown. Historic preservation should be reserved for bridges that don't represent a threat to public safety
Feedback Map	pedestrian islands, narrow lanes, shrink curb radii
Feedback Map	Protected bike lanes needed up here, too.
Feedback Map	These improvements should lead to a pedestrian/bicycle bridge over town lake. Walking anywhere near 35 is dangerous.

Source	Comment
Feedback Map	Need protected bike lanes. Close road to vehicles if possible. Should at least close to vehicles on weekend evenings
Feedback Map	Rainey St. should be closed to car traffic and redesigned for pedestrians and low-speed vehicle use only. The current conditions are a disgrace. Rideshare vehicles should be banned completely from entering and confined to limited access points.
Feedback Map	There are some missing sidewalks along here as well that make this area NOT ADA compliant.
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	Need to reduce speed limit, add calming devices , and pedestrian crossings.
Feedback Map	Same as the southbound intersection...Unless this will be an underpass/overpass like Slaughter and LaCross on Mopac, this makes no sense. Need to keep this stretch of Mopac moving to avoid backups that will encourage drivers to drive through Circle C (Escarpment) to avoid the backups.
Feedback Map	agree with the previous comment. Unless this is underpass, don't see a need for this and this also creates un-necessary backups on Mopac
Feedback Map	Existing Lacrosse ave and Slaughter In intersections are being converted to underpasses. This intersection seems to be undoing the intent of those under-pass projects.
Feedback Map	seriously, building an extension from S. Bay to Mopac and adding a light controlled ground level intersection is not inline with the underpass work being done at Lacrosse and Slaughter. Traffic from SH 45 N @ 1626 will choke at this lighted intersection and defeat the 'improved' traffic flow design.
Feedback Map	horrible idea - lets stop the whole highway at light that nobody wants or needs
Feedback Map	Terrbile, horrible idea.
Feedback Map	This "improvement" will turn South Bay into a shortcut to avoid backups created on 45 by the light. We have had several serious accidents already at the intersection of S. Bay Lane and Back Bay Lane. People have hit the reflective barrier at the current end of S. Bay Lane more than once. One neighbor's fence had several feet removed by an intoxicated person who lost control of his vehicle on S Bay at the rear of their property. His car ended up in the middle of their back yard. Bikers are already at risk on S. Bay Lane as car drivers routinely exceed the speed limit by 10-15mph. BAD PLANNING!
Feedback Map	This must NOT happen.
Feedback Map	The new underpass at Slaughter is so amazing, and I can't wait for the underpass at LaCrosse to open, as well! It would be so sad to see another traffic light pop up to take their place!
Feedback Map	Another signal? That's crazy! After the nightmare for years of Slaughter and La Crosse! Seriously?
Feedback Map	The previous comment was mine. I was so blustered, that I spaced out changing the type of comment to "I don't like...."
Feedback Map	This "improvement" will be just the opposite, unneeded and DANGEROUS. The underpass improvements at Slaughter and La Crosse are going to alleviate a lot of traffic back-ups and reduce accidents, injuries, etc. An at-grade crossing at South Bay with stop lights at Mopac will defeat the safety improvements at Slaughter and La Crosse and will no doubt seriously raise the possibilities of high-speed crashes, injuries and deaths. Please DO NOT do this.
Feedback Map	This project may have been in the original plans for Mopac, but the underpasses and crossing improvements at Slaughter and La Cross make an at-grade crossing at South Bay unnecessary and will defeat the traffic improvements created at Slaughter and La Crosse. If you do this, there WILL be crashes, injuries and deaths at this intersection. Residents in this area do not want that.

Source	Comment
Feedback Map	any congestion issues on escarpment are due to the intersections (specifically at La Crosse and William Cannon), and won't be improved with the addition of 2 more lanes. Future volume should not increase unless the road is extended south (into the Edwards recharge/Hays County) for new development. Or are you planning on encouraging Mopac bypass traffic?
Feedback Map	We are a year in and many more to go to fix the mess that the traffic lights at Slaughter and LaCrosse created. Putting a new access road and light at this intersection will just undo what we have been working toward.
Feedback Map	This is a terrible. It totally defeats the purpose of the Slaughter and La Crosse underpasses. It will also cause major back ups once the 45 extension is complete, since that purpose was to bring the Kyle/Buda traffic to Mopac.
Feedback Map	All this is going to do is create MORE traffic issues, and increase traffic on smaller streets in Circle C. Its going to make the issue worse, ruin the forest and UNDO all the work the underpasses at LaCrosse and Slaughter. Not a good idea.
Feedback Map	This is going to make traffic worse with the connect to 45 from 35. Do not ADD another light into the situation.
Feedback Map	This is a horrible idea.
Feedback Map	There needs to be a dedicated left turn lane from NB MoPac onto Southwest Parkway. You can sit through a half dozen lights as cars in the left lane are not able to go because one car wants to go straight and the MoPac entrance ramp is backed up. This left turn lane could be added by just repainting the lanes. If you added a bike lane, there's no room for this left turn lane. I've yet to see someone bike here at rush hour.
Feedback Map	Make the Buell/Burnet intersection right-in/right-out only (don't allow turning left from Burnet onto Buell). Currently, the Buell/Ohlen/Burnet intersection is confusing and dangerous. The left turn bays for turning onto Buell and Ohlen essentially overlap.
Feedback Map	If you are going to name it Tecoma Circle, it needs to be a circle.
Feedback Map	Lost creek blvd is a neighborhood road that is already bulging with cut thru and trucks. No to connecting to LC Blvd. No to southwest parkway cut thru
Feedback Map	No to connecting Lost Creek Blvd and Southwest pkwy. This is a neighborhood rd with too many trucks and cut through traffic as it is and by doing this will greatly depreciate our neighborhood and make it unsafe for the residents.
Feedback Map	I hope we don't expand car-priority lane capacity on this facility. Please, please, no more "free" highway lanes. They're killing us, causing traffic, and don't work.
Feedback Map	Managed lanes should include transit priority. There is a lot of need for pedestrian safety measures along the access roads.
Feedback Map	I'd rather see a train down IH35 that can be expanded in the future by adding rail cars, and cargo trucks diverted to 130. Nothing in this proposal for "managed lanes" addresses air pollution which contributes to the city's health costs
Feedback Map	Please use decongestion pricing to get rid of congestion, speed up transit, and provide greater equity for this facility, rather than adding more capacity for traffic. Please pursue the complete Reconnect Austin vision of burying the freeway and reconnecting the urban street grid with a safely designed grid of surface streets for all users.
Feedback Map	I would like to see Reconnect Austin implemented. Adding travel lanes is bad.
Feedback Map	This is a deal breaker. In no way does adding lanes "fix I35". Take the Katy Freeway in Houston: after widening it to one of the largest freeways in the US, over 18 lanes in some parts, commute times INCREASED by 40%. There is no reason to think it would be any different here. If you are looking for a way to improve congestion, spend those same billions of dollars on dedicated public transit that services the same corridor. Adding non-car options *removes* cars from the road. Adding lanes *adds* cars to the road. I will not support any transit bond with I35 expansion included. Nor is it good policy.

Source	Comment
Feedback Map	don't expand the highways and tax carbon emissions while you're at it. fuck txdot
Feedback Map	Needs to already be using urban standards from subchapter E
Feedback Map	YES PLEASE. fyi this is the only real traffic issue on this road, so unless you plan to encourage cut thru traffic off mocap/45, no need for 2 more lanes everywhere?
Feedback Map	YES PLEASE. fyi this is the only real traffic issue on this road, so unless you plan to encourage cut thru traffic off mocap/45, no need for 2 more lanes everywhere?
Feedback Map	
Feedback Map	The cyclists on this road make it very dangerous. This needs to be addressed as soon as possible.
Feedback Map	The adjacent bridge should be connected near the trail. Why are these separate?
Feedback Map	I support all improvements that promote the mobility for all people and does not exclusively privilege use of single occupancy vehicles and internal combustion engines.
Feedback Map	This is not a good proposal. It would greatly increase the traffic on Mowinkle as people try to shortcut between 290 and 71, and would negatively impact the homes built right on that street. It is a quiet and spacious neighborhood right now and should remain that way.
Feedback Map	
Feedback Map	At the time the local Neighborhood Plan was adopted, the City withdrew its proposal that Harris Blvd be slated eventually for bike lanes due to fierce and overwhelming resident opposition. Narrow streets and predominantly single lane driveways make on-street parking a necessity for all streets in Bryker Woods and Pemberton Heights. These two neighborhoods have had extraordinarily few accidents involving cars and none, I believe, involving bicycles. When bike lanes eliminated on-street parking in the 1700 block of Northwood, the inconvenience was so great that almost all property owners sold. Some of the lawns now are paved over to provide parking previously provided on the street. At one time we were informally told that probably the most that would be done to Harris Blvd was a "joint use chevron" would be painted on the pavement. That is all that should be done throughout Bryer Woods and Pemberton Heights.
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	A signal at this neighborhood location is completely inappropriate
Feedback Map	I support a signal at this intersection and other improvements that will moderate and reduce traffic in the area. This neighborhood serves as a pass-through for traffic, often heavy. That poses a serious danger to the many young children in the neighborhood, as well as walkers and others. People routinely drive at very high speeds. A bike lane and signal should be accompanied by other traffic-calming measures - speed cushions, etc. I would support closing the Mopac ramps at Northwood, since there is access nearby at Windsor and at 35th.
Feedback Map	While this is a busy intersection during commuter times, a traffic signal today seems like overkill. I'd rather see pedestrian, bicycle, and general safety improvements at this intersection. Visibility is constrained and curbs are either in bad shape or nonexistent.
Feedback Map	A traffic light at that location is totally unnecessary. Clearing out some of the overgrowth and restructuring the curbs would be quite helpful. To increase public safety along West 29th, I would propose a protected left turn at Lamar and 29th.
Feedback Map	A new signal isn't necessary. Traffic flows well through the intersection.

Source	Comment
Feedback Map	The signal is a terrible idea. We don't need more capacity, but rather we need slower drivers. Speed humps would be an improvement. Also, should add clearer signage indicating how to get to MoPac, as many cars head down Mohle or 29th street seeking Mopac. Having cars speed through yellow and green lights will only make it more dangerous for pedestrians and children. The 4-way works fine and is safer.
Feedback Map	Adding a signal at this intersection will hurt more than help. First, there isn't an existing problem; there is minimal back-up for ~1 hour in the evening. Second, when there is minimal congestion, it's caused by back-up coming from the intersection 2 blocks away at Jefferson St. and Northwood Road (which is the more logical location for a new traffic signal, although I wouldn't necessarily say that's warranted either). Nevertheless, the issues caused by traffic backup from this neighboring intersection will not go away with the installation of a traffic signal on 29th and Jefferson. Moreover, traffic flow may actually get worse if the backup from the neighboring intersection reaches all the way to the new signal and the light changes with nowhere for cars to go. The natural traffic flow at the current 4-way stop at Jefferson and 29th is free flowing for 23 hours/day and installing a traffic light risks disrupting that. I cannot understand the rationale for this proposed signal.
Feedback Map	I'd be interested to hear why a traffic signal is called for here. Traffic is only heavy during rush hour and then only briefly. A stop light will stick out like a sore thumb here - there is no commercial for several blocks in any direction. This is unnecessary.
Feedback Map	This is totally inappropriate. It will just push cut through traffic further into other neighborhood streets that, unlike 29th Street and Jefferson, do not have sidewalks. Speed humps to slow down drivers and police enforcement of speed limits is a better way.
Feedback Map	This is an excellent idea. There are frequent accidents at this intersection and it is a heavily traveled intersection with steady traffic in 3 directions.
Feedback Map	What computer model suggested a traffic light in the middle of my neighborhood and why couldn't someone with half a brain delete the suggestion before sending it out to the masses? This suggestion is absurd. What exactly is the expected benefit of this light?
Feedback Map	Heading eastbound on Cesar Chavez, there needs to be a double right turn allowance for traffic turing Southbound on South First street. The back up is extremely long and unsafe with a single RT movement only. The right most through lane should be through and right turn optional. Change pedestrian signal to prioritize people crossing safely on foot separate from vehicle turning movement. This is especially bad at rush hour. Simple fix, signage, pavement marking and pedestrian signal change only. Do immediately.
Feedback Map	What they said about the double right turn lane!
Feedback Map	I don't know why there would need to be a bicycle/pedestrian corridor to the airport. There's almost no one commuting this route unless they have luggage.
Feedback Map	Needed to go east west and avoid Ben White.
Feedback Map	Reconnect the grid.
Feedback Map	Why not connect the existing sidewalk on Northwood with the sidewalk proposed for the south end of Oakmont Blvd? What is the point of having a sidewalk on Oakmont that ends at the northbound entrance ramp of MoPac
Feedback Map	Told to staff at Old Quarry Library office hours: I live on Oakmont and do not support the LATM projects proposed for this street.
Feedback Map	I am completely opposed to the sidewalks on Oakmont Blvd. We are already getting speed bumps supposedly.....sidewalks to 35 St. and Mopac to the South - there is way too much traffic north and south sides of Oakmont Blvd.
Feedback Map	I would like speed bumps in my street traffic goes by too fast.

Source	Comment
Feedback Map	Need to keep Cameron Loop from Leo to West Gate as a neighborhood street. Cars use this street as a short cut to West Gate. .
Feedback Map	No need for bike lanes on Cameron Loop. Rather use the money to fix the street. Keep it safe and limit cars using it as a short cut.
Feedback Map	Cameron Loop is too narrow to add bike lane. Construct missing sidewalk and pave the street.
Feedback Map	Keep Cameron Loop a neighborhood Street. Cars from Leo St. and West gate use it as short cut , instead of using Davis Ln. No need for bike lane. Dangerous with more cars using the street as a short cut. n.
Feedback Map	You should have a protected bike/scooter lane on 6th St. or one of the other cross-town streets, but 6th is good because relatively flat and it's in a good location.
Feedback Map	There is so much pedestrian and cyclist/scooter traffic in this area. It needs a dedicated and PROTECTED bike lane in both directions. I dodge scooters on the sidewalk in this area everyday
Feedback Map	This roadway has sat unfinished for decades too long. This through connection between Circle C North and Davis Ln. will allow easier access into the Circle C North neighborhood and reduce traffic on Slaughter Ln.
Feedback Map	This land is a park and provides access from Davis Lane to Barstow for walkers and bicyclists. Mobility does not mean asphalt. No road
Feedback Map	This is a popular green space owned by the HOA with trails for walkers and cyclists. Homeowners don't want to back up to an unneeded road. Plenty of access to Davis (Hillside Terrace to Lantana and Escarpment) and Slaughter already. Doesn't seem like there's a need for a cut-through to Davis at all. I can't imagine that this will reduce traffic on Slaughter, because residents use Hillside Terrace to get home. This is a residential area, not commercial. If this intended to provide a cut-through for people coming off of 1826 to get to Davis, why not just extend Davis to 1826? That will pull people off of Slaughter!
Feedback Map	This is a popular walking and biking path for families and children and the fact that it is not a road keeps our neighborhood from becoming a throughway. People already go too fast down Barstow Ave, adding this as throughway would only encourage more people to speed through our neighborhood for no reason. There are ample avenues to get around this that do not impede traffic in any way. Additionally, this is a green space owned by the HOA, please do not take away what little green space we have in this area.
Feedback Map	This is a beautiful park space for walker and bikers. Why on earth would you turn lovely green space into an unnecessary road?
Feedback Map	This plan should have been removed from the Mobility Plan a long time ago. There is a major karst at the north end of what would be this road. For that reason, the builder of the homes on Edwardson gave the property to the HOA to develop a park and walk area. The karst is well marked and fenced off with a sign indicating where it is. No road can go through there. We requested that this be taken off the plan before it was ever released. The HOA developed and maintains the park in this area, preseving and respecting no access over the karst. Leave it this way.
Feedback Map	this would greatly increase the cutting thru of traffic on Hillside Terrace as people would use it to get to shopping areas on Escarpment and Slaughter. Why build a cut through that would aggravate an already over-used residential road?
Feedback Map	there is a cave underground transportation said the road would not go through. Years ago the city council fought for this to be a green space/park and it was approved by transportation department. this is used by runners,bikers and walkers. one of the last few nice green spaces left.

Source	Comment
Feedback Map	Aside from protecting the karst on this tract, while the idea of easier access to Davis LN sounds appealing at first blush, the loss of green space doesn't seem worth it. We love walking and riding the new path with our young kids. Vehicles already zip along Barstow DR at unsafe speeds. I would not look forward to the added safety hazards of added traffic zooming through our neighborhood.
Feedback Map	so this would provide a cut through for people from The Heights of Loma Vista to access Slaughter via Barstow. How is that going to help anything? Why build a cut through road. There is some sort of geological thing up there anyway and the builder of the homes on Edwardson had to steer clear of it so why can it now be paved. Drop this project. We would like to keep the only greenery that Circle C North has.
Feedback Map	This would take away the green space and bike/pedestrian path that currently exists there. It also looks like it intrudes onto existing homes property. It would be an extremely tight space to have two lane road. It would also add a lot of traffic through a school zone, which goes down to one lane during school drop off. There are other ways for the traffic to flow to Davis. Making this cut-through is unnecessary, takes away green space, and increases risk of safety of children in a school zone.
Feedback Map	1. This road does not encroach on a school zone. The nearest school zone is over 2000 feet away. 2. The proposed construction would shorten travel distance from Circle C North leaving the neighborhood by over half a kilometer. 3. The existing "park" is unofficial in nature, and I have never seen a resident using it. 4. Bikes and pedestrians can use bike lanes and sidewalks. The existing "bike path" can be replaced with a sidewalk, serving the same mobility purpose while adding car transportation. 5. I have been along this site many times and have seen no mention of any geological feature or cave. The karst feature mentioned in other comments does not exist - Do you really think that the Barstow Trail subdivision would have been built on it? In this city? Many comments in local projects share very similar talking points and phrases. This seems suspicious to me, but I see this more on South Bay & Dahl Green extensions, not here. Build this road! - from Colberg.
Feedback Map	This is an unnecessary cut-through that could create safety issues as this would be viewed as a "short cut". Is less than half a mile from 2 separate schools.
Feedback Map	I would like to respond to some of the comments made by a previous commenter. In fact that "unofficial park space" is quite official and owned by the Circle C HOA. While there are no playgrounds it is park space and designated as such. As to usage, I live along this park space and there are people that come through at all times of the day and evening, which is awesome, but trust me it is a well used space. As far as the Karst goes, that definitely exists and is fenced off from the new development (you can even see it in this map as that random "lot" that has no access to roads, but would make a road rather tricky I would think but I am not a surveyor. Either way, this "improvement" adds dubious value when there are ample avenues to exit Circle C North including Hillside Terrace and Slaughter Lane. All this does is tear up a nice green space to save someone half a kilometer (at best).
Feedback Map	This is park space owned by an HOA. It has a significant karst feature that TCEQ would not allow to be encroached upon for a road in 2016. It is a designated wildlife habitat area, has an access sidewalk for connectivity and does not merit being a two lane road. Already decided, ask TCEQ
Feedback Map	Yes! create an urban bike trail along the RR tracks that directly connects S. Austin to the River without having to share roads with cars.
Feedback Map	An urban trail utilizing this railroad right of way would be a tremendous asset to all of South Austin. This is a significant commuter route and a trail here is a great way to encourage cycling and get some vehicle traffic off of Manchaca, S. 1st, and S. Congress.

Source	Comment
Feedback Map	This would be a tremendous asset. It should connect all the way to the river.
Feedback Map	I agree it needs work all the way to Duval but there is little right of way and you insist on taking some of it for bike lanes. Parts of this area are only paved 23'. I've measured.
Feedback Map	I bike this road and it's horrifying. Please separate the bike lane from the car traffic.
Feedback Map	Need signalized intersection at DAVIS LN and LATTA DR for numerous vehicles making turns into and out of the neighborhood.
Feedback Map	I like this trail, but there should also be a spur from it south to the North Lamar Transit Center. This would provide connectivity to the NLTC (and its mobility hub and future mass transit) from the neighborhoods east and west of here (Wooten and NACA).
Feedback Map	Must connect to transit center. There's a whole mobile home park walled up in that triangle south of the currently proposed urban trail route.
Feedback Map	Emerald Forest Dr. between W. William Cannon and Stassney has a lot speeding because it is used as a cut through during rush hour.
Feedback Map	Emerald Forest Dr. between W. William Cannon and Stassney there is no flashing school zone lights on either direction, or signs noting "end of school" zone for Odom Elementary.
Feedback Map	Emerald Forest Dr. between W. William Cannon and Stassney needs a sidewalk from Austin Highlands to William Cannon on the east side in front of the church (and also south of the church). Traffic has increased in that area due to the new park.
Feedback Map	Emerald Forest Dr. between W. William Cannon there is no safe crossing area from the west side of the street to east side until the William Cannon intersection for those heading to Armadillo park from the Western part of the neighborhood.
Feedback Map	Emerald Forest Dr. between W. William Cannon there are commercial trucks using Emerald Forest as a cut-through in spite of there being a "no through trucks" sign.
Feedback Map	Please make sure that the the dedicated parking and bicycle lanes are not being used as a right turn lane at some of the intersections.
Feedback Map	Not in favor of a traffic signal here. Too many traffic lights on Howard lane would just increase congestion and make the drive to either 30 or I 35 more grueling than it already is!
Feedback Map	terminus of this is the big landfill. should ideally be a center/node of some sort. any thoughts on zoning or facility improvement? this way the terminus ins not a "dumpster"
Feedback Map	Why would Braker connect with Blue Goose instead of continuing to push traffic east to Harris Branch?
Feedback Map	Great! love it! Roads should connect! and unfortunately privately owned landfills are hard to move. Screw it. Lets connect this city for once!
Feedback Map	Cut through traffic is heavy
Feedback Map	There are already sidewalks on 3 corners of that intersection, only the SE corner lacks a sidewalk. The ASMP calls for a traffic signal at this intersection which would be overkill. Traffic lights don't belong in residential neighborhoods. Folks use 29th street to access the Westover MoPac ramps. A traffic light on 29th St would encourage even more cut through traffic on other streets in this residential neighborhood. We don't have sidewalks in most of the neighborhood and there are children playing and adults walking in the streets.
Feedback Map	Neighborhood connectivity to the redesigned shopping center is important

Source	Comment
Feedback Map	This proposed trail needs to be rerouted (even at this conceptual stage) away from Williamson Creek and rerouted onto the street network (like Stassney). It would be environmentally and fiscally irresponsible to try to put a "trail" (actually a 12-foot wide road with 2-foot shoulders) along the creek/in its floodplain. It would severely impact the riparian environment, short-term and long-term, and require costly maintenance. In many places the creek runs through a narrow canyon, often with steep slopes or even cliffs along one side or the other, necessitating numerous creek crossings (thus costly bridges) that would be subject to flood damage. The ASMP policies do not support a trail along this creek. See especially Policy 1 in the Land and Energy Subchapter of Chapter 5. As a Tier 2 trail, the map says the route shown illustrates a desired connectivity, and would require additional study. The trail needs to be renamed something like Crosstown 78745 so it is not associated with the creek.
Feedback Map	I could agree with the other comment ONLY if the improved pedestrian/bike facilities co-located on Stassney/major streets is an off-street protected pathway (North side of Barton Springs Road by Palmer Events Center). Otherwise, I think on-street facilities will not be perceived to be as safe as greenbelt trail and "ridership" of the bike facilities would not be as high as it could be. Huge support for a cross-town protected/dedicated bike/scooter pathway for South Austin
Feedback Map	This is important for the safety of pedestrians accessing the park and splash pad
Feedback Map	Who exactly is being targeted for bike lanes on SH130 service road??? Who would possibly use this. No one wants to bike along an interstate grade road out in the middle of nowhere. Even if, say, in 20 years, this was slightly more populated, it still doesn't make sense. The land zoning to the west of this section is zoned as commercial. This probably applies to the majority of SH130 bike improvements.
Feedback Map	I see that the 1600-1900 block of Congress is marked "Bicycle priority", however the TFC improvements for that area do not include bicycle lanes or even bicycle access. Their plans show rerouting bikes away from the proposed pedestrian mall.
Feedback Map	A hybrid crossing on 34th St as it runs into 35th would be a safety feature. Most pedestrians feel safe walking facing traffic. If you are walking east on 34th it's best to cross over to the north side of the street to walk facing traffic. There is a bend in the road and vehicles do travel quickly on 35th down to 34th St. The 34th St bridge over Shoal Creek has been hit several times (especially on the south side).
Feedback Map	Please prioritize bike lanes and transit priority.
Feedback Map	Because there are very few roads off of 360, this would be an ideal route for an express or commuter bus line. Offer stops off of 183/ N. Mopac; Spicewood; 2222; Westlake; Bee Cave; and S. Mopac/290. At each stop, go off the road to a Park and Ride lot or high density area. I think Park and Ride is important because at the moment this area isn't served well by buses and is fairly low density. The steep hills also make biking hard/unsafe for those of limited abilities. At rush hour, the main slowdown is at the bridge over the lake before 2222 - give a designated lane or right-of-way for buses to get over the bridge more quickly than the cars. This would drive ridership. Add a high quality bus service for 2222 and at Bee Caves.
Feedback Map	I ride 360 to get to and from work every day. It is safest in the evening, when traffic is fully backed up to a stop.
Feedback Map	Stop sign and Children at play signs desired. Status: Denied
Feedback Map	Why is there a signal going in here? It already backs up enough with rush hour. Is there even a driveway or traffic here?
Feedback Map	Do not reduce number or size of drive lanes at expense of bike lanes. Expand sidewalks for bikes
Feedback Map	E Slaughter Lane to 35
Feedback Map	No need for sidewalks on this slow traffic street; spend money elsewhere

Source	Comment
Feedback Map	This is the only missing block of a complete bikeway from Highland to downtown, very important.
Feedback Map	Elevate this connection to a Tier I Urban Trail
Feedback Map	This would greatly help crossing Airport Blvd safely!
Feedback Map	Would love to see this space used to connect east austin pedestrians and bicylists to DT and other trails in the area. Especially considering that they won't then need to deal with the relatively unsafe typical routes of springdale, airport and 7th. Definitely want to see this proposal implemented.
Feedback Map	Why not a Tier 1 urban trail?
Feedback Map	I would like to see a long-term goal of having a trail connection in this neighborhood or the golf course to provide ped/bike connectivity between Manor and Springdale here
Feedback Map	yes trail connectivity
Feedback Map	Deepest part of the creek, water remains during severe drought. Might have a human wildlife interaction here. One current bridge acts as a dam for debris because city isn't maintaining it. Countless homeless people use that area, follow the footpaths. This trail is being built for a metro station that might be moved. Please, add more impervious cover to an area that is close to being flooded.
Feedback Map	I love the trail improvements and am excited to have a real bridge over Boggy Creek. The comment below totally misses the mark - the trail connects to a community garden as well as the light rail station, and extends the green belt to MLK. It's replacing/upgrading an existing sidewalk so it's not adding impervious cover.
Feedback Map	The crossing at 12th street (also has two bus stops) needs to be improved. A treatment similar to the one at 11th would be good, narrowing the car lanes and having a ped refuge in the middle.
Feedback Map	This stretch of St. Johns is very unsafe for pedestrians. It needs traffic calming/slowing measures and safe crossings. There is a school nearby and that should be a priority.
Feedback Map	this is a sidewalk, not a bicycle facility let alone a trail. Removing a travel lane from the access road on both sides of MOPAC is the only way to legitimately call this a section of urban trail.
Feedback Map	pedestrian islands, narrow lanes, shrink curb radii
Feedback Map	multit-use hike bike trail instead of the street improvements.
Feedback Map	Need to reduce speed limit, add calming devices ,and lights.
Feedback Map	Need to reduce speed limit, add calming devices.
Feedback Map	Please place a Pedestrian Hybrid Beacon at Westgate and Stassney.
Feedback Map	The intersection of Jones and Westgate is dangerous to cross and needs traffic calming.
Feedback Map	Waller creek needs a north/south hike and bike route along the water. The area in its current state is in great need of improvement.
Feedback Map	We could really use an additional trail with hard surfacing parallel to the current hike and bike trail. That pathway could allow access for road bikes, scooters, wheelchair users, etc.
Feedback Map	More separation of bicyclists/low-speed vehicles from pedestrians.
Feedback Map	What kind of "all ages and abilities bicycle facilities" are you proposing? There are already sidewalks on that stretch of 35th St. As a pedestrian I don't mind sharing the sidewalk with polite bicyclists, it's better than having them ride in the street. The #335 bus runs every 15 minutes on 35th/38th Streets and there's no room in the road for bike lanes. Find safer cross town routes for bicyclists.
Feedback Map	Make sure this has sidewalks and bike lanes.. Also, make a connection to the trail on the power line easement to improve connectivity
Feedback Map	

Source	Comment
Feedback Map	LOVE THIS IDEA!!
Feedback Map	This would be nice to have.
Feedback Map	Instead of spending building billions of dollars to build all the new roads suggested in this plan and promote suburban sprawl and automobile dependance, let's invest that money into building high quality, high capacity public transit, high quality bicycle facilities that improve safety, and sidewalks. Let's make healthy and sustainable urban living choices more attractive and feasible for more people instead of making all of central Texas a giant sprawling parking lot.
Feedback Map	There is definitely a need for this route to connect SW parkway to the Westlake area.
Feedback Map	This is excellent idea. It creates access to Lost Creek without having to travel many miles around. Creates another way to commute north on bicycles provided there is a bike lane also incorporated.
Feedback Map	Connector Needed
Feedback Map	Unless gated through the new development, this will have a devastating effect on Lost Creek. We should not be a cut through when traffic is already dangerous and unaddressed on Lost Creek Blvd.
Feedback Map	There is definitely a need for this route to connect SW parkway to the Westlake area.
Feedback Map	It'll tear up the Wilderness/Park, increase traffic/speed through the Lost Creek subdivision and worsen congestion at the Lost Creek/360 intersection which is already badly backed up at rush hour.
Feedback Map	This will create too much congestion on Lost Creek BLVD
Feedback Map	Traffic on Lost Creek Boulevard is already too heavy, and dangerous. We do not need or want more traffic on Lost Creek Blvd and this proposal will add to it. Strong negative vote from us. (Lost Creek residents)
Feedback Map	Lost Creek Blvd is a residential neighborhood street. Driveways open onto it, children play in the front yards. Speeding and congestion is already a problem. It should NOT be a cut through connector from SW Parkway to 360, which is what it will become if this road is put in.
Feedback Map	Lost Creek Blvd is not designed to handle this level of traffic. With the large hill there is already a major speeding problem and it can be extremely dangerous around Whitevalley Marsh walk where it's difficult to see oncoming traffic due to the bend. This proposal would drive major traffic through the entire length of the neighborhood. I live in Lost Creek and this road would cut my commute to work in half, yet I'm very against this road going in due to the negative impact it will have on the neighborhood.
Feedback Map	Lost Creek Blvd and the Lost Creek neighborhood will see significantly increased traffic with this new access to the Blvd. The Boulevard is a 2 lane, winding, hilly street though a quiet residential neighborhood. The street has direct driveway access for the homes along it. It has golf cart and bicycle traffic from it for the residents of the neighborhood accessing the parks in the neighborhood and the Lost Creek Country Club. There is not other access to the Country Club. The street already suffers from cut-through traffic and speed mitigation issues. There is significant danger to pedestrian, bike and cart traffic due to excess traffic, excess speed, and limited site lines. Lost Creek Bpoulevard does not need more traffic; it is not designed to be a transportation artery.

Source	Comment
Feedback Map	Without a clear analysis this is a terrible idea for Lost Creek Blvd. This road was never meant to be for high traffic use. The area is already used as a cut through for Barton Creek and the speed through the neighborhood is already a huge problem. I have witnessed multiple times very dangerous situations and adding more cars through the neighborhood is a dangerous plan. I am against this plan as it turns a neighborhood into a cut through for traffic. It also invites more crime which we already have enough of in Lost Creek from those who see this neighborhood as an easy target because the 360 makes for a fast escape.
Feedback Map	The road at Pirun Ct is already plotted to cut across to this street. It would provide access to those attending Regents school and also serve as an escape in case there is a wildfire in the neighborhood.
Feedback Map	Horrific Idea. Gate it.
Feedback Map	Much needed connection to/from lost creek and SW parkway.
Feedback Map	This is a terrible idea. Lost Creek Blvd is a two-lane, hilly, winding street through a residential neighborhood. It is in now way suitable as a "connector" between two 4 lane highways. Traffic on LCB is already heavy and this would make for an intolerable and dangerous situation. This new street, if build, should be gated or access and exit permitted at either LCB or Travis Country only with an emergency crash gate.
Feedback Map	The City is already telling us the traffic is going too fast on Lost Creek Blvd and now you want to put more through traffic on it? I am definitely opposed to this and also, this map is very difficult to use. The colors overlay the names.
Feedback Map	Lost Creek Boulevard is already very busy. Adding in a direct link to the Southwest Parkway is only going to exacerbate this. Lost Creek will become a short cut for people seeking to get from south/southwest of the city to the 360, and will likely see a large increase in traffic, with an impact on the residents of the neighborhood. Lost Creek is a residential neighbourhood, and many houses front directly onto LCB.
Feedback Map	Terrible idea. Lost Creek is a residential neighborhood with houses opening directly onto LCB. Opening it up to the Southwest Parkway will have a negative impact on the area - increase traffic, noise, speeding, the lights at LCB&360 can't take it etc
Feedback Map	This is a terrible idea- Lost Creek already has too much cut through traffic, speeding and other traffic issues. This will make these issues much worse!!
Feedback Map	This is a bad idea. Traffic is already bad on LCB and adding thru traffic from SW Pkwy will make it worse. Already twice this year accidents have occurred in front of or on my property due to the high traffic and speed. Someone crashed into my fence and landed in my backyard this summer. I like my fence now and would prefer not having to worry about this happening even more frequently.
Feedback Map	This is needed, also make sure that all future developments are not allowed to have gated private streets to prevent connectivity.
Feedback Map	An open pass through would be a detriment to both neighborhoods and promote unnecessary pass through and traffic. A gated road could make sense if needed by the neighborhood.
Feedback Map	Lost Creek is a small, two-lane road that feeds a residential neighborhood. It is not designed to be a traffic bypass. I notice that the comments that are positive all seem to be coming from the 78735 zip, those who would be able to bypass the traffic on 360 and cut through the neighborhood. Those of us that live in Lost Creek know how bad the traffic is already, and as it is a densely-populated residential area that already has speed issues and congestion near the neighborhood park off LCB, increasing this traffic and expanding the safety concern will only make things worse. Please reconsider this connection - it already has enough traffic with people cutting through from 2244 and Barton Creek Dr; we cannot handle any more additional traffic.

Source	Comment
Feedback Map	The comments seem to indicate that the neighborhood residents are against adding more traffic and congestion onto a residential street and proposed commuters, who don't live in the neighborhood, seem to be all for a new shortcut.
Feedback Map	again, do not turn lost creek boulevard into a cut through.
Feedback Map	All this would do is create a shortcut for drivers frustrated by slow traffic on SW Pkwy and Loop 360. Providing an outlet that sends hundreds of additional vehicles through a neighborhood is a terrible idea. Notice that most comments in favor are from zip codes who would benefit from the shortcut and most comments against are from residents who don't want to see their neighborhood turned into an alternate route for highway traffic. Please do NOT do this!
Feedback Map	Really? #1 How can you consider connecting a pair of 4 lane highways with a small winding residential 2 way road? #2 The existing route via the length of Lost Creek Blvd is just fine as it is, there is already too much cut thru traffic.
Feedback Map	Lost Creek is a quiet neighborhood packed with children, many of whom live along Lost Creek Blvd. Adding a major cut through will benefit some but come at a high cost for Lost Creek residents. If this were your neighborhood, would you want it to turn into a traffic thoroughfare? It's one thing if the road cut through a non-residential area. But there are 1,200 homes in Lost Creek and the single lane Lost Creek Blvd was not built for traffic beyond Lost Creek.
Feedback Map	This is a truly terrible idea. Commuters may want this implemented, but only because it's not hurting their own neighborhood. This is a residential area, with kids on bikes, people walking dogs, kids playing in yards. The neighborhood and boulevard weren't designed for the higher levels of traffic this connection would cause. It is a "solution" to a problem that will only make more. The residents of this area are already dealing with too many people speeding on Lost Creek Blvd, many of whom are just cutting through the neighborhood. Recent attempts at road improvements have been a complete debacle and now you want to increase traffic. It doesn't make sense. Please consider the thousands that already live in this neighborhood, many for decades, and do not add this road.
Feedback Map	This would add way too much traffic to an already busy Lost Creek Blvd.
Feedback Map	Essentially routing traffic through unofficial Greenbelt? While I appreciate the attempt to solve congestion, this would only appear to create a bottle neck further up the road. But the biggest issue I have is cutting through the green space, adding pollution to the crown jewel that makes Austin special. Frankly I'd always assumed this land was zoned as such, we should work to preserve this space rather than enroach further.
Feedback Map	Do not route highway traffic through a neighborhood. All this does is bottleneck traffic through the neighborhood back to 360. This is a terrible idea. Kids, bicycles, and apparently cutting through unofficial Greenbelt. The road work on Lost Creek already is horrible. This should not be a cut through for people that do not live in the neighborhood. People coming through here to get somewhere don't want the same road in their neighborhood.
Feedback Map	The change will cause unnecessary traffic through Lost Creek. The change is not required since there is already a connector from SW Parkway to Lost Creek via Barton Creek Blvd.
Feedback Map	As a resident of Lost Creek I do not see this as a viable solution. Our traffic is already heavy for a residential area, adding this as a cut through is irresponsible for a number of reasons. Most importantly this is an unsafe idea for the residents of Lost Creek.
Feedback Map	The road, if it is built, must be gated.

Source	Comment
Feedback Map	This will bring heavy traffic through a residential neighborhood that does not have the infrastructure for it. It would also be impossible to upgrade LCB to cope with the inevitable traffic, as it has homes facing and backing onto it, it has numerous steep hills and a lot of areas with limited sight lines. This is not a green field site where a new road can be built to suit. The residential side of things will also be impacted - people walk, run, cycle, drive golf carts etc along this street - making it a shortcut for the Southwest Pkwy to the 360 will have a negative impact on safety.
Feedback Map	Instead of investing in bringing the 360 up to proper standards (i.e. freeflow junctions instead of traffic lights), the idea is to increase traffic in a residential neighborhood whose road network was built to cope with the residents therein? That's a really bad idea.
Feedback Map	This is a terrible idea. We do not need any more cut through traffic going through Lost Creek, a residential area with lots of young children playing outside. LCB is already congested, especially at rush hour at the 360 intersection. There is no need for this extra connection since there is already the existing one at Barton Creek Blvd.
Feedback Map	Lost Creek has too much pass through traffic now. Folks that don't like the NB Loop 360 commute should move.
Feedback Map	Lost Creek Blvd is a winding hilly two-lane road through a residential neighborhood with a 30 mph speed limit. It should not be considered at all as any part of a "corridor mobility" improvements. It should only be targeted for use as a purely residential street. It does not have excess capacity to offload traffic.
Feedback Map	Connecting SW Parkway to the Westlake area is not something we need or want for a couple of reasons, one being that extra traffic on LC Blvd. would create more dangers for pedestrians and young drivers.
Feedback Map	Lost Creek is a residential neighborhood of 1200 homes already dealing with serious traffic/speed and safety issues. Adding this proposed connection is an unacceptable solution. Instead, focus efforts on improving the flow on 360. Fix the problem. Don't band-aid it and make conditions unbearable and unsafe for Lost Creek residents, who already have to contend with 10,000 cars a day along LC Blvd. (again, for a community with 1200 homes).
Feedback Map	There is already too many cars/trucks on Lost Creek Blvd. We do not need to open up a residential street to more through traffic.
Feedback Map	I don't understand the need for this new road section. Where would the new traffic pattern bring cars? They already have easy access to a major road with access to highways for faster, more convenient access than through the Lost Creek neighborhood. Lost Creek Blvd is only a 2 lane, highly pedestrian (lots of children) winding road with many areas that have limited site distance. If the goal is to find solutions for "corridor mobility" improvements, then lets focus on 360, Mopac, and SW Parkway improvements. Not neighborhood shortcuts that will effect residents quality of living and increase potential safety hazards to the large number of children in Lost Creek.
Feedback Map	This is a horrible and irresponsible proposition. Lost Creek Blvd is currently over-burdened with traffic considering that it is a residential street with a large amount of pedestrian, bicycles, and children. This connector would certainly lead to tragic accidents.
Feedback Map	Any connection that potentially adds traffic to Lost Creek Blvd must be avoided. That road is already overcrowded and dangerous, a description with which the City of Austin traffic engineers have agreed. It was designed as a neighborhood road, not a major thoroughfare. Neither SW Parkway nor William Cannon should connect to Lost Creek Blvd.
Feedback Map	Please leave Lost Creek the way it is. The Lost Creek Blvd has a number of school bus stops with children hopping on/off and additional traffic will endanger them.

Source	Comment
Feedback Map	Absolutely not. Lost Creek is a neighborhood, not a bypass option for 360 traffic. This is a neighborhood with kids and a playground right off Lost Creek Blvd. Adding traffic next to this would be irresponsible. No family from this neighborhood or another would welcome the heavy increase in traffic next to their homes they've lived in for many years. Firmly, no.
Feedback Map	Increasing traffic on a road that is hilly, has blind curves, lots of deer and children, and no lights, sidewalks or bike lanes - is a BAD idea! Lost Creek needs to remain a neighborhood road only. It was not designed for and shouldn't be used as a thoroughfare.
Feedback Map	This is an awful idea - Lost Creek is a residential area, which already struggles with too much traffic. Adding in a connector will only exacerbate this. To improve things, Lost Creek should be closed off south of the entrance to Lost Creek Country Club.
Feedback Map	This plan is not good. The increase in traffic will ruin the quiet nature of Lost Creek. LCB is not meant to be a pass through to Westlake. It is a quiet neighborhood with young children. Do not ruin our neighborhood with the increase in traffic that this will bring.
Feedback Map	Do not make LCB a passthru to 360. it is a neighborhood road that already is too congested with traffic.
Feedback Map	This would put more traffic on a busy neighborhood road that is already busy and where speed is a problem according to the City of Austin
Feedback Map	NO WAY!! understand growth and the need to move cars around (since voters were so opposed to any type of public transit system and continually voted down any bond) BUT it is absurd to provide a cut through from SW Parkway (which has ALWAYS had the designation of being a high traffic thoroughfare) onto Lost Creek Blvd with a speed limit of 30mph speed limit, which is a neighborhood street. Recently, when Bee Caves Road was closed due to an accident, it took 45 minutes to get through Lost Creek. School buses were late and it was crazy and that was only for a half a day. Imagine that every day. I recognize that the "Not in My Backyard (or my front yard in this case) is not an acceptable comment BUT this is a relatively small neighborhood with very few ways to move East to West and North to South so directly hundreds or thousands of extra cars to make it easier for people in Travis Country etc to bypass Loop 1 and 360 will caused VERY significant decrease in property values.
Feedback Map	Lost Creek Blvd. is in the Lost Creek neighborhood subdivision with a speed limit of 30 mph. It is not a speedway/highway which will bring more traffic to endanger residents; i.e. walkers, and children. The residents of Lost Creek do not want additional traffic in the neighborhood. This new proposal will be a nightmare for the residents of Lost Creek.
Feedback Map	My family lives in this neighborhood and speeds on Lost Creek Blvd are posted at 30 mph (where kids ride bikes, families take walks, etc.). It is already used as a "pass-through" to avoid Mopac/360 traffic but this will make it much worse. I understand the need for mobility improvements, but utilizing a residential roadway to do that is not the solution. Noticing the people in favor of this live in an area that benefit from adding dangerous amounts of traffic to a neighborhood.
Feedback Map	This will make Lost Creek Blvd, with its many driveways and homes exceedingly unsafe
Feedback Map	Lost Creek Blvd is a residential road with many houses with children who play right on the road. The road is too narrow, has too many curves, too many hills, and too many people to accommodate this level of proposed traffic. The traffic at the light at Lost Creek and 360 already gets backed up well into the neighborhood in the mornings, and the entrance to LC narrows to one lane at the intersection which will cause major issues when the traffic load increases substantially. Seems that this has been poorly researched.

Source	Comment
Feedback Map	No, no no, just no! We already have way too many people using the boulevard as a cut through and if this pattern is implemented it will be an absolute traffic nightmare not to mention a huge safety issue. The cut through drivers exceed the speed limit and have caused traffic on LCB to become unbearable during peak hours. The cars coming and going in and out of our neighborhood has increased exponentially the last few years thanks to apps like Wayze and we feel we are under SEIGE! This is an awful idea! Traffic on LCB needs to be curtailed-NOT encouraged! A gate near the Lost Creek Country Club is already needed to stop the never ending cars.
Feedback Map	This proposal doesn't make sense. What is the projected added traffic load? Will there be any improvements to the existing road to widen it to allow for the increased traffic? How would this affect emergency services' ability to reach residents in the neighborhood or school bus routes? The existing infrastructure won't allow for the addition of a significant amount of increased traffic without a dangerous compromise of the safety of the residents.
Feedback Map	Lost creek blvd is a residential road with many houses right on Lost Creek blvd. There is already a concern regarding speeding and pass through traffic. This improvement will not provide any convenience for people living in lost creek neighborhood. Utilize a residential road for "mobility improvement" is not ideal at all and is not fair for people living there.
Feedback Map	Although mobility solutions for this area are needed, it shouldn't come at the expense of safety. This is a residential neighborhood street with playing children, pedestrians, school buses, etc.
Feedback Map	This proposed change will turn an overly contested resident road (Lost Creek Blvd) into a major thoroughfare. Access to Stratus should not be through Lost Creek. It should come exclusively through Southwest Blvd with an emergency gate to Lost Creek Blvd. The City has already identified LCB as a speeding problem and the left hand turn onto LCB from 360 cannot handle more cars as we will be sitting in the middle of 360 unprotected with cars dodging s at 55mph! Unsafe and unacceptable!!
Feedback Map	No to Lost Creek Blvd Connector. LC Blvd needs to remain a residential road. There are too many homes, children, school buses, and existing commuter traffic on the road at peak AM and PM traffic hours. The road is already narrow and no sidewalks along significant portions of the Blvd. The traffic at the light at Lost Creek and 360 already gets backed up well into the neighborhood in the mornings. Adjacent business centers add to the already congested roads.
Feedback Map	Lost Creek would suffer from the additional traffic that this would bring.
Feedback Map	This is a terrible idea. Lost Creek Blvd. is a residential road, with limited sight distances, curves and hills. The posted speed limit is 30 MPH which much of the cut through traffic ignores. At peak hours, it is already difficult to turn onto the Blvd. without a prolonged wait. Traffic at the 4 way stop at Quaker Ridge also backs up significantly during rush hour, and the solution for some is to simply blow through the intersection. Add the neighborhood park to the mix and this is a tragic accident waiting to happen. More traffic creates safety issues, adds pollution and will negatively affect our quality of life.
Feedback Map	I don't know what I can add to the numerous negative comments already made, but want to register opposition to this proposal. LCB is already congested during rush hours, has poor sight lines due to hills and curves, has inadequate sidewalks and crosswalks, and does not need more traffic. We are a residential neighborhood and do not want to be another shortcut for commuters.
Feedback Map	Very bad idea for all the many reasons previously stated. NO!

Source	Comment
Feedback Map	The Lost Creek - SW Prwy connector is a poorly conceived proposition. Lost Creek Blvd is a residential street that is already overburdened. This proposed connector would most certainly exacerbate the currnt traffic load and SAFETY ISSUES. Lost Creel Blvd is full of pedestrians, children, golf carts, bicyclists as well as cars and trucks. Additional vehicle traffice would lead to disaster.
Feedback Map	As long as the city continues to ignore the desperate need to alleviate congestion at Mopac and SW Parkway, this would be a great way to connect SW Parkway and 360 if the speed is lowered. Otherwise, the city needs to stop spending millions of dollars on a pedestrian bridge over the greenbelt and turn it into a lane for cars. It is absolutely ridiculous what one goes through trying to get from SW Parkway to 360 during rush hour.
Feedback Map	It is inconceivable that this idea is even on the table. It would destroy Lost Creek neighborhood. You're talking about thousands of vehicles coming from a 6-lane boulevard (SW Pkwy), as well as Hwy 71 and Wm Cannon, who would have a shortcut through a neighborhood rather than using Mopac/Lp 360, which were intended for that traffic. Of course people in 78735 would like it, but they don't live in Lost Creek. If we built a bridge over Barton Creek with access through Travis Country, 78746 residents would think that's great! The only reason 78735 folks like this idea is bc the intersection of Mopac and SW Pkwy has been unaddressed. I lived in the neighborhood of Travis Country 20 years ago and that intersection was bad then. Can't imagine it now. The solution is NOT to put the traffic through a residential street in another neighborhood. C'mon. This idea is horrible. Lost Creek Blvd. cannot handle that kind of traffic.
Feedback Map	I can't imagine how much this addition would increase traffic and speed to the already overburdened Lost Creek Boulevard. With limited ingress/egress options, this would be devastating to safety and traffic flow.
Feedback Map	It's funny that all of the people against this are only concerned about their elitist neighborhood being affected with more traffic (yes, your neighborhood has been a cut through for decades). Either way, more roads that shouldn't, and never will get built, however simply from an environmental standpoint. Again, this will never happen, but the city should be ashamed for even bringing it up.
Feedback Map	Worst idea ever. Lost creek is hilly, curvy, and over-burdened already.
Feedback Map	This is a terrible idea. Lost Creek Blvd is a residential street, already overburdened with people speeding through as if it were a thoroughfare. It cannot handle more traffic. This is a poorly conceived project and a way for the city to avoid addressing the bigger issue, mitigating traffic concerns at SW Pkwy and Mopac where overpasses should be considered.
Feedback Map	Building a major highway that ends in a minor arterial full of curves and dips and pedestrians seems like a very bad idea. Lost Creek Blvd is already congested and is not realistically capable of handling substantially more peak-time traffic. This has egregious safety and congestion ramifications, and promoting more traffic onto a curvy road not designed for that much traffic will have a measurable negative effect on safety, and is likely to lead to numerous accidents and potential injuries (or worse) to pedestrians and bicyclists.
Feedback Map	Provide better signage for the bicycle lane on the north side of the roadway. It looks like a sidewalk. Almost all bikes stay in the lane of traffic, even though the City invested money in a really nice concrete bike lane to keep them out of the roadway and decrease the safety concerns of sharing the traffic lanes.
Feedback Map	This street is ridiculously over-engineered. It needs a road diet - not an expansion - with space reallocated to sidewalks on both sides and protected bike lanes.
Feedback Map	Deprioritize or remove driving as part of any improvements. Design dedicated transit and bike lanes and sidewalks that are continuous along the corridor. Design for a speed of 20 mph or less. Better pedestrian crossings are needed, with signalization favoring the movement of people on foot.

Source	Comment
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines. The recommendations of the Pedestrian Advisory Council and Bicycle Advisory Council also should be incorporated into the ASMP.
Feedback Map	For people traveling north on William Cannon towards SWP, we need TWO left turn lanes. Almost no one goes straight through on Wm Cannon, but rather almost everyone there is turning left on to SWP.
Feedback Map	I agree. 2 left turn lanes from William cannon to go west on SW pkwy.
Feedback Map	Please add a second left turn
Feedback Map	Some solution needs to be developed for traffic exiting 183N at the Braker Lane/Balcones Woods Dr exit for traffic trying to go straight at the Braker Lane intersection. Currently, traffic must move one lane to the right to go straight, which is often nearly impossible to do in the afternoon rush hour.
Feedback Map	Continuation of prior comment -- Getting any action on the intersections of city streets near the 183N exit ramps is very difficult for the ordinary citizen because jurisdiction over these intersections seems to be shared between the City, TXDOT and possibly other transit agencies. The growth in this part of town is relentless (Domain, Apple, NW suburbs along 183, planned soccer stadium at McKalla Place) but it is difficult to engage the appropriate entities re: the existing traffic nightmare (e.g., everything totally clogged north and northwest of (Mo-Pac, 360 and 183 highways) because of the mix of jurisdiction among the various agencies. In the meantime, new development just keeps going on without any regard for mobility for persons living in the existing neighborhoods.
Feedback Map	The access to Avana and Greyrock communities from Mopac southbound passes through this intersection. With new additional properties planned at Greyrock and new elementary school in Avana, the light system here will cause significant backups on Mopac as well as escarpment. Suggestion is to add a Texas-U turn here from the SH45 WB - SH45 EA so all the Greyrock traffic coming from Mopac SB and SH45 WB bypass the intersection altogether and can safely take the u-turn and head to SH45 EB for easy access to Greyrock. The SH45 EB is long enough to allow easy merge back to Gryerock exit ramp which is on the right side of the freeway.
Feedback Map	There needs to be a protected u-turn at or before escarpment for the residents of greyrock
Feedback Map	a U turn at this intersection would benefit not only neighborhoods (current and future) like Greyrock Ridge, but also anyone wanting to get on the new 45 to 1626 road.
Feedback Map	Sidewalks are needed throughout our neighborhood!
Feedback Map	Kids are crossing dangerously from Woodway Square apts. and Kipp School, students need safety median or crosswalk guards for safe crossing.
Feedback Map	There are missing pieces of sidewalks here, and when Doss elementary re-opens next year, we need those sidewalks complete.
Feedback Map	Yes, need sidewalks for kids going to Doss and Murchison
Feedback Map	This intersection desperately needs right turn lanes or to be expanded to 3 lanes each direction. The Wm Cannon intersections at Manchaca and Brodie have enough capacity, but at Westgate it does not.

Source	Comment
Feedback Map	I disagree with with the suggestion by the other person to make West Gate three lanes. The City spent a lot of maney widening Manchaca and Brodie as major corridors. West gate is a residential street with driveways facing the street. People are speeding since there are no traffic lights from Davis to Wm. cannon. The volume of cars increased by 30% since 2012 when the City extended West gate south of Davis to Slaughtea (16, 293 cars per day as of Jan. 2017). Stop using our street as a short cut from Slaughter, Manchaca, and Brodie. we cannot get out of our driveway. Need to reduce speed limit, add calming devices, and traffic lights.
Feedback Map	we do not three lanes on West gate and Wm. Cannon. It was built as a one laen in each direction with a bike lane. The City took away the bike lane and turned it into a narrow car lane (10ft.). From manassas to Wm. Cannon the driveways face West Gate The cars speed and more cars use it as a short cut since there are no traffic lights for almost 1.7 miles from davis. Cras have run into homes, mailboxes and median. Achild was Killed. Do not need to add more car lanes. West Gate is a residential street.
Feedback Map	Are you carazy suggesting to make this a three lane inneach direction. It is bad enough with two lanes. This a r5esidential area not HY 35.
Feedback Map	No need to widen wm. cannon . The problem now is that the traffic light duration is too short at intersecting street of Manchaca, West gate and Brodie. People are using West Gate as a short cut from slaughter , manchaca, and Brodie, since there are no traffic lights from Davis to Wm. Cannon(1.7miles). Our street is a residential area with driveways facing the street. Cars are speeding over 10mph above speed limit. the car volume increased by 30% (16,293 cars per day , Jan. 2017) since 2012 when the City expanded West gate south of davis to Slaughter. No need to make it worse by making it three lanes. We have had enough car incidents, and crashes thru homes, mailboxes, the median, and one child's death. Need to add traffic lights on west gate, speed bumps, calming devices , and pedestrian crossinngs. Need to reduce speed limit. No need to make our street anotherIH 35.
Feedback Map	I agree with the commnts by the previous person. Stop using West gate as dumping ground for short cutters and speeding maniacs.
Feedback Map	Leave West gate and wm. cannon intersection as is. No need to bring more traffic through our residential area. we cannot get out of our driveway because of the speeding cars the increased number using our street as a short cut fro Slaughter, manchaca, and Brodie. we need traffic lights and calming devices from Davis to Wm. cannon. Need warning signs for school buses mking turns along West gate; need protection for mail delivery cars and Capitol Metro buses . Need pedestrian crossings. we had too many car crashes already.
Feedback Map	24th street currently doesn't feel safe to walk on. The sidewalks are way too narrow for all the students. We need to transform it and not walk back on the corridor plan.
Feedback Map	It is my hope that the bicycle infrastructure here will include protected bike lanes. This is a key connection for bicyclists moving from East Austin to downtown, and in my mind, it is the safest street for crossing. But there is still room for significant improvement.
Feedback Map	The stretch of Manor Rd between Chicon and I35 is part of my daily bicycle commute and it's where I feel the most unsafe. The speed limit is too high for a stretch of road with no dedicated bike lanes and with cars parked on both sides of the street. I would love to see bike lanes here - protected lanes would be even better. There is room if you knock out parking on one side of the street. Else, I hope the speed limit is lowered to 25 mph or less. Thanks!!!
Feedback Map	extend roadway to connect to feeder. Neighborhood needs another entry/exit.

Source	Comment
Feedback Map	Please add dedicated right turn lane to 183 access road to help ease traffic congestion during rush hour - similar to the improvement going on at Anderson lane + 183. It adds 15-20 mins time during rush hour and motivates drivers to cut through to Jollyville road using streets along Spicewood springs road - especially pilgrims pl, shakespearian way etc making it unsafe for kids living on those streets.
Feedback Map	A finished and connected grid system in this area south of Braker, between Lamar and I-35 is essential to the effort of connecting Austin. There is a golf store and range there, and Chinatown, so I don't know how feasible that is but it would be a great improvement.
Feedback Map	Golf store and range out of business, now office and warehouse space, with ~10 acres of former driving range ready to be built. Bike/ped connectivity to shopping and transit is even more important.
Feedback Map	NO lane expansion for cars. This is already a blind merge area where cars race to merge in front of each other going east, making crossing 38th extremely dangerous despite being a neighborhood street. This intersection needs traffic calming measures and midblock pedestrian crossing signals.
Feedback Map	I'm imagining that additional travel lanes on 38th Street would provide better options for Capital Metro bus service along this important connection. The new pull outs for buses on 38th St farther east are a good start, but we could move people on this roadway using public transportation if it is widened
Feedback Map	
Feedback Map	How will you make left turns moving west on 38th if there is a raised median? Elsewhere in the area they are being removed. How will a raised median fit in such a tight space. Are you just moving the problem down to Ave B. Traffic currently stacks up all the way to Speedway. How will this help?
Feedback Map	I bike this road and it's horrifying. Please separate the bike lane from the car traffic.
Feedback Map	We shouldn't be expanding roads anywhere in Austin. This 1950s approach is outdated and outclassed by the data. Wide roads are dangerous, induce driving and pollution, and move fewer people than multi-modal roads. Lanes on 38th should be reallocated to transit-only lanes and protected bike lanes.
Feedback Map	Need to reduce speed limit to 25mph. This is a neighborhood street. Cars from Manchaca and Davis Lane use it as a cut through street.
Feedback Map	I agree. Need to reduce cars using Manassas as a short cut from Manchaca and Davis Ln.
Feedback Map	We need more connectivity to Anderson Lane, even if it's just bike/pedestrian paths.
Feedback Map	Many of the crosswalk buttons at Anderson Ln and Burnet Rd are difficult to reach, especially for cyclists and people with mobility impairments.
Feedback Map	This should be done as part of an overall corridor study of Anderson Lane.
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	This street badly needs protected bike lanes as part of a road diet.
Feedback Map	Hard to believe this street doesn't have sidewalks yet..good to see it's on the list.
Feedback Map	Adding the ability to bicycle on MoPac would lead to fatalities. This NB ramp to MoPac needs to be strategically increased to accommodate more motor vehicles, not bicycles.
Feedback Map	Would like to see the two-way cycle track north of MLK continue on Rio Grande south of MLK, all the way to downtown. In the short-term, a true bicycle lane along this route (currently only parking mixed with patches of bicycle lanes near intersections) would improve it as an alternative to busier Guadalupe and could help more children bicycle to school.
Feedback Map	Signal at Rio Grande & 15th should be able to read bikes. Currently if there are no cars the light won't cycle through

Source	Comment
Feedback Map	Please continue the Rio Grande protected bike lane south of MLK and into downtown! Love the configuration through west campus and hate that it stops short of downtown.
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines. The recommendations of the Pedestrian Advisory Council and Bicycle Advisory Council also should be incorporated into the ASMP.
Feedback Map	Vehicles often back up here due to so many vehicles turning into driveways, like the Austin Java shopping center, the public library, and ACC. There needs to be a reduction in the number of driveways or places for vehicles to pull out of the main lanes to turn.
Feedback Map	This should be one of the premier urban trails. South end should meet the river trail. North end should be as far north as possible and end near public transportation.
Feedback Map	NO BIKE TRAIL ON WILLIAMSON CREEK. This is an important, heavily populated wildlife area. I ride bikes. I use VC Trail etc frequently. This new trail is NOT NEEDED. The wildlife DO need this space. Please keep Williamson Creek wild! Thank you.
Feedback Map	There is a lot speeding on Woodhue and cars using it as a cut through. There need to be more traffic calming solutions here.
Feedback Map	Need bike/ped access from Chinatown to Motheral north, and/or directly into Walnut Creek Elem campus. (I know that's private, it would be worth paying money for easement because AISD could save on bus routes and it's better for the kids anyways.) Add sidewalk on Motheral with money from new gas station at corner of Braker - safer for peds to not be crossing their driveways.
Feedback Map	Will the recommended improvements allow bikes and pedestrians to access Lucy Read School Park from Northcross Dr? I would love to see pedestrian access (currently blocked by a chain link fence). There are several apartment buildings along Northcross Dr, residents of which I imagine would like to easily access the park playgrounds, as well as other amenities of the Allandale neighborhood.
Feedback Map	Ban on street parking on LV
Feedback Map	Pandering to UT let them pay for it
Feedback Map	@78759 ok cool hook 'em ☐
Feedback Map	This street does not fit into the proposed dense development planned for this site and would reduce density in this area. Please coordinate with the developers.
Feedback Map	Anything to help relieve congestion on Parmer once Apple moves in will be great.
Feedback Map	Increased access for Emergency vehicles for Travis Country and other buildings, neighborhoods is crucial
Feedback Map	Please add vehicle access for emergency vehicles and cars to relieve congestion
Feedback Map	Please add vehicle access thru to Southwest Pkwy to improve safety & relieve traffic congestion that currently uses Boston Ln; it's unsafe to exit at Boston Ln sometimes (must cross 3 lanes of traffic to turn right on Boston Ln).

Source	Comment
Feedback Map	I am strongly opposed to bike lanes of any kind on Harris Blvd. or any changes in the street structure. Our family has lived on this street since the 1970's and EMS and Fire/Police use this street for Emergencies, Saving Lives and construction/utilities/school buses. Presently, it is a multi-use street: by the families and children who live here. Bike Lanes will bring in outside riders who run our stop signs, take over the entire street for tour commercial groups, burglars, and cycling exercises. We Need access to our wheel chair ramps and transportation vehicles; not bicycles. We paid the taxes/fees; bicycles want to take over our streets, yards, and family neighbors where we know each other. You are going to box our homes in for the name of progress and special interests group. What are you doing for citizens who cannot ride bikes. We are paying the high taxes; bikes have no license plates or pay for streets. Stop forcing your values on others.
Feedback Map	Please Prioritize. This improvement makes really expands the utility of the already completed Barton Creek bicycle bridge by extending access to all the residences and businesses along Southwest Parkway.
Feedback Map	Reverse bike commute from dwtn to swpky employer become an option with this improvement.
Feedback Map	This can't happen soon enough, please expedite getting the trail completed.
Feedback Map	Greatly needed. Will provide safe access to Barton Creek Bike Bridge. Currently neighborhood of Travis Country has no safe route to get to bike bridge. Only access is to ride on Southwest Parkway, which has become a high speed roadway unsafe for bikes.
Feedback Map	I haven't used the bike bridge since there is no safe way to get there from Travis Country. YES PLEASE
Feedback Map	Please expedite this as there is NO SAFE pedestrian or cycling passage outside of Travis country neighborhood. We are locked by Greenbelt, MoPac, and Southwest Parkway (which is becoming more and more dangerous to cyclists and traffic numbers increase).
Feedback Map	Yes, please.
Feedback Map	You show routing this through the Gaines Creek park, building 2 bridges (I guess) across Gaines creek across what is very steep and very narrow land north of SWP and then, looks like making ANOTHER bridge to cross Gaines Creek just before the Gaines Ranch Circle? This looks crazy expensive and a bit imaginary. Why not just have people use the Travis Country Circle to Mesa Village and make that trail to the bridge? Also, there is really only about 75 feet of woods between SWP and those homes off Canyonbend Circle, and most of that is steep prone to flooding. This proposal seems a bit half-baked.
Feedback Map	Why is this necessary if you pave the path from Mesa Village out to the new bike bridge off of 360 by Best Buy?
Feedback Map	We need a safe way to access the bike/pedestrian bridge from Travis Country. There is no easy / Safe way to access currently.
Feedback Map	Fully support a dedicated trail for bikes and pedestrians to cross sW parkway and access the new green belt bridge.
Feedback Map	
Feedback Map	Like the idea, but doesn't make sense to follow Gaines Creek south of Southwest Pkwy. It would make more sense to use the improvements along Southwest Pkwy from Vega and use the sidewalk improvement plan.
Feedback Map	Bicycle infrastructure is sorely lacking in SW Austin
Feedback Map	Support wholeheartedly!
Feedback Map	This will drastically improve hiking and bicycle access for SW Austin residents.
Feedback Map	The proposed trail does not appear to be fully vetted, however I support the idea 100%
Feedback Map	

Source	Comment
Feedback Map	Our neighborhood desperately needs access to the new trails.
Feedback Map	This would be great, but the wiggle around the school is so annoying.
Feedback Map	This crosses Gaines creek 7 (!) times, and a few of those crossings have a lot of relief? Gaines creek floods a few times a year. The area that you show this trail passing through is very steep and prone to erosion. I hope this was just someone penciling in a route w/o knowledge of the area. If you have the money to make 7 bridges I suggest you improve the existing sidewalks off SWP, put in barriers between traffic and the sidewalks and then use the extra money to buy your whole office Teslas b/c 7 bridges isn't going to be cheap to create OR maintain.
Feedback Map	I'd commute to work from near downtown to SW pkwy employer if built
Feedback Map	all urban trails must be upgraded, expanded, etc. It seems a very cost-effective way to incentivize non-vehicle commuting and recreation.
Feedback Map	I support all improvements that promote the mobility for all people and does not exclusively privilege use of single occupancy vehicles and internal combustion engines.
Feedback Map	This is not the alignment recommended by the EIS which indicates a crossing of SW Parkway near mopac. This should be planned with mopac expansion in the planning. Entire area is subject to streambank erosion and area west of mopac serves as a neighborhood buffer.
Feedback Map	Speeding is still a concern on the the dangerous curve on Boxcar Run. There needs to be speed mitigation on this street and curve.
Feedback Map	Connect Sabine to Rainey.
Feedback Map	I'm happy with round-about recommendation, but we need more lighting at intersection on Teri rd and Pleasant Valley. Student walkers are not visible when walking to school early morning or at night crossing Terri to go to the store.
Feedback Map	Dedicated transit lanes are vital here. Safety and people-carrying (not vehicle-carrying) capacity are crucial. Lamar also needs protected bike lanes and improved sidewalk; this street has the space - we just need to start thinking of people, not vehicles, first.
Feedback Map	Bowmen is a great street for walking and running, but it does not need a sidewalk. It is fine as is, but it could use a pedestrian crossing near the library at Bowman and Exposition
Feedback Map	Regarding the previous comment on Bowman and sidewalks, I meant to say I do NOT like the recommended improvement to put sidewalks on Bowman but the tool recorded my comment as 'I do like the recommended improvements'.
Feedback Map	This is just one example where a quiet street design is more appropriate. There are many more just in this neighborhood.
Feedback Map	I don't think a signal at this location is warranted. I'd rather see investment in safe crossings at other locations with higher traffic and pedestrian densities.
Feedback Map	South 1st is a death trap for those who would like to walk/cycle. Any improvements need to focus on safety and decreasing VMT.
Feedback Map	South 1st is currently a horrifying environment for cycling and walking. The lanes are narrow and traffic is brisk - usually 35 to 40 mph. Walking is miserable, because there's no separation between the sidewalk and road, and the sidewalk is very narrow. A lot of the businesses have turned over, but because the lots are so shallow there hasn't been much demo/redevelopment, and so Subchapter E hasn't been triggered to improve the streetscape. A concerted bond project or effort will probably be needed to make South 1st something other than the existing pedestrian hellscape it currently is.

Source	Comment
Feedback Map	South 1st provides terrible access for pedestrians and cyclists. Cars speed up and down the street and are impatient of people on bikes. I don't know anyone who risks biking on S 1st. Additionally, the sidewalks are too narrow and close to the street for pedestrians to walk comfortably. The businesses on this street suffer from a lack of foot traffic. During peak traffic hours the roadway becomes very congested. I suggest taking steps to limit commuter traffic on S 1st. Provide more access for pedestrians, cyclists and buses. Divert traffic onto the adjacent north/south corridors. Consider banning single occupancy vehicles on S 1st between Oltorf and Barton Springs during peak traffic hours.
Feedback Map	Most cyclists refuse to bike on South 1st. Some people refuse to even drive on it. The 2 X 2 configuration feels almost designed to maximize danger. Frequently, the car in the middle lane will allow a turning car in, only for the car in the far lane to continue, creating enormous danger. This should probably get a 4-to-3 conversion with bike lanes.
Feedback Map	4 lane configuration is dangerous, would prefer conversion to 3 lanes with protected bike lanes.
Feedback Map	Would love to see a road diet here. 3 lanes with a center turn lane and bike lanes
Feedback Map	S First desperately needs investment in safe bike/pedestrian and ADA access. sidewalks are very narrow with zero buffer to cars speeding by, sidewalks are bisected by utility poles which prevent strollers/wheelchairs/bikes/ and families from walking safely. Biking is impossible for regular bike riders, even though we want to visit south first businesses. *do not expand car lanes*. add protected multi-use paths on both sides of the road for neighbors to access elementary school, businesses, Gillis pool/park, etc without having to add to traffic.
Feedback Map	S. 1st is a major north-south artery that needs a lot of attention. Bus pullouts and right/left turn lanes would prevent the MetroRapid 10 and turning vehicles from blocking through lanes. The sidewalks are narrow and broken, and drainage is poor, so when it's raining people waiting at bus stops or on sidewalks get splashed by every vehicle. I would like the City to obtain rights of way to construct some turn lanes and bus pullouts, improve drainage along the road, and create a shared-use path on at least one side of the corridor to allow bicycle traffic to stay out of the main lanes. Efforts to decrease vehicular congestion will also decrease the amount of traffic on nearby cut-throughs, such as Palace Parkway, Forest Wood, Emerald Forest/Vinson, Clawson, or through Bouldin's residential streets.
Feedback Map	South 1st is so dangerous to pedestrians and cyclists. There needs to be a dedicated bike lane with a raised separation (not just a lane that is separated from the vehicle lanes by a white line). There should also be a buffer between sidewalks and the vehicle lanes (this could be accomplished with a bike lane between the sidewalk and street) as the sidewalks are right next to the road. The speed is too fast and 2 lanes each way should probably be reduced to create the bike lanes, more pedestrian right of way AND a turn lane. Traffic is hazardous because there is not a turn lane. I live in the neighborhood and do not walk or cycle on S 1st because it's so dangerous.
Feedback Map	I would support an interchange that allows vehicle traffic to enter 290 west or eastbound without having to stop at the lights at the intersection. I agree that protected bike lanes, raised median with turn lanes and wider sidewalks should be priority.
Feedback Map	Protected bike lanes in each direction, wider sidewalks with buffer from street, Turn lanes and reduce lanes from 4 to 2 (with a turn lane).
Feedback Map	4 lanes are completely inappropriate. This is such a fast, dangerous stroad (street/road). It should be at most 3 lanes (2 traffic lanes, 1 center turn lane, 2 bike lanes), but really should be 2 lanes with the remaining 2 lanes reallocated to transit-only / protected bike lanes.

Source	Comment
Feedback Map	4-3 road diet along all of South First. Add protected bike lanes.
Feedback Map	Expanding the road here will extend Austin's sprawl to the Hill Country, leading to more pollution, more VMTs, and more habitat loss. Austin should oppose any expansion here and use the money on literally anything else.
Feedback Map	This is a necessary improvement considering the existing and planned growth in the adjacent portion of Hays County. This will be a needed transition between the Oak Hill Parkway and Dripping Springs.
Feedback Map	Bike improvements are sorely needed in this area. The Hays county portions of 290 and 1826 have or are being upgraded. Bike lanes completely disappear when or shortly after entering Travis County on either of these roads. This is surprising considering Austin's supposed commitment to bike travel. I am a resident of this area, and would be one less car on the road both morning and evening if bike facilities were at least acceptable.
Feedback Map	Please have a tree expert look at the roots lifting sidewalks. Need the sidewalks fixed, but not at the expense of the beautiful mature trees.
Feedback Map	My kids could really use a sidewalk around the street. Seems a bit far-fetched compared to the other high-need items on the list, but it would be nice.
Feedback Map	Do not need added capacity, we need a safer intersection! Especially with new development around this area.
Feedback Map	Agree that added capacity is not as important as pedestrian safety. Many students and pedestrians around here. Improving Lamar's rapid transit capability will replace the need for adding extra lanes of traffic.
Feedback Map	Road diet, center-running bike lane
Feedback Map	Told to staff at Old Quarry Library office hours: need more sidewalks
Feedback Map	Narrow the car lanes, add protected bike lanes.
Feedback Map	I would like to recommend closing Power Plant to vehicle traffic. Make this for pedestrian and cyclists only. The lost street parking for retail would be accommodated in the Seaholm parking garage. This area is very high pedestrian and bike traffic, and there are a lot of vehicles on the narrow roads. Closing this road would add safety for pedestrians and cyclists. Also the intersection at W 3rd/Power Plant and West Ave is very confusing/dangerous for pedestrians
Feedback Map	We need an overpass for Wm Cannon and 290/71. Everything you've offered is "stop gap" and not a solution
Feedback Map	With the new pedestrian bridge over 183, Mueller and its surrounding neighborhoods will soon have access to the Walnut Creek trail. It would be great if 51st street consisted of protected bike lanes and sidewalks in its entirety so that folks could hike and bike to the Walnut Creek trail, instead of having to drive there.
Feedback Map	With the proposed plan access to several businesses (including my work place) are inaccessible. A left turn with a center lane will block completely our access and create a difficult egress for guests as well. I ask that you please consider another option such as upgrading the existing sidewalks on the south side of 51st street. To be completely clear, access to the business on the north side of 51st street will lose business because people from the west will not have access.
Feedback Map	Exposition needs protected bike lanes its entire length. If this happens, this could be one of Austin's great bicycling routes.
Feedback Map	Dedicated and protected bike lanes that keep them off the sidewalk but with a raised protector from the vehicle lanes
Feedback Map	Protected bike lanes should be in both directions even if it means removing street parking. This area is too pedestrian heavy to have scooters and cyclists on the sidewalk.

Source	Comment
Feedback Map	I live on Gaston Ave, and I don't like the idea of adding sidewalks. Many of the houses are close to the street already and having a sidewalk brings pedestrians even closer to the houses. I have a dog which I walk daily on Gaston and I don't feel the current situation is unsafe. Traffic goes slowly on the street and I live on the busiest part by the park.
Feedback Map	OLne of the southbound lanes of Pleasant Valley can be converted to bike/ped path and not put in sanother bike/ped bridge. Costs are too high for a bridge. There is 2800 feet of queue of dual car lanes between the dam and Lake Shore. Modifying this segment across the dam to a single southbound lane will not hamper the ability for cars to cross the dam. Put the bond money to better use elsewhere and fix a problem with less money, quicker and preserve the ability to have a lake crossing elsewhere that can serve higher levels of transit plus bike/ped.
Feedback Map	Remove the pork chop. How could bicycle facilities on Morrow be useful if you cannot cross Lamar safely?
Feedback Map	Agreed that the pork chop should be removed. It solved a problem that no longer exists.
Feedback Map	improvements to this section will decrease access to local businesses on the north side of 51st street. This will block all access to patrons making a left turn if heading south into the local businesses.
Feedback Map	This connector will cause noise pollution of the Bellingham Meadows subdivision. If this were to be built, noise barriers would need to be built on the west side of the road to ensure it does not create noise pollution.
Feedback Map	The bike lanes here are extremely dangerous. They need to be separated and protected from traffic which is going quite fast. There is also a ton of glass and debris in the bike lanes most days.
Feedback Map	pedestrian islands, narrow lanes, shrink curb radii
Feedback Map	connect to lamar
Feedback Map	The non-continuous sidewalk between S. Congress and S. 1st on W. Monroe results in many pedestrians using the street as their walkway between Newton and S. 1st St. Please add marked crosswalks at every intersection where sidewalks are non-continuous ti better guide pedestrians to available existing sidewalks. This should be the case for all intersections at Eva St and Newton St between W. Elizabeth and Johanna !!
Feedback Map	It's scary to bike on this road but it's a vital east/west connection. Please add a protected bike lane.
Feedback Map	4-3 road diet along all of 45th. Add protected bike lanes. Ignore stupid car-only drivers that want to speed.
Feedback Map	too many lights already on Brodie and one at davis intersection.
Feedback Map	At the intersection of Speer Lane, Eberhart Ln. and Cooper Ln, the stop sign is not visible to eastbound drivers on Speer Ln., because of the topography of the road, until they are almost at the stop sign. Speer is also frequently used as a cut-through route.
Feedback Map	There is a 4-way stop at Dahlgreen/LaCrosse. Along with an elementary school and many children coming/going. It is common to see cars running through the intersection without stopping. PLEASE add additional signage/caution lights to alert the drivers to the stop signs. Adding stop signs to the middle east/westbound medians would help with the visibility. Otherwise the existing signs are easy to miss especially for those visiting and not familiar with the area. This is a big safety concern for neighbors coming and going. Please help before somebody gets killed.
Feedback Map	S. 1st St. needs to directly connect to Old San Antonio Rd. here.

Source	Comment
Feedback Map	I really like this idea, as vehicles exiting this apartment complex really struggle to turn north in the morning. It's really important, though, to ensure this light is timed with the light at S. 1st and Barton Springs to ensure it's not preventing any vehicle traffic from effectively moving through that intersection. There's already a bus stop on S. 1st by the Whataburger that stops southbound traffic at peak hours from moving through this light.
Feedback Map	This is necessary. A light or pedestrian crosswalk at 900 S Congress is necessary too. There will be condos, town homes and single family homes at this location. Pulling onto S 1st from this location will be hazardous.
Feedback Map	You need to clearly define bicycle facilities on residential streets. Bicycle lanes would not be welcome, sharrows are already being used on Jefferson St. Any street is a "sharrow" if bicyclists stick to the right hand side of the lane. Residential streets in Bryker Woods are used by pedestrians and kids at play. Adult bicyclists need to be looking out for our kids, mothers with baby strollers and neighbors out walking their dogs. I'm ambivalent about the sidewalks. We have some in other parts of the neighborhood that I use whenever possible. It's best to ask the residents how they would use the sidewalks. We have some small islands in the neighborhood that are used in various ways. I don't think that they could support "connective" sidewalks.
Feedback Map	Kerby Lane and 34th St near the Bryker Woods Elementary School need to maintain street parking. Parents drop off and pick up their kids every school day. When they are parked on both sides of the streets, the streets become single lane. There shouldn't be any bicycle lanes on those streets (bikes can ride on the sidewalk and adult through bike riders, like vehicle drivers, should avoid areas around schools during drop off and pick up times.
Feedback Map	Ask the local residents. I believe that some of them really wanted a circle in the middle of the W 29th St and Wooldridge intersection because 29th is rather wide there and pedestrians wanting to cross 29th would like to slow down traffic and have a island "haven" to stand on.
Feedback Map	I'm excited to rework Burnet north of 183 but we really need to consider transit lanes rather than a raised median, IMO.
Feedback Map	The UT Pickle Research Campus is a major employment center. It needs much better sidewalks within the campus, but especially sidewalks leading to the campus along Burnet Rd (b/t Braker Ln and Research Blvd). Extended shoulders with bike lanes would also help; there is no safe place for bikers along Burnet Rd.
Feedback Map	There should be a traffic light at Burnet Rd and Read Granberry Trail. Both Southbound and Northbound drivers are forced to make unprotected left turns at this intersection, which sees vehicle speeds in excess of 45 mph.
Feedback Map	There need to be more crosswalks along Burnet Rd between Read Granberry Trail and Research Blvd, preferably with blinking lights (similar to the crosswalk at the "Northcross" 803 bus stop along Burnet Rd). I have seen too many pedestrians crossing Burnet Rd in heavy traffic, without any crosswalk.
Feedback Map	I would like to see a continuation of the sidewalk development that has been happening on Burnet between Braker and Read Granberry. There should be complete sidewalks on both sides of the road and a direct path from the Red line rail stop and PRC. With the new MLS stadium supposedly coming in at burnet and braker this area is only going to get more ped and bike traffic and we need to accommodate that proactively.
Feedback Map	+1 on all the sidewalk talk! at the very least there need to be sidewalks out in front of Pickle; but really there should be sidewalks linking the bus stops
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	For the short term can you clarify whether it is legal to ride the wrong way down the shoulder to Best Buy and then through the Best Buy / specs parking lot. Currently that seems like the safest way to get from the bike bridge to Brodie.

Source	Comment
Feedback Map	Connecting the dedicated bike lane all the way to sidewalks near Best Buy should obviously be done. There is plenty of space on the frontage road and would greatly improve connectivity to other bike trails/routes.
Feedback Map	Request repaired sidewalks along Kandy Drive, as they are not accessible in various locations; request traffic calming devices (speed humps) along Kandy Drive so as to slow down speeding.
Feedback Map	Please consider adding MetroExpress service to the Bee Cave area. For example, there could be a stop at the FM 2244/Cuernavaca intersection, with a park-and-ride facility in the large nearby church parking lot. Perhaps another stop could be at the Hill County Galleria.
Feedback Map	This is one of the few routes to Round Rock for pedestrians and cyclists and it is dangerous.
Feedback Map	Don't waste good money on a sidewalk here.
Feedback Map	I 35 underpass crossing from sears parking lot to rock store parkinglot (just south of selected segment) is an underrated crossing that with a little improvement could be a very good crossing for people coming from Mueller / Cherrywood area to campus or hancock shopping center. Currently there is no sidewalk or bike lanes, but an alignment could easily be created! I see families with small children crossing here all the time.
Feedback Map	Need pedestrian safety improvements.
Feedback Map	Neighborhood connectivity to the redesigned shopping center is important
Feedback Map	S. Pleasant Valley is a priority corridor for Project Connect. You should consider dedicated transit lanes instead of a raised median. Also, there is a segment of Pleasant Valley that is not continuous and needs to be fixed.
Feedback Map	Future expansion of Pleasant Valley between Riverside and 7th to 6 lanes
Feedback Map	Not every road in this neighborhood needs a sidewalk. I have walked thousands of miles on these streets taking my kids to school and walking for exercise. It would be a waste of money to provide a sidewalk on every street, it just is not needed and many people have existing landscape in front of their houses. Instead, please focus on improving and maintaining sidewalks on busy streets, mostly streets that have a "yellow line" in the middle. Streets line Windsor, Westover, Enfield and Exposition need great sidewalks, but the interior streets do not need them at all. Please spend money first on major street sidewalks and leave the interior roads as is.
Feedback Map	PLEASE MAKE THIS CONNECTION! Count the bike traffic that currently use this trail and the one to the north of the condos, the demand is already there. The existing muddy mess needs to be improved.
Feedback Map	This connector would do wonders for, not only the 1500 homes in the Travis Country neighborhood, but for all those users coming from the Brush Country portions of the VCT. I see a lot of cyclists on this during the weekends and a pretty good number of commuters during the week.
Feedback Map	This would provide cyclists with a safe way to bypass the section of southwest parkway that has no shoulder.
Feedback Map	This would be fantastic!
Feedback Map	This would be a very valuable trail
Feedback Map	This would be great for cyclists since Southwest Parkway is taking your life in your hands to ride, since the shoulder has disappeared and nobody seems to know who maintains it!
Feedback Map	This is needed. I would commute more often on the bicycle if this path was paved. Southwest parkway is way too dangerous.

Source	Comment
Feedback Map	The adhoc trails that currently run between Mesa Village & Gaines Ranch are a mess since there is a noticeable amount of commuter traffic between the TC neighborhood, as well as adjacent neighborhood traffic cutting thru to TC, & downtown. Need a better trail that as been planned to minimize the environmental impact while maximizing the use of the Barton Creek Pedestrian Bridge/path since right now that bridge/path basically just deadends on the south side due to the very busy highways in that area.
Feedback Map	This is needed now. There is no all-weather accessible path from Travis country (1500+ homes) regents hills, covenant estates, or the preserve apartments to the bike and pedestrian bridge. Many residents would commute by bike and use the bridge more often if there was safe access. As is, cyclists use SW parkway which is not safe.
Feedback Map	PLEASE!!! I ride the trail from Mesa Village through Gaines Creek on my mountain bike but it's not user friendly for road bikes or kids. There are 1,500+ residents in Travis Country and this is the *only* SAFE route connecting us to the rest of the city!
Feedback Map	We need this. The current options get muddy after a rain and prevent folks from commuting as much as they'd like. There is already a old road that connects Mesa Village to Gaines Ranch Loop it just needs a day of Bobcat or Dozer, one of those road leveler things and a few loads of crushed granite. It would take the city a day, maybe 2 to get this done and it would change the commuting landscape for a LOT of people. The folks who live in Travis country, but if you connect Industrial Oaks it would change the lives for all those commuters from Brush Country west who don't want to go across at the Specs part of the Violet Crown.
Feedback Map	This would help me connect to the Violet Crown Trail without getting run over on SW Pkwy. Please!
Feedback Map	Please make this happen! This will increase usage of the new bike bridge over the Barton Creek greenbelt and generally encourage new/more riders.
Feedback Map	This would fix the issue with both muddy trails to get to downtown and the lack of an official route. Lots of people don't want to go b/c they don't want to use trails or unofficial paths etc.
Feedback Map	Countless people in our area (including myself) are anxious to commute to downtown, but until this proposal there has not been a viable option for riders of all skill levels. This will allow more commuters and recreational riders to enjoy the amazing bridge and trail network being built to downtown.
Feedback Map	This a great alternative to riding the trails which get quite muddy and are tough for kids
Feedback Map	This improvement would allow me to commute downtown via bike trail.
Feedback Map	Our neighborhood has no safe way to access the new urban trails
Feedback Map	I rode through here last night to go downtown to view christmas lights. It's doable, but in the dark the little patches of mud, ruts and rocks make it treacherous. We need an official way to get through to use the new bridge and get downtown. The bridge doesn't even connect to ANY cycling safe lanes. The MoPac feeder road didn't continue the protection to the corner (a silly oversight in my opinion) and from the west the only communities it connects w/o off-roading are the Gaines ranch condos, apartments and nursing home. I can't image the thought process that went into building a \$10,000,000 bridge and not connecting it to any safe bicycle lanes. This connector should have been in place before the bridge was finished. We shouldn't have to make a case to build it, it's a no-brainer and should be done immediately.
Feedback Map	this would be a good upgrade - we need to connect existing bike lanes and even areas of roadway with and without large shoulders to allow cycling

Source	Comment
Feedback Map	High priority for the Travis Country Neighborhood to avoid having to interact with the vehicular traffic on Republic of Texas to reach the YBC. Needs to be concrete all weather for bike facility.
Feedback Map	noice bois
Feedback Map	This section of Alpine was never intended to be connected through! This would cover the headwaters of Blunn Creek. The neighborhood is totally opposed to this being a road! Bad for traffic and really bad for Blunn Creek headwaters and sensitive environment. Please take this off the planning maps!! This was a condition of approval of Walmart being built and we have restrictive covenants.
Feedback Map	I am concerned that this plan may not consider the impact of cut through traffic on my old Enfield neighborhood. I dont know if the corridor study will ignore cut through traffic impact that these improvements bring. There is nothing in the policy statement of this WHOLE plan that addresses what these mobility improvement will increase cut through traffic. We in the center city need to be protected
Feedback Map	Similarly to the new roadway connection proposed for W 40th Street, I think this would increase east/west connectivity through the area. I'm especially interested in either it or W. 40th as an all ages and abilities bicycle facility route when constructed.
Feedback Map	This would go right through Austin State Hospital, and the Texas Legislature has made no plans to close it or sell off any land.
Feedback Map	There should be no roadway expansion for automobiles. Any expansion should be solely for transit, bicycling, and walking.
Feedback Map	Deprioritize or remove driving for any improvements. Design dedicated transit and bike lanes and sidewalks that are continuous along W. 43rd. Design for a speed of 20 mph or less. Better pedestrian crossings are needed, with signalization favoring the movement of people on foot.
Feedback Map	More street trees, please.
Feedback Map	Please no motorized vehicle expansion of 40th and 43rd street between Guadalupe and Lamar (hospital) - GREAT for bikes and pedestrians!
Feedback Map	E MLK is a priority corridor for Project Connect and you should consider transit lanes for it.
Feedback Map	E MLK needs dedicated transit lanes.
Feedback Map	Deprioritize driving for any improvements. Design dedicated transit and bike lanes and sidewalks that are continuous along the corridor. Design for a speed of 20 mph or less. Better pedestrian crossings are needed, with signalization favoring the movement of people on foot.
Feedback Map	Reduce and regulate the amount of right-of-way for single occupancy vehicles, rideshares, and trucks. Implement congestion pricing and reduce street parking, and charge market-rate prices for any parking that uses the curb.
Feedback Map	So excited to see the Balcones Park portion of this trail completed!! Thank you!!
Feedback Map	Implement dedicated transit lanes in the short term; they are needed now.
Feedback Map	Transit priority here as soon as possible!
Feedback Map	Please make this a train. We don't need buses on this key route. Make it a train in its own lane.
Feedback Map	Although this isn't explicitly mentioned in the ASMP, the Guadalupe / MLK intersection is realllllly difficult to cross without jaywalking, especially going westward on MLK on the left-hand side to Guadalupe on either side. Moreover, this intersection is frequently crossed like this by students going library-fast food on MLK-Guadalupe.

Source	Comment
Feedback Map	Deprioritize driving for any improvements. Design dedicated transit lanes that are continuous along the corridor, esp. north of MLK. Design for a speed of 20 mph or less. Better pedestrian crossings are needed esp. in the university area (the drag), with signalization favoring the movement of people on foot.
Feedback Map	I'm all for making Gracy Farms more multimodal but very skeptical it needs additional car priority lanes.
Feedback Map	Add protected bike lanes. Remove Mopac entrance and exit ramps.
Feedback Map	Anything to make this street safer. The real problem is the amount of traffic and speeding on Gorham Glen. It's pretty terrifying as a parent having my kids out front. Speed bumps would help. Anything to slow people down.
Feedback Map	I support constructing this street in order to provide better connectivity to the neighborhood.
Feedback Map	Drop-off at Kiker is a disaster due to the 4-way stop at Lacrosse and Dahlgreen. Building this road provides another egress option for Mopac-bound parents. I'd certainly use it rather than having to deal w the 4-way stop. Map isn't clear though that SouthBay will have onramp to Mopac, but I'm assuming it will (without having to play Frogger w Mopac traffic).
Feedback Map	Not needed of the South Bay to Mopac extension doesn't happen. And that shouldn't happen unless it can WITHOUT a stop signal at Mopac. Bottom line, this means adding a stop signal at Mopac then it will negate all the effort that has been brought forth to put grade separations at Slaughter and La Crosse.
Feedback Map	Dahlgreen south is badly needed to help with Kiker traffic and give an exit other than LaCrosse.
Feedback Map	makes sense but not urgent
Feedback Map	THIS IS HUGE for those of us living on Gorham Glen Ln. (It blows my mind how fast people will drive through neighborhoods filled with kids). South Bay and Dahlgreen are thru roads but dead end, thus forcing all traffic going to Kiker or simply using as a cut through to get to the back of the neighborhood. No joke, 500-1000+ cars drive by our house a day on what is a narrow inner neighborhood street that was never meant to be the connection of two thru roads. It was never intended to be used this way which is obvious by the two dead end barricades on South Bay and Dalhgreen. This should have happened a long time ago. I can't tell you how happy this makes me as someone with kids living on Gorham Glen. IT FEELS LIKE A CHRISTMAS MIRACLE!!! So yeah, I kinda like this idea.
Feedback Map	this is so desperately needed for residents on this street. just drive down and see how many signs people have up about "slow down" "children at play" "drive like your kid lives here" it's really nuts how much traffic and the rate at which that traffic travels down this road. This is long overdue and would make those of us living on GG so very happy!
Feedback Map	The planners had the foresight to see that this would be a necessary expansion in the future. THE FUTURE IS NOW! Gorham Glen is a fairly narrow road. It is not designed to deal with the incredible flow of commuter and school traffic. It has become a major cut through ~ that it was never meant to be. PLEASE complete this expansion asap! Thank you!!!!
Feedback Map	Everyday, I fear for the children on Gorham Glen. And one of those children is my precious grandson. The cars drive way too fast during all hours, but particularly during the morning and evening rush hours. Please see this intended expansion ~ and major improvement ~ started and completed soon. Thank you for giving us the opportunity to give feedback. And kudos to the web creators. This site is awesome. Well done!
Feedback Map	We live on Gorham Glen with our 2.5 year old and are one of the many with "Slow Down" signs out front. This would be a game changer for the safety of all of the children in this neighborhood!

Source	Comment
Feedback Map	👍👍👍👍
Feedback Map	This will help with Kiker traffic and make Gorham Glen much safer.
Feedback Map	The extension of Dalgreen to South Bay should be considered independant of any extension of South Bay to Mopac.
Feedback Map	This area is highly congested and would benefit from an additional neighborhood exit.
Feedback Map	Extending Dahlgreen will create an increased safety hazard to the neighbors in this area and will negatively impact Kiker! The traffic at Kiker is already a significant safety hazard with children and parents at risk. If Dahlgreen is opened to Mopac it will only increase these risks. It will also open up the neighborhood to more traffic and crime as we have seen in other parts of Circle C. This addition is a poor use of transportation funding that will NOT benefit the people who chose to live in this part of Austin. Please think of those paying taxes and choosing to live in Travis County versus serving those in Hays and other surrounding counties. This addition as well as South Bay extension will only add additional unneeded impervious cover to the Edwards Aquifer recharge zone. As a mother and biologist, these roads should NOT be extended!
Feedback Map	Not a smart or well thought out idea.
Feedback Map	I STRONGLY DO NOT support the new roadway, which turns Dahlgreen into a frontage road of Mopac. Homeowners bought into this neighborhood that had only a few entry/exit points because 1) it makes less through-traffic, 2) it is safer to have less points of entry/exit, 3) it keeps the environment quiet. Considering mail is currently being stolen throughout Circle C, adding an extra entry/exit point only makes us more susceptible to crime. Plus, this proposal will only add to congestion, especially near the school, and does NOTHING to slow the speed of drivers, which seems to be parents' and homeowners' main concern. Traffic increases by linking Mopac and Dahlgreen because it will allow people to cut through the neighborhood to avoid one section of Mopac traffic. Or people will fly off Mopac onto Dahlgreen, passing right by a school. We wouldn't put Kiker on a frontage road, so why put a frontage road next to Kiker? Plus, property value will decrease for those near the new proposed road.
Feedback Map	I do not support this proposal. It is very unfair. It will decrease the property value for all who back up to the new street, and to those around it. Many bought with the intention of having a greenbelt behind their house or nearby. This expectation, which homeowners put their money behind, should not be disrupted for a highway extension that (1) is unsafe, (2) creates more noise and air pollution, (3) does nothing to slow the speed of drivers, (4) increases the likelihood of crime/easy access to Mopac, (5) is ineffective at decreasing traffic to Kiker, and (6) is such an eyesore.
Feedback Map	I do not support this proposal. It is highly unfair to residents who have properties backing up to the new streets. It is effectively a notice of eviction for me. It creates noise, pollution, invades my privacy and reduces my property value. And at no benefit for me. MoPac is highly accessible with existing infrastructure for residents of Circle C. This proposed "improvement" is a waste of taxpayer money for supposed convenience. Spend the money where it is needed like our schools instead of throwing it away in suburban neighborhoods for supposed convenience.

Source	Comment
Feedback Map	I do not support the proposal. As soon as you have easy access to highways, you have more crime, which no one wants. Plus, it will not solve the problem of congested roads and high speed drivers. The number of people dropping off their children to Kiker will not change. This will just add another stream of traffic to the mix, potentially making the traffic even worse. Furthermore, everyone who bought on the green belt will be seriously and negatively impacted. The greenbelt provides a noise buffer to Mopac. Noise, air, and light pollution will increase dramatically. Their property values will decline as well. How about we focus taxpayers' money on roads that actually need work and are a priority?
Feedback Map	TERRIBLE idea. This proposal does nothing to serve the community. It will increase traffic - people will use it as a cut-through to avoid Mopac. It will add to congestion - the number of parents needing to access Kiker will not. It does not slow traffic - fast drivers will not be deterred. It will increase noise, air, light pollution - you'll hear Mopac and more traffic, see the lights. It'll increase crime - easy access to more roads/highways means more crime. It hurts the neighborhood and property value - everyone will now see power lines, the green belt will be destroyed, those backing up to the green belt will lose property value (as will those nearby the proposed road). This is completely unnecessary! Please do not implement.
Feedback Map	This neighborhood has lived without this road for 20 years. No new houses were built that require it now. Does the city have extra money to spend? It might save a couple of minutes for a small fraction of Circle C, at the big taxpayer expense and robbing many people of their home value by turning greenbelt into road. Let's keep the status quo, this is a stable community that lived well without this road for a long time.
Feedback Map	If the City desires more north south roadways, then improve 1826 which is now a 2 lane dangerous roadway. Don't improve a residential street which is surrounded by houses. Use 1826 as your improved north south thoroughfare. Also connect 45 to 290 west of the Y which was proposed years ago. Don't inflict traffic on a quiet neighborhood just because there is ROW for Dahlgren and South Bay. Kiker elementary is overcrowded by 50% so have the school board build another school. Don't put added traffic and crime in our neighborhood just because the school board can't do their job. The Slaughter intersection is a disaster. Any transportation person like myself who has 45 years experience knows that you don't build unusual configurations that the public is unfamiliar with so as to cause confusion and accidents. Slaughter was the idea of a grad student writing his thesis after he show that configuration in France. The Braker intersection would be adequate for the Slaughter intersection.
Feedback Map	This will only add to the congestion related to Kiker elementary school and create huge safety issues for the children during pick and drop off times at the school. Additionally, the continuation of South Bay will only create a bottle neck is traffic will be reduced by the current construction on Mopac. This extension of Dahlgren is not worth spending of the tax dollars to benefit a very small number of people. I do not support this plan.
Feedback Map	This is a really bad idea that is totally unnecessary for the following reasons. (1) Everyone in this section of Circle C already has easy Mopac access at LaCrosse, Slaughter, and Escarpment. No new houses have built in 20 years to justify the need for another roadway providing egress from the neighborhood (2) Pushing more traffic to a South Bay intersection with a light will negate the current LaCrosse, Slaughter, and 45 improvements. (3) Homeowners that back to green belt along Beachmont, Bexley, and Gorham Glen Ct. will see a serious decline in property value (4) The green belt will be lost, which affects watershed and wildlife. Commercial development will likely follow new streets. The green belt provides a buffer between the neighborhood and Mopac. This will make Circle C more of a cut-through, which drastically changes the feel of the neighborhood. Please don't do this!

Source	Comment
Feedback Map	Very bad idea to extend Dahlgreen. It would lead to far more traffic than this quiet neighborhood should have to endure. We purchased our home on Beachmont Lane only after we were assured by the neighborhood HOA that Dalhgreen would never be extended due to the fact that the impervious cover had been traded for the new pool facility and community center. We would not have bought if we had known that this through street could be constructed. If implemented, this will adversely affect my property value due to the loss of the greenbelt, the noise pollution, decreased safety due to traffic and increased night time light pollution. Please do not allow this proposal to go forward for the sake of our neighborhood.
Feedback Map	The extension of Dahlgreen Ave to South Bay Lane is unnecessary and will adversely affect the neighborhood by creating additional noise and traffic. Access to this area is already adequate. Traffic using Dahlgreen to avoid MOPAC will create congestion and unsafe conditions around Kiker Elementary. Please preserve green space MOPAC and Bexley & Beachmont Lanes.
Feedback Map	This will only add to traffic, and will not improve our neighborhood mobility. Do not extend Dahlgreen Ave.
Feedback Map	It is an unnecessary extension that negatively affects the neighborhood in terms of the beautiful greenbelt, increased noise and traffic through the neighborhood. People have brought properties around here for the peace and quiet it offers as compared to the city. PLEASE DON'T RUIN AN ALREADY WELL-FUNCTIONING NEIGHBORHOOD.
Feedback Map	This is CRAZY and DEVASTATING on so many levels!! And we don't even need this because we already have more than sufficient mopac access. The greenbelt is the only buffer between our private, residential neighborhood and mopac. It's all we have to reduce the mopac traffic noise and protect Circle C from cut through traffic and more crime. Adding streets around the greenbelt perimeter will add noise pollution for everyone, cut through traffic, increased CRIME with ISOLATED BACK ROADS to the neighborhood, the compromise of the Edwards Aquifer Recharge System, connection to future commercialism on mopac with more cut through traffic & noise and also the property decline for all the homes along the greenbelt (and surrounding homes) which add to homeowners moving and potential rental properties. This is crazy! This will hurt the value and privacy of the whole neighborhood!!! PLEASE DO NOT DO THIS!
Feedback Map	Dhalgreen is already congested due to the traffic from Kiker (a walking school) and the addition of St. Augustine (physical therapy college) whose students park along the already congested road. It can take 30 to 45 minutes to commute this intersection during Kiker drop off and pick up. This road does not benefit the members of the community and destroys what's left of the fragile greenbelt and who knows what pollution we will introduce into the aquifer. Encourages diversion of non neighborhood traffic through an area of quiet homes and kids playing. Increased safety issues will be assured.
Feedback Map	Dahlgreen road is already congested due to the traffic from Kiker (a walking school) and the addition of St. Augustine (physical therapy college) whose students park along the already congested road. It can take 30 to 45 minutes to commute this intersection during Kiker drop off and pick up. This road does not benefit the members of the community and destroys what's left of the fragile greenbelt and who knows what pollution we will introduce into the aquifer.
Feedback Map	I believe that this particular street improvement would hurt our property values drastically by putting a street in back of our home without a sufficient greenbelt buffer in addition to the street already in front of our home. It will probably add to the congestion already being experienced in the area but it will not address it in a positive manner. It will create more of a potential personal security issue to all home owners along Beachmont Lane.
Feedback Map	

Source	Comment
Feedback Map	The neighbors strongly oppose this extension. We pay a LOT in tax and chose to live in this area due to the green belt which is the only shield from the drag raced cooridor called mopac. This extension will be of NO benefit and will increase the crime rate in this area.
Feedback Map	Helps divert the kiker traffic away from Gorham glen In.
Feedback Map	Please do not do this. This is UNNECESSARY, A COMPLETE WASTE OF MONEY, HARMFUL TO THE NEIGHBORHOOD, and UNFAIR TO HOMEOWNERS. Plus it makes the neighborhood LESS SAFE. Do not do this.
Feedback Map	Horrible idea! This creates a huge safety issue for the children and families that are out in this neighborhood walking and riding bikes constantly. This is not an improvement, this is a safety hazard and it should not be considered. Having a 4 lane road through a large residential area where children bike and walk back and forth to school is a massive misjudgment.
Feedback Map	Bad idea. Replace a greenbelt with a drag-racing strip in our backyards? If it happens, I want to be compensated by City for reduced property value and moving expenses!
Feedback Map	No way! With the predominant wind direction, we would have to breathe exhaust gases and lose the greenbelt. This would devastate the people who bought houses here to raise kids in peace and quiet. Just leave our old neighborhood as it has been for many years, and add another lane to Loop 1!
Feedback Map	This is long overdue, as the current setup has traffic purposefully meandering through the neighborhood.
Feedback Map	This will have a huge impact on traffic around Kiker and get rid of those unsightly barracades at the end of Dahlgreen and South Bay.
Feedback Map	The buffer of greenspace is very important for those of us who live in the area to help buffer traffic noise from Mopac. I am not interested in having a cut-through road in my backyard and believe it will negatively impact our quality of life and will have an impact on our property values. We already have easy access to Mopac from this part of Circle C. Also, once the new Southwest Elementary School is opened in 2020, the Avana neighborhood will be rezoned and will not be coming to Kiker. That alone will improve traffic at the school and reduce traffic on South Bay and Gorham Glen.
Feedback Map	Agree with several comments about the need to divert excessive traffic off Gorham Glen, but also feeling for those neighbors that back up to this proposed roadway. Is there a way to push the proposed road extension farther from the backyards thereby creating a buffer and leaving greenspace? Many of the homes that back up to this proposed roadway were purchased as greenbelt lots and told this roadway would never be built because of impervious cover restrictions. Some sort of resolution needs to be made for these homeowners. I would also recommend a stop sign at Gorham Glen and Dahlgreen intersection.
Feedback Map	Bad idea because: destroys more greenbelt, displaces wildlife, will invite excess speeding, adds to noise pollution, exposes 40 homes to safety concerns
Feedback Map	While I agree that traffic on Gorham Glen should be reduced, I think that can be sufficiently achieved with the South Bay extension to MoPac alone. This extension would affect far fewer homes (5 to 6), and residents who live on the south portion of Gorham Glen and further into Circle C would have easier access to MoPac. Adding the Dahlgreen road would encourage more traffic (and speedier traffic) near Kiker Elementary, which is already overcrowded. Many homeowners have also changed their fences (e.g. wrought iron) after the Dahlgreen extension was officially canceled; this would add futher expense to change fence types and lower property values for the many homes (27 to 28) that back up to the proposed Dahlgreen extention.
Feedback Map	Clearly the neighborhood is STRONGLY NOT in favor of this proposal. This should not be done now or ever. Terrible idea all-around.

Source	Comment
Feedback Map	Why do Lost Creek streets, an area just recently annexed, get any priority over those of us that have been waiting for 20 plus years and paying city taxes during that time?????
Feedback Map	4-3 road diet along all of Mancheca. Add protected bike lanes.
Feedback Map	Road diet, center-running bike lane all down 38/35th street. Tell Camp Mabry to open other gates for public access.
Feedback Map	Take the roadway down to 1 lane in each direction and add protected bike lanes (center running bike lanes aren't a good idea because they inhibit access to destinations off of the road).
Feedback Map	Yates is a fairly short street and does not seem to merit a signal as much as other intersections in the neighborhood.
Feedback Map	Bike lanes along this road would make neighborhood mobility safety
Feedback Map	This is a very important bike connecting route between the Lakeline transit station and Parmer, and the existing roadway is dangerous for cyclists.
Feedback Map	The left turn lane going north on Brodie turning west on Will Can always backs up past convict hill in the morning.
Feedback Map	Need to construct two left turn lanes at Brodie and Wm. cannon.
Feedback Map	Add protected bike lanes and narrow the streets. Add a roundabouts at Mesa intersection.
Feedback Map	I'M SO HYPED FOR THIS SIDEWALK!!!
Feedback Map	Key sidewalk network gap filler for children. Also ACC redevelopment will bring folks walking to the Red Line stop on Airport.
Feedback Map	Long ovedue. Will protect the walkers, bikers and dog owners!
Feedback Map	The Pickle Research Commons building is in the way of this proposed new road and I do not expect it to be moving any time soon. The current route, which is a combination of Read Granberry and Exploration Way, is sufficient for bicycle traffic (vehicle traffic is infrequent and slow moving) and bicycle lane improvements should be focused there.
Feedback Map	Besides putting in sidewalks, a dedicated right hand turn lane for those driving west on Howard lane and then turning right to go North on I 35 would be GREAT!
Feedback Map	There are already sidewalks on one side of the street. It's unnecessary to have them on both.
Feedback Map	
Feedback Map	
Feedback Map	
Feedback Map	Bicycle facilities along Southwest Parkway are essential. Currently, no-where along the eastern end of the road is accessible, as the shoulders are too narrow and the traffic is too fast. On my bike to work, I have to resort to breaking trails on private property to be able to travel safely.
Feedback Map	This would be great - like living in a real city! Please.
Feedback Map	Need to trim trees and clean existing bike lanes, too
Feedback Map	Please close this road to cars.
Feedback Map	
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines. Consider narrowing the lanes on SW Parkway or reducing by one.
Feedback Map	Convert one-way direction to two-way direction. More street trees.

Source	Comment
Feedback Map	(Not the sidewalk but I can't figure out how to add new things.) This culdesac, and the John Nance Garner one, should connect through to the city park. I know there's private property there now, but go ahead and at least make a provision for thinking about such connections down the road, as singlefamily and lowrise buildings are replaced.
Feedback Map	Demand Camp Mabry open this gate for full time access
Feedback Map	Add signage that allows cyclists in trafficlane going southbound. Currently southbound biking in the 2 way bike path is extremely dangerous if you are going at any speed over 10 mph. Turning vehicles are not expecting bicycles going against traffic and constantly pull out without checking bike path. Unless you will gather the political will to remove parking on both sides and install a 1 way bike lane going south, cyclists must be permitted to ride in the traffic lane going south where the downhill conditions means we can easily travel 35 MPH +
Feedback Map	This would be nice to make running trips on East side of trail easier
Feedback Map	This should be compared with expanding existing bridges for transit and putting the bridge in another location. This location will shift transit to the east, and the implications of that should be analyzed.
Feedback Map	Would love to see this expanded to include public transit (bus/light rail) and major bike routes connecting north/south. This should also connect to the future south waterfront development at the Austin Statesman
Feedback Map	Please explore having the eastern leg of this bridge connect Bierce St. and Newning. There is a large pedestrian bridge gap between 35 and Congress. Core neighborhoods would be able to make more commutes and trips downtown without a car.
Feedback Map	fully support additional bridge crossings to improve connectivity with South Austin
Feedback Map	Is this the bridge that requires knocking down the boat house that the city spent millions to build? I don't agree with that. Agree with having more options to cross the river.
Feedback Map	Any new bridge should include light rail connection from downtown to the airport.
Feedback Map	Support more bridge options.
Feedback Map	I support any new connectivity across Lady Bird Lake.
Feedback Map	This should be a pedestrian and bike bridge. This will help encourage people to walk/bike instead of driving downtown. It will encourage dense dense development in the South Shore district.
Feedback Map	This would be amazing, like Tilikum Crossing in Portland--a bridge for transit, biking and walking. No private vehicles. It would encourage more people to take transit, bike and walk.
Feedback Map	I support all improvements that promote the mobility for all people and does not exclusively privilege use of single occupancy vehicles and internal combustion engines.
Feedback Map	test
Feedback Map	test
Feedback Map	Connect Mueller to Delwood 2
Feedback Map	Add protected bike lanes and narrow the streets. Add a roundabout with protected crossings.
Feedback Map	The capacity of this stretch of Escarpment needs to widened. This is a choke point for cars during rush hour. It should be expanded while improving to add protection for the bike lane (divider/median/plants/something). The bike capabilities are well utilized here and should have their safety improved. I see daily cars driving in the bike lanes to overtake the traffic back-up. Adding a 2nd right turn only lane southbound to LaCrosse would be huge benefit.

Source	Comment
Feedback Map	On North Escarpment before La Crosse, the right turn lane needs to extend further- kids use the sidewalk for their bikes in the morning and this intersection becomes a huge, dangerous bottleneck. Having the turn lane start further would help.
Feedback Map	I'm shocked this stretch isn't being targeted for widening - this is the only part of Escarpment that desperately DOES need to be addressed. Northbound from the north intersection of Redmond and Escarpment through LaCrosse, the right lane should be a turn lane instead of bike lane, or variable turn lane during Kiker drop off hours. The main road backs up over a mile, essentially making the Kiker drop off line over a mile long in the morning. Widening to two lanes in each direction from LaCrosse to Slaughter would help dramatically, either separately or in addition to adding a designated turn lane from that Redmond/Escarpment intersection up through LaCrosse. It really shouldn't take 40 minutes to travel 1.5 miles on a rainy day when extra traffic is trying to head to Kiker for drop off!
Feedback Map	It is very upsetting that it's being proposed to widen Escarpment. Adding traffic to this section of Escarpment would only create more issues in this beautiful section of our neighborhood. The congestion and noise that would be added from increased traffic if it were made into 4 lanes, I believe, would be detrimental -- increasing the chances of more accidents, adding unwanted noise, and very importantly destroying the beautiful esthetic of our trees and landscaping. The drive from Slaughter south on Escarpment is one of the features of the neighborhood that attracted us to this area. We do NOT want it widened.
Feedback Map	It is very upsetting that it's being proposed to widen Escarpment. Adding traffic to this section of Escarpment between Slaughter Lane and Highway 45 would only create more issues in this beautiful section of our neighborhood. The congestion and noise that would be added from increased traffic if it were made into 4 lanes, I believe, would be detrimental - - increasing the chances of more accidents, adding unwanted noise, and very importantly destroying the aesthetic beauty of our neighborhood treess and landscaping, which is a signature feature of Circle C. We emphatically do not want it widened.
Feedback Map	This portion of Escarpment is traveled heavily by children and adults on bike and foot. Students cross Escarpment to get to Kiker Elementary. Widening the road would only encourage more car traffic that should be diverting to Mopac/45. Widening the street would encourage higher speeds, resulting in greater possibility of students being run into. Leave this street as it is, with one lane for neighborhood and nearby car traffic, and ample room for bikes.
Feedback Map	Environmental Study required for Escarpment widening. The bridge next to the Fire Station on Escarpment (close to 45) is home to a large bat colony. Widening this road would mean destroying the home to these bats. Further, there are dozens and dozens of mature and manicured Live Oak trees along Escaparmment between Lacrosse and 45. Widening the road will likely mean the destruction of these beautiful trees and green space.
Feedback Map	Limit street parking on bicycle lanes in major neighborhood corridors.
Feedback Map	A sidewalk is definitely needed but the street is narrow so where will the bike lanes go? Remember this is going to be a major exit for the State Offices being built at Quad.
Feedback Map	I bike this route frequently and there is plenty of room to add a bike lane.
Feedback Map	I don't see why Gracy Farms needs to be expanded. We just gave it a road diet with expanded bike lanes and it is working well. Traffic is slower and many more people are biking and scootering. I don't see a need for additional car priority lanes. Would love to expand the width of the SIDEWALKS here, not the road! Think of all the kids walking to Harmony School from the apartments.

Source	Comment
Feedback Map	I don't see why Gracy Farms needs to be expanded. We just gave it a road diet with expanded bike lanes and it is working well. Traffic is slower and many more people are biking and scootering. I don't see a need for additional car priority lanes. Would love to expand the width of the SIDEWALKS here, not the road! Think of all the kids walking to Harmony School from the apartments.
Feedback Map	Convert one-way direction to two-way direction. More street trees.
Feedback Map	There isn't enough traffic here to require light. Turning left from SH 45 to Kendrick lane is easy and usually used as U-turn. Left turn from Kendrick lane to SH45 is not bad even at morning commute time.
Feedback Map	Not enough traffic here to justify a signal. It would only cause congestion.
Feedback Map	NOT NEEDED. This light would only cause backups. This is a very easy turn regardless of the time of day.
Feedback Map	Sorely needed, the MOPAC mobility bridges are worthless if you die crossing 290/Mopac intersection
Feedback Map	My daughter almost got ran over on her bicycle on this road. This is a major issue. Please fix and thank you for your consideration.
Feedback Map	I totally support the extension of Industrial Oaks Blvd with sidewalks
Feedback Map	This should be a priority. Currently there is no way to walk or ride a bike along southwest parkway from Travis County Circle to Mopac. This is a unsafe hazard and causes people not be able to access the new Barton Creek bike bridge resulting in its under use, because of the danger in getting there.
Feedback Map	I echo the sentiments of those wanting to access the Violet Crown Trail/Barton Creek bike trail extensions. I have also come very close to hitting pedestrians walking on the road at night since I moved into the area 8 years ago. Lighting along the sidewalks would also be desired.
Feedback Map	This would make this road so much safer for pedestrians, cyclists, and cars.
Feedback Map	Yes.
Feedback Map	This will be a great addition to bikability around town. The section, heading east, from Republic of Texas to Mopac is the worst.
Feedback Map	YES! we need more safe bike lanes
Feedback Map	This would add accessibility to the trail to downtown for both cyclists and pedestrians, and would GREATLY improve safety for cyclists.
Feedback Map	At least do the Sidewalk from Mopac to Republic of Texas! Needed for a long time and it is so unsafe right now!
Feedback Map	Sidewalks / bike path along Southwest Parkway would really improve safety.
Feedback Map	Continue sidewalk from William Cannon to Mopac
Feedback Map	This is a significant improvement for those of us who live in the area. Please prioritize.
Feedback Map	This would be a tremendous improvement
Feedback Map	yes please
Feedback Map	People need a way to get from Travis Country to the new movie studio and shops they just put in at the end of William Cannon. The shoulder on SWP is OK, but bushes are overgrown, the shoulder is usually covered with debris and it's not safe to take kids to the movies that way.
Feedback Map	definitely needed...no current shoulder or sidewalk to get from Republic of Texas to Sunset Valley and the new bike trail. We currently have pedestrians and cyclists jeopardizing their safety by riding/walking on the road due to the lack of a sidewalk, bike lane, or even a decent shoulder. I have repeatedly reported the need to at least cut the brush back in this area to no avail.
Feedback Map	safe, protected bikelanes with a CONCRETE or otherwise solid barrier. Plastic bollard are no match for cars who regularly speed at over 80 mph on this road. Also, safe crossing points such as from Gaines Creek Park to industrial oaks is needed.

Source	Comment
Feedback Map	this would be a much-welcomed improvement for the many, many cyclists who use SW Parkway
Feedback Map	Trim trees/decades worth of encroaching grass. Shoulders are much larger than they appear, though totally overgrown and useless. Perhaps getting cars to go closer to the 55 mph speed limit as opposed to treating it as a 70 mph (more like 75 in lots of cases) freeway
Feedback Map	Please improve transit access (I work in area)
Feedback Map	Bike path / brush clearing greatly needed to get from SW Pkwy west of Wm Cannon to *very nice* bike path headed downtown from BestBuy / Mopac area. It would be so nice to actually be able to bike there w/o fear for my life on SW Pkwy.
Feedback Map	I support all improvements that promote the mobility for all people and does not exclusively privilege use of single occupancy vehicles and internal combustion engines.
Feedback Map	The right hand turn lane needs to be widened and lengthened
Feedback Map	Why do you want to punish Tarrytown? This light here will encourage more cut through traffic down Bridle Path. why does your department continue to not allow stop signs on Bridle Path. We are a race track from Exposition to the lake. Help us to live in th inner city not destory our quality of life.
Feedback Map	There is a dangerours blind curve form Harley hill to Jorwoods. Cars hvae crashed into homes in this area. School buses acces West gate nearby, and Capitol metros bus stop is nearby. Reduce speed limit, add calming devices, and add pedestrian crossing.
Feedback Map	do something aboutb the dblind curve.
Feedback Map	I like the idea of a median. I'd also like to see dedicated bus lanes and protected bike lanes - not gutter lanes!
Feedback Map	A median and bike lanes sound great. Please consider adding transit-only lanes and TSP along 7th street for the proposed 804 MetroRapid route found in Connections 2025.
Feedback Map	Second ther comment below. Transit Priority!
Feedback Map	Separated bike lane, please
Feedback Map	Deprioritize or remove driving as part of any improvements. Design dedicated transit and bike lanes and sidewalks that are continuous along the corridor. Design for a speed of 20 mph or less. Better pedestrian crossings are needed, with signalization favoring the movement of people on foot.
Feedback Map	Please add a protected bike lane in each direction. This is a high traffic area for pedestrians, scooters and cyclists. Having a non-protected lane would be pointless
Feedback Map	Please add protected bike lanes here and dedicated transit lanes. Don't make the bikes and buses share a lane.
Feedback Map	Create a two-way shared use path on W. 5th St., instead of a shared transit/bike lane. The sidewalks on W. 5th west of Baylor are in terrible shape and riddled with utility poles and other obstacles.
Feedback Map	Transit priority measures, including transit lanes should be considered for Burnet Rd.
Feedback Map	only an idiot would ride a with all the traffic, the giant city buyses already take up 2 lanes, the car lanes are so skinny two cars can barely p[ass each other , if you are behind a bus you cant pass it because it is taking up both lanes, with no turn lane you will have to go allthe way to the n ext corner to turn around to go to your stop on the other side of the road which will also cause a traffic back up, if i am not onthe side of the road of the business i want to go to i wont go to it, i dont think anyone will ride a bike on this road any way
Feedback Map	4 lane to 3 lane conversion on this road, providing a center turn lane. This will improve safety, for drivers as well as bikes.

Source	Comment
Feedback Map	Your "Bicycle Priority Network" map shows a route on W31st St as well as a route behind the residences on south sided of W 31st St , that is, a route along the Shoal Creek bank. This is a redundant route and is on a stretch of the creek where flooding will easily damage any trail. The existing hike and bike trail comes up to W31st ST across from the St Andrew's School campus goes east on W31st to Lamar where it goes down to the creek again. There is no need for a trail to go behind the residences on W31st St or Belmont Parkway.
Feedback Map	The intersection of Fentonridge and West Gate is dangerous. People have to cross two lanes to go north on West Gate. Cars are speeding and the volume of cars has increased by 305 (16,293 cars per day according to the Jan. 2017 ATD traffic study). A school bus turns at this location; capitol metro stops nearby. On July 22, 2018 a car crashed into the median at this intersection. Need to install traffic light, calming devices, and warning yellow flashing signals.s
Feedback Map	The traffic volume increased by 30%, not 305 as I posted it.
Feedback Map	Need a traffic light.
Feedback Map	
Feedback Map	
Feedback Map	I support the proposed recommendations . I support a light and other calming devices at Fentonridge and West gate by the previous
Feedback Map	Need a traffic light at Fentonridge and West gate. People living on the ABC.. streets, on west side of West Gate, face danger trying to enter Wets Gate with its speeding cars and high volume. Also, a school bus turns at this location. Similarly , there is danger for passengers at nearby capitol metro bus stoo . Also, mail truck makes turns .Install calming devices and yellow flashin warning lights. reduce speed limit.
Feedback Map	I agree with the recommendations made by other people.
Feedback Map	Need to construct turn bay (southbound West gate). Now there is no turn lane for southbound form Wm. Cannon to Manassas. People living on the east t side of West gate must make turn at this location to acces their homes. A trffic light will help tremendously.
Feedback Map	
Feedback Map	I like the recommended improvements by other neighbors. Need to have a protected turn bay at southbound at Fentonridge and West gate. People living on the east side of West Gate and Hidden Oaks must turn here to be able to acces their homes. A treffic light is needed. A school bus also turns at this location and is dangerous . Also, people living on the west side (ABC streets)face danger trying to cros and go north. Speeding cars make it even more dangerous. OnJuly 22 2018 a car going north hit the median , crashed into a tree and destroyed the car. Driver fled the scene. we were lucky that the car did not hit our home at 7307-09 West Gate. Our drive way faces the street and are in danger trying to back out in heavy and speeding traffic. Capitol metro buses nd post office cars arei danger as they make stops. Need to add calming devices and speed bumps. Reduce the speed limit to 30mph as it was before 2012 when the City extended West Gate from Cameronloop to Slaughter.
Feedback Map	I agree with other comments made by others.
Feedback Map	Need light or other dVICES at Fentonridge. Reduce speed limit and add speed bumps.
Feedback Map	Add a pedestrian crossing . A bus stop is nearby and school bus and post office car turn here..If there was a traffic light then it would be easier to add a pedestrian crossing.Need to add a protected turn bay, so southbound cars can safely turn to go north.
Feedback Map	Need a turn bay at sothbound at West gate and Fentonridge.

Source	Comment
Feedback Map	need a traffic light. Need to add calming devices and reduce speed limit so we can access West Gate safely from the ABC... streets on the west side of West gate.
Feedback Map	
Feedback Map	I agree with recommendations of my neighbors along West Gate. Lower speed limit, calming devices, stoplight at Fentonridge, pedestrian crossing would all help those of us leaving and re-entering our neighborhood. Turning left out of the ABC streets is often scary and challenging.
Feedback Map	
Feedback Map	
Feedback Map	Agree with recommendations by others. something needs to be don soon from manassas to QWm. Cannon traffic probles. On June 17 , 2017 the follwing was posted on Next Door by a the family at 7403 West gate (across from Fentonridge): " Anyone else fed up withpeople speeding down West gate!?!?. I won't allow my kids in front yard due to this and i am not talking about going a few mph over the speed limit!! ...Slow down , live and love life you only have oneand it would be horrible to lose it or take someone else's all because you want to do 60mph down a neighborhood street. ' Twenty people responded and absolutly agreed and suggested to reduce speed limit, install traffic lights and calming devices; change West gate to a minor arterial.; install light at Fentonridge. "
Feedback Map	
Feedback Map	Add a traffic light and pedestrian crossing
Feedback Map	Reject a signal, it just increases car speeds to the detriment of peds/bikes/students. Add a roundabout.
Feedback Map	+1 to the roundabout idea.
Feedback Map	
Feedback Map	once Grove bypass is complete, Montopolis could be converted to 3-lanes with protected bike facilities.
Feedback Map	Add bike lanes or shoulders since this is one of only ways to get to RR from Austin by bike
Feedback Map	I support transit priority and you should consider transit lanes for all of Dean Keeton, not just that one segment.
Feedback Map	This area has young children walking/biking and parents parking and all is happening in the street and very dangerous.
Feedback Map	the street is practically a cup-de-sac the way it dead ends into McCallum. There are better uses of City funds then squeezing a sidewalk in minimally traversed area by cars.
Feedback Map	The intersection turning north onto MoPac from Davis Ln is scary! Because of the configuration of the westbound roadway it is hard to tell if cars coming from the east are turning onto MoPac or continuing west on Davis (they have no stop sign) There definitely needs to be a signal here.
Feedback Map	yes please!
Feedback Map	ONLY if you promise to make a straight, level sidewalk and not dip at every driveway as you did on Ave G. We have a lot of blind students and elderly who walk these streets. Each dip and rise can put them off balance.
Feedback Map	The brush along the north side of the roadway should be better managed so it doesn't obstruct the bike lane. Also, so many vehicles pass Redbud Trail and make a uturn to avoid the left turn backup at the bridge. It causes a safety issue and contributes to more congestion.
Feedback Map	Building this road will take traffic off of Montopolis Drive and make it easier to get to the park.
Feedback Map	I support building this bypass to allow Montopolis to be a local road and have less high-speed traffic moving along it's narrow 4 lanes.

Source	Comment
Feedback Map	The road from Crumpley Lane to Grove Ave goes over right of way near Negro School city just (1 year ago) vacated at request of developer. Why did staff support this if it was a critical connection?
Feedback Map	Reconnect the grid here.
Feedback Map	Again, enourmous missed oppourtunity to improve multimodal entrances to campus. Today, it is used for a fratboy dropoff zone and lost parents, while students and cyclists are swimming in an unpainted swath of pavement. Eliminate the street parking, strictly regulate drop off zone or eliminate, create seperate transit and cycling paths, while widening sidewalks.
Feedback Map	This street should be a grand entrance to UT, focused on pedestrians and cyclists. Scooters are already transforming it. Let's de-center cars!
Feedback Map	need bike facilities! the bike box at azie morton doesnt allow you to see the light change and the pavement is terrible
Feedback Map	Remove the above ground utility lines on the north side of the street. The pecan trees are butchered because of the trimming for the lines.
Feedback Map	Please resurface, widen, and add physical protection to the bike lane west of Lamar to Zilker. This is a major route for connecting downtown to the recreational resources and events held at Zilker park but the infrastructure in place to access it is in terrible condition for bicyclists and especially scooters. The bike lane is too narrow and often encroached by cars and buses. A bicyclist narrowly missed serious injury/death last year when a bus drifted into the bike lane. The bike lane has frequent potholes and an uneven surface that cambers at steep angles at points for the storm drain, making the effective width even more narrow. Riding over the camber also is dangerous and can cause falls and crashes. The travel lanes for cars could be narrowed to make more room for an improved bike lane that would better compliment Barton Springs as a gateway to the park, instead of being an embarrassment and hazard.
Feedback Map	The light at 45/1325 is not set to be triggered by a bike, but it needs to be. sidewalks and shoulders needed here.
Feedback Map	Sidewalks here are badly needed for the kids walking to school.
Feedback Map	Ther is a dangerous blind curve . Cars do not follow speed limit. Cars crashed inro homes on both nortbound and southbound. A car hit a tre in the median and a person was killed. Need to install calming devices and improve the visibilty at this curve. Install lowheight impact speed bumps and yellow warning flashing signs: also, reduce the sped limid; also reclassify the west gate to a minor/neighborhood street. West gate was originally a one lane and a bike lane ineach direction. Need pedestrian crossing and bike lane. Change West gate to one lane with a bike lane. Add one traffic light at Manass and one at Fentonridge. reduce speed limit. .
Feedback Map	I agree with suggestions from other people.
Feedback Map	angerous blind curve at this location. Need speed bumps and other calming devices to slow down speding cars. InsInstall stop signs.tall yellow flashing warning lights.
Feedback Map	The problem with the blind curve between Fentonridge and Inridge needs to adressed and add signals, speed bumps, reduce speed limit. Metro acces buses stop on the east side of West gate(just notrth of Manassas) to load and unload disable people living there. Also, a bus stop is nearby and school buses make turns at Fentonridge and Grennock.
Feedback Map	i agree. Fix the dangerous curve.
Feedback Map	
Feedback Map	Walking from one end of Wisteria Valley Dr to the other requires crossing Wisteria 3 or 4 times if you want to stay on the sidewalk. Lots of people walk at night in the street to avoid this. Extending the sidewalk would be nice.
Feedback Map	I support serious consideration of a commuter rail or BRT line along the MoKan Corridor.

Source	Comment
Feedback Map	More sidewalks!
Feedback Map	
Feedback Map	Anything to help relieve congestion on Parmer once Apple moves in will be great.
Feedback Map	This is a wonderful improvement as 1826 is being used more and more and the area is being development
Feedback Map	Please expand this road. It is being used more and more
Feedback Map	This is a major throughfare and therefore should definitely be expanded to accommodate the increased population.
Feedback Map	Expansion of 1826 is already long overdue.
Feedback Map	This needs to happen. There also needs to be something done with the 1826 and 45 intersection in front of the JD market. There is at least one accident a month there.
Feedback Map	Guardrail between access road and "shared use path" just north of bridge.
Feedback Map	Bike lanes or shoulders needed as there are only a few ways to get to Round Rock and none of them are safe for pedestrians or cyclists
Feedback Map	NEEDS traffic calming.
Feedback Map	Please limit the travel lanes by car to no more than 4 total. Any more than 4 isn't hospitable to pedestrian, cycling, and transit. Transit lane should be at-ground. Please design overpass over 35 to be more hospitable to pedestrians and cyclists. 5th street bridge in Atlanta is a good model for how to do this in a novel way: https://taimages.railstotrails.org/1-Ped-Bike-Facilities/Fifth-Street-Bridge-Atlanta-GA/i-hh2cxj3/
Feedback Map	Please include canopy over commuters into corridor design.
Feedback Map	Extending Dahlgreen will effectively make it a major thoroughfare causing a substantial increase in traffic, road noise and create a potentially dangerous situation at the already over crowded Kiker Elementary School. PLEASE do not do this!
Feedback Map	Extending Dahlgreen will create an increased safety hazard to the neighbors in this area and will negatively impact Kiker! The traffic at Kiker is already a significant safety hazard with children and parents at risk. If Dahlgreen is opened to Mopac it will only increase these risks. It will also open up the neighborhood to more traffic and crime as we have seen in other parts of Circle C. This addition is a poor use of transportation funding that will NOT benefit the people who chose to live in this part of Austin. Please think of those paying taxes and choosing to live in Travis County versus serving those in Hays and other surrounding counties. This addition as well as South Bay extension will only add additional unneeded impervious cover to the Edwards Aquifer recharge zone. As a mother and biologist, these roads should NOT be extended!
Feedback Map	Extending Dahlgreen will increase traffic, noise and crime. The safe, tranquil neighborhood is why I moved to Circle C 19 years ago in the first place .This is NOT an improvement and will take away from the charm of this area. Please DO NOT EXTEND ...
Feedback Map	Do not extend Dahlgreen ave.Congestion, pollution, crime and overall appeal will be effected by this proposal
Feedback Map	Extending Dahlgreen will increase traffic and make it unsafe for children to walk or bike to school. It will disturb the quiet neighbourhood it is now. It's NOT an improvement!
Feedback Map	road should connect
Feedback Map	crossing under 35 is a pinchpoint, for no need. There is a giant median that serves no purpose that could be removed or altered to allow more ped/bike traffic across. Even better, removing the parking lot and replacing it with a place for folks to get out of the sun would eliminate the conflict between parkers and trail users.

Source	Comment
Feedback Map	Crossing I-35 from the trail is difficult. A lower bridge would be nice so there's not as many switchbacks
Feedback Map	Agree with the prior two comments - the crossing under IH 35 on the north side of the lake is hostile at best. Thge "path" is unclear and marred with pinchpoints and obstacles.
Feedback Map	Agreed - the north side I-35 crossing could be improved for ease of access/crossing and safety easily/cost-effectively
Feedback Map	Need to do something along Cesar Chavez where the trail meets the road (by the library). It's dangerous for pedestrians.
Feedback Map	
Feedback Map	Remove the stupid Longhorns from between Mueller and Cherrywood.
Feedback Map	Provide a safe crossing for bikes/peds under I-35 here. There aren't other good places to cross nearby and the current crossing (into a parking lot) is unsafe.
Feedback Map	Most of the sidewalks in this area are in very poor condition-- I broke my leg from my push scooter being caught on the sidewalk a year ago and the sidewalks on 26th street still have not been filled/redone.
Feedback Map	Are you serious? This is a beautiful rural like road. Don't mess with it.
Feedback Map	Put something in place that prevents drift over the middle line. Anyone who commutes this road daily fears head on collisions from the inattentive drivers going the other way. This is a key safety feature necessary on this road. A bike lane is also needed since it's difficult to pass cyclists safely.
Feedback Map	please do not increase auto lanes but add sidewalks and bicycle lanes
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	I like recommended improvements plus I would like to also recommend speed bumps, traffic passes to fast. Street is too dark at night.
Feedback Map	no need
Feedback Map	IF this ever happens, it should not be until after all improvements have already been made to Clawson & Del Curto Roads. Their current state cannot handle current loads, much less the added cut-through this will invite.
Feedback Map	I think this should be a bike/ped only connection. I regularly observe cars speeding down Lightsey, before realizing it is not a through street and turning around. Bike/ped connectivity in the area is poor, and I think that the focus should be on improvements to them instead of promoting more automobile travel that will add to congestion and pollution and creating busy and dangerous cut-through streets in the neighborhood.
Feedback Map	I think this should be a vehicle, as well as pedestrian and bicycle connection. Austin's lack of street connections all over the City is contributing greatly to its traffic congestion. The lack of connectivity also makes good transit difficult to provide. This problem can only be solved one street connection at a time.
Feedback Map	Huge support for increased street connectivity. This provides alternate route to many major roads in Central South Austin. High quality bike & pedestrian facilities are a must.
Feedback Map	This is really needed to improve function and connectivity!!!
Feedback Map	such a needed improvement!
Feedback Map	4-3 road diet along all of South First. Add protected bike lanes.
Feedback Map	Can't wait for the Violet Crown Trail.
Feedback Map	We are so looking forward to accessing the Violet Crown Trail from Circle C, our family cannot wait!
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines.
Feedback Map	Add pedestrian islands, narrow lanes, protected bike lanes, shrink curb radii

Source	Comment
Feedback Map	Complete missing sidewalk lengths on Chukar Cir
Feedback Map	They need to open up 9th street through that Federal building. Stops up so much traffic.
Feedback Map	Critical improvement. Safe crossing conflict point for students walking to the nearby Reilly Elem on Denson @ Guad
Feedback Map	On street parking is absolutely necessary for residents, vistors, and service providers. Driveways are narrow single car driveways so cars have to park on the street. On street parking slows traffic. If on street parking is eliminated affordable rental units will be lost because there will be no place to park..
Feedback Map	Sidewalks would be very beneficial and increase neighborhood safety tremendously, with so many children and pets in the neighborhood and on Harris Blvd specifically.. Bike lanes would cause even more difficulty and safety concerns, as cyclists are not as visible to cars having to back out of very narrow driveways directly onto Harris, and they simply don't stop for cars. Even the increase of electric scooters in the neighborhood has been alarming, with so many of them zipping around not obeying traffic laws.
Feedback Map	Bike lanes on Harris should be limited to one side of the street to allow for parking on the other side. Caution is necessary for both bicyclists and cars backing out of their narrow driveways into Harris Blvd, which is already difficult because of the heavy traffic in the late afternoon and evening. Although the speed limit is 25, many cars go faster.
Feedback Map	Our streets are our neighborhood sidewalks. Do not put bicycle lanes on Harris Blvd. and Ethridge Avenue. Our neighborhood residents walk their dogs on the streets and kids play in the street. We are a neighborhood, not a traffic corridor. We want to be able to park in front of our homes and have our guests be able to park in front of our homes. Eliminating on street parking to create bicycle lanes would be detrimental to the residents living in the neighborhood and would make the streets more dangerous as the cars parked on the street today keep commuters from speeding through our neighborhoods at high speeds.
Feedback Map	I agree with the other comments: sidewalks along Harris are needed, but bike lanes should be limited to one side only. The street is too narrow as is and residents, as well as service providers, need to park on the street. Any bike lanes in the neighborhood should be designed to allow children to bike to Brykerwoods School.
Feedback Map	I like the idea of bike lanes on Harris Blvd. Family has lived here since 1941. Cars parking on Harris has always slowed traffic and made it difficult to navigate. I am for bike lanes on both sides of road from Windsor to 29th. I am also a bicyclist and notice many other in the neighborhood and feel our safety would be enhanced with dedicated bike lanes as well as the younger ones, especially the new electric scooters. To keep motorists from speeding PLEASE add speed bumps, THEY ARE LONG OVERDUE!
Feedback Map	We've been waiting on a good connection from the area north of Manor to Boggy Creek for years, and it's so nice to see progress being made! I'd just like to suggest that the new route be equipped with adequate lighting to ensure that this new route feels safe to all cyclists at any time of day. The path will inevitably zig-zag about a bit, and signage could also help with ensuring that cyclists feel safe using the path. With increasing traffic on 12th street, the time may come for a signal to allow pedestrians and cyclists to cross at rush hour.
Feedback Map	West William Cannon from Manchaca to Brodie needs to be 3 lanes on both sides. It is currently two lanes and it is not enough to handle the traffic.
Feedback Map	William Cannon should definitely be increased to 3 lanes each direction here to match the road capacity west of Brodie and east of Manchaca. At the very least, separate right turn lanes at West Gate would help move traffic through that intersection.

Source	Comment
Feedback Map	No need to make Wm. cannon three lannes and tear down the median. The proble is that the traffic duration is too short at intersecting streets of Brodie, west gate, and Manassas. Also, i disagree with the other person who wants to bring more cars through West gate which is already a dangerous stret with speeding cars abnd no traffic lights. we do need another IH 35 through our neighborhood. The City spent a lot of money to widen Manchaca and Brodie. so, do not dump more cars throuha a residential area such as West gate.
Feedback Map	Leave Wm. Cannon as is , with two lanes in each direction. Do not destroy the median and the beautiful trees. Can add a shared pedestrian/bikelane . Make traffic lights along Wm. cannon last longer at intersections. .
Feedback Map	My house backs up to this and I would use it all the time in addition to trail along UPRR.
Feedback Map	The one-way 5th / 6th street couplets are both extremely dangerous with drivers driving well in excess of the posted speed limits, endangering in particular the pedestrians and bikers that share these roads. These streets should be returned to two-way traffic to reduce conflicts with pedestrians and bikers, as well as help provide more traffic to commercial storefronts. At the very least, the roads should be redesigned to drastically reduce speed and actually bring drivers to 30 MPH. Protected bike lanes are also sorely needed.
Feedback Map	"All ages and abilities bicycle facilities" do not consist of placing bicyclists into a shared lane with buses and right turning vehicles, which is what has been proposed to be implemented in 2019. Very concerning as this is a step backwards from the current condition. All ages facilities on a 35 MPH roadway consist of protected bike lanes. Refer to NACTO's All Ages & Abilities guide: https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf
Feedback Map	Please add protected bike lanes here and dedicated transit lanes. Don't make the bikes and buses share a lane.
Feedback Map	Both 5th and 6th Streets should become 2-way. Cars go way too fast now, especially on 5th.
Feedback Map	"Improvements to sidewalks only" - What about actually paving the bridge? It was attempted a while ago, but the work was closely followed by heavy rains, and the asphalt rolled off into the creek.
Feedback Map	The left turn lanes from 45 onto this section of road do not allow enough room for medium sized vehicles to turn. This causes people to swing out into other lane before turning. The lane they swing out onto is 65mph. Suggestion is to cut the existing curb/sidewalk during this improvement to allow better turn lanes.
Feedback Map	The access to Avana and Greyrock communities from Mopac southbound passes through this intersection. With new additional properties planned at Greyrock and new elementary school in Avana, the light system here will cause significant backups on Mopac as well as escarpment. Suggestion is to add a Texas-U turn here from the SH45 WB - SH45 EA so all the Greyrock traffic coming from Mopac SB and SH45 WB bypass the intersection altogether and can safely take the u-turn and head to SH45 EB for easy access to Greyrock. The SH45 EB is long enough to allow easy merge back to Gryerock exit ramp which is on the right side of the freeway.
Feedback Map	There needs to be a protected u-turn at or before escarpment for the residents of greyrock ridge
Feedback Map	Consider adding U-turn for traffic coming from West bound SH-45SW into Greyrock Ridge sub-division and the trail-head parking that is going to be constructed at the intersection of SH45-SW and Mopac highway.

Source	Comment
Feedback Map	The traffic through this intersection has increased substantially in the last few years, primarily due to the development of Greystone Ridge and Avana. The final phases of these two subdivisions has not even been occupied yet. Please consider adding a Texas U Turn at this intersection to allow traffic coming from Mopac SB/SH 45 WB to access SH 45 EB without increasing traffic at the stoplight. There is ample space for traffic to merge onto SH 45 EB before reaching the on-ramp for the toll road.
Feedback Map	No need for another light . There lights at West gate , and at Brodie. Need to widen street and make two lanes in each direction, from West gate to Brodie
Feedback Map	Will create more traffic back ups from Brodie to West gate. Instead of a light, spend the money to build two lanes in each direction .
Feedback Map	
Feedback Map	Need two lanes in each direction
Feedback Map	Absolutely support creating a sidewalk in this area. Is it possible to create a protected bike lane as well? Street Trees? I walk this area everyday
Feedback Map	No sidewalks please - no bike lanes - we like the street as is.
Feedback Map	Yes please to sidewalks and bike lanes! I like the Justin Ln bike lane that was installed in 2018, but have some recommendations: 1) the Eastbound entrance to the bike lane on Justin Ln (at Burnet Rd) is too narrow for a bicycle trailer. For some reason, the lane is narrower at the entrance than in other parts of the lane. 2) Traveling Westbound past Burnet Rd, the lane abruptly stops. Would it be possible to extend the bike lanes further West, at least another block to Daugherty St? I don't like the current way that Eastbound riders are supposed to cross Pegram Ave just before Burnet Rd.
Feedback Map	Lightly traveled road. No need for sidewalks.
Feedback Map	Going north on Lamar and when getting close to 183 only the right-most lane is for cars going on 183. This causes a long line of cars (which capmetro makes this worse because they have buses stopping in the right-most lane too) while the other two lanes flow fine and don't have as much traffic. Many cars don't form in line and instead stay on the middle lane and cut to the right most lane at the very end in order to take 183. My suggestion is to make the middle lane also for cars going on 183 since it is already getting used that way. This improvement does not require changes other than redrawing the lanes on the street and adding a sign indicating how it needs to be used and I think it will considerably improve the traffic flow. I have a picture of the proposal here: http://daniel.jllo.net/wp-content/uploads/2018/11/lamar_183_proposal.png
Feedback Map	we need safe, possibly elevated pedestrian and bicycle crosswalks at Koenig. Kids are crossing to school and lots of pedestrians use this to get around and access transit. If someone is not paying attention and runs a light, pedestrians are at risk for being killed. As a pedestrian, this is not a friendly space but should be a valuable connector to the businesses on Koenig and McCallum HS.
Feedback Map	Currently the roadway between Koenig and north loop is hideous for pedestrians and impossible for cyclists. There are too many business easements and need to be considered for safe travel by any means rather than cars. Street trees are also a must to soften and shield the space between cars and other travelers. The city must consider the our right of way and not leave that to the possible private development in order for this to work. We as a city need to take ownership of our pedestrian experience to the planning level and implementation level that the city acts on. We can't wait for redevelopment to happen and zoning to bring our cities to our citizens. We want to use our roads and we want to walk and bike and frankly for them to be beautiful.
Feedback Map	I support dedicated center-running transit lanes. Clarify that a "dedicated transit pathway" means transit lanes. That is not how it is usually referred to.

Source	Comment
Feedback Map	Deprioritize or remove driving as part of any improvements. Design dedicated transit and bike lanes and sidewalks that are continuous along the corridor. Design for a speed of 20 mph or less. Better pedestrian crossings are needed, with signalization favoring the movement of people on foot.
Feedback Map	Slaughter desperately needs a shared-use path. Traffic is super heavy on this road, and there are many pedestrians walking along and across the street to/from apartment complexes, businesses, and bus stops. A shared use path could also integrate well with Mary Moore Searight Park.
Feedback Map	Please prioritize bike lanes and transit priority.
Feedback Map	Burnet Rd also needs more pedestrian crossings and dedicated bus lanes (dedicated transit pathways).
Feedback Map	Great! Make sure they're protected bike lanes all the way with high-quality concrete barriers.
Feedback Map	I ride my bike on this road and feel that it is adequate. I'm not opposed to improvements, but I don't think this is the place that needs it.
Feedback Map	Like the improvement for escarpment from William Cannon all the way to end of Avana
Feedback Map	There is already ample space for cyclists on Escarpment.
Feedback Map	We do not need 4 lanes here for the minimal traffic we get during commute and school times. the money can be spent better elsewhere.
Feedback Map	Forget widening Escarpment south of LaCrosse, including the Avana portion - those are all neighborhood streets with heavy pedestrian and bike traffic, they are fine for the neighborhood traffic, it is the non-neighborhood cut-through folks creating an issue (at rush hour). Instead fix the LaCrosse Escarpment intersection - it has to be the worst in the city for bumps in the road - majority of drivers have to swerve left to miss the bumps and the damage they can do to your alignment - totally unacceptable.
Feedback Map	Agree with only adding bike lanes, not expanding.
Feedback Map	This is a residential street. Many kids bike along it to school. Escarpment should not be widened.
Feedback Map	Dessau Rd. is a Project Connect corridor and you should consider transit lanes.
Feedback Map	Ledesma needs speed bumps and single roadside parking. utilize saved space from deleted parking to expand sidewalk and install a bike lane. Additionally, intersection at Springdale and Ledesma needs a light or something to allow people leaving and entering neighborhood to safely and quickly get on and off springdale.
Feedback Map	i do not like the idea of a sidewalk on my side of the street. This be an increase of people walking by and some people may be undesirable. Those undesirable may be those to break in your house. Sidewalks my be good but could be an increase in crime in the neighborhood.. People can get sticky fingers. And will the city maintain these sidewalks or wil the neighborhood have to look at a detriated sidewalk.
Feedback Map	Long overdue
Feedback Map	vert badly needed. Need safe places for bikes to commute to work.
Feedback Map	Crossing highway traffic at grade, especially on these exit ramps where people are not looking for cyclists, is incredibly dangerous. Do not go with the TxDOT alignment. These paths MUST be grade separated or they are essentially useless.
Feedback Map	Bike trails definitely needed here, very scary
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines.
Feedback Map	Meadow Lea here should connect to S. Congress to enhance east-west connectivity and minimize traffic choke points.

Source	Comment
Feedback Map	Many students walk through neighborhood on street to attend Fulmore MS. Sidewalks would improve safety for all pedestrians.
Feedback Map	This area is an intensive Pedestrian area with lots of SoCo and SoFi pedestrian visitors. The crosswalks need to be marked at every E-W crossing on W. Mary, W. Annie, W.Milton, W.Monroe, W. Elizabeth - both across Eva St and Newton St. These intersections are low visibility for drivers. Cars on Eva / Newton often pull out into the E-W Street intersections just to see oncoming traffic - making pedestrians VERY unsafe. Marked intersections would prioritize pedestrian safety and make drivers more aware at this intersections.
Feedback Map	this area has lots of foot traffic and vehicle traffic, including trucks, and is highly commutable to downtown IF it were safe to ride bikes or walk. This area is very dangerous right now so PLEASE continue iwth the plan to create bike or at least side walks. Also, it seems the underground water system/pipes/sewers etc are constantly causing road damage (leaks, sink holes, bulges) which make driving a challenge with drivers veering unexpectedly or almost bottoming out on massive potholes ... dangerous to drivers but moreso to all the pedestrians in this area.
Feedback Map	There is a sidewalk on one side of road. This is all that's needed. Don't need on both sides of street.
Feedback Map	
Feedback Map	LOVE THIS!
Feedback Map	Love! Would be great if it was separated by trees and far away from airport
Feedback Map	If this connects to an improved bike lane on 51st and then across I-35 to Mueller it would be a HUGE connector!
Feedback Map	All sidewalks in Agave need to be completed. We have a lot of walkers and runners.
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines. The recommendations of the Pedestrian Advisory Council and Bicycle Advisory Council also should be incorporated into the ASMP.
Feedback Map	For this whole process, this site is an awful way to solicit feedback. I'm a technologically proficient person on a MacBook Pro with high speed internet, and this is the most frustrating site I have ever used. This is worse than doing nothing because it lets the city think there was real feedback solicitation when, in fact, this site is a barrier. It's not a coincidence the comments seem to come from certain geographies. Anyone not privileged up the wazoo won't be on here. This is most important topic to me, and I'm giving up out of frustration. Imagine someone with any sort of challenge.
Feedback Map	Should have dedicated center-running transit lanes for this section of Airport Blvd. It is one of the most important corridors in east Austin, and one of the only ones that sort of goes north-south.
Feedback Map	There needs to be a pedestrian beacon to cross Cesar Chavez at West Ave. The light is super long and it is extremely difficult to cross Cesar Chavez to get to the metro rapid stop on the other side.
Feedback Map	We have always understood that UPRR will not allow a crossing here. Is its presence on these maps a sign that UPRR is now amenable, or is this just a big wish list item? Those of us who live around here will be full of questions/concerns about this one!

Source	Comment
Feedback Map	This should be a bike/ped only connection. There is a well worn trail at this crossing, but is dangerous and difficult to use for anyone not in great physical condition. There is clearly demand for a crossing, and it would be the only bike/ped crossing between oltorf and banister. However, it should not be an outomobile crossing, which would create a dangerous cut-through street out of a neighborhood street not meant for that context. Let's encourage pedestrian and bicycle travel in places like this where it's sorely needed, but not promote more dangerous automobile travel.
Feedback Map	This should be a fully functional roadway for all user types, including vehicles. Connectivity in this area is terrible due to the railroad, so any new connections will be any improvement.
Feedback Map	Barton Skyway - Lightsey - Woodward could be a road in South Austin that would connect Mopac to I-35, but instead we have Barton Springs or Ben White to choose from. I highly support increased street connectivity in South Austin, particularly East-West. Speed control can be implemented to address speeding concerns for neighbors (medians, speed pillows) and I'm normally not a big proponent of vehicle lanes, but in this case I think this road would best serve Austin as a full-purpose pedestrian-bike-transit-vehicle road.
Feedback Map	This is really needed to improve function and connectivity!!!
Feedback Map	this inner-city connectivity is what we need!
Feedback Map	This should *only* be a bike and pedestrian connection - preferably an underpass under the railroad (bridges over the RR would require too much land/ramp space to be ADA compliant). This is important connectivity for the Galindo and S Lamar neighborhoods, businesses and bus stops.
Feedback Map	Pedestrian & bike path is fine, but not cars. People already race down that road thinking it connects. Adding a pass through for cars is a terrible idea.
Feedback Map	Will ruin a quite neighborhood. Have two track crossings for cars less that 1/2 mi north and south.
Feedback Map	
Feedback Map	pedestrian walkway and bike path would be great, a road for cars is not desirable. would be terrible for neighborhood as cars speed through. Not even sure how a road could reasonably fit between the houses on either side there.
Feedback Map	I strongly support this connection and any increased connectivity in south Austin across these railroad tracks.
Feedback Map	Cars through here is a bad idea. Tight housing and creek make a train crossing impossible. Plus, noise and traffic from that will be highly disruptive to residences there.
Feedback Map	Walk/bike underpass to cross the tracks could be nice. Not an auto crossing!
Feedback Map	Union Pacific recently fenced off this unofficial crossing. That reduced trespassers on the tracks, as well as crime and vandalism in homes along the tracks. Turning this into an official crossing will undo that progress. Don't do it!
Feedback Map	Agreeing with the previous comment "Pedestrian & bike path is fine, but not cars. People already race down that road thinking it connects. Adding a pass through for cars is a terrible idea."
Feedback Map	I only support pedestrian/bike crossing, not cars. Vehicle traffic would be incredibly dangerous to the neighborhood, which can't sustain the traffic. Additional information about how this will interact with railroad presence and restrictions is necessary.
Feedback Map	Definitely needs a connection.
Feedback Map	It is very difficult and dangerous for ACC students to cross at the light on Stassney Lane and Emerald Forest.
Feedback Map	It is very difficult and dangerous for ACC students to cross at the light on Stassney and Emerald Forest. Please improve the safety of this intersection.

Source	Comment
Feedback Map	STAFF COMMENT: Staff was provided a community member comment which spoke to high levels of vehicle congestion and a lack of connectivity on Springdale Road.
Feedback Map	With recent development at the old springdale station and the frostex food building this section of springdale is rapidly becoming an essential connection route for CC, 7th and airport. Improvements to this corridor with help continue the re-development of this under served area of east austin.
Feedback Map	The West side of intersection of Duval and Mopac Feeder needs lots of improvement for traffic heading South on the Mopac Feeder or Exiting from Mopac to Duval. The intersection needs an increase in capacity to meet the increase traffic that the Domain is causing. It creates a dangerous merging and exiting situation at the Southwest bound light from Mopac onto Duval. It gets very backed up as well. There needs to be a U-turn option added on both sides of this overpass so south and north heading traffic can bypass the light.
Feedback Map	Deprioritize driving for any improvements. Design dedicated transit, sidewalks, and bike lanes that are continuous along the corridor. Design for a speed of 20 mph or less. Better pedestrian crossings are needed, with signalization favoring the movement of people on foot.
Feedback Map	Improve the intersections of Red River and Cesar Chavez to favor pedestrians and low speed vehicles. Implement congestion pricing for single occupancy vehicles, rideshare vehicles, and trucks.
Feedback Map	this needs to be prioritized. Amazon has unleashed its massive fleet of delivery vehicles on this road and it is way overused for its current condition and capacity. Also lots of dump trucks and other heavy vehicles on this road along with lots of commuter cars. Not a safe situation.
Feedback Map	I live on this street, there is no reason to add sidewalks.
Feedback Map	We really need sidewalks here. There is tons of traffic and one of the only ways out of the neighborhood on a bike.
Feedback Map	Need to make Davis a four lane street from Manchaca to Brodie. Especially at intersection with Brodie, there is traffic congestion. Need to two lanes in each direction.
Feedback Map	Davis from Manchaca to Brodie should be two lanes in each direction. To much congestion , especially at Davis and Brodie.
Feedback Map	No need for dedicatedbike lanes. Instead, make Davis two lanes in each direction from West gate to Brodie
Feedback Map	Mka Dvis from West gate to Brodie a major arterial. Make it two lanes in each direction. The congestion at Brodie and Davis will get worse. if you do not make two lanes.
Feedback Map	Davis Ln. from West gate to Brodie needs to expanded to four lanes to reduce long line of cars at Brodie. the car volume will continue to increase . Many apartments and homes are being built. Without four lanes, cars will cut through neighborhood streets to acces Mopac. t du
Feedback Map	Davis between Brodie and Manchaca should have a dedicated shared-use path along its length.
Feedback Map	Need to widen davis from Manchaca to Brodie and have two lanes in each direction Add ashared pedestian/bike lane.
Feedback Map	4-3 road diet along all of Mancheca. Add protected bike lanes.
Feedback Map	Yes to protected bike lanes. But I suggest a 4-2 road diet and use the extra space for either wider sidewalks or wider protection for the bike lanes that includes trees.
Feedback Map	That area of 969 really needs safe, dedicated bike lanes so people can safely connect to the Walnut Creek bike trail.

Source	Comment
Feedback Map	Banyon or Sugaree needs a signalized intersection. I see at least one crash per month at this location. It is NOT safe and people cannot walk/bike safely across Lamar, nor can drivers cross safely when needing to turn North on Lamar out of Banyon/Sugaree.
Feedback Map	Banyon Street needs a traffic signal to relieve some pressure on the St John's intersection, which can be challenging due to the added bus traffic. This would also allow for safe crossing of Lamar between St John's and Morrow.
Feedback Map	More connectivity = more ways to get around Austin. Yes please.
Feedback Map	yes connectivity
Feedback Map	This will help connect a subdivision of cul de sacs.
Feedback Map	Road diet, center-running bike lane
Feedback Map	Get rid of on-street parking to add protected bike lanes space
Feedback Map	Good level, COMPLETE sidewalks would be very good. I often see pedestrians (joggers, people w strollers, people jogging with stroller, dogwalkers, etc) resorting to using the BICYCLE lanes on Arroyo Seco.
Feedback Map	It would benefit everyone, including drivers, if lane widths were reduced. This would free up space for protected bike lanes, which would open up many bike travel opportunities in this area.
Feedback Map	I support consideration of dedicated transit lanes, and they should be considered for the length of Red River.
Feedback Map	pedestrian islands, narrow lanes, shrink curb radii, replace signal with small roundabout
Feedback Map	Wow, nothing? This area is a total mess during rush hour, with back ups all the way to Cesar Chavez for cars trying to go south on Lamar, Clogs the intersection and halts the turn lane. Then there are the poor fools trying to leave the Townlake YMCA and merge into that mess to go south on Lamar. I don't know the answer, but every evening this area is a giant traffic jam.
Feedback Map	This short connector road and the intersections need to be reviewed and possibly realigned somehow. It is a traffic nightmare.
Feedback Map	At the very least, this road needs to be re-paved. The pot holes and uneven road make it safe. The entire road has issues. Also, why not add slip lanes at BR Reynolds and W Cesar Chavez? You have one at BR Reynolds and Lamar.
Feedback Map	Sixth street is a major connection between downtown and East Austin. Why no bike lanes or other improvements for bike and ped safety?
Feedback Map	Remove street parking and replace with bike lanes and better pedestrian infrastructure. 6th street carries many, many cyclists, scooter rides, and peds from downtown to east 6th.
Feedback Map	This is a vital link to the connected bike system in Austin - it provides access to Mueller/ East Austin from central Austin. The roundabout is great but it is difficult to get there from Duval/ points west. Protected bike lanes are a must.
Feedback Map	I would love to see North Lamar have access to Howard. I hope that that option is in the current study.
Feedback Map	Timing of this light with Red Line trains is CRITICAL! Huge traffic delays at this light and Guadeloupe @ Airport.
Feedback Map	No needed. This light would also be very close to the 45 interaction light. This would cause backups
Feedback Map	This is GREATLY needed, especially during OHE drop off and pick up. All traffic from West of the elem school are diverted up William Cannon, then down Patton Ranch/Vega. That intersection needs major work to provide better flow.
Feedback Map	raised medians are stupid and an impediment to travel. More lanes of traffic and bike/sidewalk is great
Feedback Map	Bike lanes would be a huge help!

Source	Comment
Feedback Map	These improvements will help students of Oak Hill Elem arrive and depart more efficiently and safely.
Feedback Map	We should not be adding more travel lanes. This is the 21st century, not the 1950s - we know that adding car lanes induces more driving and does not ease congestion. Any widening should be strictly for protected bike lanes and sidewalks.
Feedback Map	I support all improvements that promote the mobility for all people, reduce vehicle miles traveled, improve safety, and does not exclusively privilege use of single occupancy vehicles and internal combustion engines.
Feedback Map	Bike access here is badly needed ASAP due to lack of other good options in the area
Feedback Map	Adding capacity is needed now. A mid-/long-term solution is needed to reduce demand. Suggest you study a mobility hub (park and ride) that would connect the western reaches to the rest of the city (jobs, city services, UT, ACC campuses, airport, etc). It seems to me that positioning mobility hubs near the intersection of Hwy 2222 & Hwy 620, and the intersection of Hwy 71 & Hwy 620 are two potentially efficient locations for area public transportation to the rest of Austin. I suspect these hubs would lead to the effect of reducing traffic on Austin City roads, increasing safety of travelers, with a concomitant decrease on need for City and county emergency services and road improvements.
Feedback Map	I agree with the previous comment, this intersection desperately needs transit options and a mobility hub. Sad to see it has been completely left out of Transit plans.
Feedback Map	Connecting the stub of South Bay Ln. to the main roadway is a project that should have happened in the 90s. Taking traffic off of neighborhood roads is always a good idea.
Feedback Map	I support building this street in order to provide better connectivity to the neighborhood.
Feedback Map	support this new roadway
Feedback Map	I would like this, as long as it doesn't mean putting in a stop signal at South bay and Mopac. We are FINALLY going to have a clear path from the new 45 extension pass Slaughter. Putting a stop light here would negate all that effort.
Feedback Map	The issue is the connection at Mopac. Unless this will be an underpass/overpass like Slaughter and LaCross on Mopac, this makes no sense. Need to keep this stretch of Mopac moving to avoid backups that will encourage drivers to drive through Circle C (Escarpment) to avoid the backups.
Feedback Map	This doesn't take traffic from the neighborhood, just shifts it to a different part of the neighborhood. Tons of kids walk South Bay up Gorham Glen- this would be a deadly addition to our neighborhood. Also the light on mopac basically negates all of the work currently being done, adding an additional bottleneck.
Feedback Map	Lets first see how the new Mopac works before adding more roads and potentially more problems, congestions
Feedback Map	this would be great as it would take all the traffic off Gorham Glen and provide easy access to those who live in the back of the neighborhood so they dont have to add to the congestion around Kiker, Dahlgreen, Lacross and Escarpment but I agree with the comments below, only if it doesn't put a stop light at mopac and SB. as they said below, would totally defeat the underpasses of S and LC. If its a underpass or a right turn only or only access on a feeder road and not impact traffic flow on mopac then its great but putting something that would stop traffic on mopac would just push all that overflow into the neighborhood.
Feedback Map	Hallelujah! Finally! This is L-O-N-G overdue. The traffic in our neighborhood is insane.
Feedback Map	Support 100%

Source	Comment
Feedback Map	Can't happen a second too soon! Best news that this is hopefully in the works.....soon? 🙏
Feedback Map	This would be great as long as a nightmare intersection on Mopac is creaed , like Slaughter and La Crosse have been for years.
Feedback Map	This negates the effort of current underpasses on Mopac. Traffic will backup on Mopac starting at southbay. That would make people take South Bay lane increasing traffic through the neighborhood of houses, which is the opposite of what is intended!
Feedback Map	I do not like the connection of South Bay all the way to Mopac. We do not need another highway access point. While I do not believe this is a high priority construction project, a compromise could be connecting South Bay to Dahlgreen. This would allow Elementary School automobiles, or neighbors looking to access Mopac at LaCrosse, the opportunity to avoid driving on Gorham Glen; a residential street.
Feedback Map	Keep the traffic flowing on Mopac as intended. Adding a light will just move the traffic to South Bay instead. This is residential area, not designed for the high traffic that would be created. No thank you!
Feedback Map	I think this would provide minimal advantage at what would need to be significant cost of adding another interchange.
Feedback Map	This could potentially open Dahlgreen to increased traffic and complicate the traffic issues around Kiker Elementary and on Lacrosse.
Feedback Map	The additional interchange at Mopac would negate any improvements at Slaughter and La Crosse
Feedback Map	We're just now getting rid of the signalized intersections with the current project on MoPac, I don't understand why we'd add traffic lights back. Traffic on MoPac is going to drastically increase once the 45 extension opens up, so new traffic lights would create a lot of congestion. All that aside, traffic lights on 65 mph roadways are unsafe.
Feedback Map	
Feedback Map	I think this is a terrible idea. This would introduce more traffic into a very residential area -- I would have safety concerns. Further: why introduce a traffic signal after all the work done to create overpasses at LaCrosse and Slaughter?
Feedback Map	Would there be a traffic light at South Bay and Mopac? Where are people getting that info from?
Feedback Map	This is a terrible idea. Why on earth would anyone propose adding a traffic light to Mopac. The whole idea of the reconstruction at LaCrosse and Slaughter has been to get rid of the bottlenecks of traffic lights. When the new stretch of 45 opens, this will be more important than ever. That traffic light would be a short distance from the merge points. That neighborhood is well served with access to LaCrosse. I can't see any way to justify adding a traffic light to an increasingly busy section of MoPac!
Feedback Map	IF this idea includes a signal on MoPac THEN it is a bad idea. IF this idea does not include a light THEN is may be more reasonable but the flow of traffic on MoPac is such that it would be virtually impossible to go from South Bay to MoPac north. People in this area of Circle C can easily go north on Escarpment to Slaughter and get on MoPac there... no issue. As long as the new intersection at Slaughter and MoPac is done right then this added road does not need a signal light
Feedback Map	It is a terrible idea to open up a a very residential area. It is a waste of taxpayer money which could be better spent in other areas like our cash-strapped schools. It requires no effort for residents in this area to access MoPac currently. So, adding this extra access is a huge waste of our money with no benefit to the residents and with a possibility of slowdown on MoPac.

Source	Comment
Feedback Map	This is a REALLY BAD idea for the following reasons: (1) It will add another light at Mopac and South Bay which will negate the benefits of the 45, Lacrosse, and Slaughter projects. (2) It will greatly increase traffic in Circle C, as many people will cut through the neighborhood. (3) It will be a safety issue. People already drive too fast on South Bay, and once it becomes a through-street, that will increase. This impacts children, walkers, bikers, etc. (4) It is totally unnecessary, as everyone in the neighborhood has easy Mopac access from LaCrosse, Escarpment, or Slaughter. (5) It will eliminate the green belt area behind that entire section of Circle C, because businesses are sure to follow. Much wildlife will be impacted. (6) It will seriously lower property value for all homeowners along South Bay, Bexley, and Beachmont whose homes back to green belt. (7) It will forever alter Circle C, making it a cut-through rather than a contained neighborhood.
Feedback Map	Circle C has existed for over 20 years and has not needed this extra Mopac access. The only thing this will do is open up the neighborhood to more traffic from drivers who do not live in the neighborhood. There is plenty of Mopac access for Circle C at Slaughter, LaCrosse, Escarpment, and Spruce Canyon. This is a completely unnecessary addition to the neighborhood that doesn't help it, but instead hurts it by taking away any semblance of quiet and greenbelt. Please use our tax dollars in some other way (like expanding roadways that don't run through a neighborhood and change a neighborhood)!
Feedback Map	This is a poor suggestion that will only increase traffic through the neighborhood. Do not build an extension of South Bay Lane to the Mopac.
Feedback Map	This is such a poor improvement project for the reasons suggested by others: destruction of greenbelt, noise, pollution and opening up the neighborhood for pass-thru traffic.
Feedback Map	Circle C is not in need of extra access. This furthers the destruction of the greenbelt and just encourages the diversion of traffic from 45 or Mopac through the neighborhood as a shortcut. There are too many children riding bikes, etc. in this area and would be at threat to pedestrian safety as well.
Feedback Map	This is a very BAD improvement plan, which will lead to the destruction of wildlife on the greenbelt, increase noise and pollution for the properties facing the south bay greenbelt and will bring tons of traffic from other areas of Circle C. The purpose of a quiet neighborhood area will be completely defeated with this project. Moreover, the residents have not requested for this improved access ...we already have various access points to Mopac from Circle C.
Feedback Map	The extension of the road will add dangerous traffic to this area of tCircle C. There are no houses along this section of South Bay and cars already drive recklessly. Additionally this area is zoned for commercial use and a road will incentivize developers to build commercial businesses in this area. This would lower property value while also destroying wildlife areas.
Feedback Map	
Feedback Map	This is an unnecessary disruption of urban wildlife interface, a very active natural recreation area for Circle C residents, not to mention a sure way to further encourage reckless driving along south bay. I live within sight of the current end of South Bay, and have three very viable alternatives for getting to MoPac without the new road. There is no new construction in the area that would add to congestion, and there is no pressure on the area to that would create the need.
Feedback Map	This improvement of adding a signal in MoPac negates the improvements done to MoPac at LaCrosse Ave & Salughter Ln. Adding traffic from 45W, I can see this junction getting congested at all hours. Please do not extend south bay ln to connect to MoPac.
Feedback Map	This is not needed and would bring multiple levels of stress to a quiet and well functioning neighborhood street.

Source	Comment
Feedback Map	I'm OUTRAGED by this TERRIBLE PLAN!!! The HOA and the Circle C neighbors have NOT asked for this road. We have sufficient mopac access. Beyond the ridiculous nature of another lighted intersection at mopac this road will have harmful consequences for the whole neighborhood. EVERYONE WILL LOSE. We'll have lots of cut through traffic, increased crime with isolated back roads to the neighborhood, and a connector road to future commentarial growth which will add even more cut through traffic. THIS IS CRAZY! We won't have our quiet, secluded neighborhood which is why we all moved out here. The greenbelt itself which is a beautiful and unique feature to our neighborhood will be permanently damaged. The Edwards Aquifer and wildlife will be compromised. The buffer that the greenbelt provides between our neighborhood and Mopac will be gone. Traffic noise and volume will be brought in close. Please do not destroy the very reason we all moved out here.
Feedback Map	Terrible! This would make this part of the neighborhood unsafe for kids and radically reduce life quality in adjacent properties. We have sufficient access to all roads and nothing changed to warrant this intrusion.
Feedback Map	This is a huge mistake and so upsetting! All the properties along the greenbelt will seriously decline in value. All the neighbors I've talked with will move out of their homes once there is a noisy, high traffic road behind their homes which is also isolated and unsafe at night. The decline of these homes (some will become rental properties) will negatively affect the value of the other homes on their street and on the surrounding streets. So we'll damage the overall property value of our neighborhood, the integrity of the greenbelt and the protection of the neighborhood from noise and cut through traffic. Not to mention the increased crime from an isolated back road into the neighborhood. This is absolutely unsafe!
Feedback Map	This is fine as long as a light is not added to south Mopac. A light would make traffic much worse.
Feedback Map	We have plenty of access roads into and out of Circle C, this road is un-needed and unwanted by the residents. Total waster of money.
Feedback Map	This would not improve anything for the existing residents. This would encourage more cut through traffic very close to a school. Additionally this will add noise and traffic to the neighborhood streets. Lastly, this may encourage more break ins on the postal boxes on South Bay lane, which have already been broken into multiple times in the past few years. This is not something the neighborhood needs to improve access.
Feedback Map	This makes no sense. TxDOT is finally getting south Mopac right by adding overpasses at La Crosse and Slaughter Lane. Adding a new signalized intersection, just as the SH 45 toll road comes into service, will just put us back where we were. But it would be worse since SH 45 will be in service. It seems as though there is plenty of access to Circle C from other routes. Please do NOT move forward with this proposal.
Feedback Map	Not needed. Our ecosystem has stabilized many years ago and there is no problem getting in and out. New developments across 45 should drive on highway, not where we sleep and breathe.
Feedback Map	We live here! Please keep the traffic away from our children and houses, as has been done for many years. Spend the money on highways instead, they badly need it.

Source	Comment
Feedback Map	I totally agree with others who are against this unnecessary additional road! I don't live near South Bay, but I think we all need to consider the homeowners who would be backing up to the whole proposed extension of South Bay. Their property values will drop, their privacy compromised, and unnecessarily so. We need to protect our greenbelts & aquifers, & the natural caves that are out there as well. And remember that most of the roads crossing over Mopac had no lights at first until lives were lost in accidents. So don't think there won't be a light at the proposed intersection of Mopac & the extended South Bay! We don't need to further ruin our neighborhood by more roads bringing in more traffic & bringing in people from commercial interests that will be built there as well. Improve the freeways but leave our "family" neighborhood alone. We chose to live here because of it's quiet rural feel!
Feedback Map	There are so many ways for us to access Mopac already. This is our neighborhood and we are not interested in additional traffic around our homes and where our children play.
Feedback Map	This proposed improvement would destroy much of the benefits of the current Mopac expansion as it does not also add a bridged intersection allowing Mopac unconstrained traffic flow to SH45.
Feedback Map	I only found out about this on January 6! Where has the information been??? It is unbelievable that you are proposing a plan like this without notifying and talking to the people whom it will affect most. My home backs up to the green space, and your proposed extension of South Bay would run directly behind my back fence. Instead of looking out at a quiet green area on the edge of our neighborhood, I will have a drag way running 10 feet from my fence. And make no mistake, South Bay will be a drag way...it already is! We will have to fight this, because if it happens we will have to move. The city will be decreasing our property value and disrupting our quiet neighborhood, all in the name of progress. Shame on you for how poorly you made residents aware of this.
Feedback Map	South Bay is already prone to excessive speeding, and providing this avenue to MOPAC will increase the danger this poses to children living in this neighborhood. This connection to MOPAC should not be made.
Feedback Map	We just spent \$100 million easing traffic flow on southbound Mopac with the Slaughter and Lacrosse underpasses and now we want to add a new stop to slow that traffic? Ridiculous. We don't need any additional access into Circle C from Mopac, nor do we want to encourage drivers cutting through the neighborhood by adding a new stop and thoroughfare.
Feedback Map	This will create unsafe speed-zones on South Bay and Dahlgren. If implemented, there will be additional light, noise, and exhaust polluting the fragile areas near the Wildflower Center, Veloway, Slaughter Creek & park.
Feedback Map	Any new road would violate the impervious cover limits imposed on the Circle C development because it is now MAXED OUT. So...not legal. Also...I agree with many other commenters that additional neighborhood access is not needed or welcome. South Bay is treated like a freeway by many and extending to Mopac would exacerbate that problem.
Feedback Map	

Source	Comment
Feedback Map	The current recommendation to extend South Bay to access Mopac is not logical nor does it take into account the neighborhood and it's street usage. There are many children, pedestrians and cyclists who utilize this roadway. Putting a thoroughfare to a major highway would endanger all of their lives by increasing traffic and creating dangerous intersections in a quiet neighborhood. There would also be a negative impact on the environment due to the creation of the roadway and all negatives associated with roadways (noise, pollution, increased traffic). Also, this would be another avenue to encourage cut through driving in a quiet neighborhood. There are millions of dollars being spent to build a new highway with new and better access points. Save our streets and pathways and the safety of those who utilize them, please do not include this expanded roadway in any mobility project.
Feedback Map	First, I am strongly opposed to this roadway extension as unnecessary, harmful to local environment, and unsafe. If this roadway is built despite the opposition, I'd like to suggest a four-way stop added at the intersection of South Bay and Back Bay. Due to the large downhill on eastbound South Bay, excessive speeding already exists. Having this roadway extended will only create more excessive speeding and endanger neighbors who live and use this area. Additionally, there is a community mailbox located on the south side of South Bay and many people who live north of South Bay are required to cross South Bay to reach their mailbox. There needs to be a safe way for these individuals to cross this road to reach their mail. A four way stop at South Bay and Back Bay could help slow traffic and provide a means for pedestrians to still reach their mail.
Feedback Map	Please do NOT connect South Bay to Mopac. This will ruin part of the neighborhood nearby as it will encourage people to cut through at high speeds (people already FLY down the hill approaching Gorham Glen) and there are numerous children at school bus stops along South Bay. It is not needed, there are many ways to access via lacrosse and 45, and the noise from traffic will be a problem.
Feedback Map	There is no need for this! There are already plenty of access point to Mopac and a huge amount of dollars spent on the Mopac and 45 expansion. This proposal would dramatically increase traffic on this road which is heavily used by children, bikers, and school buses. It is dangerous and unnecessary. The homes here would have a dramatic decrease in property value for no good reason. There are enough access points to Mopac. There is no benefits to the residence and only will allow others to short cut the highway and endanger this community.
Feedback Map	Adding another light and access point to Mopac completely defeats the point of taking out the lights for LaCrosse and Slaughter. Its also a waste of resources as not even half a mile north and south of this road are other access points to Mopac.
Feedback Map	I do not like this idea. We live on Back Bay Ln and would be negatively impacted with more traffic through this area. It would pose an increased safety risk for families near here. It would also defeat the purpose of the new underpasses at La Crosse Ave and Slaughter for Mopac. This is an unnecessary waste of money frankly since it doesn't solve any traffic issues.
Feedback Map	This roadway is unnecessary and will totally defeat the Slaughter and LaCross underpass purpose.
Feedback Map	An unnecessary project that defeats the entire purpose of the underpass projects on mopac .
Feedback Map	An unnecessary project that defeats the entire purpose of the underpass projects on mopac

Source	Comment
Feedback Map	I understand many oppositions, but if this improvement is to be made in the end, I would like the authorities to seriously and thoroughly consider road safety in the area. Like so many others have already mentioned, South Bay is treated as a freeway. There is only one speed limit sign that regulates the traffic between Escarpment and Gotham Glen. There are school bus stops and many young children in the area, and even many children/elderlies cross South Bay Ln and walk to the community mailbox. I would also strongly suggest four all-way stop signs at South Bay Ln and Back Bay Ln AND road surface markings, speed humps, and/or electronic traffic control devices on South Bay Ln between Escarpment and Gorham Glen/Dhalgreen. Again, more than excessive speeding (including speeding bikers) already exists on South Bay Ln, and this has been a big concern for so many years. Having this street extended will only cause it to be worse and put more people in danger.
Feedback Map	I am STRONGLY OPPOSED to this. It makes no sense! The new southwest elementary school is opening in Avana next year. The Avana neighborhood will be rezoned to that school instead of Kiker. That alone will reduce the traffic significantly. We've already got many access points to Mopac and now millions of dollars of improvements at Slaughter and La Crosse. This proposal would also violate the impervious cover for Circle C. On top of that, years ago the SOS group already shut down any roads being built in that greenbelt due to protected caves and the Edwards Aquifer. How can this actually be a valid proposal?! They neighborhood is NOT asking for this. We don't need this and we definitely don't want to become a cut through neighborhood!!
Feedback Map	I find this unnecessary and a waste of resources esp with the underpass at LaCross and Slaughter already underway. This would just increase traffic in the neighborhood and pose a safety risk for our children. We already have plenty of access to Mopac.
Feedback Map	Another entrance to the neighborhood is not needed. A waste of money.
Feedback Map	I don't like this proposed idea. I was under the impression that the underpass at Slaughter was designed to alleviate traffic flow? Why would we divert more traffic to one of our neighborhoods? This would be a complete waste of resources, not to mention a negative risk from a child safety standpoint. I think we've had our lives interrupted enough with the continuing "improvements" Enough is enough.
Feedback Map	We do not need more traffic on this neighborhood street!
Feedback Map	Why? Why? Why? After years and years of having to stop at lights at Lacrosse and Slaughter, we're finally going to be able to travel north and southbound on Mopac without lights. And the first idea is to add another light in! I measured and it's .3 miles from where the new 45 toll way merges with Mopac. That light is going to back up significantly in the morning with the traffic coming northbound on Mopac from 45. Please do not do this.
Feedback Map	Not needed there are access points north and south that are sufficient already for entry and exit of neighborhood. The HOA with homeowners and developer have already addressed this issue and agreed we don't want this roadway extension.
Feedback Map	This traffic light is stupid. It will only encourage people to make Pemberton a cut through neighborhood. The curve of the Windsor at this intersection will also make the traffic light dangerous. This needs to be eliminated from the plan.
Feedback Map	This is part of the path to school for Doss Elementary; sidewalks need to be filled in where they are missing
Feedback Map	Please fill in the missing sidewalk from North Hills to West Rim, heavy pedestrian usage between those streets

Source	Comment
Feedback Map	I 100% support adding a bicycle/pedestrian bridge at the east end of Lady Bird Lake, however, it should be closer to Pleasant Valley Rd to maximixe its usefulness as a transportation (as opposed to recreation) option. This proposed placement would force riders coming from the east to chose between a shorter, more direct path across the dangerous Pleasant Valley bridge or this longer, but safer option.
Feedback Map	fully support additional river crossings, particularly pedestrian, bike, & transit facilities
Feedback Map	This would get a lot of use the day it is done. It would also keep people from having to use the inadequate crossing at Longhorn Dam. It would also help foster great community since the north and south shore would be more directly connected.
Feedback Map	This area is fairly unsafe with the Red Line, Hideout bar, substandard street situation, lack of sidewalks... really need safety + sidewalks here.
Feedback Map	Narrow the car lanes, add protected bike lanes, add pedestrian islands to long blocks.
Feedback Map	I would really like to see a right turn only lane from I-35 access road onto National Park. The neighborhood has requested this multiple times and has been denied each time.
Feedback Map	Also easements for connectivity to N Lamar along flag lot poles.
Feedback Map	Flournoy here should connect to S. Congress to enhance east-west connectivity and minimize traffic choke points.
Feedback Map	The round abot at Leo and Davis is too narrow and confuses drivers. Buses and big trucks have difficulty using the narrow lane. Remove the round about and expand Davis to four lanes from Leo to Brodie.
Feedback Map	There are no plans for public transportation to this part of town??
Feedback Map	Cameron Rd north of Anderson is a hellscape for anyone not in a car. There is no need for 6 lanes. Transit should be considered and protected bike lanes as well. It is very unsafe.
Feedback Map	Congress is Austin's flagship street. It needs to be treated like a destination, with people walking, talking, biking, scooting, and slowly cruising. It's way too wide to give such a large percentage of ROW to cars.
Feedback Map	Congress avenue needs safe multi modal transportation options. We shouldn't dedicate resources to single occupancy cars that clog the corridor and pollute the air. Please rebalance our transportation investments to allow for a more pedestrian/bike/transit-friendly corridor. Please limit car lanes to two lanes or less throughout the city. Anything more and you're essentially creating a highway that is inhospitable to other forms of transportation and take away the ability to enjoy public spaces.
Feedback Map	This corridor needs bike lanes.
Feedback Map	Congress needs dedicated and PROTECTED bike lanes. This is a destination area for locals and tourists. Take the parking off the road and continue to encourage restaurants to add sidewalk seating. Use that space for protected bike lanes, wider sidewalks, street trees and an enhanced experiences for pedestrians and cyclists.
Feedback Map	6 lanes?? Time for a road diet! Remove the parking and add Protected Bicycle Lanes. Auto-lanes could even be reduced to 2 and sidewalks could also be expanded. Let's make this the street it wants to be!
Feedback Map	Remove driving as a priority for any improvements. Get rid of parking completely and use the space productively for services and places that people can enjoy.
Feedback Map	Need to buld two left turn lanes (northbound) at Manchaca and Wm. Cannon.
Feedback Map	make it possible to get to and from the Southwest YMCA, which is directly across 290 from all of these sidewalks. Then you could get from the neighborhood to the Y.

Source	Comment
Feedback Map	This street is super narrow and when just one side of street has cars parked on it, people often have to wait to pass through. Not enough room for a 2-way street and a car parked on one side. need sidewalks and safe passage. Kids use this to walk to school. This is a neighborhood area.
Feedback Map	Please do this!!! It will dramatically relieve traffic at the terrible SW Parkway/Mopac/290 intersection!!
Feedback Map	Must do this! Need to relieve congestion at SWP and Mopac!
Feedback Map	Please do this. This will help tremendously
Feedback Map	Coupled with the Industrial Oaks extension could provide significant relief for the area. Section should include bike lanes and improvements necessary to reach the bike bridge to the north.
Feedback Map	The industrial Oaks extension to SW Parkway should be a much higher priority. This extension only contributes to a dangerous situation from the West bound 290 Exit ramp with cars having to cut across 3 lanes of traffic.
Feedback Map	But Mission Oaks to Monterrey Oaks is a priority, Boston lane is small and has speed bumps and dangerous to exit from 290, but if it's our only answer then yes.
Feedback Map	Must do this! Need to relieve congestion at SWP and Mopac! The traffic at that intersection is terrible.
Feedback Map	Still very dangerous to cross three lanes of traffic from 290 exit to turn right on Boston Lane, but straightening it out to light at Republic of Texas would be a big improvement.. Industrial Oaks/Monterrey Oaks connection would be much safer.
Feedback Map	Industrial Oaks/Monterrey Oaks connection would be much safer than Boston Lane to SWP & ROT.
Feedback Map	like other posters, I agree this would be helpful, but the monterrey oaks/industrial oaks connection is preferable if only one option can be chosen.
Feedback Map	As another commenter pointed out: The industrial Oaks extension to SW Parkway should be a much higher priority. This extension only contributes to a dangerous situation from the West bound 290 Exit ramp with cars having to cut across 3 lanes of traffic.
Feedback Map	Excellent idea, but please prioritize Industrial Oaks.
Feedback Map	Not only is this needed but will provide more relief for SWP and mopac/290 intersection. PLEASE ALSO REMOVE THE SPEED BUMPS ON BOSTON. EVERYONE HATES THEM!! They were implemented because only a few , literally less than 3 residents complained. So the other thousands of us who use Boston suffer. Let's be smart. Majority should rule in this case. Industrial oaks extension should be priority over this however.
Feedback Map	Do it!
Feedback Map	Definitely like this. Other comments re dangerous exit from 290 to Boston (across 3 lanes of traffic) do apply, so Industrial Oaks extension would be better IF a light is available at SW Pkwy
Feedback Map	Remove the Crash Gate at Morrow & Easy Wind
Feedback Map	Please remove the crash gate.
Feedback Map	Remove the crash gate.
Feedback Map	Senselessly broken connectivity. Easy to fix. Get rid of the gate.
Feedback Map	Keep the crash gate, it encourages biking/walking. However, make it easier to bike from Morrow into the neighborhood (the current sidewalk ramps aren't oriented well to avoid the gate on a bike).
Feedback Map	Remove the gate. It is unnecessary and cuts off a neighborhood from itself. Connectivity from within the new section to the original part of Crestview is impossible without needlessly dealing with problematic intersections at Lamar/Justin/Airport or Lamar/Anderson. It does not even allow bicycle traffic to easily pass as the area between the curb and the gate is very narrow.

Source	Comment
Feedback Map	Remove the crash gate. Exclusionists have no right to dictate disconnecting neighborhoods. Make all the streets safer, regardless of number of cars.
Feedback Map	This Public Feedback Map lacks the necessary details of the Sidewalk map. For example, the intersection of W 35th St with the 35th ST cutoff at the the north end of the blue shaded area on the map does not include a sliver of a median located at the apex of the triangular island. There is no traffic signal there or at the east end of the island (there is a traffic signal between the "signal-less streets), so if you are walking east on 35th street to the bus stop in front of Randall's you don't have a "protected" walk (crossings) even though there are sidewalks. This makes taking the #19 bus at Randall's a bit dangerous.
Feedback Map	These parts of Oltorf are dangerous, and need protected bike facilities.
Feedback Map	Narrow car lanes. Add Protected bike and pedestrian crossings.
Feedback Map	Apartment residents must have bike/ped access to right of way at east end of Florence.. Work with apartment on CPTED/gate.
Feedback Map	This is a totally unnecessary project. There is already a sidewalk on the island to the east of this section of the MoPac northbound exit ramp the directs traffic to Jackson Ave or westbound 35th St. Bicycles and pedestrians are not allowed on MoPac why are you sending them down a section of the MoPac northbound exit ramp. This is very, very poor planning.
Feedback Map	There are two middle schools on Huntland (one is Pre-K-8th), but it's a 4 lane road with gratuitously wide car lanes. Please narrow it or find another way to slow the cars down.
Feedback Map	There is one important stretch on this road that has no sidewalk and is over a bridge making it a dangerous situation for bikers, strollers, and all! It is a short stretch that should be given immediate attention. The block East of Silver Creek Dr on Oak Creek Dr.
Feedback Map	erase right-turn lane, protected bike lanes, narrow the streets
Feedback Map	A signal is not needed here, as there are rarely more than 2 cars waiting to turn at any given time. More important would be to build a center left turn lane, so cars heading northbound on S. 1st don't have to block the left lane while waiting to turn left. This would be useful at Great Britain, too.
Feedback Map	The sidewalk along this stretch needs improvement as well, some is missing, some is not maintained, some is 3' wide.
Feedback Map	Bike priority around the entire perimeter of UT is a must, even on Dean Keeton, because of the amount of pedestrian traffic at UT. Also, bike priority is a great way to reduce car-dependence for students and professors, especially given the number of students at UT who live off-campus.
Feedback Map	
Feedback Map	Too many kids and elderly are having to walk on the street in this neighborhood because of the lack of sidewalks.
Feedback Map	Safe Routes to School program recommended
Feedback Map	You need to look at the 35th St bridge over MoPac as whole and look at it in parts. There are 4 MoPac exit/entrance ramps on the bridge. The bridge is "hump-backed". If you are driving east bound on 35th from West Austin as you go over the bridge you can't see what's on the east side of the bridge until you reach it's crest. If you are entering the northbound MoPac you have to cross over a lane of traffic (vehicles exiting southbound MoPac). This is no place for bicyclists of any age or experience. A bicyclist is in danger of becoming road kill. Transportation Dept staff, particularly the "bicycle coordinator" needs to come out and look at 35th/38th streets. There's a lot of traffic even on the weekends. You need to find safer routes for bicyclists.
Feedback Map	Needs to connect across Lamar to park

Source	Comment
Feedback Map	Interesting to see how Robinson Ranch will be divided up by new roads. Please ensure that when this area is developed, a high-density district is zoned at the intersection of the 2 rail lines and a high-quality transit facility is constructed. It would be foolish to waste the opportunity to have the "East Side" and "West Side" rail lines converge without a large activity center to drive ridership.
Feedback Map	Literally nobody walks on this road...
Feedback Map	Great safety improvement
Feedback Map	Due to the wide street width of Duval and the general traffic flow in the area, Duval should continue up to Koenig through the large underutilized parcel at Texas Gas Services. The section of the parcel is currently a parking lot which could relatively easily create a connection point and distribute traffic more easily and reduce the neighborhood cut-throughs that are so prevalent.
Feedback Map	STAFF COMMENT: Staff was provided a comment from a community member which spoke to high levels of vehicle congestion on Webberville Road. A traffic study for Webberville Road was suggested by the community member.
Feedback Map	Protected bike lanes are the only appropriate bicycle-related improvement here - no half-measures. You cannot solve congestion by adding more car capacity. The only way to address congestion is by making more space-efficient modes more competitive - ie. transit lanes, protected bike lanes, etc.
Feedback Map	Please do not finish this SH45SW traffic capacity expansion. It will cause an increase in vehicle miles traveled, increased pollution and climate change, and increased crashes and traffic deaths.
Feedback Map	I know there's a lot of ill will toward 45 SW, but this just needs to happen to help with connectivity. I hope TxDOT puts effort into ensuring water and environmental quality in their design.
Feedback Map	Definitely needs protected bike lanes! I use this street all the time to walk to Burnet Road and would appreciate better sidewalks as well.
Feedback Map	4-3 road diet along all of 45th. Add protected bike lanes. Ignore stupid car-only drivers that want to speed.
Feedback Map	
Feedback Map	Broadmoor has a lot of pass-through traffic. Please complete the sidewalks on this stretch to improve safety for the fair amount of pedestrian traffic.
Feedback Map	I live on Summerset and am an avid cyclist, but I don't believe the traffic is bad enough to warrant replacing existing on-street parking with bike lanes.
Feedback Map	
Feedback Map	
Feedback Map	
Feedback Map	
Feedback Map	
Feedback Map	Traffic lights and calming devices are needed from Davis Ln. to Wm. Cannon to control the speeding and increased volume of traffic. The street was originally one lane in each direction with a bike lane. The street was a minor arterial/ neighborhood with a speed limit of 35mph. From Manassas and Wm. Cannon northbound, the driveways face the street. It is dangerous to back out . cars have crashed into homes, mailboxes, and the median. One death was reported. The Jan. 2017 ATD traffic study at 7000-7003 West Gate shows that cars speed almost 10 miles above the posted limit of 35mph; also, the volume increased by 30% since 2012 (16,293 cars peer day). There is danger for school buses, capitol metro, and trash and post office trucks. There no pedestrian crossings or bicycle lane. I recommend to reduce the speed limit ait was before 2012 (30mph). Also, should classify West gate as a minor/neighborhood street as it was previously. Consider making section from Manassas to Wm. one lane/bikelane

Source	Comment
Feedback Map	
Feedback Map	
Feedback Map	Reduce speed limit to 30mph, and install calming devices along West gate
Feedback Map	
Feedback Map	need light and calming devices. cars are using Manassas a short cut from Manchaca and davis lane through Seminary Ridge to enter West gate. Traffic and speed has increased since the City extented West Gate from Davis to Slaughter. Reduce sped limit to its original speed o 30mph. install speed bumps. Make west gate a minor?neighborhood street, as it was built originally.
Feedback Map	People living on the east side of West gate from Manassas to Wm. Cannon face dangerour as the try to back out of their driveway. Speding cars and increased volume since 2012, when the City extended West gate from Davis to Slaughter. The speed limit was increased then. Many incidents have occered, includin cars running ito homes, mailboxes, and hitting trees in the median. People living on the west side of west gate(ABC..streets) are in danger as they try to enter West gate and go north. Itersections at manassas, Inridge, Fentonridge are dangerous. Also, School buses making turns, mail delivery cars, capitol metro buses, and trash trucks face danger from many speeding cars. Pedestians and cyclists are also in danger since ther are no crossings or bike lanes from Davis to Wm. Cannon. Nedd sped bumps and more warning lights. Also, at night visibility is bad from Manassas to Wm. Cannon since ther are no strret lghts norhbound on West gate..
Feedback Map	Need this desperadly. Too much traffic end speeding . Need to add a pedestrian crossing. Need warning sghns north of Manassas since Metro Acces buses stop doften nearby to load people fro home for disabled. School buses also make turns and stop on Manassas. Reduce speed limit.
Feedback Map	
Feedback Map	I also agree with other improvents recommended by other people.
Feedback Map	Need to manage speeding and increased traffic volume. Should also reduce speed limit to what it was before 2012 when the City expanded West gate from Davis to Slaughter. Cars now use Manassas short cut thru neighborhoods to acces West gate. ter
Feedback Map	
Feedback Map	
Feedback Map	Agree and also with additional suggestions from others.
Feedback Map	A trffic light is needed.According to ATD traffic study (Jan. 15, 2017, MLK holiday) he volume of cars increased by 30% and the cars are speeding almost 10 miles above the posted sped limit of 35mph. Need to reduce the speed limit to 30mph as it was before 2012 when the City extended West gate south of Davis to Slaughter. From Manassas to Wm. Cannon, we need night lights to improve visibility. Intall calming devices and speed bumps. Make West Gate a minor arterial as it was originally with one lane in each direction with a bike lane
Feedback Map	
Feedback Map	Also, install calming devices from Manassas to Wm. Cannon.
Feedback Map	
Feedback Map	I agree with other comments.
Feedback Map	

Source	Comment
Feedback Map	We need a traffic light at Manassas Too many cars and car speeding make West gate a dangerous street. Need to reduce speed limit to 30mph Need calming devices from Manassas to Wm. Cannon. Need to fix sidewalk at the east side of West Gate from Manassa to WM. Cannon. Change West gate from major arterial to minor/neighborhood street from Manassa to Wm. Cannon. It was originally built as a minor arterial with one lane in each direction and a bike lane. Consider installing other traffic light at intersection with Fentonridge. thereis a dangerous blind curve nearby, north of Manassas. Buses, mail delivery, and school buses are in danger from speeding traffic and Increased volume since 2013.
Feedback Map	
Feedback Map	
Feedback Map	Need traffic light and other calming decvices from Manassas to Wm. Cannon. Too many cars and speeding make it dangerous for people living on West gate and people living on the ABC... streets trying to enter West gate.
Feedback Map	Need a traffic light. Need to consider the other recommendations made by other people, such as reduce speed limit and install speed bumps. Should make West Gate a minor arterial.
Feedback Map	
Feedback Map	
Feedback Map	
Feedback Map	
Feedback Map	Need to fix sidewalks to make the ADA compliant. From Wm . Cannon to Manassas the sidewalks on the east side are uneven / crumbling and not ADA compliant.Need also to add calming devices to slow down speeding traffic and make it safer for pedestrians, bicyclists, and people living along West gate.
Feedback Map	
Feedback Map	I also agree with other improvements recommendet by other people. Need traffic lights and calming devices to slow down speeding cars and make it safer for people living along , near , and traveling on West gate. People are using West gate as s short cut from Manchaca, Brodie , and Slaughter.Capitol Metro buses , school buses, trash tracks, and post office cars face danger from speeding cars. Need to add calming devices to discourage people from using West Gate as a short cut.
Feedback Map	
Feedback Map	
Feedback Map	
Feedback Map	There are no kike lanes. There eare bike lanes , but the City converted them to a car lane. Cyclists are in danger from speeding cars and the increased volume since 2012 when the City extentend West Gate south of Davis to Slaughter. Need to add warning signals for cyclists, pedestrians , and bus stops. Add calming devices.
Feedback Map	
Feedback Map	Also, need to install calming devices such as low height speed bumps. Need to build pedestrian crosswalks from Davis lane to Wm. Cannon. Need to reduce speed limit and add warning signs from Manassas to Wm. Cannon. Driveways of homes on the east side of West Gate (Wm. cannon to Manassas) face the street and residents are in danger as they try to back out . Cars go too fast and more people are using this segment of West gate as a short cut from Manchaca, Brodie, and Slaughter.

Source	Comment
Feedback Map	Need to slow down speeding cars. People living on the west side of West gate from Wm. cannon to Davis (ABC..Streets) have difficulty crossing West Gate to go north. Car are speeding and more cars are using West Gate since 2012 when the City extended West gate south of Davis to Slaughter.We testified against doing this at a cost of 8.5 million dollars. We also pointed out the problems that would cause to traffic and homes on West gate. Nobody listened. Instead the City increased the speed limit to 35mph and did not add any traffic lights, calming devices, or pedestrian crossings. Need to add turn bays at intersecting streets (south bound West gate) from Wm. Canno to Manassas.
Feedback Map	I like to share data from the Vision Zero Input Map that was launched in 2017 by Austin Transportation Dept. For my neighborhood area, Manassas to Hidden Oaks (near my house), 78 comments were made regarding safety issues.: " people speed " received 38 votes; another 31 were a combination of issues (undfined); and " people have to cross too many lanes/too far" was third(8 votes). From Hidden Oaks to Wm. Cannon, 30 comments on safety issues were made. So, from Manassas to Wm. Cannon a total of 108 comments were made. Of these, 48 were for " people speeding". I hope that ATD will consider the safety issues identified on the Vision Zero Input Map. From Manassas to Wm. Cannon we have a major problem with speeding cars, increased volume, no pedestrian crossings, no traffic lights or calming devices. Need traffic lights , one at Manassas and one at Fentonridge.Need to reduce speed limit, nstall calming devices, and pedestrian crossings.
Feedback Map	great news, finally. On november 2012, our Shiloh Oaks Neighborhood Assn. (SONA) which includes the east side of West Gate from Wm. Cannon to almost Cameron Loop, asked the Austin Transportation Dept. to install a traffic light at Manassas and adress other concerns, such as speeding. SONA invited ATD staff to speak to our neighbors in 2012 , about the extension of West Gate south of Cameron Loop, pass Davis, to Slaughter. We expressed our concerns about the impact from increased volume of cars and speeding. Also, people who live long the east side of West Gate (Manassas to Wm. Cannon) about the dangerous situation backing out of driveway, no turn bays (southbound), no pedestrian crossings, cars running into mail boxes and homes, etc. Need to add calming devices, speed bumps, and other warning signs. From Davis to Wm. Cannon ,sidewalk needs repairs . Reduce speed limit. West gate was a minor/ neighborhood street with a one lane and a bike lane in each direcrion.
Feedback Map	Need this traffic light and others at intersections from Davis lane to Wm. cannon. Need to slow down speeding cars. Need calming devices, speed bumpe, and more caution signals. Scool buses use West gate and make turns at various streets such as Fentonridge. Aschool bus stops on West gate south of Wm. Cannon to pick up students. A Metro Acces bus stops to load disable people just north of Manassas, nera a dangerous blind curve.
Feedback Map	Also, need to consider the recommendations by others to add calming devices, reduce speed limit, add pedestrian crossings, add trffic lights and fix sidewalks from Wm. cannon to manassas.
Feedback Map	
Feedback Map	Also, need to add calming devis, speed bumps, anther traffic light at Fentonridge; add pedestian crossings and additional warning signs; make West gate a neighborhood street

Source	Comment
Feedback Map	Also, the West gate segment from Manassa to Wm. Cannon should be high priority. Need to deal with "speed demons" that endanger our lives . Here is a June 17 , 2017 post on Next Door by the family living at 7403 West gate (across from Fentonridge St.): " Anyone else fed up with people speeding down West gate!?!? I won't allow my kids in front yard due to this and I am not talking about going a few mph over the speed limit!!...Slow down, live and love life you only have one and it would be horrible to lose it or take someone else's all because you want to do 60mph down a neighborhood street" Twentyeight (28) people responded that there is " absoluty" a speeding problem and offered suggestions : reduce speed limit, add light at Fentonridge, add speed bumps; add pedestrian crossings; add turn bays at intersections (south bound); make our street a neighborhood street as it was originally constructed; limit volume of cars using our street as a shortcut . a short cut post on
Feedback Map	Make West gate from Manassas to Wm. cannon a neighborhood street. Add speed bumps, calming devices and additional warning signs for school bus turning , post office car, and metro buses . Add pedestrian crossings. add turn bay at intersecting streets (southbound) Fentonridge, Deering hill, and Jorwooda. Reduce speed limit.
Feedback Map	This is such a dangerous strip of road for drivers and even the occasional crazy biker. Would love to see widening + bike path/lanes.
Feedback Map	it needs a plan - this is a major road and it will get a lot busier
Feedback Map	This is heavily traveled roadway - needs to be expanded to 4 lanes.
Feedback Map	yes!!! Please make this road wider! It is so dangerous how it is and so many construction trucks use it. It only take a split second and someone crossing the middle line... Also, so many drive SO FAST on it. If you have to slow down to turn into a neighborhood you just cross your fingers the person behind you is gonna slow down and not hit you. I fear for all the kiddos who have to ride on the bus on this stretch of road.
Feedback Map	Need sound barriers for those living near 1826 to reduce the impact of motor sounds.
Feedback Map	Now that 1826 has been expanded in Hays County and more homes will be built out that way, these improvements are much needed.
Feedback Map	Expansion of 1826 is already long overdue.
Feedback Map	This road is desperate for expansion between Hwy 290 and the Hays County line. Two lanes in each direction with a center turn lane along with a bridge over the low water crossing would be great! Long overdue!
Feedback Map	I would much rather see efforts put into widening 1826 than widening Escarpment. The roadway now is so narrow and feels dangerous when wet or dark, especially during rush hour traffic. Widening to four lanes would give a boost both to its safety and to traffic flow in the area!
Feedback Map	Not only does this road need to be expanded to accommodate the growth, there also needs to be a bridge over the creek that keeps flooding that closes this road down during each rain storm.
Feedback Map	This expansion makes sense and feels necessary for safety and mobility
Feedback Map	This road is a disaster and construction has only made it worse. . very dangerous. Needs to be expanded and fixed. keep in mind a middle school is right at the corner of 1826 and Slaughter. Bike and Pedestrian friendly options would be much appreciated.
Feedback Map	
Feedback Map	The sooner the better. Is really needed
Feedback Map	This is a high-priority need.

Source	Comment
Feedback Map	This expansion needed to happen 10 years ago. This roadway is dangerous. With many new neighborhoods being planned in this area, it is only get to worsen quickly over the next few years.
Feedback Map	This needs to happen today!
Feedback Map	Expansion does not make sense - we don't want to accommodate growth here.
Feedback Map	This road is a bit dangerous. Many cars travel here and the road is too narrow for the traffic and speeds.
Feedback Map	This road is too narrow for the amount of traffic it gets. Scooters and cyclists run me off the sidewalk everyday. There needs to be a dedicated / protected bike lane, but i don't know that the road is wide enough to accommodate that. The traffic often backs up at Walter Seaholm and W 2nd because of the back up at W 2nd and Cesar Chavez. Consider removing the street parking along on the west side Walter Seaholm between W 2nd and W Cesar Chavez. Use that space for cars to be able to turn onto Cesar Chavez. Having one lane each direction at that light isn't cutting it.
Feedback Map	This trail also needs to connect into the Wooten neighborhood, thereby helping travel from Wooten to North Lamar Transit Center.
Feedback Map	Please do not add capacity for more traffic here.
Feedback Map	Don't add more capacity for automobiles. Add protected bike lanes, better sidewalks, and transit-only lanes.
Feedback Map	Adding six car priority lanes to this corridor is a bad idea for Austin. This will cause so much traffic, so much sprawl, so many crashes, so much climate change. Please reconsider using better regional growth forecasting and smarter scenario planning. At the very least, please make sure that we have a meaningful analysis of the induced demand this proposed doubling of car capacity will do in terms of traffic, induced car dependent housing decisions, crashes, climate change, and costs.
Feedback Map	This roadway desperately needs expansion. The road will not handle the expected growth of Cedar Park and Leander with the current number of lanes. The congestion commuters face now is terrible, so expansion of this roadway will help tremendously.
Feedback Map	sidewalks and bicycle facilities will help reduce traffic congestion
Feedback Map	While I think most of the improvements are good, I don't think that adding 'variable lanes' is good for Austin. What this means is an extension of toll roads up 183. It is bad enough that taxpayers have to pay to use MoPac toll road and 183A but when are we going to realize that our taxes should be paying for these roads without having to create toll roads?
Feedback Map	I am not a fan of variable lanes as a taxpayer
Feedback Map	Please use decongestion pricing for all lanes of this facility to get rid of congestion and allow for efficient bus transit instead of adding more lanes which will cause more traffic.
Feedback Map	The added lanes are needed NOW.
Feedback Map	Do not add car lanes. Also, a problem with the current 183 project has been removing ped/bike access during construction before the new bike/ped infrastructure is in place (e.g. at 51st St. connecting to Southern Walnut Creek Trail). Please make sure projects are planned appropriately so that bikes/peds do not lose access options temporarily or permanently
Feedback Map	Those who say that adding lanes will relieve congestion are wrong. Look up "induced demand". 100 years of data show that adding capacity encourages more driving, which then brings congestion to its former levels. The only way to address congestion is by improving more space-efficient modes (transit lanes, protected bike lanes, sidewalks) and by turning current "free" lanes into toll lanes, which uses market mechanisms to induces rational driving behavior.
Feedback Map	more lighting

Source	Comment
Feedback Map	Thrilled to finally have a sidewalk on the South side of this street and the bike lane on the North Side!!! Very much appreciate the contracting engineer working with us to push the bike trail to the back of the right of way so we would feel comfortable with our kids being on it and not being practically on top of the road when they are trying to bike. Thanks!
Feedback Map	Speed limit needs to be reduced on this section of roadway. There are many accidents at the intersection of Slaughter and Escarpment with cars speeding thru the east/west Slaughter. There is a lot of traffic on this section of Slaughter (including teen drivers) with a middle school at one end and a high school at the other end.
Feedback Map	I do not recommend turning escarpment blvd in the Circle C community into a 4 lane highway. It is already a 4 lane highway north of the slaughter lane intersection. Also I do not recommend having South Bay Drive connected to South Mopac. This would ruin our suburban neighborhood and increase cut through traffic and increase auto accidents in our beautiful neighborhood
Feedback Map	Escarpment blvd between Slaughter and sw45 should not be modified into a four lane road. Improvements already in progress along Mopac South and the much needed improvements to 1826 will reduce traffic on Escarpment.
Feedback Map	This will ruin our quiet street and neighborhood and will not improve traffic flow.
Feedback Map	This change will make it much more dangerous for my children to walk to their elementary school or ride their bikes through this intersection.
Feedback Map	There is already too much non-resident traffic on this road. Increased lanes will increase volume, (and noise) plus speed will tend to be increased as faster cars pass cars doing the speed limit. Just repave the intersection which is more like a war-zone than city street. Also having smart signals would help.
Feedback Map	There is no need for 4 lanes on Escarpment. Traffic will be terrible as it stands right now, there is only traffic at rush hour. Plus, 45 is a mile away so why make this gorgeous neighborhood ruined by adding more lanes, more traffic and not letting anyone that lives in this neighborhood feel safe walking or riding bikes. not necessary. this isn't los angeles
Feedback Map	Expanding Slaughter Lane to 6 lanes does not fit a road that ends at a T intersection (1826). You have a middle school near that intersection therefore making it a danger to kids coming and going. Traffic is light most of the day. Widening infringes on safety. Since the diverging diamond intersection was constructed, backed up traffic at MoPac has decreased. Keep our established oak trees/landscape in the median alone. Widening will make it more difficult for joggers and bikers to safely cross Slaughter Lane while on Escarpment Blvd.
Feedback Map	Becoming a busy cut through for traffic from highway. Need sidewalks.
Feedback Map	Growing community, increase in traffic, and a lot of young kids in the area, including my own, we really need sidewalks!
Feedback Map	I think if this area ever is redeveloped, it would be useful to have a new roadway through here. The Central Market trail does provide pedestrian and bicycle connectivity, but it is not an Urban Trail due to surface material. A roadway, or in general any paved path through this megabuck would increase bike connections through the area and mean a new east/west connection off of the busier more major streets of 38th and 45th.
Feedback Map	How will this affect traffic; will there be lights at 43rd and 40th and will the light at 41st be eliminated? 40th is currently being used as a through street in HPNA even though it basically stops at Duval. We already have a lot of problems at that end due to parking on both sides of 40th which makes it impossible to turn into 40th because of traffic waiting to turn onto Duval when parked cars are on both sides of the street. I can see this becoming a bigger problem unless addressed before new street is put in place.

Source	Comment
Feedback Map	4-3 road diet along all of South First. Add protected bike lanes.
Feedback Map	This will help so many people in southwest Austin!
Feedback Map	Airport blvd from i35 to the river would benefit hugely from synchronized lights a complete sidewalk bike lane and median/buffer space. In it's current state it is not conducive to pedestrian centric development and needs to be re-worked in order to emphasize that it is not in fact a highway.
Feedback Map	There is a bottleneck on 183 south bound (past Burnet Rd) right-most lane and the traffic trying to merge into 183. Basically at that point 183 makes a turn, so traffic on 183 do not realize that there is traffic merging into the highway (the arc prevents you from seeing this until it is too late). This causes traffic to almost halt to a full stop in that merging point. If 183 drivers knew that there was incoming traffic merging they would try to switch to the center or left-most lanes, allowing incoming traffic to merge easily on the right-most lane.
Feedback Map	Protected bike lanes would be great on this major N-S connector. Unprotected bike lanes would be useless.
Feedback Map	A raised median would be beneficial. N Lamar intersection with W 5 and W 6th have high pedestrian traffic. Vehicle traffic is often delayed because vehicles are giving pedestrians right of way to cross. Consider creating a way for pedestrians to access/cross these intersections without traffic delays. A raised pedestrian bridge over w 5 th and w 6th along N. Lamar as well as a raised pedestrian bridge over N Lamar along W 5th and W 6th would alleviate the traffic issues and improve pedestrian safety.
Feedback Map	Need to slow down traffic speeding. It is a dangerous blind curve. Need to install calming devices.
Feedback Map	I support the dedicated transit extension.
Feedback Map	Like the idea of dedicated transit pathway!
Feedback Map	Lots of people walking through the grass to get to Blue Genie and the Brewtorium, sidewalks need to be completed!
Feedback Map	This is a good idea but will require thoughtful redesign at the Oak Knoll @ Jollyville intersection since this will further increase the traffic cutting across Jollyville to bypass 183. Oak Knoll will also need traffic calming to mitigate additional traffic cutting through to access this road from Great Hills. It may make more sense to purchase the private land between the western Jollyville terminus and Spicewood and add east-west capacity there.
Feedback Map	No.
Feedback Map	Remove 2 car travel lanes, add protected bike lanes.
Feedback Map	We need a light up trail for kids crossing the Dove Springs District Park to go to Widen Elementary and Mendez Middle School from Mesquite grove rd, Black Jack, George St. Walnut Grove.
Feedback Map	There are still speeding issues at Turtle Creek and Woodhue. Please install a stop sign or other speed mitigation solutions.
Feedback Map	This should be higher priority because it is the only access for people walled up in interstate apartments. Can save AISD a bus route. Work with apartment on CPTED/gate.
Feedback Map	
Feedback Map	We need better pedestrian crossing facilities so badly. It's horribly apparent how much the I-35 corridor prioritizes cars over peds when you try and cross under I-35 here. The walkway under I-35 is unmarked, dirty, and trash-ridden. It feels neglected. Crossing a three-lane street with a 20 second timer also doesn't feel good. Build for peds. Peds make the city.
Feedback Map	Proper bike lanes are desperately needed here
Feedback Map	this is the kind of connectivity we need all over the city! i love it!

Source	Comment
Feedback Map	The AAA bike network would be such a benefit on Ave F especially as it connects to the bike/ped bridge on Skyview leading to Guadalupe. This street gets a high amount of cut through traffic due to the light at Ave F and Koenig. It would serve both AAA and the neighborhood to implement traffic calming as well.
Feedback Map	Bike network needed in Ave F! It is a heavily used road for pedestrians and cyclists, doe to connection between north of 2222 and access to Hyde Par/UT/downtown. Neighborhood association has great concern around Avenue F due to poor design and speeding cars. WE have had councilmen and ATD come out to meetings to discuss.
Feedback Map	
Feedback Map	
Feedback Map	This provides no information about when, where, or if missing sidewalks will be completed.
Feedback Map	Improve the intersection so that peple from can enter West Gate to go north. Cars speed and the volume has grown since the City extended it to Slaughter in 2012. Reduce speed limit and add speed bumps. Add yellow flashing lights.
Feedback Map	
Feedback Map	I agree with other comments. Need to do something about the dangerous blind curve. Cars hvae run into homes in this area. Add speed bumps and flashing lights. Reduce speed limit.
Feedback Map	Need to add a turn bay (southbound) so cars can safely make turns. Also, need to add speed bumps and calming devices to help us enter West Gate. Traffic backs up from Wm. Cannon and make s it almost impossible to cross and go north on West gate.
Feedback Map	
Feedback Map	
Feedback Map	
Feedback Map	
Feedback Map	Reconnect 2nd St. across I-35.
Feedback Map	8th Street needs sides walks!!
Feedback Map	Isn't this private land? If not, the City should also have the land lord remove the Private Property - No Trespassing signs, which have led many drivers to conclude that they cannot use this road.
Feedback Map	Please add a pedestrian signal and crosswalk here. Most people cross Comal after disembarking MetroRail at Plaza Saltillo. Pedestrians are forced to cross Comal without any crosswalk, signage, or indicators whatsoever.
Feedback Map	The east-bound bike lane requires cyclists to cross two lanes of 50 mph+ traffic, and is extremely dangerous, even for experienced cyclists.
Feedback Map	The bike and pedestrian lanes need to be far away from fast moving traffic. This is a major road corridor and with Apple coming, it needs to have even more lanes for cars, not bicycles.
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	Fix the intersection at N Lamar and Morrow to allow east-west vehicle cross traffic in both directions.
Feedback Map	After improving sidewalks on both sides of Morrow, the porkchop on Lamar should be removed in addition to the Morrow gate.
Feedback Map	I'm hopeful that the resarch campus can be made more walkable and bikeable, especially with the rapid bus serving the location now.
Feedback Map	Critical bike infrastructure.
Feedback Map	A raised median would be beneficial in additional to improve streetscape and street trees. Dedicated and protected bike lanes are critical. Buses need to be able to pull off primary lane to prevent traffic back up during load/unloading

Source	Comment
Feedback Map	This is a small, quiet cul de sac. Additional sidewalks are not needed and would be a waste of taxpayer money.
Feedback Map	Signal at Powell/Lamar. (This is way more important than at Powell/Georgian.)
Feedback Map	This area needs work but please do not make us drive up to 46th and then turn back to get to 45th. One thing that could be done now is to lengthen the left turn lane going north under the overpass. There is room to do this by adjusting or getting rid of the median.
Feedback Map	Please provide adequate (separated) bike facilities all along Airport, including a safe way to cross I-35 by bike and also as a pedestrian.
Feedback Map	A right turn lane from east bound Ben White to Woodward from 4pm-6pm may reduce congestion at the exit from 71 east bound. I would really like the exit to be moved farther back but TxDot does not agree.
Feedback Map	I don't know if a signal is warranted here. The wait to turn onto S. 1st is rarely more than a few cars. If there is going to be a signal, it'll be important to stripe Great Britain to delineate a dedicated right turn lane so those vehicles may move through on red. I can see this just making the wait at this intersection worse.
Feedback Map	I hope these are separated with a jersey barrier from cars traveling 50 mph
Feedback Map	Anything to help relieve congestion on Parmer once Apple moves in will be great.
Feedback Map	There's not even a bus line that goes to where Apple's new campus will be! Bad for the local ecosystem, of which there really wasn't that much to speak of.
Feedback Map	How about a fat toll that funds CapMetro, since all of the Westlaker's don't want to pay their fare share while they contribute heavily to car congestion. No more giveaways to Westlake! They aren't even part of Austin, so treat them that way.
Feedback Map	Do not reconstruct here - that is a waste of money, especially since Westlake isn't contributing. Agree with tolls, but wait til the end of the legislative session first.
Feedback Map	Please make this bike friendly, I ride up it every day, but don't ride down Red Bud due to the car backups causing safety issues. Happy to pay a toll on the rare occasions I drive.
Feedback Map	Important and heavily used pedestrian pathway, so missing sidewalks on Guadalupe are a high priority. I also like this for the improvements to bicycle facilities and for the dedicated transit pathway.
Feedback Map	sidewalk to where? this is dumb
Feedback Map	I don't understand this at all. Where is anyone walking in this area? It's right in the middle of Mopac. Waste of time and money.
Feedback Map	Complete waste of resources - a sidewalk to nowhere.
Feedback Map	This street is unsafe for pedestrians. People frequently speed over the 30mph limit.
Feedback Map	
Feedback Map	This intersection is very dangerous when a car is entering Clawson from Southgate Circle. This problem needs far more attention than putting in sidewalks for the dead-end street!
Feedback Map	Despite the yield movement on this street with cars parking on one side of the road, cars regularly speed down this road. Redesigning the street with chicanes and parking alternating on both sides would prevent the "gunshot" view that makes people race down to and up from 6th street.
Feedback Map	If there was a safe way to walk to public transportation, I would attempt public transportation. Cars fly around this bend and this is the only logical path to the nearest bus station from where I live.
Feedback Map	Consider roundabout rather than signal at Georgian/Powell. E Powell dense residential, W Powell industrial. Should not be cut through for truck traffic from Lamar to interstate.

Source	Comment
Feedback Map	A BIKE LANE at this intersection? Ok, but WHAT ABOUT THE TRAFFIC? This right lane should be RIGHT TURN ONLY. This ONE SMALL, INEXPENSIVE change would change the whole dynamic at this intersection. It's obvious no COA traffic "engineers" live near here. Sheesh.
Feedback Map	This street is fine as is without a sidewalk, please spend money elsewhere on improving sidewalks
Feedback Map	The 15th and Trinity intersection going n/b needs re-orientation. The middle lane needs to be a double right turn or a straight/right-turn. Traffic is so bad here that many cars take an illegal right turn from the middle lane because the right lane (the only legal lane to get to the highway) is full of people taking a right onto the first lane to get to s/b I35. It always takes 10 minutes and can take more than 30 just to make this turn. People living on the n/b I35 corridor are getting poor service by the city here
Feedback Map	15th is the only street to connect from I-35 to MoPAC between the Capitol and 38th street. It needs to be a corridor for bikes as well as cars.
Feedback Map	There needs to be a light or different signage at the intersection of Hart and Spicewood Springs. Many left turners off Spicewood Springs disregard those making a left from Hart Lane. It needs to be a light, or a 4 way stop. Right now it is a nightmare. Try negotiating it at 9am or 5pm
Feedback Map	Reject at calls for a signal, they increase car speeds at the detriment of peds/bikes/students. Roundabouts instead.
Feedback Map	traffic moves fast here, but hundreds of people walk this street to get to their apartments. Please add sidewalks on both sides of teh whole street.
Feedback Map	More street connections will help Austin battle its congestion problems and make transit easier to provide.
Feedback Map	Reverse the stop signs and make this a main bike lane. Would feel safer than berkman bike lane.
Feedback Map	I second the comment above. The east west roads double as pass-throughs from Cameron (and folks by-passing traffic on 51st). Reversing the Belfast stop signs would help slow traffic on all of these roads.
Feedback Map	I'm concerned we need to be sure we're reserving ROW for these connections.
Feedback Map	Would have preferred a mixed-use development over a soccer stadium, but a big supporter of increased connectivity. Please make sure any rail station has connectivity on all sides.
Feedback Map	Remove the stupid longhorns between Cherrywood and Mueller
Feedback Map	Please continue protected bike facilities across Airport along Schieffer and Wilshire and provide a safe way to cross I-35
Feedback Map	Remove the Longhorn, reconnect the grid.
Feedback Map	Protected bike lanes! And make sure the protection is high quality, not soft hit posts or buttons.
Feedback Map	I find it confusing that these sidewalks are partly high and partly only medium priority. This neighborhood is dense and has the potential to be very walkable, but needs sidewalks that connect all the way through, instead of little patches like now. Please add sidewalks!
Feedback Map	What is the purpose of this road??? The Parmer Lane SH130 exit is just before this. There seems to be no reason for this connector. No one will use this connector over the Parmer Ln exit. It doesn't gain flow from Parmer Ln itself.
Feedback Map	Managed lanes should include transit priority.
Feedback Map	This redesign will perpetuate car traffic and pollution in core city neighborhoods. Traffic on 35 as an interstate should be routed onto 290 to 183 as a loop, with the current 35 from 290 to 183 designated as a boulevard for local traffic, mass transit priority, and robust pedestrian infrastructure for commuters who don't want to be force funneled onto 35 with a car to get anywhere.

Source	Comment
Feedback Map	We should build a subway here instead over a massive highway. Shift traffic onto 183 and 130 from 35.
Feedback Map	What is the expected vehicle miles traveled impact of the induced demand of expanding car priority lanes here? What will be the traffic crash and death and injury impact of that increased driving?
Feedback Map	Create a loop around the city with 10 lanes for provide access to major hwys. We are the only major city in Texas without a loop. SA seems to have this transportation thing figured out as they are always improving and I have never experience much traffic there even during rush hour. Perhaps consulting them would be beneficial as well.
Feedback Map	Absolutely NO roadway expansion - many people die here every year. This is the 21st century, we cannot keep inducing more driving. IH 35 should be given a road diet, protected bike lanes should be added, and the design speed should be slowed down to at most 35mph, if not slower.
Feedback Map	Please make this a priority to connect south of downtown to the Mopac bike facilities.
Feedback Map	Should consider if we can connect this street to McKalla Place
Feedback Map	Would like to see an upgraded bike lane and bus priority treatments.
Feedback Map	This is redundant and already well served by other bike brides. Spend time & Money elsewhere.
Feedback Map	Would also be great to have a sidewalk for walking. I only live two miles from work but have to drive because of there being no sidewalk or shoulder on the short section of bridge between Boston Ln and 290
Feedback Map	Yes to new connections!!! Please ensure Schwab will comply. Currently they have security guards patrolling and harassing people.
Feedback Map	This needs to happen asap. Calling this a school zone is laughable.
Feedback Map	There are numerous homeowners directly on this stretch of road. There's not room to expand this stretch without seriously infringing on property lines and impacting the home value of these owners. In fact, rather than expanded roadways, the city should consider installing speed bumps around the elbow between Terrilance and Mission Hill. Cars frequently accelerate at this bend and occasionally drive up on the curb and in one case in 2017, the driver lost control, hit a tree and there were three fatalities. I will passionately support such move, and will vigorously advocate for the safety of these drivers and homeowners. I hope the city will do the same, and will respect the wishes of these homeowners.
Feedback Map	The project description is too vague. There is already a traffic light at that intersection. The west side of the intersection is the on/of ramp of the northbound MoPac. This is not a safe place to walk and adding a sidewalk is not going to make that intersection safer. You need to explain what you mean by "adding capacity" is that vehicle capacity or bicycle capacity or pedestrian capacity? Have traffic engineers even looked at this intersection to access its capacity and safety or did someone just look at a map and decide 35th St and this intersection would make a good bike route/ pedestrian crossing? There is already a bike/pedestrian feature island associated with the northbound exit ramp.
Feedback Map	Needs sidewalks. Overparked street b/c of car dealership AND entrance to neighborhood make this super dangerous to walk along.
Feedback Map	This is one of the roughest roads to drive on in the entire city.
Feedback Map	Reconnect 3rd St. across I-35.
Feedback Map	Need to construct two lanes in each direction. A lot of cars come from Manchaca and Dittmar. Too much congestion with only one lane in each direction. a
Feedback Map	Extend the short stub at south end of Pansy to be a very short multi-use trail to connect to Lamplight Village
Feedback Map	4-3 road diet along all of South First. Add protected bike lanes.

Source	Comment
Feedback Map	I'm thrilled for sidewalks on Gault Lane! Since Whole Foods opened, so many people walk here.
Feedback Map	On the other hand, while I know Broadmoor is going to redevelop, turning Gault into 4 lanes with a raised median sounds sort of car centric and anti pedestrian. Let's really make sure this street and intersection is safe for walking!
Feedback Map	Need to add a turn bay (southbound) so that people can make safe turns. Reduce speed limit and add speed bumps. Make West gate a minor arterial .
Feedback Map	It would be great to have a bridge or underpass here. Could also connect to Rosewood Courts through a trail to Poquito.
Feedback Map	
Feedback Map	NO BIKE TRAIL ON WILLIAMSON CREEK. This is an important, heavily populated wildlife area. I ride bikes. I use VC Trail etc frequently. This new trail is NOT NEEDED. The wildlife DO need this space. Please keep Williamson Creek wild! Thank you.
Feedback Map	I like this. More access would improve the condition of Williamson Creek, which suffers from neglect. SW Austin needs more bike infrastructure, and this is a wonderful forward thinking plan.
Feedback Map	The connection to the HnB is not working well. IT is not obvious how a cyclist is supposed to exit onto Enfield when going west from. The signal duration for westbound traffic turning onto Winsted is way too long. Maybe a grade separated crossing(tunnel) is needed to make the connection to the park
Feedback Map	narrow the lanes
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	"No through traffic" for cars not knowing that the street is a cove and speeding.
Feedback Map	I don't see a lot of congestion here. disclaimer, I don't take this path during rush hour.
Feedback Map	It is extremely difficult and dangerous turning left from Vega onto Wm Cannon - with the addition of traffic into and out of medical center on Eiger Road. Now there will be an additional facility at Vega and Patton ranch road that will send even more traffic out onto Vega to Cannon
Feedback Map	Timing of the traffic signal with Red Line trains is CRITICAL! Huge traffic delays at this light and Lamar @ Airport.
Feedback Map	The entrance and exiting of this road are a nightmare. It's easily the scariest part of my day. We need a stoplight here. Patrons from Rudys exiting and entering make living on this road a challenge. Please fix this.
Feedback Map	lol. I'm sure the UT apartment, LCRA, Hula Hut, and Mozart's are going to love the trail running through thier buildings and parking lots.
Feedback Map	Yes, need sidewalks for kids going to Doss and Murchison
Feedback Map	This is a Project Connect Corridor and you should consider transit lanes.
Feedback Map	Second transit lanes.
Feedback Map	I like the idea but am nervous of how it would actually be carried out. Lots of blind turns and fast speeds seem like it could make it very dangerous.
Feedback Map	Intriguing, but would need to understand how. Very dangerous road.
Feedback Map	This is a very wide and dangerous road, a golden opportunity for lane width reductions and a road diet to implement protected bike lanes.
Feedback Map	Narrow the car lanes, add protected bike lanes.
Feedback Map	TxDOT's plan is absurd, destructive and outdated. This should NOT go through as as 12 lane superhighway. Instead, the city and TxDOT should study the viability of the Livable Oak Hill plan put forth by the community, led by Save Oak Hill.
Feedback Map	tTxDOT's plan is absurd, destructive and outdated. This should NOT go through as as 12 lane superhighway. Instead, the city and TxDOT should study the viability of the Livable Oak Hill plan put forth by the community, led by Save Oak Hill.

Source	Comment
Feedback Map	Overpasses are the only way to clear up these intersections. Quit with the 1/2 measures and do what you promised 30 years ago.
Feedback Map	Please do not add single occupant vehicle capacity to this facility. Please convert to decongestion pricing of all lanes to use the free market to properly assign the costs of driving to users, while actually doing the only thing possible to actually reduce congestion. Please consider the safe surface street boulevard alternative put forward by the neighborhood.
Feedback Map	Upgrading the Y to anything like overpasses is the death knell for the Hill Country. Long waits at the Y are bad, but are the only thing keeping everything from here to Fredricksburg becoming tract housing.
Feedback Map	The 290/71/William Cannon intersection cluster is one of the worst designs ever created. Waiting a 1/2 hour to move a half-mile is like being on the Long Island Expressway in NYC. We're in Texas....build an overpass for 290. They're going to build tract housing anyway. The longer this project gets put off, the more the congestion will back up and make already impatient drivers even angrier. The "WHY???" needs to be finally fixed.
Feedback Map	No more automobile lanes. What is TxDOT thinking in this day and age? We know this won't relieve congestion, we know more people will be seriously injured and die.
Feedback Map	While sidewalks are important, we need protected bicycle lanes as well. This is a well used corridor for commuting by bike which avoids Lamar. The roadway is extremely wide and has plenty of room for dedicate bike lanes.
Feedback Map	Sidewalks and bike lanes are needed here.
Feedback Map	This street is super wide and is ideal for protected bike lanes. I live in Brentwood and use Grover on bike and foot to get from my neighborhood to the Triangle area.
Feedback Map	Creek Bend needs speed bumps to help mitigate the speed of traffic cutting through from Pleasant Valley to Dove Springs Dr.
Feedback Map	We need a pedestrian crossing light on for people crossing Pleasing Valley from Creek Bend or Brassiewood dr. to the Bus Stop. Crossing the street is very dangerous.
Feedback Map	Traffic passes by too fast in Creek Bend and Brassiewood and would like for speed bumps to be put on Creek Bend dr. to slow down traffic.
Feedback Map	I got hit by a car going through Pleasant Valley on my bike. I had a green light but the driver didn't yield to me. Not sure what road treatments could get drivers not to hit people on bikes, but they'd be nice.
Feedback Map	Strongly support center running dedicated transit lanes.
Feedback Map	This should be expanded out to a full urban trail, connecting from the North Lamar Transit Center (and its mobility hub) to the Tier 2 urban trail which is shown stretch across here east to west (from Wooten Dr eastward).
Feedback Map	I like the other comment. This should be a full urban trail
Feedback Map	Complete the two-way conversion of Brazos all the way to 11th Street
Feedback Map	Convert one-way direction to two-way direction. More street trees.
Feedback Map	This intersection already feels super dangerous as a pedestrian. "Adding capacity" sounds like making it even more dangerous.
Feedback Map	Road diet, center-running bike lane all down 38/35th street.

Source	Comment
Feedback Map	35h St is dangerous and putting a bike lane and pedestrian "facility" (sidewalk?) isn't going to make it safer. The vehicles are moving too quickly and the sidewalks don't have tree lawns with trees to serve as protective barriers for pedestrians. I never walk on 35th or 38th St if I can help it because of the proximity and speed of vehicles. As a pedestrian I don't mind sharing the sidewalk with bikes as long as they are polite and warn me when they come up from behind me. I don't want bikes on 35th or 38th in the road. Bicyclists will wind up being road kill. For years I rode a bike in Austin, but I gave it up over 10 years ago. It's just too dangerous and with the increase in vehicle traffic and increase in road rage bike riding has become too dangerous. Also, bike riding is not a good mode of transportation for senior citizens.
Feedback Map	Street is in desperate need of improvement
Feedback Map	Convert 8th street to two-way street
Feedback Map	I understand many oppositions, but if this improvement is to be made in the end, I would like the authorities to seriously and thoroughly consider road safety in the area. Like so many others have already mentioned, South Bay is treated as a freeway. There is only one speed limit sign that regulates the traffic between Escarpment and Gotham Glen. There are school bus stops and many young children in the area, and even many children/elderlies cross South Bay Ln and walk to the community mailbox. I would also strongly suggest four all-way stop signs at South Bay Ln and Back Bay Ln AND road surface markings, speed humps, and/or electronic traffic control devices on South Bay Ln between Escarpment and Gorham Glen/Dhalgreen. Again, more than excessive speeding (including speeding bikers) already exists on South Bay Ln, and this has been a big concern for so many years. Having this street extended will only cause it to be worse and put more people in danger.
Feedback Map	I occasionally use this road. Seems like it needs an update and will probably help with overall commute congestion.
Feedback Map	This is a high-priority need.
Feedback Map	Is this road even in Austin?
Feedback Map	Protected bike lanes, wider sidewalks and street trees
Feedback Map	Many cars use Whispering Oaks to access Wm. Cannon. A signal will improve safety.
Feedback Map	45th is just a terrible street for pedestrians. The city has prioritized moving cars through this area. The speed limit is too high, especially with the park along the road. I really have lost faith in the city on this. The corridor needs a lower speed limit, sidewalks that aren't feet from speeding vehicle, and more/safer points of crossing. I love that the city is getting feedback but it means nothing if it doesn't implement any changes and actually make the city safer.
Feedback Map	If there was a safe way to walk to public transportation, I would attempt public transportation. Cars fly around this bend and this is the only logical path to the nearest bus station from where I live.
Feedback Map	I would appreciate any improvements that make it easier/safer to bike from the East Side to downtown.
Feedback Map	Any bike improvements in this area would be an improvement. Prioritize safe highway crossings and connectivity with other bike routes.
Feedback Map	What happened to the signal at Lance Armstrong Bikeway and I-35?
Feedback Map	Absolutely need a protected bike lane!
Feedback Map	Eliminate onstreet parking
Feedback Map	Adding capacity is less important than making the intersection safer!

Source	Comment
Feedback Map	It's hard to tell if you're calling for a new motor vehicle connection here. It says "Improvement: New Roadway". This section should remain a bike/pedestrian only connection. This will continue to encourage more bike/walking trips. If the proposed improvement is pedestrian/bike improvements, I'm all for it.
Feedback Map	Okay, I looked again and it does seem to be included in the "New Roadway" map. It should not be. This will just encourage additional cut-through motor vehicle traffic and induce more demand/congestion. Leaving this bike/pedestrian encourages more kids to bike/walk to Wooten Elementary.
Feedback Map	Convert the street direction from one-way to two-way.
Feedback Map	The intersection of MLK and West is difficult for turning onto MLK from West. The hill obscures visibility of traffic coming from Lamar, and traffic from Guadalupe is always heavy. Consequently, it's often a risky turn, and traffic builds up on West, especially immediately after classes at ACC release. Crossing there is also difficult for pedestrians and cyclists for the same reasons. The map is also missing the two large apartment building on the north side of MLK at Pearl and Rio Grande.
Feedback Map	I think this should be a vehicle, as well as pedestrian and bicycle connection. Austin's lack of street connections all over the City is contributing greatly to its traffic congestion. The lack of connectivity also makes good transit difficult to provide. This problem can only be solved one street connection at a time.
Feedback Map	Seems like a great idea. Is it possible to study impacts re Vehicle Miles Traveled? I imagine this would reduce VMT but it would be nice to know more on this front. And make sure the roadway is as narrow as possible, to keep speeds safe.
Feedback Map	Please consider connecting to River-place / Steiner Ranch trails
Feedback Map	Ideally 2222 would get a road diet and install protected bike lanes. Congestion would not be worsened - this would be reversed induced demand.
Feedback Map	Absolutely necessary for it to be multi-modal. Dedicated transit lanes should be at-ground or below ground, not elevated. The corridor is very dangerous to pedestrians and cyclists so I hope that care is taken to protect those commuters.
Feedback Map	Strongly support center-running dedicated transit lanes.
Feedback Map	All intersections along this corridor should put the safety and access by pedestrians and cyclists as a priority. Please design some form of canopy to protect bike and pedestrian commuters from the elements. Transit, walking and biking should be an enjoyable experience, not a dangerous situation where you need to avoid speeding cars.
Feedback Map	Definitely need transit and safe facilities for biking and walking!
Feedback Map	Narrow the car lanes, add protected bike lanes, add pedestrian islands to long blocks.
Feedback Map	Huh? The area that shows up turquoise on the map already has four travel lanes and cars frequently travel on them at high speed. What this section would probably use most is protected bike lanes for the Doss/Murchison students who use the existing ones.
Feedback Map	
Feedback Map	Especially the section through Wooten. This would help improve access to both Wooten Elementary and Burnet Middle schools.
Feedback Map	Approve!
Feedback Map	An urban trail along this entire rail line would be excellent.

Source	Comment
Feedback Map	The intersectin of Jorwoods and West gate is dangerous. There is a blind curve going south. People cannot see well the oncoming sothbound traffic. Cars have smashed into home and the median at this location. Cars speed and the volume has increased by 30% since 2012(16, 293 cars per day). People are also in danger trying to enter West Gate to go north.Need to install gaution yellow lights, and other calming devices both southbound and northbound. .
Feedback Map	
Feedback Map	Agree with comments by the other person. Need to reduce dangerous blind curve, and add calming devices to slow down speeding cars.
Feedback Map	Why is this road so wide? There is so much oppourtunity here to create a protected highway crossing for cyclists and peds, as well as transit areas. Major oppourtunity.
Feedback Map	This is needed. Consider working with potential development at this corner including a new HEB.
Feedback Map	Need to add a bicycle lane. cars use this street as a short cut to Wm. cannon. Cars speed , even though speed humps wers installed in 2001.
Feedback Map	On north side of W 4th between Lavaca and Colorado, there is not a sidewalk that meets ADA requirements. The sidewalk is raised with stairs. There should be a sidewalk on that side of the road. Also, the sides walks are so narrow on 4th. Please consider removing the street parking in this same area, widening the sidewalk on both sides of W 4th, add PROTECTED bike lanes and street trees.
Feedback Map	Implement dedicated transit lanes now or in short term.
Feedback Map	crossing 15th on a bike is difficult bc if there is no car the light cycle won't change...
Feedback Map	Narrow the travel lanes and reduce the design speed to 20 mph or less. Add physical protections to the bike lane. Convert one-way direction to two-way direction. More street trees.
Feedback Map	This should help alleviate traffic congestion in this area.
Feedback Map	The intersection turning north onto MoPac from Davis Ln is scary! Because of the configuration of the westbound roadway it is hard to tell if cars coming from the east are turning onto MoPac or continuing west on Davis (they have no stop sign) There definitely needs to be a signal here.
Feedback Map	yes please.
Feedback Map	Recommendations for Manassas to Wm. Cannon: Installone light at Manassas and one at Fentonridge; reduce speed limit; install calming devices; classify this section as minor arterial/ neighborhood; conxtruct protected turn bays at intersections on West gate southbound; install pedestrian crossings;reduce to one lane and install bike lane and lane for school, metro, trash,and mail buses;provide better safety for cars backing out of homes on the east side of West gate, whose driveway face the street;install flashing warning lights and signs;install low height speed bumps.According to the January 2017 ATD traffic study at 7000-7300 west gate, traffic volume increased by 30%(16,293 cars perday)since 2012; the cars speed almost 10miles above the posted limit of 35mph.There no lights from Wm. Cannon to Davis(1.7miles).our street has become a short for cars from Manchaca, Slaughter, and Brodie.During 2012-2015 there were 17 reported crashes.On july 22, car hit a tree in the median, 7307. ;
Feedback Map	
Feedback Map	
Feedback Map	
Feedback Map	
Feedback Map	I support the suggestions provided by another person on Dec. 4.

Source	Comment
Feedback Map	Need to reduce the volume of traffic and speeding cars on West gate from Hy 290 to Davis Lane. Make West gate a minor arterial. Need to add pedestrian crossings and bicycle lane. Consider making West Gate a one lane in each direction with a bicycle lane, like you have done on streets such as Becket, Exposition, and Escarpment west of Slaughter.
Feedback Map	I support comments by other respondents
Feedback Map	I agree with other recommendations. West Gate is a dangerous curvy street. Need to reduce speed limit, add speed bumps and calming devices. Consider making West gate a one lane in each direction with a bike lane. Add safe pullout for buses. Add pedestrian crossings.
Feedback Map	I agree with the proposed improvements by other people. Need to control speeding and reduce the traffic volume. Make West Gate a minor arterial with one lane in each direction and a bike lane. From Manassas to Wm. Cannon driveways on the east side of West Gate face the street. Neighbors in those homes face danger every day trying to back out. Similarly, these people going south must make turns to access their homes on the east side. Need to install turn bays going south from Wm. Cannon to Manassas. A traffic light would help.
Feedback Map	Agree with other comments.
Feedback Map	I like the proposed improvements by other people. Need to construct traffic lights at Manassas and Fentonridge. There are no signals from Davis to Wm. Cannon (1.5 miles). Need to add pedestrian crossings from Davis to Wm. Cannon. Need to reduce speed limit and add calming devices, since between Manassas and Wm. Cannon (east side) driveways face the street and residents face danger backing out into speeding cars and high volume.
Feedback Map	
Feedback Map	Need to reduce speed limit. Cars go too fast and the volume has increased. From Wm. Cannon to Davis Lane need to install traffic signal at intersections with Manassas, Fentonridge and possibly other streets. Homes on the East side of West Gate are in constant danger because the driveways face the street. Speeding cars have run into homes, mail boxes, and the median. On July 22, 2018 a car crashed into a tree in the median (7307 West gate and Fentonridge) traveling north. In October a car ran into the mailbox at 7609 West gate, near Manassas. Need to add warning signs so the drivers slow down because school buses, post office delivery cars, and Capitol Metro bus stops.
Feedback Map	Need to reduce speed limit, install traffic lights at Manassas, Fentonridge, and install warning signs. Make West gate a minor arterial and reduce the volume of cars.
Feedback Map	
Feedback Map	Sidewalks from Wm. Cannon to Manassas are in bad shape, with several uneven locations and are not ADA compliant. The east side of West gate is used by pedestrians, bikes, and people at bus stops. Need to repair/replace many sections and make ADA compliant.
Feedback Map	I agree with comments by other neighbors. Install speed bumps. Reduce speed limit. Install calming devices. Install flashing warning lights. Install pedestrian crossings. Change West gate to a minor arterial/ neighborhood street. People drive crazy. I drive speed limit, but I get passed by and honked at by speeding crazy drivers. Limit the volume of cars from Davis to Wm. Cannon.
Feedback Map	
Feedback Map	

Source	Comment
Feedback Map	Agree with other recommendations. Also, need to address narrow car lanes between Wm. cannon and Manassas. This street was originally a one lane stret in each direction , with a median , and a bike lane. The City took away the bike lane ,with no input from us, and created anothe rcar lane (narrow- 10 ft.) Should make West gate a minor arterial , reduce to one lane in each direction , and add a bike lane. Add pull over space at bus stops.
Feedback Map	Agree with previous comments. Also, I like to share data from the Vision Zero Input Map that was launched in 2017 by Austin Transportation Dept. For my neighborhood area , Manassas to Hidden Oaks (near my house) , 78 comments were made regarding safety issues: "people speed" received 37 votes ; another 31 comments were combination of issues (undefined); " people have to cross too many lanes / too far" was third (8 votes) . From Hidden Oaks to Wm. Cannon, 30 safety issues were listed. So, from Manassas to Wm. Cannon a total of 108 votes were cast. Of these , 48 were for "people speeding". I hope the ATD will study the input provided on the Vision Zero Input Map. For Manassas to Wm. Cannon we a major problem with speeding cars. There no traffic lights or calming devices . Need to reduce the speed limit, install traffic lights, and calming devices. Need to build pedestrian crossings. :
Feedback Map	great suggestions by other people. West gate is a dangerous street, especially from Davis Lane to Wm. Cannon(1.7 miles). There are no traffic lights or calming devices. Cars speed and the volume has increased since the city expanded West gate south of Cameron loop to Slaughter in 2012. driveways of homes on the east side of West gate from Manassas to Wm. Cannon face the street. Speeding and high traffic volume makes it difficukt and dangerous to back out of driveway. Many accidnets, including smashing into mailboxes and the median happened. Need to add calming devices, reduce speed limitto 30mph, and add traffic lights at manassas , Fentonridge, and other intersections. Consider making West gate a slow zone from manassas to Wm. cannon. Explore the feasibility of making West gate a minor arterial. Add speed bumps or low height humps. mail box
Feedback Map	Too many cars use West gate as a short cut from Manchaca, Brodie , and Slaughter. Need to discourage rthis. the City has spent a lot of money to widwn Manchaca nad Brodie. Consider adding traffic lights, speed bumps, and reduce speed limit. Thre was a bike lane south of Wm. Cannon , but the City took itawy and made a narrow car lane. Buses, school buses, post office cars are in danger as they make stops or turns. Need to slow down traffic and add calming devices.it away nda made it inti from Mancha
Feedback Map	I support recommendations made by other neighbors.
Feedback Map	Need to fix sidewalks from Wm. cannon to Manassas, especially on the east side of West gate. Pedstrians and cyclists can eaily hit an uneven or bump and hurt themselves. Also , tis not ADA compliant. Agree with other suggestions fromothers.
Feedback Map	
Feedback Map	I support previous recommendations. Also, need to install street lights on east side of West gate from Manassas to Hidden Oaks. Because of trees, street is dark and hard to see at night.

Source	Comment
Feedback Map	Special attention and high priority should be given to the West Gate segment from Wm. Cannon to Manassas. Our driveways on the east side face the street. Speeding cars and 30% increase of car volume since 2013, 16,293 cars per day near my house (7000-7300 West Gate) , creates dangerous conditions backing out of our home or making turns from southbound lane. Cars have crashed into homes (7501 West Gate; and corner of Jorwoods and West Gate) ; cars have crashed into the median last one on July 22, 2018 at 7307;in October 2018 a car smashed into the mailbox at 7609. 17 incidents have been reported 2013-2015.we need traffic lights, speed bumps, calming devices, protected turn lanes. REDUCE the SPEED limit. Restore our street to its original designation,MINOR ARTERIAL/ NEIGHBORHOOD.You turned our bike lane into a narrow car lane, 10ft. Need pedestrian crossings ; need more warnig signs for school , Metro and post office buses; I AGREE WITH WHAT OTHERS RECOMMENDED previously.THANK
Feedback Map	The previous commentator hit the nail on the haed by proposing to give "special attention and high priority to West gate segment from Wm. cannon to Manassas. Several comments have been posted on Next Door complaining about the speeding and dangerous conditions for people living on West Gate from Manassas to Wm. Cannon. Here is a June 17 , 2017 post by the family living at 7403 West Gate, across from Fentonridge Street. : " Anyone ekse fed up with people speeding down West gate!?!? I won't allow my Kids in front yard due to thisand I am not talking about going a few mph over the speed limit!! ... Slow down ,live and love life you only have one and it would be horrible to lose it or take someone else's all because you want to do 60mph in a neighborhood street. " Twnty eight (28) people responded and absolutely agreed that something needs to be done. , such as : reduce speed limit, install traffic lights , calming devices, speed bumps, and make it a minor arterialr
Feedback Map	Do something soon!!!
Feedback Map	Please make this intersection safer for pedestrians. Cars often hurry to get through a short green left turn signal and don't always look for pedestrians who are crossing the street.
Feedback Map	This is needed here. People drive too fast coming off 183 onto Cesar Chavez making this intersection dangerous.
Feedback Map	road should connect
Feedback Map	The trail that is proposed for bicycling and walking that connects Balcones Park area to through the Gracy Farms area on the other side of Mopac should help to connect the highly congested area surrounding Austin Community College Northridge Campus. This would help with the already over crowded parking at that facility. Please consider a path that would help attain this objective. Thank you.
Feedback Map	This trail should be connected to the trails/shared use paths that are currently/in construction along 290 and 183.
Feedback Map	Get rid of the stupid longhorn that restricts mobility in and out of Mueller.
Feedback Map	Fix the hole on the north-east corner.
Feedback Map	I don't believe there is enough traffic here currently to require a light
Feedback Map	There isn't enough traffic here to require traffic light. There is right shoulder to turn right into Spruce Canyon from SH 45.
Feedback Map	There is not enough traffic here to merit a light. It would only cause congestion on 45.

Source	Comment
Feedback Map	I agree with the dissenters here -- no light is needed. A better use of funds would be to provide a right-hand turn lane on SR45 westbound for autos turning onto Spruce Canyon northbound. With a speed limit of 60mph the safest and most common method used by automobiles is to enter the right-hand shoulder -- which is not strictly legal and also a hazard for bicyclists -- but is safer than to slow to 20 in the right-hand lane while cars are piling up behind. A nice, long, dedicated right-turn lane would be cheaper and a better solution.
Feedback Map	This light is not needed. It is also very close to the escarpment light, this will cause a huge backup. I do not understand why this is even considered, you can only make a right hand turn.
Feedback Map	This map is incorrect. Swanee stops at Waller Creek
Feedback Map	Great connectivity for pedestrians and bikes
Feedback Map	This segment needs to exist, and continue the 183A trail from Brushy Creek to Lakeline.
Feedback Map	Dedicated transit pathways are a must-have here. The on-street bike lanes can be sacrificed as majority of bicyclists use the side bridges anyway. That's to be encouraged. Conflicts between cyclists / scooters and pedestrians on side bridges are easily managed.
Feedback Map	I like the recommended improvements, but the transt lanes should be implemented in the near term, not the long term. We need them now.
Feedback Map	Agree with below. Implement transit lanes as soon as possible.
Feedback Map	Pedestrian crosswalk is enough within existing school zone. Do NOT need anymore traffic signals on South Congress. There is an existing CLTL that makes manuevers to/from Congress/Leland possible without new traffic signal. This would delay traffic flow and cause unneeded congestion. Don't waste our tax money here on this suggestion.
Feedback Map	This should be designed and planned for with the Riverside multi modal corridor improvements. This would allow pedestrians to not have to cross traffic to access pedestrian thoroughfare and trail.
Feedback Map	Please prioritize the new bridge of country club creek. This is key to safe bike access between montopolis and downtown.
Feedback Map	yes connectivity
Feedback Map	bicycle lanes need to be added. this is part of my commute from spicewood springs and 183 to downtown
Feedback Map	Jollyville does not need raised medians and limited left turn opportunities. With two bike lanes, center turn lane and two lanes in each direction for traffic is probably what should be aspired to for other streets but it is already present on Jollyville. There is simply too much traffic currently, with more projected with soon to complete and new developments, to consider restricting traffic flow. completing sidewalks is necessary.
Feedback Map	Glad to see Jollyville highlighted as a bicycle high-injury network. Jollyville's infrastructure is extremely dated and is currently only capable of supporting high-speed vehicle traffic. I applaud plans to add new medians, would support proposals to lower the speed limit, and hope that any future development of the corridor provides better support for pedestrians and cyclists. There are stretches of this road where pedestrians must walk over a mile to access a crosswalk, leading many people to jaywalk across 45 mph traffic. Installing pedestrian stop lights like those used along Burnet road would help to improve the safety of those residents.
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	Add protected bike lanes and narrow the streets.
Feedback Map	Northside of Steck between Mesa and Greenslope needs a protected Mixed Use path for Anderson students.

Source	Comment
Feedback Map	crossing Guadalupe on a bike here is an awful experience. Maybe green bike boxes would help in the short term
Feedback Map	Protected bike lanes all along Red River, please
Feedback Map	This intersection is a deathtrap, and yet its still one of the safest ways to cross 35. Traffic should either be forced to turn around at 4th st (creating a continous, always safe crossing - the only in the city except on butler trail) or at the very least a pedestrian hybrid becon needs to be installed to require traffic to stop. Currentl traffic does not see cyclists or peds and regularly go 50mph + through this intersection. During heavy traffic it is nearly impossible to cross.
Feedback Map	Like the other commenter said - the best place to cross I-35 (here) is still horrendously dangerous. No pedestrian signal here? Really? There is also no lighting under the bridge, which is scary at night. This needed to be fixed YESTERDAY. Not in the next 5 years. Someone is inevitably going to be hit here and die. Please, please focus work on this area. I don't understand why this is a long-term project. Austin, stop letting I-35 divide the city.
Feedback Map	With new developments along South 1st and South 2nd, please consider full North-South connection along greenbelt and/or S 2nd to allow bikes/peds to use less heavily trafficked street to move through corridor.
Feedback Map	Please consider creating an entrance onto the westbound 290 service road here at S. 2nd, so vehicles aren't forced to go to Banister to get to 290.
Feedback Map	More car lanes please-All the new homes and the apartments by GoodRanch Homes and All the Construction east of 35 is CRAZY. Please send someone to come from let's say McKinney Heights and try to go west on Slaughter to 35 at 7-9 am or from 4-7pm. Slaughter Lane needs more car lanes and not bike lanes!! Pronto!! Traffic is only getting worst and by East Slaughter being only 2 lanes and then going down to 1 lane as you head east on Slaughter is the work of a GENIUS who is not thinking long term! Bare Minimum it should be 3 lanes on both sides! Ideal would be 4 lanes!
Feedback Map	There are two middle schools on Huntland (one is Pre-K-8th), but it's a 4 lane road with gratuitously wide car lanes. Please narrow it or find another way to slow the cars down.
Feedback Map	
Feedback Map	Hard to tell what you are planning, but agree this intersection is not pedestrian friendly. I have also noticed recently a lot of cars on Barton Skwy taking a left turn onto Lamar when there's oncoming traffic.
Feedback Map	Visibility is poor through this intersection due to the hill, however it's important to maintain the ability to turn left onto Barton Skyway from northbound Manchaca to access Lamar south from this point.
Feedback Map	Deprioritize or remove driving as part of any improvements. Design dedicated transit and bike lanes and sidewalks that are continuous along the corridor. Design for a speed of 20 mph or less. Better pedestrian crossings are needed, with signalization favoring the movement of people on foot.
Feedback Map	Consider a roundabout to limit logjam and enhance flow in this very dense residential area. Also ensure limited cut-through traffic east-west bound from IH35 to Lamar, and south-north bound from Hwy183 to Rundberg.
Feedback Map	8th Street should be converted to two-way street
Feedback Map	The crossing at 4th St under I35 is ridiculously dangerous and needs urgent attention. Traffic must be slowed down (possibly through rumble strips, chicanes, or best a road diet) and dedicated crossing lights must be added.
Feedback Map	PLEASE make this roadway happen. It will provide a much needed conduit to 290 and relieve SWP traffic cutting through on Boston, Vega, and William Cannon. It will also provide more access and quicker response for EMS, fire and police!
Feedback Map	great idea. MUST DO THIS to relieve congestion

Source	Comment
Feedback Map	Much needed for access between 290 and SW Parkway.
Feedback Map	This really needs to happen. South folks are using the Gaines Creek Greenbelt and they have to cross SW Parkway at a really scary spot
Feedback Map	This seems like a great plan to ease traffic and safety.
Feedback Map	Please make this happen.
Feedback Map	Much needed improvement
Feedback Map	Sounds like a great way to ease traffic
Feedback Map	This is really needed. The sooner the better.
Feedback Map	I would like to see a traffic model done to show that this will improve the congestion of SW Parkway. I believe any relief will be relatively short term & not worth the money or environmental impact. Upgrading/widening Boston Lane seems like a better choice.
Feedback Map	really needed
Feedback Map	Greatly needed
Feedback Map	This will improve access to the TC neighborhood and increase theft crime.
Feedback Map	We really need this now that southwest parkway is being developed
Feedback Map	Yes we need this as a way of avoiding treacherous exit from 290 Hwy onto Boston Lane. Will give those of us that exit on Industrial Oaks exit more time to ease into right hand lanes.
Feedback Map	This proposal would improve access to the neighborhood and to major travel arteries. It would also reduce congestion at other intersections used by vehicles. A traffic light will enhance safety, and this will give cyclists a safer way to crossover SW parkway. I'm hopeful that the City will go through with this.
Feedback Map	I like that it will relieve traffic on Boston and SW Parkway.
Feedback Map	
Feedback Map	This needed to be done 2 years ago. Will connect SW pkwy to 290 and provide another access to Loop 1 N and then can remove light at Boston Lane and fill in the median there on SW Parkway so Right turns only into and off of Boston Lane.
Feedback Map	This should be done to take pressure off of the Mopac, Southwest Parkway. 290 interchange.
Feedback Map	This is so badly needed to ease congestion and make it safer to navigate the 290 exit at industrial oaks
Feedback Map	Yes! Please do this!!
Feedback Map	I could see this relieving pressure off of surrounding, smaller roads that are taken to get to Mopac/290. I don't know if this also means a traffic light will be installed at this intersection, too. Crossing Southwest Parkway to eastbound lanes off of Mission Oaks Blvd. could become more challenging. A traffic light may (or may not) slow down traffic, but I think it will be needed if this is approved.
Feedback Map	We also need a cut through from Oakclaire Drive to Old Fredericksburg Rd light (through vacant lot). End of our street is very dangerous.
Feedback Map	This is needed to decrease deadly accidents at mopac/ swpwy. All 290 bound traffic would no longer need to first drive to Mopac. This will save lives! Great idea! But please include a traffic light.
Feedback Map	I echo all the comments that have been made. This would be a very helpful/much needed improvement.
Feedback Map	This should be a highest priority improvement for SW Austin
Feedback Map	This will help ease traffic and alleviate accidents at Mopac and Southwest Parkway. It will also make exiting 290 safer since so many people cut quickly to the right to use the small, insufficient street Boston Lane to get over to Southwest Parkway.

Source	Comment
Feedback Map	This short piece of roadway would have a major positive impact on traffic flow even along the east bound 290 service road in front of Walmart by providing a more direct access to eastbound 290, as well as an alternate access for north and south Mopac. Also it would hopefully provide sidewalks and bike path to get over to Small Middle School and commercial district in that area.
Feedback Map	Yes, yes, yes!!! Please include a stoplight. Very small bit of road can make a huge difference in traffic for Mopac/SW Pkwy, for 290, for Boston Lane. For safety in an area where there are regular accidents, regular backups, and the existing interchange does not support the traffic growth.
Feedback Map	This is a good idea. The traffic at Boston is dangerous. People exiting Mopac or 290 have to cut across 4 lanes to get to Boston/SWP. Small middle school is right there and the 1507 homes and 4000+ people who live in Travis Country are all zoned to Small. The new Violet Crown trail, down Brush Country, has an extension that goes into the Small Middle School lot and could very easily continue to this new road, making the VCT even more viable for those coming from the Southwest to cross over at Mesa lane (in Travis Country) to get to the new pedestrian and bike bridge over Mopac. Currently people are using the Parkway offices private drive to cross against traffic into the Gaines Creek Greenbelt just west of Boston. I've done that crossing - it's dangerous and scary. The new Y to BC trail, from Oak Hill, is going to have a lot more bike/ped traffic down SWP and this would meld nicely into those new transport streams.
Feedback Map	Please do it! We need sidewalk access and better access in general for roadways
Feedback Map	Great improvement idea.
Feedback Map	This extension is a must-have for southwest Austin and will relieve traffic significantly at the intersections of 360, Southwest Parkway and Mopac.
Feedback Map	I support this project and any others designed to reduce congestion in and around the SW Pkwy/MoPac/71 area.
Feedback Map	Will provide access to 290 without having to go through congested lights at Mopac or drive to William Cannon.
Feedback Map	Will increase our safety. Thank you for considering our welfare. Please do this improvement!
Feedback Map	Please do this!!!
Feedback Map	I totally support extending Industrial Oaks to Southwest Parkway
Feedback Map	YES PLEASE! SW Pkwy is getting so congested, definitely need more roads out and Boston lane is NOT the answer.
Feedback Map	Yes Please. SW Pkwy is too congested!
Feedback Map	Please do this improvement! Much needed. PLEASE!
Feedback Map	This would help traffic congestion on Southwest / MoPac greatly
Feedback Map	This would help morning traffic at SW Pkwy and Mopac
Feedback Map	- Put a street light in at Mission Oaks Blvd and Southwest Parkway. - Remove street light at Boston Lane and Southwest Parkway. - Make Boston Lane right turn only on to Southwest Parkway. - No left hand turn allowed from Southwest Parkway when heading west onto Boston Lane. What this will achieve: - Relieves the existing congested traffic from Boston Lane in both directions. - Removes the danger that exists when exiting Industrial/Monterrey Oaks Blvd exit from Hwy 290W (while heading west) and crossing over to Boston Lane to SW Pkwy. -Allows residence of Travis Country to actually be able to leave their neighborhood on foot or bike with access via Industrial Oaks Blvd / Monterrey Oaks Blvd to shopping, schools (Patton Elem and Small Middle), and Westcreek Fields. - Discourages heavy traffic through private parking lots (like Parkwood Complex)connecting Southwest Parkway and US Hwy 290W.

Source	Comment
Feedback Map	Traffic on SW Parkway backs up to Industrial Oaks / Mission Oaks in the evening already. Gives drivers on SW Parkway another option to get to 290 and Loop 1.
Feedback Map	Cannot be implemented soon enough!
Feedback Map	Living in the Travis Country subdivision and writing for our monthly newspaper, I've researched the extension of Industrial Oaks to Southwest Parkway to meet Mission Oaks. Residents here have long seen this as a partial solution to traffic on Southwest Parkway as well as a convenient route to US 290. That the COA is considering this road finally is heartening. Yes, it will take engineering and effort, but it will be worth it. I am an enthusiastic supporter of this new road. It's needed. It's logical. It's feasible.
Feedback Map	This is needed. Please make sure it has bicycle facilities, as currently my ride to work goes off road through this area.
Feedback Map	Yes - this could be very helpful.
Feedback Map	This would solve the issues cyclists have getting across south west parkway and allow those AMD etc. folks to get out to 290 w/o waiting at that horrible light.
Feedback Map	This would help with so much congestion on Boston Lane and Southwest Parkway.
Feedback Map	This would be a great start!
Feedback Map	Thank God, thank you so much
Feedback Map	Please do this.
Feedback Map	This connection has been needed for years!
Feedback Map	please make this happen
Feedback Map	Travis Country residents cannot exit the neighborhood because of the congestion on SW between Republic of Texas and Mopac. Giving drivers west of RoFT gives both groups much needed relief and could possibly prevent a very serious situation where large numbers of residents cannot get out of their neighborhood.
Feedback Map	In sum, Relieves the existing congested traffic from Boston Lane in both directions. Removes the danger that exists when exiting Industrial/Monterey Oaks Blvd exit from Hwy 290W (while heading west) and crossing over to Boston Lane to get to Southwest Parkway. Allows residence of Travis Country to actually be able to leave their neighborhood on foot or bike with access via Industrial Oaks Blvd / Monterey Oaks Blvd to shopping, schools (Patton Elem and Small Middle), and Westcreek Fields. Discourages heavy traffic through private parking lots (like Parkwood Complex) connecting Southwest Parkway and US Hwy 290W.
Feedback Map	This is a great idea. Would improve bike-ability as well as improve access to Southwest Parkway.
Feedback Map	Please do this!!!
Feedback Map	much needed access to our neighborhood, Travis Country
Feedback Map	This would help alleviate increasing traffic on SW Pkwy with very little development.
Feedback Map	This would be great. I hope the COA proceeds with with project.
Feedback Map	This would alleviate several bottlenecks in the surrounding area
Feedback Map	Please do this as soon as possible, very much needed!!!
Feedback Map	This would alleviate congestion on Boston Rd, and on Vega. Those are the two easiest ways to 290/71. It will also alleviate congestion at SW Pkwy / Mopac intersection. All around benefits. Many people already cut through an office area to get to that intersection and onto Mopac north flyover, without having to go through the Mopac intersection.
Feedback Map	Yes, this will be a good improvement to the area
Feedback Map	This will be perfect!
Feedback Map	raised medians are not good. They impede traffic flow and if vegetated are yet another drag on park budget. This is a greatly needed improvement that will GREATLY enhance traffic into and out of Travis Country Subdivision

Source	Comment
Feedback Map	Industrial Oaks Blvd extended to SWP with a traffic light to access Mission Oaks Blvd. would help traffic flow
Feedback Map	Yes, please!
Feedback Map	This really needs to be done. The congestion on Boston Rd. causes increase idling of autos and significant pollution.
Feedback Map	This would help a lot!
Feedback Map	Yes please
Feedback Map	Very much needed to alleviate traffic at SW Parkway/Mopac
Feedback Map	yes, this would help alleviate the traffic at SWP/Mopac.
Feedback Map	Long overdue! This would help very much with traffic by eliminating bottlenecks.
Feedback Map	Would absolutely help our neighborhood
Feedback Map	Currently there is only 1/10th of a mile to cross 2 lanes of traffic from Hwy 290 exit to Boston Ln. This would allow a good half mile to get on the right lane to turn on Industrial Oaks.
Feedback Map	This connection is desperately needed to relieve traffic congestion and increase safety.
Feedback Map	This improvement is sorely needed to ease traffic congestion.
Feedback Map	This would be a safer alternative than Boston Lane from the exit ramp off 290
Feedback Map	This would be awesome. I bet some of the people who turn off 290 onto the frontage road before MoPac (to get to SW Pkwy without having to take Boston) would take the new route thereby easing congestion at the brodie/290/mopac junction.
Feedback Map	I have thought this would be a good idea for quite some time. Improve access to Mopac and 290/71 corridors.
Feedback Map	It really feels like this was always the idea anyway. Those roads almost meet up, looks like the city just ran out of money to make the bridge necessary to get across the little creek at the end of Industrial Oaks. A light there would add so much convenience for the neighborhood to get in and out and for folks on the parkway who are going east to get to mopac/290.
Feedback Map	Please make this road construction a priority! It will greatly reduce traffic safety and congestion in our area. Thank you.
Feedback Map	Great idea! Please do this.
Feedback Map	Yes, we need this connection.
Feedback Map	Great Idea. Will vastly improve traffic.
Feedback Map	Really useful to reduce traffic at mopac / southwest parkway junction during peak hours.
Feedback Map	This improvement is long overdue to reduce traffic on Southwest Parkway and Boston Lane.
Feedback Map	This will help the flow of traffic on Southwest Parkway from Boston Lane. This should have been done years ago.
Feedback Map	This needs to be done
Feedback Map	It reduces congestion at multiple points on southwest pkwy.
Feedback Map	Great idea! Please do this.
Feedback Map	This is would be a tremendous improvement for surrounding neighborhoods.
Feedback Map	I've lived nearby for twenty years. This is long overdue in my opinion. Please make it happen! I hope the plan includes a four-way stoplight at the SW parkway intersection, there is likely to be a lot of north/south traffic.
Feedback Map	yaaasss
Feedback Map	long over due. this will alleviate traffic on boston lane and at the sw parkway/mopac area.
Feedback Map	This would be a HUGE improvement over the current Boston Ln solution for getting to 290 from SW Pkwy.

Source	Comment
Feedback Map	This would relieve congestion on Boston Lane. Please consider adding bike lanes or at least wider shoulders on SW Parkway, too, as it's currently quite unsafe for cyclists.
Feedback Map	Sounds great! It would also be great if we could have sidewalks on SWPkwy!
Feedback Map	This is definitely a MUST for the Oak Hill neighborhood!
Feedback Map	Yes, need real bike lanes from the Greenbelt bike bridge to SW Parkway locations SW Parkway very dangerous for bikes, bad or non-existent bike lanes
Feedback Map	Please do this. I want to be able to bike from the neighborhood and SW pkwy is too dangerous
Feedback Map	Please consider this improvement. Exiting 290 for Boston Lane is life-threatening, each and every day. Thank you!
Feedback Map	this is a very important access idea for an otherwise congested and dangerous path between Southwest Parkway and 290.
Feedback Map	This would be a big improvement
Feedback Map	Support wholeheartedly!
Feedback Map	This would allow bicycle access to schools and shopping for my neighborhood north of SW Parkway
Feedback Map	This will really help us get to schools and shopping w/o having to get out onto Mopac.
Feedback Map	Excellent idea. I support this 100% This has been discussed for quite some time and I'm excited to see it being discussed now.
Feedback Map	Great Plan. I always wondered why that road ended where it did.
Feedback Map	Couple this with the Industrial Oaks bicycle lanes improvement option and this will be an awesome win for everyone around here.
Feedback Map	Big win for the area... congestion leaving SW Pkwy to Mopac is horrible and this could definitely help alleviate
Feedback Map	Should be a no brainer
Feedback Map	Long overdue!!!
Feedback Map	Yes!
Feedback Map	The Boston lane cutoff is so dangerous...very hard to safely get over to turn. This additional roadway would be great!
Feedback Map	Please! This will ease the growing traffic in the area.
Feedback Map	This is very needed
Feedback Map	Yes, need to take this off of Boston Lane for safety and traffic issues.
Feedback Map	This is a no brainer.
Feedback Map	This makes sense. More connectivity between SW Parkway and HWY 290 W the better.
Feedback Map	Yes, yes,yes!!! Please do this. It would be a huge help to the Travis Country residents and get traffic off of Boston Lane which is out of control.
Feedback Map	This would greatly improve the congestion on Southwest Parkway and Boston Lane.
Feedback Map	Adding access from Ben White to SW parkway would allow for less traffic congestion for Travis Country residents across multiple roadways
Feedback Map	Excellent idea. Please make this happen.
Feedback Map	This is a great idea to improve traffic flow, shorten wait times and improve safety. Please implement ASAP.
Feedback Map	This is such an obvious and straightforward fix, it makes perfect sense. Yes please!!
Feedback Map	PLEASE DO THIS. SO OVERDUE AND NECESSARY FOR SAFETY AND SPEEDING UP ACCESS TO MOPAC AND 290 FROM SW PARKWAY!!!!
Feedback Map	This improvement would greatly ease the traffic to and from US290 and Southwest PKWY

Source	Comment
Feedback Map	This would help my commute significantly by providing an option beyond overcrowded Boston
Feedback Map	Yes please!!!
Feedback Map	This extension with sidewalks and bicycle lanes would provide traffic relief and a safe route for pedestrians and cyclists to travel between Travis Country and the businesses and schools south of 290
Feedback Map	I cycle this area and the bike lanes and access would be beneficial.
Feedback Map	Another road that doesn't need to be built in the most sensitive area of Austin. The only reason this is desired is because others in my neighborhood feel their priorities lie ahead of environmental considerations. Southwest parkway, and all of the development in this area should have never been built, do not make further mistakes.
Feedback Map	This would greatly improve access to essential retail (e.g., gas stations and grocery stores) for the neighborhoods off of SW Pkwy
Feedback Map	I like it
Feedback Map	Great idea
Feedback Map	Great traffic improvement and needed in our area.
Feedback Map	Travis Country residents often cannot exit the neighborhood because of congestion on SW Parkway. This is a needed alternative!!!
Feedback Map	Mopac northbound at SW parkway is a bottle neck, access to northbound ramp at industrial oaks/Monterrey oaks.
Feedback Map	Congestion at the Southwest Parkway entrance to MoPac is out of control. Something needs to be done to offer alternate routes and this idea seems the best alternative.
Feedback Map	Where you going to put bike lanes? Can hardly get down the street now.
Feedback Map	A shared bike/bus lane would be a great way to move people to and from the new development at Bull Creek, and alleviate the parking and traffic. The current configuration isn't that safe for 4 lanes of cars.
Feedback Map	4-3 road diet along all of 45th. Add protected bike lanes. Ignore stupid car-only drivers that want to speed.
Feedback Map	Dittmar is a great street for cycling, except for this section between Loganberry and S. Congress. The narrow sidewalk on the north side of the road is relatively new, but it's consistently impassable due to vegetation issues, especially during nighttime.
Feedback Map	these sidewalks are needed ASAP, as well as traffic calming (narrowing, bike lanes) on Northland. Road is much too wide for a neighborhood setting. Also, students, employees of large offices on corner of Montview and Northland, and wheelchair bound folks use this street constantly to access nearby businesses such as HEB. There seems to be an assisted living home nearby as a wheelchair users passes by my office window every 30 min or so. In my month of at this office I have witnessed many near collisions between cars and cars and people. Considering Burnet extremely unsafe for walking and biking, this area is the only way to get around for locals.
Feedback Map	Northland really needs sidewalks - walking down this street beyond the sidewalk that's available from Burnet to Montview feels very unsafe. Cars speed by all the time. Having continuous sidewalks would connect the neighborhood to the HEB shopping center and the Rapid Bus stops on Burnet, and would provide a safer walking environment for the people who live and work in this area. It would be a more pleasant alternative to Allandale Rd.
Feedback Map	It is my hope that Cherrywood Road will include protected bike lanes, as this is a key connection between Mueller and other northeastern neighborhoods to central and downtown Austin. Also, please consider making improvements to the bicycle lane where it crosses the railroad tracks. Currently, this crossing is very rough and dangerous.

Source	Comment
Feedback Map	Cherrywood road needs side walks all the way to wilshire and mueller. it is the best way for the neighborhood to connect to mueller
Feedback Map	Agree on need for protected bike lanes
Feedback Map	It would be so helpful if there were a path connecting Lott and Fort Branch (or Lott and Eleanor) for pedestrians and bikes.
Feedback Map	With increased traffic, the design of the intersection needs to be improved. Currently, traffic must stop on Bellingham Dr, but not Boyce Ln. I would recommend reversing the stop signs so Boyce Ln stops and Bellingham Dr is free flowing to Parmer Ln. As it is, traffic into the Bellingham Meadows subdivision must stop at Boyce Ln (even though there is less outbound traffic from Boyce Ln).
Feedback Map	Long term suggestion: re-route metric onto the current fire station. Connect under 183 at the current U turn there. Connect this to new connector streets south of 183 in Wooten (reconnecting the grid that was interrupted by building 183).
Feedback Map	Another badly needed expansion. This portion of 1626 is severely inadequate for the amount of traffic that now flows through it. Safety is a major concern as well since the speed limit is rather high for this section of 1626 when you take into account the amount of traffic and lack of lanes.
Feedback Map	Please do not expand.
Feedback Map	There needs to be a direct connection between S. 1st St. and Old San Antonio Rd. across 1626. The area south of 1626 here is rapidly developing, and this would be a good way to get some cars off of 1626 and ease congestion in this area.
Feedback Map	Place a Pedestrian Hybrid Beacon for students to use to cross to River City Youth Foundation, a local youth agency that serves over 100 kids weekly.
Feedback Map	Duval is not that nice to bike on, especially considering it is supposed to be a major thoroughfare. the paving/crack sealing is bad. parking in the bike lane is ridiculous. why are people still allowed to do this?
Feedback Map	Need to widen street add make it two lanes in each direction. from Leo to Guidepost.
Feedback Map	In several spots, there is not enough room for two lanes of traffic. Where is the space to put in sidewalks and how many people would ever use them?
Feedback Map	Widen the road. There isn't enough room for two cars to pass most of the time and with the traffic coming through during rush hour, it becomes quite dangerous.
Feedback Map	Road itself needs to be improved, not just sidewalks.
Feedback Map	We need to allow access from west-bound Riverside to Academy Dr. and Newning Ave. This would significantly reduce VMT. We shouldn't increase VMT for the entire community to reduce traffic for a couple dozen houses.
Feedback Map	However, the Local Transit Map is wrong for Bus 7 between Duval/53rd and Ave F/56th. Cap Metro has abandoned the dog-leg from Duval/53rd via 53rd to Ave F then to Ave F/56th. Ave F in this level is impassible much of the day for buses. Additionally, this area is about midpoint for the route so north- and south-bound buses meet between 56th and 53rd. The current Bus 7 route is from Duval/53rd via Duval to 56th and via 56th to Ave F/56th. 56th in this area is also the access to the Texas Gas equipment yard. Walkability and parking along 56th must be considered. Also, if one considers connecting 56th to the Airport Urban Trail Duval/56th would be a great bus stop connector to the trail.
Feedback Map	Complete the road
Feedback Map	Missing sidewalks are badly needed to connect the MLK TOD to the 12th Street transit lines. Hills along this street reduce sight distances for car traffic making it dangerous for pedestrians.
Feedback Map	SOMEBODY please fix and reopen this paved trail for safe north south cycling access!
Feedback Map	Connect the trail, extend it. Ignore exclusionist sentiments to that exclude the public from enjoying this important feature.

Source	Comment
Feedback Map	IMPROVE and EXPAND the only safe way north and south through town.
Feedback Map	I use the Shoal Creek trail almost every day, and I believe that it's a great asset for Austin that should be expanded and improved. Thank you!
Feedback Map	Absolute necessity to upgrade all existing urban trails to make them accessible and passable.
Feedback Map	This is a key trail and it is important that it be maintained along the full length (and extended) without interruptions
Feedback Map	Urban Trails are great, but they are NOT a substitute for on-road bike infrastructure. If Lamar had a protected bike lane, it would be simpler and faster to bike down Lamar than to use the Shoal Creek trail.
Feedback Map	The trail needs to be wider to allow for two way bike and pedestrian traffic and bike route needs to extend all the way to Domain. Trails are useful, but some sharp curves and blind corners limit effectiveness as a commuter bike route.
Feedback Map	Creating protected bike lanes all the way up Shoal Creek will be a great way for more kids to bike to school, and more adults to bike downtown to work.
Feedback Map	nightmarish street for peds and bikes. completely unacceptable for a road in a densely populated and pedestrianized area. This road should be reduced to two ways each way, speedlimit lowered to 20 with speedbumps and chicanes enforcing car behavior. Protected bike lanes in both directions and protected crosswalks at EACH intersection.
Feedback Map	Protected bike lanes are needed here. Also, ensure signals at all intersections (esp. RR and Duval) do not use vehicle sensors that miss bikes.
Feedback Map	This street connection, and all others nearby are sorely needed.
Feedback Map	yes connectivity
Feedback Map	Major obstacle for neighborhood level mobility. This street is far too fast and crossing mid block is impossible. For a neighborhood with so many students and children this is unacceptable. Reduce to two way car traffic, protected bikelanes and sidewalks, and crosswalks at each intersection. STOP planning for cars at rush hour and start planning for people at every hour.
Feedback Map	Speed Bumps and "children at play" sign desired for speed mitigation (Status, not yet started)
Feedback Map	Would love to see some treatment to let the buses through faster.
Feedback Map	There is no need for additional sidewalk in this area. the one side existing provides sufficient access to all neighbors and would not add benefit of access that does not already exist. The homes on proposed area do not want disruption and loss of natural cover in lieu of concrete sidewalk in existing front yard areas,
Feedback Map	Copperfield Dr. is ironically inline with an existing intersection with Parmer just North of its terminus. Further irony is that this dead end is on account of the TX DMV cutting the road off. If Copperfield were extended to Parmer, this would serve the businesses/restaurants at Tech Ridge and Parmer and ease the traffic demands of Yager. If more roads were connected (see Thompkins to the south) instead of cut off or dead ended it would also alleviate one road getting all the cut-through traffic.
Feedback Map	Hopefully this will encourage more kids to bike to Lamar Middle School.
Feedback Map	Please consider putting speed breakers/bumps, narrow the street with additional sidewalks to make it safer for kids to play out... Lot of traffic on this street making it unsafe for kids. Appreciate your consideration.
Feedback Map	Create more safety on Palo Blanco for cross guards crossing students to Mendez Elementary
Feedback Map	Why put in a trail when there is currently a paved trail on the other side of field? Do you need entrances every 100 feet? There is no parking in the area unless you plan on using the private businesses across the street. By the way, there is spring in the general vicinity.

Source	Comment
Feedback Map	Improve safety by reducing vehicle lanes and reallocating space to protected bicycle lanes.
Feedback Map	Desperately need traffic signals with walk signals at corner of 3rd & San Antonio. Can't see pedestrians and there is high bicycle and scooter traffic. Someone will die if we don't get a signal there. State employees from Hobby Bldg arrive before dawn. So do construction workers working west of San Antonio. Drivers and bicycles and scooters and pedestrians - too many variables. Too easy to miss seeing a pedestrian because there's no order to the movement of anything. Put up signs re bicycles & scooters have to yield to pedestrians and obey stop signs. Have signals that alert vehicles to pedestrians crossing the street.
Feedback Map	Signal access from Harris onto 24th is needed, but traffic control (speed bumps or additional stop signs) on Harris will be needed to prevent cars from speeding on Harris and using Harris as an alternate access to MoPac.
Feedback Map	STAFF COMMENT: Staff was provided a comment from a community member with concerns about this proposed project, the proposed traffic light for Harris Blvd. and Windsor Road. Concerns are showcased in the the quoted portion of this comment. "Proposed traffic lights will bring more cut through traffic to Old Enfield and Pemberton, neighborhoods that already suffer from cut thru traffic at all times of the day but especially during the afternoon traffic crunch on MoPac. In Pemberton, we already have problems with people speeding on Harris Blvd especially, a neighborhood street with no sidewalks. The more traffic there is on Harris, the more people will speed. In Enfield, three streets come together on Windsor at 24th St. This will be a rush hour nightmare. Yes, we live in inner city neighborhoods, but our children, walkers, mom's with baby strollers, and pets shouldn't be punished for this by the City's allowing our neighborhood streets to become heavily-trafficked."
Feedback Map	This light and the proposed light just east on Winsor make no sense at all. Is the expectation to help traffic heading to and from campus in the morning and evenings? These two proposed lights are only a couple hundred feet apart?
Feedback Map	Somehow need to slow down traffic that blows through the red light. This is a very dangerous spot to cross on foot.
Feedback Map	No capacity should be added for automobiles. What would that accomplish? We know it wouldn't ease congestion because it would encourage more driving. Indeed, Oltorf needs a road diet along its whole length and multimodal options, such as protected bike lanes, added. 4+ lane roads are inappropriate for urban areas and move fewer people than multimodal streets.
Feedback Map	Protected bike lanes are a must on this street. These lanes must come right up to intersections, even if that means removing turn lanes. This would add much-needed safety for bicycling and would slow down traffic. People on bikes want to spend money at local businesses too; as a cyclist who lives one block away it took me over a year to discover many businesses on this street because it's too dangerous to bike on.
Feedback Map	NO ROADS through the park. There are already too many giant stroads nearby. This is disrespectful to one of the few wild places left in Southeast Austin. You wouldn't propose a road through Barton Greenbelt bc you know the neighbors would be incensed. Don't just force roads through low income areas bc they have less political power.
Feedback Map	We need increased connectivity in South Austin. Design road to minimize impact to park.
Feedback Map	Connecting to the rural areas of south austina and se travis county is ideal for the growing areas down there. It would also provide easy access to a beautiful new park being built. This will obtain traffic quickly however so I'd recommend adding more lanes to stay ahead of the traffic forthcoming.

Source	Comment
Feedback Map	Good lord, is this even in the city of Austin? Crappy biking road because of all the hills (and I used to bike here). Expansion seems unnecessary and wasteful - it's basically built out, and it's in the Barton Springs Zone, so we really don't want more development here anyway.
Feedback Map	Roadway needs to be repaved. Numerous patches has lead to a degraded road.
Feedback Map	protected bicycle lanes on this street are essential for a well-connected bicycle network
Feedback Map	I would prefer that the adding of curbs (which is needed) not hold back the other needed improvements, such as sidewalks and bike lanes.
Feedback Map	Connect Duval as well
Feedback Map	Please do not expand this road.
Feedback Map	Needs to connect to Bratton
Feedback Map	like the idea of improving the sidewalks in this entire segment now that we're seeing a significant increase in traffic as well as the new bus line, but a large portion of this segment would require dealing with grade issues to install sidewalk south of 38.5 st while the segment from Vineland (south) to Airport could improve connectivity through that intersection for pedestrians significantly (reducing the need to cross 38.5 at high traffic times to go east). The sidewalk connection to the "bridge" over the creek by the 7-11 seems like a car/pedestrian disaster waiting to happen (missing curb due to drainage concerns next to speed humps and island). Oh and the fence blocking the end of the sidewalk at the new condos east of the Neighborhood Acupuncture Project is .. well its odd... Finally - wishing city crews hadn't managed to crack the recently installed sidewalk on the northeast corner of airport and 38.5. just a shame to see an investment damaged with such disregard
Feedback Map	Deprioritize or remove driving as part of any improvements. Design dedicated transit and bike lanes and sidewalks that are continuous along the corridor. Design for a speed of 20 mph or less. Better pedestrian crossings are needed, with signalization favoring the movement of people on foot.
Feedback Map	This is the biggest improvement that could happen in connecting our old, established neighborhood to the exciting new developments in Mueller. Our family is so excited to have so many walkable restaurants and retailers but are concerned about the busy intersections that connect the neighborhoods (51st and Berkman). This would provide a shorter and ultimately safer route. We highly recommend this initiative!
Feedback Map	Glad to see that this small but valuable connector is the radar. The Friends of Tannehill Branch Creek have been working with the City, the Church and neighbors to beautify the creek and start a little impromptu pocket park that could get formalized at Broadmoor as a part of this Bridge & Trail connection.
Feedback Map	I strongly support this connection between Windsor Park and Mueller. Currently, the only connection is at Berkman and 51st, which is not a safe intersection for pedestrians and bicyclists.
Feedback Map	Add a right turn only lane to the southbound lanes of Loop 1 frontage road onto William Cannon
Feedback Map	Drastically lower speeds, dedicated bus lanes and protected bike lanes. Eliminate unsafe street parking. This is a main access point for graduate students to campus but today it is incredibly unsafe for low confidence cyclists with the speeding cars and winding roads. All roads leading to campus are low hanging fruit to dramatically improve transit and biking numbers.
Feedback Map	Paint is not an effective deterrent for cars coming off highways and going down hills. people regularly speed 55 mph + here and cut corners through supposed cyclist/car mixing zone. needs concrete and a dramatic rethinking of priorities.
Feedback Map	road should connect

Source	Comment
Feedback Map	Not every street in the Cherrywood neighborhood needs sidewalks; Walnut Ave should not be the priority.
Feedback Map	The Johnson Creek Hike and Bike needs significant enhancements but could be a fantastic amenity with investment. The path is too narrow and has some problematic tight turns and issues with mud. Extend the Johnson Creek path along the Mopac to the north all the way to the Grove.
Feedback Map	The Johnson Creek path needs a grade separated crossing under Enfield Rd to the West Enfield Park/Pool. At the minimum the pedestrian experience at the end of the HnB is awful and unsafe. You should send whatever planner designed it out on a bike to see for themselves.
Feedback Map	There are no gutters or curbs in this neighborhood and it would seem necessary to have gutters and curbs to install sidewalks. As a homeowner, I would prefer to have gutters over sidewalks, as we pay a street cleaning fee but street cleaners are not able to service our neighborhood. Also, sidewalks would require moving existing mailboxes and cutting into existing driveways. Not to mention, the sidewalks go to no-where as they end at the end of a dead-end street and then don't go around the block from Lois Lane into the newer community on Caldwell, as the streets are too narrow to add sidewalks in that community. It would be a better use of taxpayer funds to use this money elsewhere where it can make a difference. It is safe enough to walk on our streets currently without sidewalks as it is a small neighborhood with only one way in and out.
Feedback Map	I live in this neighborhood: this improvement only needs to be from the corner of Oakclaire Ln to School House Rd one side of the street from School House Rd. to 290. This is needed due to several cars that park on the street in front of the duplex units, increase in traffic cutting through the neighborhood, and several kids walking to school.
Feedback Map	Sidewalks along the whole stretch of Parkwood would protect children and walkers from cars and trucks.
Feedback Map	would love connectivity along creek all the way to river.
Feedback Map	Anything you can do to protect pedestrians and cyclists. S 1st is so dangerous and easier access to downtown via a trail would be beneficial
Feedback Map	Several of the crosswalk buttons are difficult to reach, especially for cyclists and people with mobility impairments.
Feedback Map	Please don't turn this into a highway. Make sure to apply equal importance to pedestrian and bicycle commuters.
Feedback Map	Would like to see a PHB along this corridor between 7th and the RR
Feedback Map	The Johnson Creek HnB need investment. The trail is too narrow for two way bike traffic and pedestrians and has issues with mud in the culvert
Feedback Map	This road needs to be 2-way the entire way, as it's used as one regularly. Between a park and an elementary school, we would prefer knowing cars were coming in their lane instead of being surprised by the short-cutters.
Feedback Map	I totally agree with this needing to be two lanes. Looked like it was a one point.
Feedback Map	
Feedback Map	New construction needs to not allow utilities, bus stops or other objects to block sidewalks.
Feedback Map	I live right along this route and would love to have a safer way to bike around the city. It's not clear exactly what improvements you have planned for this route; it would be nice to have dedicated bike lanes, though I'm not clear on how that would work with all of the cars that park along Waller St.
Feedback Map	Cars are constantly parked in the bike lane here. A protected bike lane with parking on the opposite side of the street would make more sense.

Source	Comment
Feedback Map	We need protected bike lanes along Waller St. This is an important connector route and should be all ages and abilities. Block lengths are short here and people can park on side streets. Safety must come first before public space being used to store private property (ie. parking).
Feedback Map	It would be helpful to include "Waller Creek Urban Trail" in each of the pieces/project descriptions. This trail is a great idea. This trail plan begs a unified Waller Creek trail, greenbelt, flood control, flood plain plan. (Wouldn't it be wonderful!)
Feedback Map	Patton Ranch road is becoming a cut through for traffic from the highway. This road passes through and elementary school area. New construction and the medical buildings have led to increased traffic. Please, please install sidewalks, it's a narrow and dangerous road with a couple of sharp corners.
Feedback Map	This is an extremely dangerous stretch of road for pedestrians which include children and parents trying to get to school in the morning.
Feedback Map	This is critical with our growing community around the elementary school
Feedback Map	There should be a stop light here to allow people to make a left and go north on 290. There's a huge mess where 290 stops being a highway.
Feedback Map	
Feedback Map	Safety infrastructure for students crossing Nuckols Crossing to SE Branch Library Widen Elementary or Dove Springs Revreation Center.
Feedback Map	We need crosswalks for people crossing Nuckols Crossing from Village Square Dr.
Feedback Map	While the new bike lanes are a nice improvement, they are still quite exposed to the roadway, and the new traffic calming features are not enough. Traffic is still too fast and too close for this to be considered an "all ages and abilities" bike lane
Feedback Map	
Feedback Map	Sections of this road need a lot more lighting.
Feedback Map	The bike lanes on North Loop need to be wider and protected. I use the sidewalk instead of bike lanes right now for cycling.
Feedback Map	Connect fort branch blvd to Lott ave to allow ortega elementry area residents alternative egress from neighborhood and more direct access to 183.
Feedback Map	Narrow the street and add designated crosswalks and pedestrian islands.
Feedback Map	Shoal Creek needs a real bike lane that does not allow for parking.
Feedback Map	Shoal creek needs a dedicated bike lane! It is my main connector to getting downtown from Spicewood Springs and 183
Feedback Map	I am all for improving bicycle facilities along Shoal Creek Blvd, even if it slightly inconveniences cars.
Feedback Map	A grade-separated path for cyclists under 2222 would be great.
Feedback Map	Bikers and pedestrians need a safe way to cross Shoal Creek Blvd right where the pedestrian bridge lets out of Northwest Park (just south of Greenlawn). Many children who live on the east side of NW park ride their bikes to school and there is no safe way to cross Shoal Creek Blvd anywhere around there. We really like the paved bike path around the tennis courts. Please extend the convenience and safety of it to a signal crosswalk that allows safe passage across that very busy street.
Feedback Map	We need better bike lanes for Shoal Creek without parking in them, but there are too many driveways to put in the one-side protected bike lane with barriers. We just need a wider bike lane on both sides with access for car parking, like on Woodrow near Anderson.

Source	Comment
Feedback Map	I think the redesign should begin with considering the least and most inexpensive solution for improving SCB — one that includes safety for bicycles along with other considerations of homeowners, pedestrians, and cars? Think of it in the shoes of residents and then in the shoes of passers-through. Work closely with the neighborhood associations. The streets are in poor condition, which affects the safety of all. Make the bicycle lanes smooth enough to ride in. Widen them a little, but leave out the posts. Avoid restricting parking. Focus on IMPROVING, and consider smaller changes before massive changes. Maintain the character of the neighborhood. Don't let Austin lose it's charm by installing unsightly barriers throughout.
Feedback Map	Shoal Creek needs protected bike lanes all the way from Lady Bird Lake to Hwy 183 (and beyond). Safety must come first.
Feedback Map	Let's get real, protected bike lanes here! I use SCB to get to the Shoal Creek Trail and would love a safe ride along this shady street.
Feedback Map	We need real bike lanes without parking. I do not feel comfortable allowing my 7 yr old to bicycle on SCB. She doesn't feel safe going in and out between parked cars. Many high up trucks don't even see her. It's not safe for all ages and abilities.
Feedback Map	Please leave Lost Creek alone.
Feedback Map	My apologies....no map depicting transition from s mopac to us w 290 to comment regarding 6 lanes and increased noise concern with deceleration and acceleration at the bend...recommend use of sound absorbing materials as an upgrade...please move comment to appropriate spot at mopac / w290 78735. Thank you.
Policy Survey	I'm not sure what the definition of a real "policy" is, but these just look like goals to me. Nothing is tangible. Great goals, but so what? What is going to actually happen? I am looking forward to increased density, mass transit, and safer pedestrian environments and bike lanes.
Policy Survey	Visually pleasing and interesting document sharing. General and soft goals, so nothing to object to or heartily embrace. OK start on which to put detail.
Policy Survey	The policies are good but there's no discussion on how the City designers and engineering firms will be held to these policies. I see great plans like this always made but never followed.
Policy Survey	The ASMP does not mention resident-restricted on-street parking programs. These programs that limit on-street parking to residents of nearby residences are an outrage. We all pay for streets, including parking spaces. These spaces should not be restricted to residents only, unless those residents pay a reasonable monthly rental fee (\$100-200 per month) to compensate tax payers for providing those spaces. Don't like it? Then store your private property on your own lot. Problem solved. You say you don't have enough room to store all your cars? That is your problem, not everyone else's. Residents do not own the streets in front of their houses.
Policy Survey	Good coverage of important concerns. Many criteria, how difficult to implement?
Policy Survey	Human safety is #1, no question. How is increasing public transportation or high speed public transportation network not your #2 priority? Are you watching how fast Austin is growing? Not too long from now, businesses will think twice about starting or moving here. Today's employers and employees demand increased public transportation.

Source	Comment
Policy Survey	<p>This makes me want to move. One of the biggest issues in Austin is transportation, and the local government is doing nothing to improve it. The biggest issue is that housing is unaffordable in the city center so people have to move farther away. There is not currently sufficient infrastructure to move people more than 5 miles in a reasonable amount of time. Adding sidewalks does not dent the commute time from Round Rock or north Austin. Reducing the number of car lanes to put in bike lands does not make it easier for landscapers to get from job to job. Things that are helpful that Austin has not embraced: 1) More dedicated right turn lanes - sometimes there is a rounded corner that are useful as long as there are fewer than 3 cars waiting at a light, but in many places there are opportunities to extend these farther and it should be done. 2) Sensors in the road for dedicated left turn lanes so there isn't a long green arrow when no one is turning.</p>
Policy Survey	<p>Very satisfied. Appears to take users of all abilities into account.</p>
Policy Survey	<p>Overall I think they are pretty great! I love that you include sections on system design and its impact on safety. I also was excited to see policy 4 in Financial Sustainability, but I am unclear as to what "equitable" means in this case. If it means everyone gets the same amount of money, that is AWESOME. With the amount we spend on roads, spending equal on sidewalk and bicycle facilities would do major things for mode shift.</p>
Policy Survey	<p>I'm concerned about how some of the policies can truly be implemented. I don't believe that we have full buy-in and resources needed to accomplish the plan. In Chapter 7 I am concerned about some of the terminology used. Some of those terms have a certain connotation in certain groups- "historically marginalized" is a term that City uses, not a term that community uses.</p>
Policy Survey	<p>Very satisfied. However, implementation and retrofitting the current infrastructure will be expensive.</p>
Policy Survey	<p>Very satisfied, great all-around focus.</p>
Policy Survey	<p>very satisfied; measures are missing or any mention of evaluation, however. Nor are timelines mentioned. Would be good to have both.</p>
Policy Survey	<p>The drafts are very promising, I hope that nothing gets lost in the implementation. The City of Austin needs to take a good look at their offices and service locations to ensure that these policies are implemented there first. You can't stand for something if you aren't actively practicing it.</p>
Policy Survey	<p>Overall, I think the sentiments expressed are good. But there's a real lack of detail and specific proposals - I wish that ever policy came attached with at least 3 - 5 specific programs that flesh out what is really meant by the policies.</p>
Policy Survey	<p>It includes a comprehensive list of policies, and I agree with them, but it just summarizes existing policies and puts them in one place. The policies as listed are too general and vague. There are no specific programs or projects and no trade-offs between policies. There is no discussion of how much the policies will cost. There is not specific information about how the policies will be implemented. One exception is "small area planning and zoning review processes", which is what we have already been using, and I do not think that is adequate.</p>
Policy Survey	<p>not sure that policy #3 in aviation fits there. isn't that a 'managing our demand' topic?</p>

Source	Comment
Policy Survey	<p>Chapters 2-3 lower rating: promotes bias towards car centric highways through Austin. Historically/ nationally the trend is to revert/ remove freeway barriers.</p> <p>Work closely with partner agencies to ensure that the safety of vulnerable [PEDESTRIANS, BICYCLISTS] is a primary consideration in the design and operation of new highway construction and retrofits of existing highways</p> <p>Locate employment-intensive commercial zones [MANY ZONING CATEGORIES CREATE JOBS — JUST SAY JOB HUBS?] along existing or future public transportation service through small area planning and zoning review processes</p> <p>Coordinate on-street parking and curb management strategies [PROVIDE CLEARER DEFINITION FOR CURB MANAGEMENT — PERHAPS CURB-SIDE AMENITIES, OR SIDEWALK BULBOUTS?] for flexibility and adaptability with future parking and mobility technology</p> <p>Test [PILOT PROJECTS FOR] emerging mobility techniques and technologies to better understand their impacts and opportunities and gather stakeholder input</p>
Policy Survey	<p>Lots of good policy/strategy statements with “something for everyone,” but no clear strategic directives or prioritization. This should clearly lay out: we have to maintain what we have and that will take x%, then we will prioritize A, B, C and D or then we will prioritize this strategy in these groupings.</p> <p>Finally there should be clear outcomes...we will decrease “drive alone” travel along congested corridors or in dense areas by x%; we will reduce crashes on city streets by y%; we will increase these active, healthy indices by z%.</p>
Policy Survey	<p>I am extremely disappointed with the lack of an explicit commitment to dedicated right of way for public transit. I am also dissatisfied that the policies do not call for the elimination of parking minimums in specific areas of the city, and that the policies do not call for the densification of Central Austin to support the use of transit, walking, and biking modes for commutes and other trips. While I appreciate that the plan calls for reduction of traffic fatalities and emphasis on safety, there is no call for aggressive enforcement of these rules on drivers by the Police Department. This will be necessary for real change.</p> <p>Financial Sustainability Policy 4 is, in my opinion, emblematic of the lack of vision in these policies. We do not need to distribute resources equitably between modes - we need to take resources from single occupancy vehicles and redistribute them to public transit, walking, and biking.</p>
Policy Survey	<p>Very. I appreciate the emphasis on modes of transportation other than cars. We need more balance.</p>
Policy Survey	<p>There really needs to be more policy around Transportation Demand and the variety of strategies offered.</p>
Policy Survey	<p>While all admirable items and written well, it seems like these are very nonspecific.</p> <p>What's the firm output of the process besides nice sounding policies to look back at? I'm much more interested in the city putting more hard plans to paper in these areas (sometimes in multiple, varied options vs usually the 1 large plan) for public feedback and choice than drafting polices to point towards that are less concrete.</p>
Policy Survey	<p>I think this draft is excellent! It really covers all of the issues I feel are highly important to the healthy growth of Austin</p>
Policy Survey	<p>I am concerned regarding the "adding additional vehicle capacity" as it does not seem to address induced demand.</p>

Source	Comment
Policy Survey	I would like to see more buses to the outskirts of town.
Policy Survey	Blah, blah, blah....city council spends like nothing and creates affordability crisis then we expect them to fix it? No way. The whole plan really doesn't specifically say anything at all. Political speak only. In the end we will become more unaffordable.
Policy Survey	Very satisfied! I look forward to seeing the changes made.
Policy Survey	<p>Very satisfied, but I think it can go farther toward focusing on active transit.</p> <ol style="list-style-type: none"> 1. Consider subsidizing electric bicycles for residents to encourage longer trips by bicycle. This requires prioritizing protected bike lanes. 2. Prioritize connections, like from campus to Shoal Creek. There is no access point as it stands. 3. Work toward car-free plazas. This allows cafes, open air dining, integration of green space and play spaces into multi-use areas. These are areas friendly to all ages and abilities, not just 20- and 30-year olds. It encourages business, social capital, and walkability. 4. Moving toward more frequent and smaller transit vehicles. Preferably electric to reduce emissions. 5. As 360 plans for renovations, consider adding a protected bike lane on each side. This is a great opportunity for a long distance biking corridor. 6. For teen safety, ask ride hailing companies to reduce age restrictions to 16. This will significantly reduce drinking and driving.
Policy Survey	There is a lot of general language that is hiding the true intent of the ASMP, which is to eliminate driving resources (roads, lanes) and push everyone onto buses, bikes, and scooters.
Policy Survey	ASMP should more explicitly address climate change. Also, please take into account non-traditional commute schedules of musicians and other performing artists.
Policy Survey	Not at all
Policy Survey	The policies seem to be founded on ethereal hopes of what a city could be rather than reality. We don't have people riding busses. We have cars that need to get places. We don't have huge amounts of people riding their bikes to work. We need roads for cars.
Policy Survey	I liked the draft policies a lot, but I would say that I don't think this survey is designed in a way to provide constructive and targeted feedback.
Policy Survey	Slight overemphasis on expanding roadway capacity. We should be moving away from this focus entirely.
Policy Survey	Without a stated goal of phasing out and eventually eliminating private automobile traffic in the core city areas, while explicitly limiting suburban growth, I see little actual change from the status quo in this plan. There are certainly incremental improvements, but these improvements are not adequate to address the immediate climate and health crisis caused by our transportation and land use systems.

Source	Comment
Policy Survey	Overall, these very general concepts are good ideas, but I think the document could use more urgency when describing how the City can reduce car dependence. Single-occupant auto usage and all associated elements: poor land use, pollution, poor safety, and marginalization of non-car users should be the top priority of any mobility plan.
Policy Survey	It seems good. One thing I believe Austin can do RIGHT NOW to improve mobility is IMPROVE TRAFFIC SIGNAL TIMING! I read through the ASMP kind of fast, but I believe I only saw one thing as it pertains to signal timing. "POLICY 5 Allocate signal timing to coincide with modal priorities". This is something lots of people complain about. I feel like big bottlenecks happen because the signals aren't timed. I can go down Riverside at 5 AM and hit every single red light. One after another. Same on Congress. It makes no sense and needs to be fixed IMMEDIATELY! Also, I think Capital Metro is doing a good job. The high-frequency routes are nice. I'd like to see a Cap Metro line go to Georgetown other than just the "Grasshopper" or whatever that service is called. I also think the city should embrace electric scooters as another transportation mode to help connect people from the buses.
Policy Survey	Very unsatisfied!!! What the majority of citizens want are safe and well maintained streets, less shrinking of lanes for bicycle lanes. What we want is to go from our door in all weather comfort to our destinations and find adequate parking next to jobs, entertainment, and shopping. This plan does not address these issues at all. Walking to bus stops, biking, etc. sound nice, but for handicapped, elderly, and those who prefer convenience to "multimodal" transportation, this plan is ludicrous. Fix the potholes, maintain the streets and sidewalks, and stop trying to force those of us who like open space and large lots into rabbit warren apartments.
Policy Survey	I continue to be disappointed in the lack of vision for mobility in the city of Austin. In the ASMP Draft Maps, there is nothing to reflect the addition of rail in south Austin. There is the current line and one new one heading to the northeast. There is no amount of roads that you can build or expand that will help with the increased amount of traffic in this city; where is the vision? As you allow new housing developments in every open space throughout the city, those people will have but one choice to get to jobs, grocery stores, etc., their personal vehicles. I never see grocery stores pop up with the new subdivisions. The bus system here is horrible. It would take me 1.75 hrs to get to my job by bus. Yet you will move a train stain to satisfy a privately held soccer team. I'm not sure this city even wants to improve mobility for the masses.
Policy Survey	Focus on multi-modal transportation, human health, and fiscal responsibility are excellent. I would like to see more to address school related traffic. It's shocking how much traffic congestion eases when school is out. Reducing the cars near and around schools should be a high priority for health and safety.
Policy Survey	Drafting is one thing, reality is another. As a pedestrian who does not drive, I am concerned with people running red lights constantly (cameras, anyone?) and making the public transport system more robust--not taking away stops from neighborhoods, or taking away routes altogether. Cap Metro was going to take my stops away, and we had to fight to retain them. Others were not so fortunate. The bus system needs to be friendlier to older people who cannot walk long distances to a stop.
Policy Survey	The bike network map is completely incorrect. Are I-35, MOPAC and 290 now bike routes? Some of the links are incorrect, there is no survey in the "Developing.." link above.

Source	Comment
Policy Survey	<p>There are so many more cars on the road than bikes or buses. Yet you take up lanes and road for bikes and buses. I see very empty buses all the time, although I read that during certain hours they are full. Bikes and pedestrians just don't belong on the same road if safety is in plan, as I see it is. I see very empty bike lanes all the time, especially on Hancock. You do need more parking garages. The city has spent a fortune on bike lanes that are usually empty. I know you're trying to get bike riding to work and back a think, but it's Texas and reality is people want their cars. And I'm sorry to say, a lot of bike riders do not think safety rules apply to them.</p>
Policy Survey	<p>As traffic worsens for the average commuter, getting more folks on mass transit and soft transportation seems key to allowing Austin to grow into a modern, ecological city. If more importance was placed on mass transit, despite its detractors, perhaps we could make real strides to avoid a situation that will otherwise only worsen.</p>
Policy Survey	<p>Unsatisfied. These are platitudes. I don't see anything that addresses the growth of the city and really getting people where they need to go.</p> <p>We need a comprehensive mass transit system much more that bike and hike trails. Bikes dont work for senior citizens and people who need to transport other family members. Can we please get real about this situation? We are already behind the 8 ball.</p> <p>Get the thru traffic off I35 thru the city...rename 130 as I 35 and take off the tolls. Put a toll on i35 into town...take a lesson from east coast cities to get the thru traffic around, not thru, a city. Get a real ring road built...not mopac and i35. People need to be able to bypass central and the next level out. Just look at the mess on ben white- 360 at rush hour....or mopac between 1:30-7pm.</p> <p>Stop ignoring east and southeast areas. Impossible to get places.</p> <p>I use to talk bus to work, but when it took 2-3 times longer than driving, i started to drive.</p> <p>Time to get real.</p>
Policy Survey	<p>I have lived in Austin my whole life and I'm glad to see there is actual progress being made in what I feel is the right direction for transportation in our city. For too long, we have done nothing to solve the obvious mobility issue in this city. These are changes this city needs to see in order to thrive and continue to support the influx of people deciding to move here every day.</p>
Policy Survey	<p>I like the urban trail and bike parts, but Austin needs some kind of light rail. I can't believe that even over a 20 year time horizon, that is not mentioned. We need a line along Lamar Guadalupe and other east-west lines to connect to it. Taking a bus is just not worthwhile over driving my own car when I would have to sit in the same traffic and also wait for the bus, plus probably have to transfer multiple times. Having rail that only helps the suburban commuters get into Austin but doesn't help people that actually live in Austin is just ridiculous. Other cities have managed to do this. Austin should be capable of it.</p> <p>Thanks for taking feedback.</p>

Source	Comment
Policy Survey	<p>Too early for me to have opinions to the questions above. I do, however, miss an explicit recognition of the need inter-disciplinary processes at strategic, planning, and project levels. For example, ATX development (zoning) and mobility plans must be complementary; mobility must meet the needs for connecting locations and connectivity drives if and how locations flourish or fade. I also recommend sub-plans for interrelated projects, for example, for each of the urban trails. Shoal Creek, Waller Creek, Airport Blvd, and other Trails would have individual "Trail Plans" considering ecology, flood control, parks, public safety, destinations, etc. as well as parking, public transportation connectivity, and the other mobility aspects and not leave that to multiple project managers to make differing choices. Consensus on program plans makes project planning easier. Such evolving Trail Plans would serve to provide consistency and continuity of project plans that might span a decade or more.</p>
Policy Survey	<p>I found it to be very informative and helpful - understanding the goals were easy to follow and manageable.</p>
Policy Survey	<p>I am particularly pleased with the focus on safety and transit priority. I also encourage the full development of the sidewalk plan, all-ages and abilities bike network, and additional urban trails. I am happy to see that another focus will be transit-supportive density and I hope it will be a very important priority. Most of our current problems with traffic congestion, environmental and safety problems can be traced back directly to poor land use decisions and the inability to adapt to rapid change.</p> <p>I hope the city can also push hard with our partners, TXDOT in particular, to improve safety conditions for vulnerable users like pedestrians on the roads for which they are primarily responsible for design.</p>
Policy Survey	<p>Seem very general and generic. Where is actual play for implementation and priority along with financial documentation</p>
Policy Survey	<p>Without a strong push for additional transportation options, specifically light rail/subway system, expansion of roads and bike lanes will be small band-aides on a gash that will ultimately hinder Austin's ability to grow.</p>
Policy Survey	<p>They are all great ideas - but I'm more interested in seeing what policies come to fruition. I would be interested in seeing more about traffic trends and knowing why traffic is better or worse during certain times of the year and use those trends to reduce backups (ie: traffic is noticeably less congested during the summer months when students are out of school. Would promoting students to take public transportation reduce the number of vehicles on the road and reduce congestion during the morning rush hour?)</p>
Policy Survey	<p>I think this is a very good outline. I think the transportation demand management chapter is missing some elements. For example: private sector participation, encouraging vanpooling & carpooling through parking policy, reducing parking requirements, eliminating residential parking permits (and transitioning to metered parking with residential permits)</p>

Source	Comment
Policy Survey	<p>The safety policy was too broad for me to have a real opinion. I wish I would have seen more specifics, like what does safe street design look like? Is it narrower and straighter roads with less chicken lanes? In demand, I would like to see the city take a stand against Texas Donut apartments. We also do not need more parking we need less. This might be too specific, but I'd like to see wider sidewalks on Woodrow. I enjoyed the curb management section. I was only dissatisfied with the roadway system on Supply. I'd like more specifics, but I think Austin needs less roads. The sidewalk improvements looked great. I was also happy that Austin was ready to tackle funding issues, and long term affordability. All of the operations goals seemed like good goals to have. In Health and Environment, I would add a section about where Austin will get its food in the future. This is a critical issue related to global warming, and we need to plan for it now. I hope for the best for all of Austin.</p>
Policy Survey	<p>Good overall outline and topical/categorical coverage of policies and ambitions. Would like to see more over-arching strategic goals and objectives that reflect long term vision. It would best to present a vision that illustrates what success in 5, 10, 15, 20 years would look like. I am hopeful that a vibrant, growing and innovative community like Austin would step up to world-class leadership in safety, speed, health, mobility and vast investment in forward technology (including visionary rail, carless zones, etc.)</p>
Policy Survey	<p>Disappointed because there is not enough parking reform. We need to get street parking closer to market prices (more availability), convert angled street parking to parallel (add parking protected bike lanes), require multifamily housing to unbundle parking (like UNO), replace car parking near intersections with bike parking (daylight the intersection), and remove discount for monthly parking over daily parking (encourages driving). If we keep land free or cheap for cars, people will drive. Promoting alternatives will always see limited success when free land is on the line if we continue to drive alone.</p>
Policy Survey	<p>Well done. You have a typo on the opening paragraph of Chapter 3...</p> <p>Prioritizing speed, reliability, and comfort can encourage public transportation ridership.</p> <p>You don't need the 's' in encourages.</p>
Policy Survey	<p>You are not responding to the realities of what is occurring in Austin. This plan should be building a transportation that aggressively meets travel demands and it simply does not.</p>
Policy Survey	<p>Way too complicated! Focus, focus, focus on getting people in and out of downtown, and a simple plan to get them anywhere in the area so they have to walk no more than 1/4 to 1/2 mile. Everything else can wait!!!</p>
Policy Survey	<p>The policies are very idealistic and general. I was looking for more specific information.</p>
Policy Survey	<p>The ASMP draft policies do not reflect my views on transportation wants and needs. I'm not at all satisfied with the draft policies. In a few short years voters will be issuing bonds to undo much of the infrastructure that will result from the current plan.</p>
Policy Survey	<p>Austin has a lot of state employees that commute to downtown every weekday, and yet they are not provided the same reduced fare to ride capital metro as the city of Austin employees. I think this is a big lost opportunity to incentivize reduction in single-person ridership.</p>
Policy Survey	<p>I love how comprehensive they are! Including land use, health, even the trees and drainage is so vital and so Austin. Great work!</p>

Source	Comment
Policy Survey	<p>This is just basic info and common sense ideas. I came here to read about something big that would help our current mobility problem we are facing. Instead, I spent too much time reading about how "we are going to tell people not to drive while intoxicated" or "we are going to make sure our trails connect to each other". I would like timelines and actual improvements that are to be made that we will FEEL. After reading this plan, I do not feel any better about the state of transportation. We don't go out to eat dinner, we don't go shopping. The traffic is too horrendous. Feels like we live in Los Angeles.</p>
Policy Survey	<p>I chose neutral across the board, because while I don't think the policies themselves are objectionable, I feel like they lack substance. They seem like a collection of ideals that anyone should be able to get behind - but don't offer much specificity in terms of how things will be operationalized. Further, there is no discussion around priorities - or what specific problems we would seek to address (or how). I appreciate that broad consideration is being given to a variety of issues, and that they are connected in many ways and we don't want to do something foolish like give up safety for the sake of convenience, but I also feel that unless there is more focus on the highest priority areas, nothing meaningful will take place and we will end up with more scooters fallen over in the middle of the road.</p>
Policy Survey	<p>Not very in that the way you're measuring this is really, really bad. The survey items need to be near the sections. Otherwise, no one can remember what was in each portion, never mind actually get through this document. This is a document written for planners, not the community.</p>
Policy Survey	<p>I'm underwhelmed. Nobody sitting in traffic cares about curbs, trails and sidewalks. We also don't want more buses that are too slow to be useful in riding to work. The majority of traffic is coming from outside Austin city limits trying to get to work along 360 and downtown. We need light rail people. Look at Dallas, Chicago, DC, cities in CA, OR I could go on. Why on earth don't we have the sad little train extended to the airport? This proposal is just so lacking I think you should all start over and start with how to implement light rail that people will support... in other words stop proposing trains where nobody lives or works. And please get rid of the traffic lights on 360, 640 and the southern part of 183.</p>
Policy Survey	<p>Very satisfied.</p>
Policy Survey	<p>The ASMP hits all of the right notes but still fails to acknowledge how far behind Austin is relative to other cities in building a transportation network that doesn't rely primarily on automobiles. The ASMP is a forward looking document that might benefit from a prologue that describes how the city ended up with such an antiquated and inefficient auto-centric system and decides what will happen if we don't dramatically alter the course we are on.</p>
Policy Survey	<p>Very unsatisfied. Why don't you try writing the policies with less obfuscating your intent which appears to be to create a system that drives cars from the streets of Austin while making it virtually impossible to get around this town. If you really want to improve the quality of life in Austin make traffic less congested by adding more lanes not fewer as has been done in any number of neighborhoods I travel in. More efficient movement with increased lanes - and who thought up "Good Movement" - reduces pollution and rage response due to congestion. We live in a climate where the summers are routinely in the 100's and you are pushing bikes? And buses? Instead of ceding ownership of land already designated for transportation to toll roads why don't you add HOV lanes instead?</p>

Source	Comment
Policy Survey	<p>I think that there are too many policies to actually focus well on any of them. They also sound great, but history would tell us that they are difficult to implement, manage, and coordinate. For instance, Chapter 1's prioritizing safety work seems to be in direct conflict to increasing bike transportation along city streets or to increased access to scooter travel. Also, providing "equitable" resources to all modes of transportation is not an "equitable" way to distribute tax payer dollars when the majority of dollars come from automobile drivers. While it is strategic to improve other modal options in order to change behaviors, it is arrogant and disrespectful to apply government-driven objectives and beliefs to a system that directly impacts every Austinite and makes full-scale changes geared toward newcomers and suburban non-taxpayers at the expense of the people who have made Austin the incredible place it is today.</p>
Policy Survey	<p>Given there were no specifics about anything or how it was going to get done none of it was very satisfying. You allow huge companies to come in (Apple on Parmer) without having the infrastructure to get people around. We don't need more businesses coming here or more people moving to Austin--Austin can't handle what is already here. Parmer is already clogged with traffic and lights that have been added make it worse. Now you are going to add more people on a road that can't handle it. You add a soccer stadium near the Domain--basically a residential area which is going to be a nightmare during games. People aren't going to walk or ride a bike to work--sorry they just aren't. Many won't take a bus, sorry they just won't. Work on getting cars around better or quicker--more lanes, less lights (hello 360). Work on light rail--it was voted down because it was outrageously expensive for ONE line that went no where. Give us a better light rail plan and we'll pass it.</p>
Policy Survey	<p>System Design Overall, fantastic! As it says, emergency response shouldn't trump all else.</p> <p>Land Use Overall, great! But ASMP should speak to planning goals not tools. Drop references to small area planning, an ineffective tool.</p> <p>Curb Use / Parking A bit tepid. Dedicated space for parking destroys communities. We should minimize it not right-size it. Also, these sections make it sound like all on-street parking is car parking. Other vehicles deserve access to on-street space too.</p> <p>Sidewalk System Overall, great! But functional and comfortable are too bland. High-traffic sidewalks should also be attractive.</p> <p>Roadway System Very weak. Connectivity provides benefits beyond capacity, deserves more priority. Highways need to be mitigated not upgraded.</p> <p>Public Transportation All public transit should have planning priority. The Transit Priority Network should be where public transit has physical priority.</p> <p>Data Good. Needs to use standards not just useful format.</p>

Source	Comment
Policy Survey	<p>Specific concerns that impact safety currently: Lack of response to 311 safety concerns Lack of red light enforcement Maintaining paint on street lanes and speed bumps On street parking interferes with safe bike riding (eg, South 5th St) New bus routes have taken away my ability to efficiently use the system even though I reside in a "bus rich" neighborhood. The policies/goals are great but to increase mobility and safety there is going to have to be a great deal of coordination and commitment to following through on these.</p>
Policy Survey	<p>Thank you for your work on this important endeavor. Please pass these two simple recommendations along:</p> <p>build "cut-out lanes" for busses to use at bus stops on Airport Blvd and other major arteries</p> <p>place signage above traffic lights that indicate which lanes are turn lanes and which lanes are straight thru. Arrows painted on the asphalt do not work with the congestion this city has.</p>
Policy Survey	<p>I think they are a little pie in the sky. I don't see much hope in implementing the roadway policies when buildings are allowed to be built almost to the road way with room for a sidewalk but no room for expansion of the road. I've lived in Austin since 1978 and have seen south Austin mostly ignored with most emphasis in getting people downtown from north Austin. South Lamar has been a problem since I moved here, yet nothing has been done to enable smooth traffic flow since then. I don't see a comprehensive plan to introduce mass transit, especially trains, into the mix. I also think it was a huge mistake to allow a toll road be built to be the answer to take trucks off of I-35. Most cities have a beltway around the city to avoid the jams we have daily on that highway. One more complaint--no park and rides in south Austin and no easy way to get east to west & vice versa on the buses.</p>
Policy Survey	82%
Policy Survey	<p>i'm pretty much satisfied with the draft policies in the ASMP . I just recommend transparency, equity, and inclusion..</p>
Policy Survey	<p>The lack of required parking for new construction and for older alterations is abysmal. It makes no allowance for those of us who either by infirmity, handicap, age, or other factors must drive or be driven to keep independence. Most cannot walk or bike for several blocks to reach public transit stops. The assumption in most of this plan that people can walk or bike is ridiculous. Until transit stops at the doorstep of every home, disabled persons are forced to drive to exist, and park to shop or access medical or other services.</p>
Policy Survey	<p>NOT! I am 100% against the widening of Escapement to a four lane road. That will create a huge cut through and traffic problem in a residential area.</p>
Policy Survey	<p>You cannot have everything, you must make choices. I believe that cars will be a critically part of our mobility and should not be neglected. The road infrastructure must be addressed. Empty bike lanes are not so helpful.</p>
Policy Survey	<p>On paper it sounds great. In reality the execution seems much poorer. Primarily transportation around town especially if you live south of town lake. Have a metro rail option for people coming from south austin. Have it go to downtown, UT, the Domain, the arboretum area and the airport. Have it run reasonable hours to be useful especially in the evening and on the weekends.</p> <p>Also encourage businesses to promote working from home. It has swung the other way where companies want people in the office now with little remote options.</p>

Source	Comment
Policy Survey	Bunch of city-speak gobbledegook that likely cost a fortune to produce and which will result in very little that actually improves local transportation.
Policy Survey	This is something of an "Alice In Wonderland" program. Bicycles should carry identification plates, as cars do, which ensure equitable enforcement of traffic laws. Bicyclists often do not come to a full stop as cars do at stop signs. Many times bicyclists proceed through a red light as if it was some divine right because it would inconvenience them to remain stopped as autos are required to do. Bicycles should be taxed to support bike lanes and other options designed to favor that mode. Bicycles, as a mode of transportation, is a single user circumstance and in contravention of any desire for multi-user forms of transportation. Free-range scooter operators should have licensing and liability insurance requirements. Bicyclists are not even subject to being arrested for DUI. Equibility and responsibility. Not a free ride.
Policy Survey	Satisfied, although I feel like there needs to be more emphasis on the sustainable mass transit system. I don't feel like there were any specific explanations of how that will come to fruition. I liked the completion of a comprehensive bicycle system. Also, I'm confused how you are discouraging parking spaces to try to discourage single riders but I'm wondering what the engagement process will look like to get the single riders to where they need to go if they don't have parking spots anymore. I'm worried people will just get frustrated.
Policy Survey	Overall, I feel the policies are prejudiced against small-businesses and drivers of automobiles. The policies seem to deliberately limit our freedom of choice by promoting any form of transportation other than driving. As a small boutique business, I depend on people driving to my shop from all over Central Texas. Access to my property is being reduced with no incentive provided to move. We may not belong on North Lamar, but where do we belong? Case in point; the demographic questionnaire below only addresses residence, not business information. I used to live in the same district as my business, but the bike lanes and speed bumps made my 5-mile commute unbearable. So I moved.
Policy Survey	Looks great. Much overdue changes to Austin's transportation infrastructure.
Policy Survey	Very satisfied with the concept and the language. The devil will be in the details as to how these goals can be achieved
Policy Survey	Pretty satisfied. I think the main focus needs to be even more on safety for all modes (bikes, pedestrians) and dedicated right of way transit. At this point, as a major city we should not be trying to prioritize cars or improve efficiency of single occupancy vehicle trips at all - we should be trying to decrease such trips via supporting other modes as well as better land use planning.
Policy Survey	Very satisfied! I am a car-less resident who relies heavily on public transit and our sidewalks. This plan answers so many of the concerns I've had about getting around town safely and easily. Thank you for the heard work! I just hope that you're able to implement even a small part of this -- it's very ambitious!
Policy Survey	It all looks good to me. Most important for me are: completing sidewalk network, more protected bike lanes, and developing high capacity mass transit system.
Policy Survey	You plan on putting hike and bike trails in to relieve traffic congestion. No one rides their bike to work in 30 degree weather, nor do they want to bike home in 100 degree weather. You removed a greenbelt designation from an area to put in more concrete trails. Not environmentally friendly. Fix the traffic lights and put in bus drop off areas and you would relieve tons of congestion. Try to see if you can drum up service with buses that go from one pickup area and drop employees off at a large employment campus. Instead of a bus that has 50 stops in between.

Source	Comment
Policy Survey	I'm enormously impressed with the thought that has gone into these proposals, the ideas that have come forth, and how effectively you've managed to summarize them. It's a lot of information to communicate and you've done a great job!
Policy Survey	Fairly, though they seem vague enough to be all-encompassing. "Spend money responsibly" gives me little to no idea about what's actually going to happen. It's still good to see that Public Transportation is a priority--apparently? Actually, that was rather confusing. According to the policies in the ASMP, EVERYTHING is a priority. Is it more important to provide equitable access to public transportation or to balance the budget? I don't know. The report doesn't say. Fast bus lanes would be an amazing addition, along with more park-and-rides
Policy Survey	Bottom line: this all looks good at a high level, but there are very few actual details or commitments that will assure achievement of all these goals. For example, to ensure a connected network, you fail to address subdivisions that are complete islands and non-connected to each other. You fail to talk about actual ways to reduce speeding on our streets (how about speed cameras instead of speed bumps?). You fail to present any parking policies. Consequently, I am disappointed. When will I see actual implementation policies?
Policy Survey	It all sounds good theoretically and on paper; there's nothing to argue with. I'm interested to know what the specific plans are to achieve the objectives, how much it will cost and how it will impact neighborhoods.
Policy Survey	<p>25% of Great Northern Blvd traffic now diverts through the neighborhood, due to city's horrible incompetence. Children WILL die.</p> <p>The neighborhood association complained about inconsiderate bicyclists, so you put sharrows on the road, to reward them for not sharing, like adults. I asked Laura Dierenfield if the second fatality would prove a mistake was made by the city. She said probably not. She means it. The city is ok with diminished safety, as long as it doesn't cost votes.</p> <p>The bicyclists, here, are HORRIBLE. They HATE the thought of sharing, preferring to block northbound traffic for 1.4 miles, while the bike lanes remain empty. Laura Dierenfield told me EXPLICITLY that was not why sharrows were put there, and the city would fix that problem she created. I know she lied, though. Where's the action? There will be none, even after children predictably start dying, here.</p> <p>I'm completely disgusted with you!</p> <p>We complained about inconsiderate cyclists. You made them MUCH worse!</p>
Policy Survey	Sounds good on paper but implementing it is another issue.
Policy Survey	I actually feel good intention is there, but know how the City operates. One tiny example: a temporary No Parking sign was placed in front of a neighbor's house in October, while work was done on our street. I reported the sign early November as left-behind. A work order number was assigned, I got a call before Christmas saying that it would be looked into, but the sign is still there. Slow and not very timely. I don't feel any of that will change. Still, the plan looks good. Good luck with that.
Policy Survey	We have become accustomed to the City spending tons of money on these surveys and then, after satisfying themselves that they have reached out, doing what they want. This is no different. It's very pretty and full of lovely pictures, which never become a reality unless you live in zip codes 78746,78701, 78703, 78737 or other west Austin zip codes.

Source	Comment
Policy Survey	<p>we need all forms of transportation however the city was built upon having cars and you need to satisfy and make sure that there's a sufficient parking for all of the jobs downtown it's ridiculous when buildings are being built and hotels are being built with zero parking. in addition if motorized scooters and such vehicles are going to be permitted people must use them safely and must be ticketed if they're the ones causing the problems it is unacceptable that the people in the vehicles are the only ones at fault or to blame when they aren't the ones causing the problems. We can all live and work together in the city but we need smart usage of transportation options by all parties and they need to follow the laws and the rules.</p>
Policy Survey	<p>Mobility is important, but I disagree with 2 items specifically in the ASMP. 1) A traffic light is unnecessary at the intersection of 29th and Jefferson. I drive through this intersection many times a day and the intersection is never congested enough to warrant a traffic signal. The intersection is only slightly problematic for a couple of hours during rush hour and moves freely with no problems the other 22 hours of the day. Some mild traffic mitigation to stop cut-through rush hour traffic would be more effective at helping traffic flow through the intersection, and I suspect less costly. A light is also out of proportion with the size of the intersection and the size of the neighborhood streets. 2) Building a bike lane system under the "if we build it they will come" philosophy is not going to change Austin traffic problems. It is 105 degrees here in the summer and hot for many, many months. Biking to and from work is not a feasible solution for most people in those conditions.</p>
Policy Survey	<p>Safety is important, glad you listed it first. Most of the rest of the document doesn't seem to have any "teeth". Words like support, enhance, invest, improve do not really indicate action. I do not like to drive, especially in Austin traffic. but the only choice I have now is Uber. So I stay at home.</p> <p>Hopefully, there will be some specific actions listed especially for above or below grade mass transportation that will go some where besides a north to south route from Austin to Leander. With the current vehicle types, we will never get traffic relief until we move to elevation or underground.</p>
Policy Survey	<p>A traffic signal is not needed at 29th St. and Jefferson. These are small neighborhood roads. 29th St. is barely wide enough for 2 cars to pass each other. Jefferson is a small two lane road with no center lane. I can't think of another intersection in the city where there is a light at streets this small. The intersection flows freely throughout the day. Rush hour is the only issue and even then it isn't really an issue. The only thing a light at this intersection would do is increase travel time out the the neighborhood and make it impossible for neighbors to turn from their neighborhood streets onto Jefferson or 29th St.. A better solution would be traffic mitigation to reduce the amount of cut through traffic on Jefferson and 29th street during rush hour. This would also remove any possible need for a traffic light at the intersection.</p>
Policy Survey	<p>public input has been completely ignored....possibly the most misguided plan I've ever seen.....will cause gridlock in university and area north and slightly west of downtown...putting Bicycle Accessibility and Facilities plan on 18th St. is completely out of touch with new County Courthouse and other buildings currently in planning on 17th & 18th st. and San Antonio/Guadalupe</p>
Policy Survey	<p>Austin sucks! I lived in Portland, Oregon before here and they blow away Austin as far as infrastructure and preparing for the future. The mass transit system here sucks! The highways are a joke! All the improvements you've made are toll roads. There has been no changes to Loop 360, I-35, 620 etc... Build the infrastructure first before you tell everyone to move here! So stupid! They just want to keep building here without having the guts to make serious changes to the freeways or install high speed rail systems. Cars are getting bigger and we're still stuck with crappy country highways built forever ago with tons of stoplights! Leaving this crappy city ASAP!</p>

Source	Comment
Policy Survey	<p>Almost all the policies (except re roadway system) are excellent. The problem is that, for decades, the City has rejected its own excellent ideas (e.g, Imagine Austin, bike master plan, sidewalk plan, etc.) and has instead implemented the expensive road expansion plans of the wealthy old officers of the Austin Neighborhood Council and rich older suburbanites in Westlake Hills, Rollingwood, Cedar Park, Round Rock, etc. Great policies are worse than irrelevant when the City pats itself on the back for broken paper promises. Austin should re-establish its transit system, withdraw from & demand reimbursement from wasteful Cap Metro (or at least demand replacement of Red Line with light rail for downtown), expand dockless bike & scooter parking to every block, eliminate all parking req'ts, raise parking fees to market rate citywide, & eliminate resid'l parking permits (or charge much higher fees), and build the full bike & sidewalk plans before spending any more \$ on any roads.</p>
Policy Survey	<p>I am concerned with a plan to decrease solo driver trips. it seems untenable. rather a plan should include dealing with the current state and adapting to increased demand. voters are unlikely to support losing lanes when it's already congested. alternates like raised rail lines or another double deck are more likely to get support. we aren't going to be decreasing in driving demand. it goes up with population expansion, not down.</p>
Policy Survey	<p>This looks like a good start to a big problem.</p>
Policy Survey	<p>The written policy is fine, but JUST CREATE MORE ROADS FOR ALL THE CARS. STOP TAKING AWAY VEHICLE LANES FOR BIKE LANES WHEN CYCLISTS AREN'T USING THEM! The giant poles and bots dots are more traffic hazards in our neighborhoods than all other hazards combined! WHY WASTE SO MUCH MONEY? Does Anyone monitor those dumb things? If you follow Nextdoor- WE DO! NO ONE IS USING THEM to justify creating more. Invest in more roads like the city has promised us for the last 30 years and stop the bike lanes. Build subways, improve air travel- invent flying cars, but bike lanes are NOT WORKING! NO ONE IS GIVING UP AIR CONDITIONING TO SWEAT 10 MILES TO WORK THEN PEDAL HOME! WE HAVE KIDS! WE ARE OLD! WE SPENT 50 GRAND ON LUXURY VEHICLES! WE ARE NOT RIDING BIKES! THOSE 110 PEOPLE THAT DO RIDE IN AUSTIN CAN USE THE ROADS LIKE I USED TO WHEN I WAS YOUNG! BRING MORE LANES! WE NEED MORE CAR LANES.</p> <p>More Car Lanes, Less bike lanes-Monitor bike lanes 1st- Create subways, Lets get flying cars! The end</p>
Policy Survey	<p>Very satisfied with how comprehensive and thoughtful the plan is. Concerned that the complexity will not be able to be realized due to political interference and unwillingness to invest adequately in all phases of the plan.</p> <p>Transportation issues that directly affect my daily life and make me discouraged about living in Austin are: 1. Evening rush hour congestion southbound from UT through downtown, on I35 and MoPac. 2. Inadequate greenlight management throughout the city. 3. Cap Metro's limited schedule for the 171 Oak Hill and 111 South Mopac Flyers. Service needs to start at 5:00 am and conclude no early than 7:00 pm. 4. UT needs to be asked to adjust its 8-5 workday and institute policies to encourage working from home and carpooling. 5. Overall unpleasantness of walking in Austin, other than in the affluent neighborhoods. 6. Dangers to cyclists and safety of pedestrians.</p> <p>Thank you for your work on these important quality of life issues for all of the residents of central Texas.</p>

Source	Comment
Policy Survey	I want more focus on transit affordability. Expanding the network will likely increase ridership by improving convenience, but people still won't use the system unless it is sufficiently affordable. We should seriously consider making transit free for a large portion of the community - perhaps focusing on those who live or work in high-priority areas or who live in low income zones, regardless of their personal income. Also allow large business the option to offer transit free to employees - similar to the existing system for UT employees/students.
Policy Survey	Satisfied with draft policies but interested in implementation of actual plan. I appreciate the emphasis on safety, as someone who walks on the trails and on the downtown streets as my commute to work. Traffic is out of control. It is crazy that I can walk four miles home faster than I can drive it in the afternoons. But I have almost been run over by cars, bikes and scooters and I was hit by a car last year. It is unsafe to commute by foot regularly. Please address the recent arrival of scooters. Speeding down sidewalks, running lights, and then dumping wherever (behind and between parked cars, in the middle of the sidewalk or trail, even on the side of the road, etc. Dangerous and also mobility-impairing for anyone trying to navigate city sidewalks in a wheelchair. Similarly, lack of sidewalks in traditionally low income neighborhoods (SouthEast/Riverside/Oltorf). Hills plus curves minus sidewalks plus increased car traffic = recipe for pedestrian-vehicle collisions. Thanks.
Policy Survey	It is illogical to try to recreate in and around Austin a transportation system that has the idea that people on bicycles should be able to travel successfully on streets with a multitude of transportation modes that outweigh bicycles by thousands of pounds. Plus, the City has spent hundreds of thousands of our tax dollars on bike lanes that by and large are highly underused and always will be because so much of the year we live in weather conditions that are not conducive to riding a bicycle to work. The City should reverse it plan to try to make Austin like Amsterdam. Austin, Texas will never be anywhere close to Amsterdam because the cultures are so different and the infrastructure is so vastly different. Focus on ways to help people work from home, or ways to improve the bus service especially east of Austin.
Policy Survey	Overall, I'm quite pleased to see such a comprehensive look at transportation planning across the city. I hope that some thought is going into the impact of on-demand bicycle, scooters, and possibly new forms of such transportation on the transit hub, bicycle, sidewalk, and trail systems. For instance, I live in Northwest Austin and work at an office site along Southwest Parkway, and still no transit options appear to get me close to the office. Some on-demand last mile transit might allow me to take public transportation rather than be part of the rush hour problem on Mopac.
Policy Survey	<p>Land Use - need to affirmatively require new development to include at a minimum horizontal mixed-used development and should be verbiage about redoing CodeNext Parking Maximums should be implemented in core areas and parking minimums should be eliminated elsewhere</p> <p>Curb Mgmt. -include policy about parking for bicycles and new mobility providers</p> <p>Public Transport - Policy1: Dedicated lanes/ROW = imperative to make transit a real solution in ATX. Policy 2&3 should affirmatively promise to use city bond and other dollars for transit prioritization infrastructure projects explicitly!</p> <p>Bicycle System - should be policy about shared bicycle mobility (dockless and B-cycle system)</p> <p>Air & Climate - Policy2 - include CMTA fleet in GHG reductions</p> <p>Smart Mobility - Policy5 - use new technology to enhance existing modes (bus/rail) which will always be the most space efficient mode of mass transit</p> <p>Roadway System - Policy5: Manage ROW space for all users, but main goal is safety (VZ) not roadway capacity</p>

Source	Comment
Policy Survey	<p>I at a loss for words to express how deeply dissatisfied I am with the policies in the ASMP. I don't like it one bit. This is an agenda-driven plan to try to shift transportation from cars to other modes of transportation. While that is the goal of the most passionate of activists, the average person in Austin just wants functional roads and a reliable bus system. The average person does not want to replace lanes for cars with bike lanes. The average person does not want lanes for cars replaced with sidewalks. The average person wants more available and affordable parking. Many of these plans work fine for people who are wealthy and have short commutes to work, but they harm people who cannot afford to live close to downtown by making traffic worse by eliminating roads. These policies hurt people who are not wealthy and need to travel to work or to take their kids to a decent school. I wish these people would put their bike agenda aside and help those who are struggling.</p>
Policy Survey	<p>Proud that my home town is taking an all inclusive and thorough look at the concept of Strategic Mobility, but slightly weary of the city's capacity to achieve a fair and balanced implementation of the policies without unintentionally neglecting certain goals mentioned. We may want to consider declaring distinct core values which can serve to both direct and maintain the longterm plan.</p>
Policy Survey	<p>Less planning and more building. Austin love to plan but, things take forever to get built and done. We need infrastructure now and way down the road.</p>
Policy Survey	<p>some seem unnecessary and make the entire Strat plan too long. Just too many things get covered that may not need to be to the extent- example sideway usage, aviation and environment. Stick to the point get more people faster safely. Nothing about getting us out of reliance on toll roads and toll roads taking more away from public infrastructure than they are adding (such as shoulders and lanes on loop1 south over the river, or the biggest bottleneck maker- too few lanes over the Colorado river. How many lanes have been added since the doubling of population? There are many simple fixes, each adding to solutions, that are not be addressed by anyone.</p>
Policy Survey	<p>I think it is a great plan for a city. It's focusing on the right things necessary for improvement of existing networks as well as future growth.</p>
Policy Survey	<p>I'd like the plan to acknowledge that some people need to us a car. Some older people, and people with disabilities for example. I am concerned about minimizing parking. Perhaps you should talk about prioritizing parking. Seniors may need a ride, but don't qualify for handicapped parking. Also re: curbs and sidewalks, I'd like to see areas designated for pulling over and picking up and dropping off riders. Again, to address needs stated above. Also, because ride share is a fact of life now, so they need safe places to drop off and pick up.</p>
Policy Survey	<p>I strongly object to your current push to turn neighborhood greenbelt trails into freeways for bicycles by widening them and connecting them all up. What you've done at Walnut Creek Park widening for bicycles is OK, because there are many connecting "natural" trails where one can wander and appreciate nature without bicycles whizzing by in both directions. That is not the case with neighborhood greenbelts.</p> <p>Stop trying to make natural areas into high volume transportation corridors! Thanks for reading.</p>
Policy Survey	<p>I replay support the creation of transportation hubs to make the system more useable. I do have a particular thought about increasing capacity of transportation (vehicles?). It seems that smaller vehicles that run more frequently or between more places should at least be considered. For example, I wanted to use the airport flyer and I live in the downtown area. The problem was being able to get to the bus line from my house - just one little mass transit dilemma.:)</p>

Source	Comment
Policy Survey	<p>It seems like a goof place to start. As guiding principles, I am pleased to see that demand management is placed second only to security in importance. We absolutely must be able to get cars off the road. As an Austinite, I favor more options for public transit with dedicated roadway, more incentives for carpooling or taking the bus, and smart, visionary policies that lead us to electrify our current system.</p>
Policy Survey	<p>Neutral.</p> <p>Prioritize: -Slowing the Cars</p> <p>Broadly: -reconnect streets, the traditional grid -narrow streets, design speeds less than 30 mph -allow people to more easily request temporary and cheap (relatively) pedestrian and bike infrastructure improvements</p> <p>Focus on an all ages and abilities bikes/scooters and pedestrian network.</p>
Policy Survey	<p>Austin needs more and wider roads especially crossing Lady Bird Lake/Colorado. Austin needs park and bike/scooter parking areas so people don't have to drive across the water ways. Consider tolling non-Austin residents that drive into Austin at the city limits. Mopac is just not wide enough for the size of the city. I-35 through traffic creates lots of problems for Austinites. Expressways are built with many inefficiencies: merging should be on service roads (not expressways), lanes should be added for every main artery that feeds the expressways (Bee Cave to Mopac, 360 to Mopac, 290 to Mopac). Encourage businesses to move out of downtown--there isn't enough space for all the people, density is too high for no subway. Encourage private commuter services with more private seating. Consider bridges over the roadways for pedestrian crossings--leave ground level for handicap. Cesar Chavez is gridlocked at 5-6pm; stop developing downtown until fixed. Mopac svc roads empty for rush hr; fix.</p>
Policy Survey	<p>Policies lack connection to a larger vision of the transportation system (what does the transportation system look like in Austin's future?), do not explicitly mention modes to encourage to reach safety, affordability, sustainability, and efficiency goals (e.g., low speed electric modes like neighborhood electric vehicles(NEVs)), and do not question long-held ideas (e.g., that we must have expensive high-capacity transit or signalization systems, should plan for a bike-only network, or manage speed through infrastructure design and enforcement rather than encouraging wide range of practical low speed modes). See what LA Metro and San Diego Association of Governments are doing to promote NEVs. Reduce conflict points (e.g., innovative continuous flow designs, separate modes by speed and compatibility). Add ciclovias. Add Austin culture and economic development to "Supporting Our Community." Solar panels alt to trees. Incl. individual costs (ex healthcare) in financial policy 3.</p>

Source	Comment
Policy Survey	<p>I'd like to see two additional things mentioned explicitly in the ASMP policies:</p> <p>1) Add connectivity within the existing urban footprint and when adding onto the city at the edges. Many block sizes are very large, and a new ped-bike path or road connecting across such large blocks would generally improve mobility. This policy would also support the "compact and connected" goal in Imagine Austin.</p> <p>2) Reduce curb-to-curb road widths in the existing urban footprint, when possible. Many of our roads are overbuilt, e.g. 40' wide for a local/residential street, when 15'-28' would do.</p> <p>I'll also note that there is too much emphasis in the ASMP on expanding roadway capacity on existing roads. While some roads should be built or expanded here and there, the degree of roadway expansion described in the ASMP is not financially sustainable (since it facilitates a larger urban footprint per capita).</p>
Policy Survey	<p>I think there is a lot of good here but no where in the entire plan did I see the words "reduce vehicle miles traveled". We are in a CLIMATE CRISIS and any suggestion of increasing roadway capacity for cars is climate denial. We need to make it extremely clear that an overarching goal of this plan and all City policies should be to reduce carbon emissions and reduce VMT. Now is the time for bold climate action. Our federal government is NOT doing it and we need to step up.</p>
Policy Survey	<p>Way, way too much emphasis on bike/ped. Need to focus on modes of transportation that can have real impact on our congestion issues. Need to emphasize transit and high-capacity transit options. Cannot have affordable housing without viable transit -- Capital Metro is not the answer to this unless they have a complete change in mindset. Need to have more "doing", less "planning". Need more disabled parking in downtown central business district. Need regional planning to address I-35 congestion and growth issues.</p>
Policy Survey	<p>My suggestions to improve ASMP: 1. end parking minimums, 2. dedicate lanes for buses, & 3. reduce VMT.</p>
Policy Survey	<p>This is a great and important step. I find that the plan does not emphasize enough goal to move residents away from individual transport to more shared transport. Although present as an underlying idea, it is not clear to me how this shift can be implemented without first providing strong alternatives - for which money, land, and other resources are often lacking. Second it is not clear to me how growth of individual traffic on the short term can be managed without building a large new network of streets that will eat all resources. Modern types of traffic flow are barely mentioned and should include traffic regulation, synchronization, and an emphasis on regional flow patterns. I like the incentives for clustered development for living and work. Lastly, I understand that the plan has many public transport ideas - what is lacking is a strategy to make it useful - where is the light rail to the airport or Round Rock - and the rail to San Antonio, Houston, Dallas - people and goods!</p>
Organization Feedback	<p>See attached for Bicycle Advisory Council recommendations</p>
Organization Feedback	<p>See attached for Pedestrian Advisory Council recommendations</p>
Organization Feedback	<p>Is a transportation plan now "putting the cart before the horse" in relation to a major land development code revision?</p>
Organization Feedback	<p>What technology is assumed in the transportation demand model?</p>
Organization Feedback	<p>How does the ASMP address affordability regarding the way that Capital Metropolitan Transportation Authority is funded through a regressive sales tax?</p>

Source	Comment
Organization Feedback	Is there something baked into the ASMP that would "resurrect" CodeNEXT / Is staff trying to sneak failed CodeNext measures into the ASMP
Organization Feedback	How will amendments to the plan be handled? We should be nimble in how to amend to be able to respond to disruptions quickly
Organization Feedback	Appreciate that the Safety Chapter comes first in the plan
Organization Feedback	Suggestion to reword this policy, had a difficult time getting it but did after a few readings
Organization Feedback	Need to prioritize systems by speed and not by mode
Organization Feedback	where do scooters fit in, especially if the Sidewalk Plan is dated?
Organization Feedback	Urban trail connection between Springdale/MLK area and Muller across the Morris Williams Golf Course
Organization Feedback	Will the ASMP address signal timing for pedestrians?
Organization Feedback	Suggestion for funding strategy to match investments with modes that move us towards our 50/50 mode share goal---look to San Luis Obispo for one way to do it
Organization Feedback	plans vs political reality... has seen plans adopted and never implemented due to public pushback,speak to likelihood of that happening w projects proposed through ASMP
Organization Feedback	congestion pricing will be considered?

Source	Comment
<p>Organization Feedback</p>	<p>Dear Mayor, Mayor Pro Tem, Councilmembers, City Manager, and the Austin Transportation Department:</p> <p>Please find the attached comments from AURA on the draft Austin Strategic Mobility Plan. There is more detail in the letter, but the basic message is that the Draft ASMP has promising language, but lacks the overarching ambitious, measurable, and clear goals that are both necessary to create the path to a brighter future for Austin, and have been contained by most of the other master plans and blueprints the City of Austin has produced over the last decade.</p> <p>The Austin Transportation Department needs a clear mandate from City Council to prioritize reducing greenhouse gas emissions, stopping sprawl, and improving safety, while doing so equitably. We hope that the ASMP can move more in that direction before its final adoption.</p> <p>Please don't hesitate to email me if you have any questions or would like to discuss any of this further.</p> <p>Best,</p> <p>Brennan Griffin on behalf of AURA</p> <p>*ATTACHMENT*</p> <p>To: The Austin Transportation Department, Austin City Council</p> <p>From: AURA</p> <p>Re: Comments on the Austin Strategic Mobility Plan</p> <p>AURA, a grassroots organization that believes in an Austin for Everyone, began its existence as a transit advocacy organization. Since then, we have released multiple reports</p>

Source	Comment
<p>Organization Feedback</p>	<p>The Austin Board of REALTORS® recognizes the value of an updated long-term strategic mobility plan for Austin. We are pleased the City is prioritizing mobility and planning for Austin’s long-range needs, including improving existing infrastructure and preparing for new investments.</p> <p>As an initial policy outline, the draft ASMP sets out a promising framework for identifying mobility priorities and variables that inform transportation investments. The ASMP demonstrates broad thinking about factors that impact mobility dynamics, such as land use policies, and it recognizes important secondary dimensions of mobility, such as: equity, health, climate, water, and accessibility.</p> <p>However, at this time, the ASMP appears to need more fleshing out before it can be considered a viable plan that informs operational decisions. ABoR understands that a complementary “action table” is being developed that will add detail and greater depth to the high-level policies that are currently available. We are eager to see the action table and would like a further chance to comment when the policy document has been fleshed out with specific operational recommendations.</p> <p>In further revisions, we would like to see the ASMP:</p> <ul style="list-style-type: none"> • speak more directly to strategies for relieving congestion; • add greater detail about how to improve travel time reliability for the vehicle priority network; • build in a robust implementation plan that sets out recommendations for prioritization and estimated timelines; and • recommend more explicit strategies for solidifying regional partnerships and building a regional vision for mobility.

Source	Comment
<p>Organization Feedback</p>	<p>Transportation Plan by creating a new, forward-looking Austin Strategic Mobility Plan (ASMP). We believe that, as the beating heart of the city and home to 13% of its jobs, downtown is particularly poised to benefit from a thoughtful transportation plan that will ultimately move the most people to, from and around downtown.</p> <p>With respect to downtown, we look forward to partnering with the City to develop the Austin Core Transportation Plan (the ACT Plan) and incorporating lessons learned from an existing body of knowledge, including the Downtown Parking Strategy, Downtown Vision, Congress Avenue Urban Design Initiative, Downtown Austin Plan and any current and future downtown district plans. We consider the following goals for the ACT Plan imperative to the success of downtown Austin:</p> <ol style="list-style-type: none"> 1. Identify Modal Priorities for Downtown Grid. The ASMP maps for downtown identify certain streets as “high-injury for pedestrians” and also identify such streets as priority networks for transit, vehicle and bicycles. However, each of these networks has conflicting objectives. The ACT Plan must prioritize the function and form of each street in downtown. 2. Lead on the Vision for I-35. The ASMP and the ACT Plan should provide leadership for the lowering of I-35, rather than defer to TxDOT. Include in the maps tolled managed lanes and call for east-west connections at grade. 3. Support a Performance-Based Parking Management System. The ACT Plan should support implementation of a performance-based management system that includes dynamic pricing with an 85% on-street parking space availability target, as recommended in the Downtown Parking Strategy.