

Shoal Creek Trail Connectivity Gaps Community Feedback Report (24th Street to West 34th Street)

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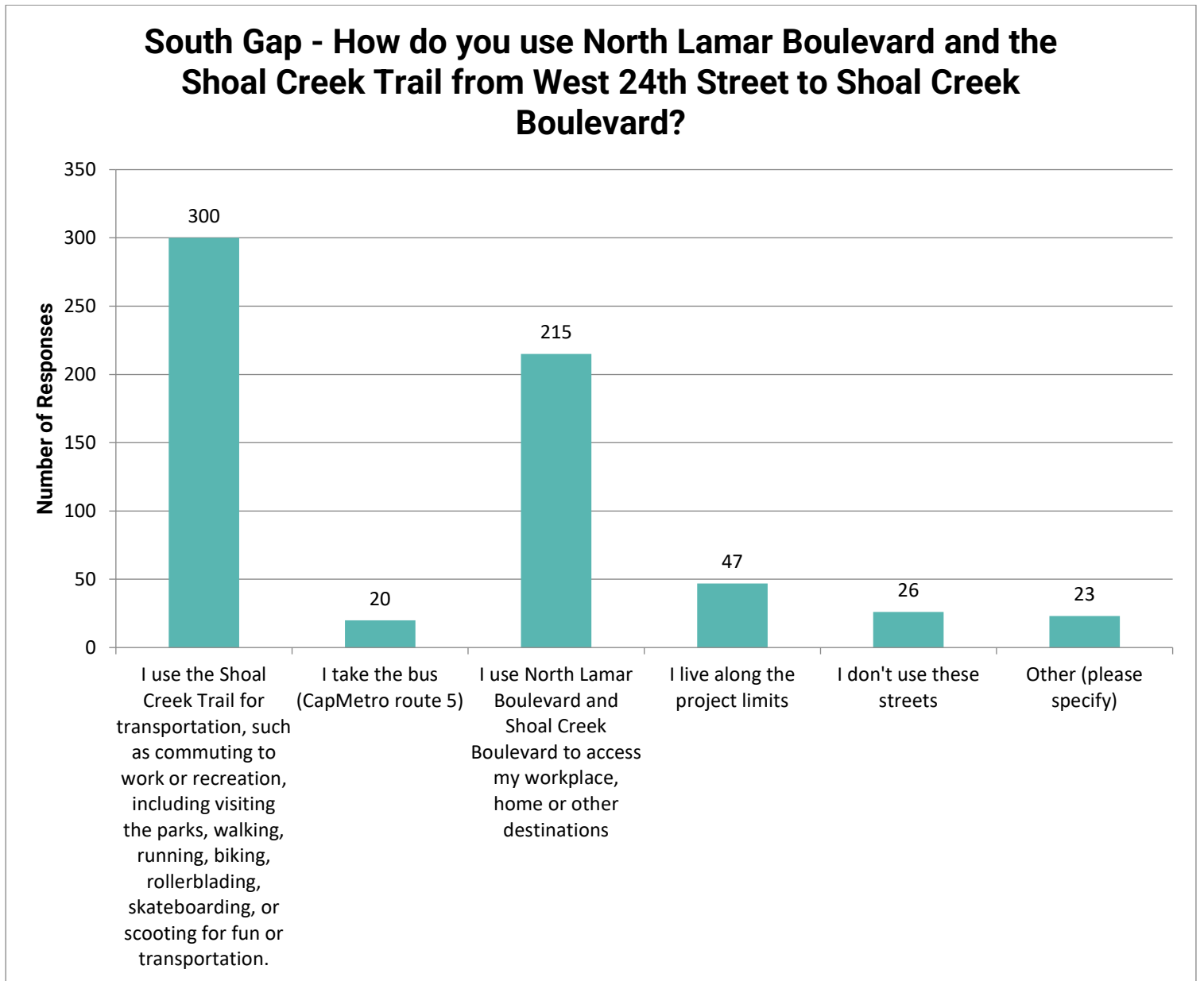
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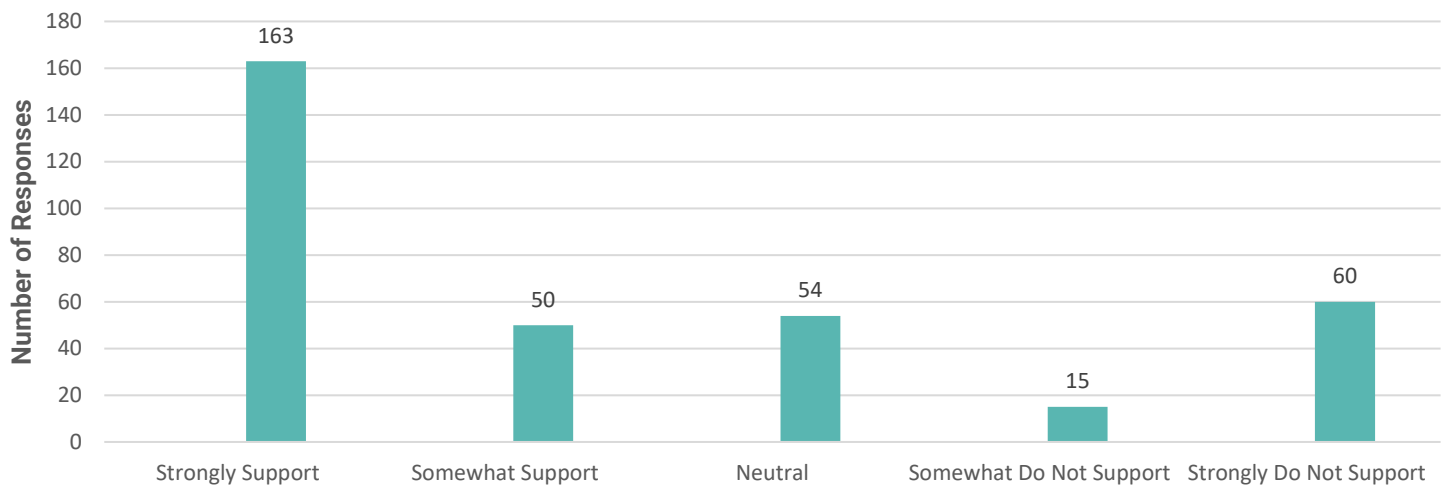
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South Gap Multiple Choice Responses



What is your level of support for the south gap design?



South Gap: All comments by question

What do you like about the proposed changes?

Respondent ID	Response
1	adjustments could be made which achieve the same results at lower cost to taxpayers
2	Continuity of the trail as well as safer bike/walker interface. The current sidewalk is so treacherous when 2 cyclists need to pass each other.
3	One way car travel at the southernmost Bridge on SCB. Improving the trail and sidewalk crossings
4	One way car travel at the southern most bridge on shoal Creek Blvd. I think this helps with traffic. Improve trails and sidewalk crossing
5	Safer for bikers and runners
6	I am glad the area is getting attention since the landslide.
7	Completion
8	Makes existing paved section a little safer.
9	Fixing the destroyed trail. Shoal creek Blvd cannot be one way....that is very dangerous to exit into Lamar!!!!
10	I like that it would help complete the trail with a wider 12ft shared use path.
11	Something is better than nothing but this isn't something I'd be proud of as a planner.
12	Providing a work-around for the collapsed trail area is a positive, but adjustments could be made which achieve the same results at lower cost to taxpayers.
13	I like that it widens the sidewalk.
14	Providing a work-around for the collapsed trail area is a positive, but there are most cost effective ways to achieve the same results with a lower taxpayer burden.
15	Increased safety and access.
16	There are more and more people who use the bike to commute, to run errands, or for recreation. This proposal trail creates another safe route for people to use on a daily basis. The raised crosswalk and the colored lanes are what I like the most because a visual and grade separation is a great strategy.
17	Protects bikes and pedestrians
18	Current path is too narrow, so I appreciate the wider shared use path.
19	I don't know what changes are proposed. I strongly support a design that preserves and enhances natural beauty while providing a safe way to walk or cycle.
20	increased mobility for cyclists
21	Uninterrupted trail access to Lady Bird Lake
22	Safer infrastructure for bikes
23	Emphasizes safety for walking and biking
24	Safety!
25	Project needs to be completed

26	Consider planting trees in the buffer between the shared use path and the roadway.
27	Connections!
28	The wide paths
29	Prioritize walking and biking, reduce care speed.
30	- Relocation of light poles. Thank you! - The new raised crossings and protected trail along bridge should help connect the trail segments and increase safety and usage.
31	Wide trail, room for bikes
32	Everything. It's been 5 years since the landslide!
33	Making bike travel safer and easier. Less cars on the road.
34	Safe lanes for cyclists and pedestrians.
35	new protected trail across the bridge
36	Safer Avoiding the poison ivy that always encroaches on the sidewalk
37	Easier to get through with less bicycle/runner conflict
38	I like having a continuous bike trail that keeps me off of streets.
39	Continuous path for bikes
40	Much safer
41	Improving pedestrian and bike transportation throughout the city is important regardless of which neighborhood I live in.
42	It will be easier to bike with the wider shared use path.
43	This project will bridge gaps in a much needed connected trail system.
44	We need a healthier and safe city where people feel en outage to bike. As a result, the people using bike lanes will see their physical and mental health improved.
45	Safety
46	Safety
47	Austin needs more separated paths for biking, walking, and rolling that are away from the danger too many cars pose to non-automobile users.
48	Continuous safe path for cycling and pedestrians
49	More Bike Lanes
50	Nothing
51	Nothing. By the way this survey is super confusing and I cannot access the link for the overall project design.
52	I like making the entrances one way only. I think this solves 1/2 the problem but need to make north entrance exit only so the entire park street is one way.
53	I can appreciate the city's desire to make improvements but this is not the way to do it.
54	nothing
55	I appreciate trying to connect the biking/walking path, but this is going to create a dangerous situation for people driving cars entering/exiting the park and neighborhood.
56	none

57	Nothing
58	I think it is not well designed whatsoever.
59	NOTHING
60	The new concrete trail with a planted barrier, which will help protect it from erosion; additionally, the changes to the crossings east of Gaston promise to make the trail safer for users.
61	I do not like anything about it. The city should fix the area that collapsed a few years ago and not close one of the exits from our neighborhood.
62	I am strongly OPPOSED to the moving of pedestrian activities along Lamar. This is a highly trafficked area and the combination of pedestrians, bicyclists, other users, and automobiles is INCREDIBLY UNSAFE!!! Please rebuild the trail portion that you are proposing to close.
63	Not a good idea
64	Accessibility, bikeability, and that the existing dirt bits will remain unchanged for those of us joggers with bad knees.
65	it makes use of an unusable part o fthe trail
66	Widening the path that is currently in use
67	trying to connect trail, but misses the mark
68	It's fine to
69	Absolutely nothing
70	Nothing: it is not needed and is a huge waste of money.
71	Nothing
72	Zero
73	Nothing
74	Nothing
75	Safer connected bike trail to downtown.
76	Absolutely nothing
77	Nothing!!
78	I disagree with closing either street. They are needed for firetrucks ambulances and police, and each provides its own quick access. This entrance is important for all of us on particularly in the Eastern part of Pemberton and the fastest for all services. Left turns onto Lamar cannot be done safely. A light would have to go in to make a left turn safe.
79	Nothing
80	Absolutely nothing - it's a terrible proposal for neighbors, hikers, bikers and commuters as it puts us all in danger.
81	I like that is fixing some of the connectivity issues between 31st and 34th street.
82	Losing the section of the trail from the landslide was a real loss for our neighborhood. We look forward to having the trail back.
83	The expansion and repair of the trail and sidewalk accessibility will benefit the community.
84	More accessible
85	I really like the idea of more paved bike and walking paths in our city generally.
86	These changes don't affect our usage as much on a daily basis, but they seem great for enjoyment of the trails through the park. Very excited for a protected left onto 29th Street from southbound Lamar!
87	safer for pedestrians and bikers

88	I do not want the bridge entrance changed, it will impact our access to our neighborhood especially during busy times
89	Protected bike lanes
90	I don't believe they are necessary. I walk on those trails all the time. If they just fixed the old sidewalk, it would be fine.
91	Greatly improves mobility for bikers
92	Wider trail, more protected from traffic.
93	The street needs safe widen roads for two way traffic and a safer area for foot/bike traffic.
94	Improved trail conditions, access and safety
95	Better pedestrian protection. Addresses trail use lost in the landslide.
96	Rebuilding the trail
97	Nothing.
98	I support the widening of the path north of 24th Street and the continuation of the path for the part of Shoal Creek Boulevard near Gaston. A wider sidewalk will reduce bike-pedestrian conflicts and make the route more viable for through-traffic on bikes. I also favor the raised crosswalk for vehicles turning onto Shoal Creek from Lamar.
99	The idea is sound
100	An upgrade of the sidewalk along Lamar.
101	I like the larger sidewalk along N. Lamar and the goal of re-connecting the section affected by the landslide.
102	I like the proposed reconfiguration of the existing car bridge for use as a protected bike/walker path
103	proposed improvements seem to make sense for the south gap. I like the one way traffic flow south of the bridge.
104	Providing a work-around for the collapsed trail area is a positive, but lower cost adjustments should be considered.
105	The fact that these gaps are getting attention is great.
106	no likes, nice but unnecessarily wide sidewalk expansions, and completely ignores the creek crossing problem just south the landslide where the stone steps are. That's the obvious place to do the obvious trail improvement - connecting the Lamar street sidewalk bypass section back to the real trail on the other side of the creek.
107	The wide shared use path! The new trail on the Shoal Creek bridge
108	Nothing.
109	Avoids the landslide area that the city has been ignoring for years.
110	Multiuse access
111	They're progress and offer some safe options
112	Allows for a safe width for multi-modal users and prevents the need for cyclists to ride on a thin sidewalk
113	The existing sidewalk detour is very narrow for the volume of users it sees.
114	Nothing
115	Providing a work-around for the collapsed trail area is a positive, but adjustments can be made which achieve the same effect at lower cost to taxpayers.
116	Nothing it reduces Shoal Creek to one way



117	It is a pragmatic choice given the constraints of the area.
118	expanded sidewalk
119	It's great to see nice transit infrastructure benefiting cyclists and pedestrians. I biked that area this week and the current sidewalk is so narrow. I look forward to wider sidewalks!
120	One-way at bridge makes using the trail safer for bikers; wider trail makes use by bikers less likely to bother walkers.
121	Provides continued connection through North Pease Park - I still wish the trail was on the west side of the creek which is more shaded at least it was before the landslide
122	Widening the sidewalk along North Lamar is a great option! I have tried to ride my bicycle on the sidewalk and it feels stressful and constricted when I have to pass joggers or when there are bicyclists coming in the opposite direction. This proposal definitely addresses those concerns. Great job :)
123	The South Gap proposal is not needed and certainly not at this time.
124	A wider concrete trail protected from the street is preferable to the existing situation.
125	We have really missed having a continuous trail past what is now the landslide site.
126	Protects walkers, joggers, dogs from street traffic.
127	Wide side walk
128	It seems to improve safety for biking and make it easier to bike.
129	Need a protected trail for crossing Shoal Creek Blvd. Trail users do not necessarily look for cars!
130	No need to cross the creek and link up to the sidewalk along Lamar.
131	I like that there will be more space for cyclists and pedestrians
132	The improved protected bridge and widened sidewalk will be helpful as our family uses both weekly (we live very close by).
133	I like the new concrete trail. I like the protected shared use path across the bridge.
134	I travel here by bike. Biking on the narrow sidewalk is uncomfortable and dangerous - it's also difficult to navigate around pedestrians, which is bad for all parties involved.
135	FINALLY that rubble cleared. About time!
136	The proposed wider path immediately north of the 24th Street underpass is a welcome change. I also appreciate the improved minor street crossings around Shoal Creek Blvd.
137	widened sidewalk!
138	It's important to permanently reroute the trail across the creek where it is not susceptible to landslides.
139	buffer with Lamar Blvd will be great for pedestrian safety and transit options
140	Nice to have the trail being fixed up.
141	Increased bike safety along the bike trail. Safer turn onto 29th Street heading south on Lamar. Wider surface will reduce conflict.
142	Protected and separated form street bike and pedestrian area
143	I like the wider multi use
144	Wider path along North Lamar and improved street crossings are great

145	The landslide needs to be addressed and the original trail reconstructed. Pouring a new concrete path on the east side of the creek is not a good alternative
146	Wider trail than the existing narrow sidewalk along Lamar
147	Better cycling path. Reduced conflict with cars in the parking lot.
148	It can bypass the landslide area
149	The crossings at the two entrances to the parking lot were always kind of scary, so I like the raised crossings and making the exit one-way. I also like the planted buffers
150	It is wise to turn Shoal Creek Blvd into a one way street, however the exit and entry points as designed need to be reversed. The design currently shown will create numerous vehicle collisions due to lack of visibility when exiting Shoal Creek Blvd onto N. Lamar at the northeastern edge of Shoal Creek Blvd.
151	No a lot. Separate bikes and walkers from cars more. Definitely improve design to bikes safe from parked drivers opening doors on bikers.
152	The larger protected sidewalk here will be so much nicer than the current narrow setup. Also adding the protected ped crossings at the bridges would assist in slowing down drivers flying into the parking lots.
153	Nothing.
154	The new wider trail will be a great addition, because often walkers or runners are forced off the existing sidewalk into the grass when cyclists/strollers are passing through. Dedicated trail lanes across the bridge will be nice.
155	Prioritizing pedestrians and cyclists and improving safety
156	-shared use path with enough width to pass. Similar to Walnut creek path -replacement of gravel paths with paved -Improved "readability" of trail. Should be easier to stay on the trail without checking maps to see if you're still on track.
157	Improvement to protect the trail and its users
158	fixing the problems caused by the landslide.
159	There is significant conflict between vehicles and pedestrians/cyclists at both intersections where Lamar meets Shoal Creek Blvd. Creating raised crossings will make drivers more aware of non-vehicular traffic and making the road one way will reduce chances for conflicts, making it safer.
160	It improves existing conditions and gives more space to people walking and biking. I like the raised crossings.
161	Wide/paved/all ages all abilities
162	Limiting vehicular access, increasing pedestrian and biker comfort and safety.
163	Makes passage much better and safer.
164	Not much.
165	Not a lot.
166	Wider the sidewalk along Lamar
167	Reconstructed areas will be marginally improved. Fresh paving, if nothing else.
168	More useable
169	I don't like much about it. It's just a super-wide sidewalk next to a very busy and winding thoroughfare (Lamar BLVD).

170	Elevated crossings will make it safer for people and send a clear message to vehicles that people may enter this space.
171	Improved crossings, Concrete trail, Better connection to the trail and 24th.
172	The raised crossings should help a lot. I almost got hit by a truck here yesterday.
173	Safer, wider paths - and it won't be a landslide. This feels like the most urgent segment.
174	Prioritize foot and bicycle traffic; de-prioritize car traffic
175	The new 12' trail is definitely safer/more usable than the existing sidewalk, and the crossing improvement for the trail over Shoal Creek Blvd is nice.
176	Wider path is better for biking on the east side of the creek. I do not like biking on the current 3-4 foot wide sidewalk.
177	Widening of the existing sidewalk
178	Trail continuity for better commuting and connectivity to downtown.
179	Nothing
180	Current width is too narrow to safely pass bikes and you cannot ride side by side. Wider is better
181	The only good thing is the wider sidewalk design.
182	Overall looks like there's few drackbacks here, and a smooth and wider multi-use path will serve all users well
183	I would rather see the trail along the creek restored, but if that's not possible, then this plan seems OK.
184	Widens the path for cyclists.
185	It's not the best, but it's better than the current situation. I'd rather see the actual trail improved.
186	wider and safer trail. But as I have commented in the past: Condemn the houses at the top of the cliff where the landslide was (easier said...). Remove the houses. Clear the west side of the creek and reinstall the trail.
187	I like the idea of large improved concrete trail
188	Easier access for both bikes and pedestrians = safer
189	You're doing something
190	The improvements make this area much more appealing to cyclists
191	Easier and safer access for cycling
192	Getting rid of steep narrow trail
193	Widening the sidewalk is important.
194	Love the wider sup
195	The trail was very secluded and didn't make you feel like you are on top of the traffic on shoal creek blvd.
196	I like that the trail is getting wider and that the crossing at Shoal Creek Blvd is being made more safe

South Gap: What do you dislike about the proposed changes?

Respondent ID	Response
1	One way flow for motor vehicles along the west side of bridge will limit Bryker Wood resident circulation out of the neighborhood and onto N Lamar. The changes to the bride are a comparatively poor use of funds and completely unnecessary
2	Having trail next to Lamar. We want please to enjoy the nature through shoal Creek.
3	Having the main trail adjacent to Lamar. I would prefer the trail to be set back from the road
4	Nothing
5	I wish the funds would go toward the stabilization of the landslide area rather than a work around on Lamar. Also, the bridge is fine like it is. I think it is going to be a problem to access the area from Lamar if it becomes a one way route.
6	Delay
7	The changes do not address the problems with the trail itself.
8	You will create accidents and kill people with the proposed shoal creek exit onto lamar.
9	I would appreciate a tree buffer planted between the trail/path and the road.
10	This is a minimal low ambition proposal that doesn't really rise above "blah". Being close to Lamar isn't a good experience and it doesn't look like the planted buffer is wide enough to make a difference.
11	One-way flow for motor vehicles along the West side of the bridge will limit Bryker Woods residents' circulation out of the neighborhood and onto North Lamar Blvd. The changes to the bridge are a comparatively poor use of funds and completely unnecessary.
12	I don't like the motor vehicle entrance, and I wish there was a way to just move out the tree and repair the existing trail.
13	One-way flow for vehicle traffic on the bridge is unnecessary and a non-starter.
14	One-way flow for motor vehicles along the west side of bridge will limit Bryker Wood resident circulation out of the neighborhood and onto North Lamar. The changes to the bridge are a comparatively poor use of funds and completely unnecessary.
15	Is the new 12' wide concrete trail going to separate the pedestrian traffic and the bike traffic? It will be a nicer and smoother experience for both parties.
16	Doesn't slow down cars enough.
17	Nothing. It needs to happen
18	I wish the trail could be restored on the west side. Take some lanes from Lamar if possible to make the trail more comfortable. Bikes and peds are not second class citizens and we deserve a comfortable trail, especially since it is so well used and loved.
19	Appear to have turn lanes cutting through walk and bike versus run turns.
20	- 12ft seems too wide and wasteful, given the low amount of foot traffic in that area. It would be better to have less concrete and more buffer area instead.

	- The plan does not consider repairing and reopening the old trail that was destroyed by the landslide.
21	Will the part of the path out be the street have a buffer from road traffic?
22	Making the bridge one-way limits options for leaving the Pemberton/Bryker-Woods neighborhood when heading downtown. At the same time, it still requires pedestrians and bikes to cross Shoal Creek Blvd at a point where left-turning motorists are very focused on watching for oncoming traffic rather than pedestrians crossing the lane to reach the pedestrian bridge.
23	Too close to the noisy, busy road. Is it possible to relocate farther from Lamar?
24	Nothing
25	The location being along the street rather than through nature.
26	n/a
27	Nothing
28	Nothing
29	Closing the street to one way traffic is not the solution. That part of Lamar has a very dangerous blind curve and cause more accidents than will help the current situation.
30	The access at the north of the park is unsafe for entry and exit. The plan doesn't clearly solve the problem at hand. It actually makes it worse. Preventing traffic flow at the south end of the park makes it harder to access the park for all - residents, trail goers, etc.
31	I like making the entrances one way only. I think this solves 1/2 the problem but need to make north entrance exit only so the entire park street is one way.
32	Using only the north side of Shoal Creek and Lamar to exit Gaston seems much more dangerous than using the south entrance that has much better sight lines.
33	The negative vehicular traffic flow that will be created in a residential neighborhood that is filled with little children.
34	traffic reshaping to 24th and 29th... access challenges to neighborhood... dangerous north side Lamar entrance.
35	The proposed changes will create a VERY DANGEROUS situation for cars, bikers and walkers. To enter/exit the park at the north entrance is super dangerous- the sight lines are limited and people are always going extra fast in the southbound lane.
36	the south bridge should not be closed. the north bridge should be closed because it is dangerous. I have lived in the neighborhood for 38 years
37	It cuts off the only exit I use for entrance onto Lamar from my home. The one you are proposing leaving open to two way traffic is insanely dangerous and no one in the neighborhood uses because of poor visibility and speeding cars
38	Vehicular egress from the park area to Lamar at this location needs to remain in place. Restricting this location to only vehicular ingress is bad design.
39	IT WILL MAKE ACCESS TO OUR NEIGHBORHOOD EVEN HARDER AND YOU ARE PROPOSING TO CLOSE AN EXIT THAT IS MUCH SAFER THAN THE OTHER ONE WHEN TRYING TO TURN ONTO LAMAR.
40	There is not a need to close an exit out of our neighborhood. The other exit on the north end of the park is not safe to exit due to limited sight around the corners. Foot traffic goes across right there as well so would make more sense to fix the trail on the west side of the creek where the hill collapsed not cut off an exit.
41	the closing of the trail and the building of the concrete path
42	One-way bridge on south section of Shoal Creek Blvd. This is a very important two-way bridge and its current 2-way configuration relieves traffic pressure from 29th Street, which is already at capacity. Pushing traffic onto the northern section of Shoal Creek Blvd. is very dangerous and ill

	<p>advised. That section has blind corners and results in many near-misses. Too dangerous. Keep the 2-way south section bridge as-is.</p>
<p>43</p>	<p>This plan will negatively impact people desiring to access the Greenbelt, the dog park area there and its parking lot. Coming from the direction of downtown on Lamar, the first Shoal Creek Blvd. access is much safer. Closing that intersection will force everyone to turn left at the north Shoal Creek Blvd./Lamar intersection. That involves a greater than 90 degree left turn against the blind curve with on-coming south bound Lamar traffic (which comes very fast down the hill from the 29th Street intersection). The ability to see and avoid bicyclists using the new bike lanes will also be much more impaired there. The result will be increased danger for accidents and injury for everyone. Leaving the existing left turn onto the south end of Shoal Creek Blvd. is a much safer option for everyone.</p> <p>Forcing pedestrians onto the new bike lanes adjacent to Lamar does not give them the park access and park experience that Austin residents want and deserve. There is no safe access to Pease Park from those bike lanes until the pedestrian bridge at the south end of the Park almost a mile away (other than the less than friendly option to leave the bike lanes, go up and across the busy 24th Street intersection, use the narrow walkway across the busy 24th Street Bridge and loop back down to the Park). Moreover, the concrete sidewalk adjacent to Lamar is all but unusable for foot traffic during more and more months each year due to the oppressive heat and radiation directly from the Sun and the reflected heat from the 4 lanes of adjacent asphalt, with no or minimal shade. On the other hand, the Shoal Creek Trail on the west side of the Creek has direct access to Pease Park and is fully shaded along with its other natural amenities for pedestrians and other Trail users.</p> <p>The much better option is to follow and comply with the existing approved plans. That is, construct the concrete lanes along Lamar Blvd. for bicyclists/commuters and maintain the Shoal Creek Trail on the west side of the Creek for pedestrians and others who don't want a speedy by-pass of the Shoal Creek Greenbelt and Pease Park.</p> <p>Fixing the 100 yards or so of the Shoal Creek Trail and building the separate concrete bike lanes along Lamar in accordance with the existing approved Plans is the best option for everyone.</p>
<p>44</p>	<p>Changing the southwestern intersection of Shoal Creek Blvd and Lamar into an entrance only one way street and forcing cars to exit Gaston / Shoal Creek Blvd onto Lamar at the northeastern intersection of Shoal Creek and Lamar will create serious safety issues. This intersection has VERY limited visibility when looking north or south along Lamar from Shoal Creek Blvd due to the curvature of Lamar. Cars attempting to turn onto Lamar are unable to see oncoming traffic more than a few meters to the north or south. Visibility is far superior at the southwestern intersection of Lamar and Shoal Creek Blvd.</p> <p>The plan should be completely reversed - the entrance to the trail parking lot should be at the northeastern intersection of Shoal Creek Blvd and N. Lamar and the exit should be on the</p>

	<p>southwestern intersection of Shoal Creek Blvd and N. Lamar. I drive this route every single day and the way the plan is currently designed will cause numerous wrecks.</p>
45	<p>I live on Gaston. Like so many of my neighbors, my primary entrance *AND EXIT* from this neighborhood is through the South exit. I'm sure for many of you this seems silly, it's just a little park to you, with transient visitors who can exit from either end. But for those of us who actually *live* here, the proposal to limit the south bridge to exiting-only is extremely upsetting. The neighborhood already struggles with the daily onslaught of pass-through traffic that jam the 24th Street, Jefferson, and 29th Street routes during rush hour. Shoal Creek Park for decades has been our saving grace, and it is the south bridge in particular that all of us use--for the north entrance/exit is *FAR* more dangerous and difficult to use due to its much-more limited sightlines. So change the rules on the north entrance/exit if you must, but please, please, please do not interfere with the south one!</p>
46	<p>This plan will negatively impact people desiring to access the Greenbelt, the dog park area there and its parking lot. Coming from the direction of downtown on Lamar, the first Shoal Creek Blvd. access is much safer. Closing that intersection will force everyone to turn left at the north Shoal Creek Blvd./Lamar intersection. That involves a greater than 90 degree left turn against the blind curve with on-coming south bound Lamar traffic (which comes very fast down the hill from the 29th Street intersection). The ability to see and avoid bicyclists using the new bike lanes will also be much more impaired there. The result will be increased danger for accidents and injury for everyone. Leaving the existing left turn onto the south end of Shoal Creek Blvd. is a much safer option for everyone.</p> <p>Forcing pedestrians onto the new bike lanes adjacent to Lamar does not give them the park access and park experience that Austin residents want and deserve. There is no safe access to Pease Park from those bike lanes until the pedestrian bridge at the south end of the Park almost a mile away (other than the less than friendly option to leave the bike lanes, go up and across the busy 24th Street intersection, use the narrow walkway across the busy 24th Street Bridge and loop back down to the Park). Moreover, the concrete sidewalk adjacent to Lamar is all but unusable for foot traffic during more and more months each year due to the oppressive heat and radiation directly from the Sun and the reflected heat from the 4 lanes of adjacent asphalt, with no or minimal shade. On the other hand, the Shoal Creek Trail on the west side of the Creek has direct access to Pease Park and is fully shaded along with its other natural amenities for pedestrians and other Trail users.</p>
47	<p>It takes away an access point that has been used for many decades - I have used it for over 40 years. why make that change when everything works fine as it is. I walk that route almost weekly and have never had an issue - not too many cars, easy to go from trail to sidewalk if you want to do that, or stay on trails in the trees. There is no reason to close one access point to cars and then make all cars use only one of the current access points. It will also double the traffic on the north side of Gaston which will make it harder for pedestrians to cross the street when walking along the trail from 29th Street towards 24th Street.</p>
48	<p>It will create a traffic hazard with no improvement in safety for anyone.</p>
49	<p>It decreases accessibility to green space for many Austin residents</p>
50	<ol style="list-style-type: none"> 1. Limiting access to the neighborhood is a ridiculously horrible idea. 2. This proposal would not make pedestrian/bike traffic safer.

	<p>3. This proposal will force unnecessarily more traffic to the intersection of 29th/Lamar.</p>
51	<p>his plan will negatively impact people desiring to access the Greenbelt, the dog park area there and its parking lot. Coming from the direction of downtown on Lamar, the first Shoal Creek Blvd. access is much safer. Closing that intersection will force everyone to turn left at the north Shoal Creek Blvd./Lamar intersection. That involves a greater than 90 degree left turn against the blind curve with on-coming south bound Lamar traffic (which comes very fast down the hill from the 29th Street intersection). The ability to see and avoid bicyclists using the new bike lanes will also be much more impaired there. The result will be increased danger for accidents and injury for everyone. Leaving the existing left turn onto the south end of Shoal Creek Blvd. is a much safer option for everyone.</p> <p>Forcing pedestrians onto the new bike lanes adjacent to Lamar does not give them the park access and park experience that Austin residents want and deserve. There is no safe access to Pease Park from those bike lanes until the pedestrian bridge at the south end of the Park almost a mile away (other than the less than friendly option to leave the bike lanes, go up and across the busy 24th Street intersection, use the narrow walkway across the busy 24th Street Bridge and loop back down to the Park). Moreover, the concrete sidewalk adjacent to Lamar is all but unusable for foot traffic during more and more months each year due to the oppressive heat and radiation directly from the Sun and the reflected heat from the 4 lanes of adjacent asphalt, with no or minimal shade. On the other hand, the Shoal Creek Trail on the west side of the Creek has direct access to Pease Park and is fully shaded along with its other natural amenities for pedestrians and other Trail users.</p> <p>The much better option is to follow and comply with the existing approved plans. That is, construct the concrete lanes along Lamar Blvd. for bicyclists/commuters and maintain the Shoal Creek Trail on the west side of the Creek for pedestrians and others who don't want a speedy by-pass of the Shoal Creek Greenbelt and Pease Park.</p>
52	<p>Coming from the direction of downtown on Lamar, the first Shoal Creek Blvd. access is much safer. Closing that intersection will force everyone to turn left at the north Shoal Creek Blvd./Lamar intersection. That involves a greater than 90 degree left turn against the blind curve with on-coming south bound Lamar traffic (which comes very fast down the hill from the 29th Street intersection). The ability to see and avoid bicyclists using the new bike lanes will also be much more impaired there. The result will be increased danger for accidents and injury for everyone. Leaving the existing left turn onto the south end of Shoal Creek Blvd. is a much safer option for everyone.</p>
53	<p>Limits access to my neighborhood, creating additional traffic at other locations and roads.</p>
54	<p>I am very concerned about the safety implications of the redesign of the South Gap as currently illustrated.</p> <p>Changing the southwestern intersection of Shoal Creek Blvd and Lamar into an entrance only one way street and forcing cars to exit Gaston / Shoal Creek Blvd onto Lamar at the northeastern</p>

	<p>intersection of Shoal Creek and Lamar will create serious safety issues. This intersection has VERY limited visibility when looking north or south along Lamar from Shoal Creek Blvd due to the curvature of Lamar. Cars attempting to turn onto Lamar are unable to see oncoming traffic more than a few meters to the north or south. Visibility is far superior at the southwestern intersection of Lamar and Shoal Creek Blvd.</p> <p>The plan should be completely reversed - the entrance to the trail parking lot should be at the northeastern intersection of Shoal Creek Blvd and N. Lamar and the exit should be on the southwestern intersection of Shoal Creek Blvd and N. Lamar. I drive this route every single day and the way the plan is currently designed will cause numerous wrecks.</p>
<p>55</p>	<p>This plan will negatively impact people desiring to access the Greenbelt, the dog park area there and its parking lot. Coming from the direction of downtown on Lamar, the first Shoal Creek Blvd. access is much safer. Closing that intersection will force everyone to turn left at the north Shoal Creek Blvd./Lamar intersection. That involves a greater than 90 degree left turn against the blind curve with on-coming south bound Lamar traffic (which comes very fast down the hill from the 29th Street intersection). The ability to see and avoid bicyclists using the new bike lanes will also be much more impaired there. The result will be increased danger for accidents and injury for everyone. Leaving the existing left turn onto the south end of Shoal Creek Blvd. is a much safer option for everyone.</p> <p>Forcing pedestrians onto the new bike lanes adjacent to Lamar does not give them the park access and park experience that Austin residents want and deserve. There is no safe access to Pease Park from those bike lanes until the pedestrian bridge at the south end of the Park almost a mile away (other than the less than friendly option to leave the bike lanes, go up and across the busy 24th Street intersection, use the narrow walkway across the busy 24th Street Bridge and loop back down to the Park). Moreover, the concrete sidewalk adjacent to Lamar is all but unusable for foot traffic during more and more months each year due to the oppressive heat and radiation directly from the Sun and the reflected heat from the 4 lanes of adjacent asphalt, with no or minimal shade. On the other hand, the Shoal Creek Trail on the west side of the Creek has direct access to Pease Park and is fully shaded along with its other natural amenities for pedestrians and other Trail users.</p> <p>The much better option is to follow and comply with the existing approved plans. That is, construct the concrete lanes along Lamar Blvd. for bicyclists/commuters and maintain the Shoal Creek Trail on the west side of the Creek for pedestrians and others who don't want a speedy by-pass of the Shoal Creek Greenbelt and Pease Park.</p> <p>Fixing the 100 yards or so of the Shoal Creek Trail and building the separate concrete bike lanes along Lamar in accordance with the existing approved Plans is the best option for everyone.</p>

56	<p>emphasizing the wrong things-</p> <p>Gaston hillside is a primary entry to the Shoal Creek trail and to Pease. There are no sidewalks there and it would be difficult to install them. The street is M-F and often weekends due to street parking reduced to a blind single lane going in both directions. It is unsafe for all especially bikes going downhill or strollers with big construction vehicles coming up the hillside-concrete mixers, 18 wheelers. This is the easier entrance into neighborhood for these vehicles.</p>
57	<p>It will close off an entrance to a neighborhood that already sees significant traffic from non-residents through other streets.</p>
58	<p>This plan will negatively impact people desiring to access the Greenbelt, the dog park area there and its parking lot. Heading north on Lamar, the first Shoal Creek Blvd. access is much safer. Closing that intersection will force everyone to turn left at the north Shoal Creek Blvd./Lamar intersection. That involves a greater than 90 degree left turn against the blind curve with on-coming south bound Lamar traffic (which comes very fast down the hill from the 29th Street intersection). The ability to see and avoid bicyclists using the new bike lanes will also be much more impaired there. The result will be increased danger for accidents and injury for everyone. Leaving the existing left turn onto the south end of Shoal Creek Blvd. is a much safer option for everyone.</p> <p>The much better option is to follow and comply with the existing approved plans. That is, construct the concrete lanes along Lamar Blvd. for bicyclists/commuters and maintain the Shoal Creek Trail on the west side of the Creek for pedestrians and others who don't want a speedy by-pass of the Shoal Creek Greenbelt and Pease Park.</p> <p>Fixing the 100 yards or so of the Shoal Creek Trail and building the separate concrete bike lanes along Lamar in accordance with the existing approved Plans is the best option for everyone.</p>
59	<p>I believe all trails in this area should be ON-LEASH trails. There are too many runners and bikers putting off-leash dogs and people at risk.</p>
60	<p>Nothing.</p>
61	<p>I don't like being routed out to Lamar with all the traffic noise and pollution</p>
62	<p>The change to the bridge</p>
63	<p>Unprotected bike lanes</p>
64	<p>More congestion, Pedestrians and bikers are in more danger, it is impossible for school busses to navigate.</p>
65	<p>Construction - especially if it impacts lamar, which it would at least indirectly - would become a nightmare for a prolonged period of time, creating a problem that's solving one that doesn't really exist.</p>
66	<p>It's not fixing the issue.</p>

67	No comments
68	The trail is along Lamar - not pedestrian friendly experience.
69	None
70	Nothing
71	I don't like the one-way entry from Lamar
72	<p>I understand the landslide brings structural issues for parts of the trail, but is Pease Park permanently no longer part of the route for north-south bike traffic? It would be great if the Pease Park path could be better connected to this project via wayfinding signs and a wider sidewalk over the 24th Street bridge. Doing so would offer a more scenic and calmer route than the path south of Lamar (which is also much too narrow for two-way bike traffic!) and would make it easy for cyclists coming from Clarksville to use the route.</p> <p>Continuing north from Gaston Ave, the two options are the Lamar Blvd sidewalk, which is still two narrow, or the section of the Shoal Creek Trail south of Split Rock Canyon, which I would argue is too rough for accessible usage. I am disappointed that one of these has not been addressed by the changes.</p> <p>Will these improvements include wayfinding signage for bikes and pedestrians? They should.</p>
73	The implementation of the bike lane bullards and delineator/reflector poles are a hazard for both cyclists and drivers
74	<p>I dislike the alterations to Shoal Creek Blvd. and its bridges. I have lived in this area for 35 years and use Gaston and Shoal Creek Blvd. to enter and exit to Lamar daily. I also access the Shoal Creek Trail here several times a week. It is critical that the intersections of Shoal Creek Blvd. and Lamar remain to allow entry and exit at both locations, as Pemberton Heights has limited exits and this is a key one to relieve traffic from the neighborhood, especially Wooldridge. The raised barriers in the street at trail crossings would be hazardous because they occur very close to the intersections with Lamar. Cars will hit them coming in with little warning. More suitable ways to denominate the trail crossings at grade must be available. (The neighborhood also voted against such "traffic calming measures" as these raised structures over ten years ago.) Signs should be posted on the street and on the trail alerting users of the upcoming intersection. The south bridge must allow two way traffic, in keeping with the need to enter and exit at the adjacent intersection. The trail on the west side of the creek must be restored through the landslide area as Council earlier directed, and this will eliminate any need to involve the south bridge. Pushing all trail users to the Lamar sidewalk is not a good ideal long term, as it negatively impacts Pease Park by essentially removing its north entrance from the Shoal Creek Trail. I am aware of no problem currently in this area that would warrant the radical and permanent changes you propose, and I doubt that the neighborhood association and those working on Pease Park support them.</p>
75	As a biker, I usually feel fairly safe in the sections along Shoal Creek Blvd / near the bridge. I don't mind the changes, I'm just not necessarily sure it's worth the money.
76	I would prefer that we not totally abandon the other side of the creek for trails in the future. Riding and running alongside Lamar is not an ideal arrangement.
77	One-way flow for motor vehicles along the west side of bridge will limit Brykerwood resident circulation out of the neighborhood and onto N Lamar. The changes to the bridge are a poor use of funds and completely unnecessary

78	Diverting shoal creek trail traffic into a concrete path near fast moving cars seems like a very short sited way to "fix" the south gap.
79	The proposed new raised crossing at Lamar and Gaston is incomprehensible to me, totally unneeded. The money would be far far better spent on a foot bridge to cross the creek where the stone steps are just south of the landslide. That's dire need right there to get around the landslide. And even if the landslide is repaired in long future, a crossing right there to get back to the Lamar side will always be useful. Put the priority there, everything else is just a nicity.
80	The trail where the landslide occurred should have been fixed by now. If this were a right of way for cars, this would have happened.
81	Fix the landslide damaged portion of the trail and re-open it. Do not push users closer to the noise, heat and traffic of North Lamar. Do not make Shoal Creek Blvd in this area one-way. It is almost impossible to turn left on N Lamar from the northern entry/exit.
82	Changing shoal creek blvd into a one way street
83	I'd rather be in the park than on sidewalk along Lamar but if this is what works best for all considerations it's okay
84	it doesn't fix the actual problem, which is that a landslide took out part of the trail and the city never fixed it
85	Does not address the issue for a nature trail on the west side of the creek. Continues to ignore the landslide area.
86	Concrete is not a good surface for runners
87	They're not separated enough. It's unpleasant to be that close to traffic.
88	Nothing
89	Decreased access to neighborhood.
90	One-way flow for motor vehicles along west side of bridge will limit Bryker Wood resident circulation onto Lamar. Cost of changes to the bridge are completely unnecessary.
91	I wish it were feasible to clear the landslide and reopen the original path, but I understand it would probably be cost-prohibitive and/or the property owner might throw a fit.
92	no safe crossing from west side trail to east side sidewalk over the creek just before the landslide
93	The trail design in North Pease Park near Gaston Ave is still not great for pedestrians or dogs. I think this part of the blvd should not support vehicle traffic at all not even one-way
94	To me it makes more sense for the one-way car traffic at Shoal Creek Blvd and Lamar to be southbound, rather than northbound. As a bicyclist or pedestrian crossing that road I would rather be crossing southbound traffic (slow cars from the parking lot) rather than northbound traffic (fast cars turning from Lamar).
95	<p>These objections are submitted by the Pemberton Heights Neighborhood Association.</p> <p>PHNA is supportive of improving the connectivity of the Shoal Creek Trail network. The Shoal Creek Trail Connectivity Gaps proposal has innovative ideas; however, its South Gap proposal is not a good idea and deviates substantially from the approved plans for that area, including those developed by the Shoal Creek Conservancy and the Pease Park Conservancy. Specifically, PHNA objects to the South Gap proposal to close portions of Shoal Creek Blvd. and route all pedestrian and other Trail users onto the proposed concrete bike lanes along Lamar Blvd. The much better option is to follow and comply with the existing approved plans. That is, construct the concrete lanes along Lamar Blvd. for bicyclists/commuters and maintain the Shoal Creek Trail on the west side of the Creek for pedestrian and others who don't want a speedy by-pass of the Shoal Creek</p>

Greenbelt and Pease Park.

We believe that it is beyond any doubt that -- other than people seeking a fast bike commute on the proposed expanded concrete bike lanes -- all pedestrian and other Trail users would choose to use the trail on the west side of Shoal Creek. Included here are all walkers, strollers, joggers, families with children, dog-walkers, the mobility impaired, and bicyclists other than those seeking to bypass Pease Park. The problem is the 100 yards or so of that trail damaged by the landslide from the 2017 flood.

Shortly after that flood, the City Council directed that this damaged section of the Shoal Creek Trail be repaired and earmarked funds to do so. However, to date that repair has not been done. We understand that a roadblock was and continues to be the pending lawsuit between the City and 3 landowners uphill from the parkland on which that damaged trail is located. Repairing that damage is not impossible and remains feasible as confirmed in a recent meeting with engineers from the Watershed Development Department. With regard to the lawsuit, we understand that it is scheduled to be resolved with a trial set in February 2024, with a possibility that it could be settled sooner.

PHNA is not opposed to an expanded concrete bike lanes along Lamar Blvd. as detailed in the November 7, 2018 Shoal Creek Trail: Vision to Action Plan. Those expanded lanes can serve people who want to commute to and from downtown (or just ride their bike fast) and by-pass Pease Park. That Vision to Action Plan does not envision closing the Trail through the Greenbelt and forcing pedestrians and all other Park and Greenbelt users onto those concrete bike lanes. For them, as set out in the Pease Park Master Plan developed by the Pease Park Conservancy and approved by the City Council in 2014, the Trail on the west side of the Creek is an infinitely better option for enjoying Pease Park, and the shaded natural area of the Greenbelt and Shoal Creek. Through-bikers and commuters will also have a better experience on those bike lanes with safer and quicker connectivity without the hinderance of pedestrians and others who want a slower relaxed Park and Greenbelt experience.

Forcing pedestrians onto the new bike lanes adjacent to Lamar does not give them the park access and park experience that Austin residents want and deserve. There is no safe access to Pease Park from those bike lanes until the pedestrian bridge at the south end of the Park almost a mile away (other than the less than friendly option to leave the bike lanes, go up and across the busy 24th Street intersection, use the narrow walkway across the busy 24th Street Bridge and loop back down to the Park). Moreover, the concrete sidewalk adjacent to Lamar is all but unusable for foot traffic during more and more months each year due to the oppressive heat and radiation directly from the Sun and the reflected heat from the 4 lanes of adjacent asphalt, with no or minimal shade,. On the other hand, the Shoal Creek Trail on the west side of the Creek has direct access to Pease Park and is fully shaded along with its other natural amenities for pedestrians and other Trail users.

In addition to having a negative impact on all users of the Shoal Creek Trails, the South Gap proposal will also negatively impact residents and others accessing the Pemberton Heights neighborhood. It will also negatively impact people desiring to access the Greenbelt, the dog park area there and its parking lot. Coming from the direction of downtown on Lamar, the first Shoal Creek Blvd. access is much safer. Closing that intersection will force everyone to turn left at the north Shoal Creek Blvd./Lamar intersection. That involves a greater than 90 degree left turn against the blind curve with on-coming south bound Lamar traffic (which comes very fast down the hill from the 29th Street intersection). The ability to see and avoid bicyclists using the new bike lanes will also be much more impaired there. The result will be increased danger for accidents and injury for everyone. Leaving the existing left turn onto the south end of Shoal Creek Blvd. is a much safer option.

PHNA also strongly opposes the alternative suggestion to close the right turn access onto Lamar Blvd. from the southern intersection of Shoal Creek Blvd. For the same reasons as above keeping that right turn open is much safer than the greater than 90 degree right turn against traffic required at the northern intersection.

No trail use data is provided to justify the South Gap proposal to close part of Shoal Creek Blvd. Based on years of use of that street and all of the trails in this area, we believe none exists. It does nothing to improve connectivity with the proposed Middle Gap concrete bike lanes immediately to the north. Nor does it help with the proposed bike lanes to the south. Those bike lanes are all east of Shoal Creek and do not use Shoal Creek Blvd. or its bridges. Unless and until the Middle Gap proposal is built (which is very problematic given its need to have Lamar Blvd. among other things) and data from its usage shows a need to close Shoal Creek Blvd., the South Gap proposal should be shelved and removed from the current Connectivity Gaps proposal.

All said, fixing the 100 yards or so of the Shoal Creek Trail and building the separate concrete bike lanes along Lamar in accordance with the existing approved Plans is the best option for everyone.

Jeff Hart, President of PHNA

- | | |
|-----------|---|
| 96 | It would be preferable to clear the landslide be restore the trail on the west side of Shoal Creek. |
| 97 | Putting the trail right along Lamar means that, like the current sidewalk there, it will be noisy, it will lack shade, and runners/bikers will be breathing in air pollution from the cars on that busy road. |
| 98 | If the trail is shared bike / pedestrian without designated space for each, I do not like that. |
| 99 | Dislike omitting 2 way on south bridge. It's important to keep 2 way ability on South Bridge for traffic to enter and exit from Shoal Creek Blvd. This is a needed entry and exit point for the adjacent neighborhood to access southbound Lamar and those coming north on Lamar to enter the neighborhood. |

100	step 2; making the entrance to the parking lot one-way would make turning around at the southern end of the lot particularly complicated and dangerous and would increase traffic congestion there. And forcing southbound traffic from the neighborhood to go north out of the lot is a bad idea because visibility northward on southbound Lamar is not as good as at the current south exit
101	This change does not envision improvements to the trail near the landslide area, which is such a respite from heat (due to the tree cover) and noise (due to being farther from Lamar). Has this trail been abandoned entirely? Or, is there a future plan once what I presume is litigation concludes?
102	I worry that drivers entering the one-way bridge will come off Lamar too fast
103	I would like to see the widened Lamar sidewalk continue up to 29th. The creekside trail in this section is a lovely nature trail, but is not a suitable all-ages-and-abilities trail. It's hilly and sloping (across the trail) and only partially paved, with poor quality pavement, at that. As such, I prefer to cycle on the Lamar sidewalk through this section, but it is too narrow to be considered AAA either. This section feels like a "gap" that is left unaddressed in these plans.
104	You will be destroying the nature experience by putting the trail right next to North Lamar. Why not put it close to the creek? (or supplement an accessible trail with a maintained dirt/gravel nature trail for those without mobility issues)
105	n/a
106	I do not want a 12 foot CONCRETE path through the beautiful oaks along Lamar. FIX THE ORIGINAL TRAIL. Make it work. THE LAST THING WE NEED IS MORE NEW CONCRETE IN THIS TOWN>
107	The one way only entrance on the south is VERY bad. It is the only safe way to go in and out of that area because it is the only exit with sufficient sight lines looking left and right. The north entrance has restricted sight lines on the high speed traffic of Lamar. PLEASE DO NOT MAKE THE SOUTH ENTRANCE ONE WAY. WE USE IT TO GO HOME FROM DOWNTOWN EACH DAY.
108	Not much. Would love to address south of 24th, too.
109	We want the trail back! Not just a path along a busy road
110	The landslide is not addressed. It needs to be remediated and the trail reconstructed on the west side of the creek as originally envisioned prior to the breakdown of negotiations with adjacent property owners and the City's chosen contractor
111	They lose the "wild" "natural" feel of the trail that existed on the west side of Shoal Creek before the rock slide. And trail on east side of the creek (vs west side) will be closer to the cars on Lamar—which is nerve wracking for parents with small kids, especially while biking.
112	<p>Changing the southwestern intersection of Shoal Creek Blvd and N. Lamar into an entrance only one way street is a disaster and will create serious safety issues. Vehicle traffic exiting from Gaston to southbound N. Lamar Blvd will have to exit the neighborhood at the eastern edge of Shoal Creek Blvd and turn right.</p> <p>This intersection has VERY VERY VERY limited visibility when looking north from Shoal Creek Blvd, and cars attempting to turn onto N. Lamar are unable to see oncoming traffic to the north or south along Lamar</p> <p>The plan should be completely reversed - the entrance to the trail parking lot should be at the northeastern intersection of Shoal Creek Blvd and N. Lamar and the exit should be on the</p>

	southwestern intersection of Shoal Creek Blvd and N. Lamar. I drive this route every single day and the way the plan is currently designed will cause numerous wrecks.
113	Both pedestrian and bike lanes must be wider. Start adding shade to projects.
114	It would be great to build the trail/sidewalk more in the actual park. No matter how large the sidewalk is, being next to loud traffic is kinda disappointing.
115	Converting the south leg of Shoal Creek Boulevard to one-way is a bad idea! It will add to the congestion at the 29th and North Lamar intersection and the Harris Blvd. and Windsor intersection. A better idea is to leave it as it is.
116	The one-way road direction and dedicated lanes also address a problem that doesn't really exist - that section of Shoal Creek Blvd is not a high-traffic road and sharing the road is not terribly difficult as it is.
117	more of the crossings should be raised, no point not having a speed table on an already slow street, make it as comfortable as possible for trail users who will far outweigh cars
118	Shared use, too much impervious cover. Whenever its shared use, people don't respect each others mode of moving, or bring their children on training bikes onto trail where other people are moving much faster; so, include signage on usage rights and behavior. We don't need more concrete (and I do understand we are limited in what we can do), but anything that could reduce concrete (like packed dirt trails in the places it makes sense to do so) would serve us al well.
119	Why no 12 foot wide trail for the entire length of Lamar Blvd? The existing sidewalk is far too narrow to support both pedestrian and 2 way cycling traffic
120	It is a shared use path and not a trail. It places people close to cars, so they have to deal with all the noise and air pollution when there used to be a peaceful trail that improved access to nature. Furthermore, 12 feet is not wide enough for people walking and biking on this incredibly popular trail.
121	Nothing.
122	Nothing.
123	Too close to Lamar Blvd. I think.
124	It does not restore the old trail route on the west side of Shoal Creek. It also will require destruction of a lot of trees on the east side of the creek.
125	Eliminating the east bound car lane will reduce the options we have to exit our neighborhood and head south on Lamar. Dumping cyclists onto the damaged and narrow trail west of the creek will be hazardous to pedestrians.
126	Extremely disappointed that no headway has been made on rebuilding the landslide section of the SCT. We shouldn't have to convert the hot, noisy, fume-y sidewalk of a thoroughfare into a mixed-use trail when there is a vastly superior option. It's criminal that it has been left to rot. Reducing the bridge to entrance-only seems like something that will burn up the goodwill of drivers towards cyclists and cycling infrastructure for very little functional benefit. Entrance traffic is much more dangerous for us than exiting traffic. Removing exiting traffic means one less variable, sure, but this seems like small potatoes.
127	Construction hassle
128	It isn't next to Shoal Creek. It isn't bordered by trees, shrubs, and grasses. It is open to the street. It's just a glorified sidewalk.

129	The trail should be expanded in width along Lamar Blvd. as well. There is barely enough space for two people to pass each other, let alone bicycles.
130	Seems fine.
131	It's disappointing to see no crossing improvements address the big downgrade in access to Pease Park from the north since the landslide. Since this option brings the full trail to the east bank of Shoal Creek, pedestrians needing paved surfaces either have to cross through the busy 24th St intersection via sidewalk and go over the bridge, or they have to take the trail spur & Lamar sidewalk all the way down to the south end of the park since no crossing exists until then. Additionally the shared pedestrian & vehicle use of the south bridge still seem like a safety downgrade from the pre-landslide trail, since pedestrian crossings happen right by Lamar.
132	The landslided part of the trail is still inaccessible.
133	Changing vehicle lane widths, which are already narrow for a curvy roadway
134	You need to fix existing trail
135	I wish there was an option to not be so close to traffic. It is less pleasant than having a large setback. Even 10' setback would be nice
136	It is way too close to a busy street. It is not nearly as scenic and shady as the original trail location.
137	Bicycling along the street is not as interesting and calming as bicycling along the street.
138	I would prefer the trail be built away from Lamar. That it, rebuild it along the creek. But if not, we need a protective barrier between the trail and Lamar. This barrier should be able to withstand vehicle impacts so that it is impossible for vehicles to enter the trail ROW.
139	It seems like a stop gap. What's the long range plan?
140	The wider sidewalk should replace the existing sidewalk for the entirety of Lamar from Town Lake to 35th street at least if not further north.
141	I dont like reduced car lanes and traffic. We need to move through town and city developpers keep reducing lanes and speed when more and more cars are added to our roads.
142	You are not fixing the trail where the landslide occurred.
143	None
144	This doesn't necessarily make it easier to get onto Shoal Creek trail from 24th coming eastbound. Coming from Peace Park into this connector feels impossible with the current narrow bridges. We should make 24th 2 lanes to give more room for bikes and pedestrians at this intersection
145	I frequently ride shoal Creek trail south with my kids in a trailer or on a cargo bike to pease Park. It is easier and more shaded to take the 24th st bridge west to the top of the Peace park trails rather than going all the way to the 15tu at bridge at the south end of the park. Please consider improving the south west corner of this intersection and maybe even the sidewalk on the bridge to reduce the right turning movements.
146	that is doesn't incorporate more of the "usable" existing trail north of the 24th street bridge.
147	I dislike that the trail alignment is so close to Lamar

South Gap: Do you have any additional comments?

Respondent ID	Response
1	The protected trail along the east side of the bridge is unnecessary. This bridge is not a high volume traffic zone, with pedestrians, cyclists and automobiles already in harmony on the bridge. Making the bridge one way is the definition of ATD and Urban Trails creating a solution for a problem which does not exist in the first place.
2	Nope
3	It seems expensive when you only get a side walk along Lamar. If you have to do something, I would prefer a trail along the easts edge of the creek with a bridge over the creek immediately south of the landslide rather than along Lamar.
4	I'm confused by this survey but your proposed traffic flow on shoal creek blvd is uninformed and careless.
5	This is basically a sad outcome. It is barely better than the sidewalk that is already there.
6	The proposed trail along the East side of the bridge is unnecessary. This bridge is not a high volume traffic zone, with pedestrians, cyclists and motor vehicles already in harmony on the bridge. Making the bridge one-way is creating a solution for a problem which does not exist.
7	A quicker diversion back onto the park trail would be nice.
8	Making the bridge one-way is the definition of ATD and Urban Trails creating a solution seeking a problem. We also know that a low % of bikers use the actual trail space.
9	The trail north of Gaston should be replaced. It has been ruined by AW driving heavy vehicles over the porous pavement system to access their manholes. It is difficult for bikes and is often a wet, muddy mess for all users. Unusable for people with mobility aids.
10	Pedestrians and bikes should be fully separated from vehicle traffic, and bikes should have designated markings within that separated area
11	I wish there were more and more of these projects-
12	Glad to see this finally being addressed.
13	For my use as a hiker the changes won't make a great difference.
14	add good gap (e.g. w trees) between bike path and car lanes
15	Let's go!
16	Additional trees between the road and the path would be great
17	Prioritize walking and biking, reduce core speeds to 30 mph or less. Protect bike lanes with curbs not sticks.
18	Please add more buffer area (separation from road) and trees. That will go a longer way than an extra wide 12ft sidewalk.
19	Keep or plant more trees. Will we still be allowed to use the rock steps and crossings back to the trail on the west side of the creek?
20	Is there any way to revive the trail on the north/west side of Shoal Creek. Won't there need to be major hill stabilization work in that area and the trail restoration could be a part of that?
21	The project webpage link requires a login. This is a barrier to access.
22	Please hurry
23	Please bury the power lines and plant shade trees to create a canopy
24	My goal is always to work for multi-use routes—not just walking or two-wheel biking, but scooters and trikes (I myself ride a 40" wide recumbent trike). It may well be that the pedestrian trail should be separate from the wheeled and pedaled vehicle trail because walkers can deal with steeper

	slopes and rougher surfaces than vehicles with wheels. But we should plan for both whenever it makes sense.
25	More safe bike lanes needed in ATX.
26	We have all lived with sharing the street with pedestrians for over 4 years. I think you could put in more signage but things should remain as they are.
27	I predict many traffic accidents if we force people to access the park and trail through the north entry only. The sightlines are horrible and I have almost personally been in many accidents using that entrance.
28	Turning south out of the south exit is terrifying. Uber directs drivers to do this and it's a very difficult turn without having to worry about bikers. Shoal creek is so busy there. Pedestrians are constantly jumping out in front of cars down there. It needs to be one way so both pedestrians and drivers know where to look and limit the chaos.
29	Stop the initiative.
30	I live in the neighborhood and would appreciate the city asking the neighborhood what they would like to see. We are the ones who use it the most. A lot of our neighborhood uses the south exit to exit right onto Lamar (going south) to go to work downtown. And, the same exit going north to turn left and enter the neighborhood. the north exit DOES NOT work for this.
31	We do not want the south entrance closed off or made one way.
32	The proposed change is not a net gain for safety for bikers and pedestrians, but is a significant traffic detriment.
33	Explore building a foot bridge across the creek on the south side of the bridge instead of taking out the exit if you don't want repair the original trail back to what it was.
34	Think about the safety of the residents and not the costs associated with rebuilding our beloved trail
35	Making that southern bit of Shoal Creek one-way in-only may be a bit of a traffic mess, in that the northern bit is dicey for north-bound exit (and will certainly aggravate the neighbors). The dream would be some extra footbridge there, but \$\$\$.
36	One-way bridge on south section of Shoal Creek Blvd. This is a very important two-way bridge and its current 2-way configuration relieves traffic pressure from 29th Street, which is already at capacity. Pushing traffic onto the northern section of Shoal Creek Blvd. is very dangerous and ill advised. That section has blind corners and results in many near-misses. Too dangerous. Keep the 2-way south section bridge as-is.
37	As noted above, I travel in and out from the south bridge from Shoal Creek Park almost every day. I also use this area recreationally, as a biker whose daily route also goes through that area. I know from firsthand experience that there is no need to take such a draconian step as limiting the south entrance/exit to being one way! To the extent that there are unusual risks to bikers and pedestrians in that area, it is not the south bridge, but the parking lot itself (as clueless motorists back out suddenly)--and THAT RISK WILL BE MADE WORSE IF YOU TAKE AWAY THE SOUTH EXIT, SINCE IT WILL COMPEL CARS TO MAKE MULTIPOINT TURNS TO TURN AROUND WHILE ALSO FUNNELING ENHANCED TRAFFIC TOWARDS THE BASE OF GASTON. Again, I'm begging you. Please do not mess with the two-way nature of the south bridge!
38	I use Shoal Creek every day. Fixing the 100 yards or so of the Shoal Creek Trail and building the separate concrete bike lanes along Lamar in accordance with the existing approved Plans is the best option for everyone.
39	Putting a 12 foot sidewalk right next to Lamar Blvd does nobody any favors. It is nerve-wracking for drivers, especially if younger kids are biking on the sidewalk, and parents with strollers or young kids don't want to be right next to that much traffic. Even with a buffer, it would not be a pleasant

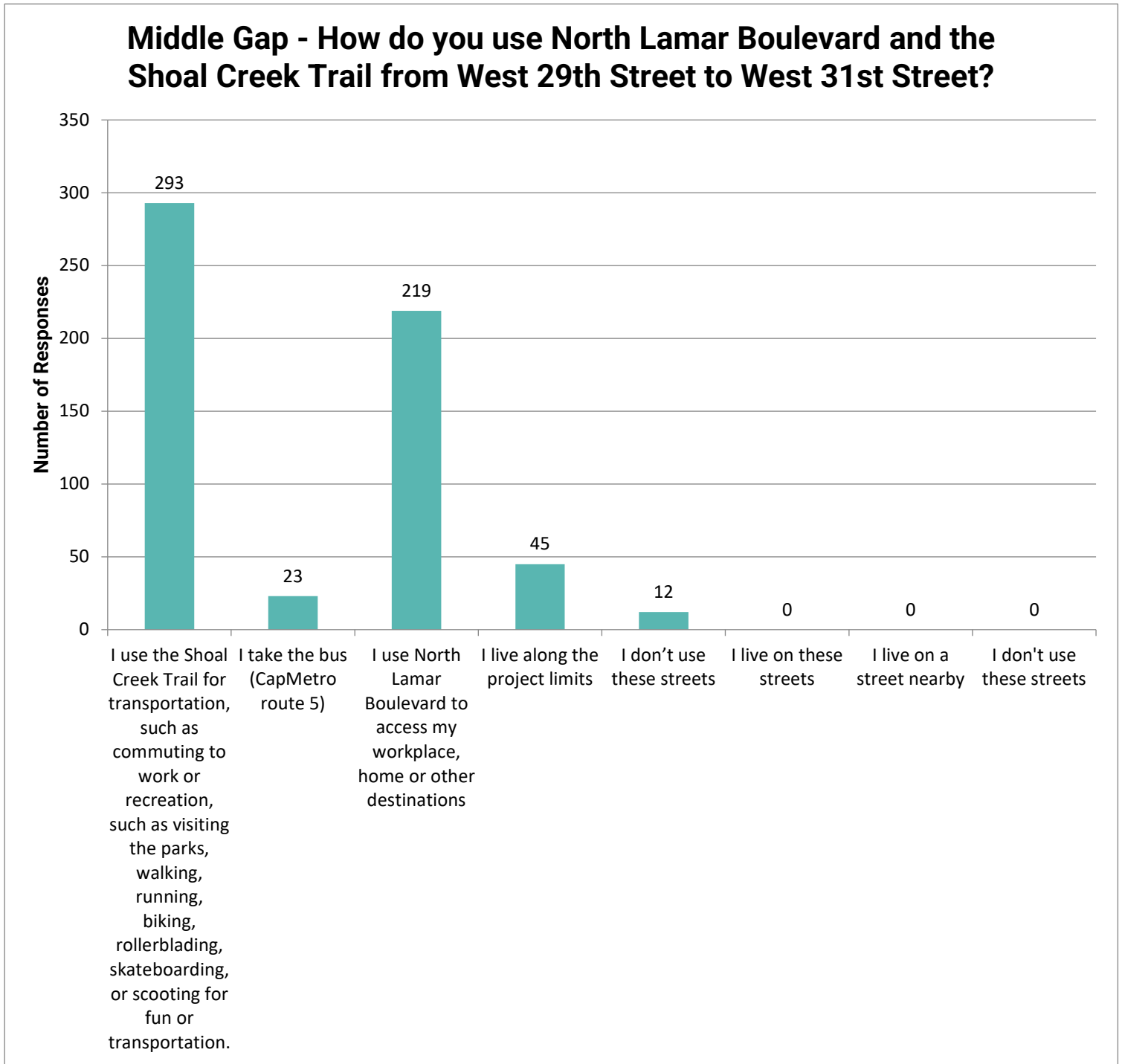
	experience - "hey kids, let's go bike next to one of the busiest streets in Austin!" Get them on the trail by the creek - in nature, not sucking down auto and bus fumes. And why put the trail under Shoal Creek Blvd? What a waste of money. There aren't that many cars (and really not that many people) who cross the street on the trail there. I drive by there multiple times a week and have never had a problem, in 40 years, with walkers or bikers crossing the street there.
40	The money should be used to restore the original Shoal Creek trail, which once was a beautiful part of our city. The city needs this park and should not just abandon it.
41	Please don't do this
42	The City apparently does not even talk to residents before proposing stupid changes like this. The City also seems hellbent on lighting money on fire in the name of traffic and safety improvements that do nothing but make both worse. Please stop.
43	I'm tired of the bike lobby telling the city what to do!
44	The much better option is to follow and comply with the existing approved plans. That is, construct the concrete lanes along Lamar Blvd. for bicyclists/commuters and maintain the Shoal Creek Trail on the west side of the Creek for pedestrians and others who don't want a speedy by-pass of the Shoal Creek Greenbelt and Pease Park. Fixing the 100 yards or so of the Shoal Creek Trail and building the separate concrete bike lanes along Lamar in accordance with the existing approved Plans is the best option for everyone.
45	This is a horrible redesign and will cause numerous wrecks. Someone should drive these routes before making these type of suggestions.
46	Please see my response to #4 which has additional comments.
47	Forcing pedestrians onto the new bike lanes adjacent to Lamar does not give them the park access and park experience that Austin residents want and deserve. There is no safe access to Pease Park from those bike lanes until the pedestrian bridge at the south end of the Park almost a mile away (other than the less than friendly option to leave the bike lanes, go up and across the busy 24th Street intersection, use the narrow walkway across the busy 24th Street Bridge and loop back down to the Park). Moreover, the concrete sidewalk adjacent to Lamar is all but unusable for foot traffic during more and more months each year due to the oppressive heat and radiation directly from the Sun and the reflected heat from the 4 lanes of adjacent asphalt, with no or minimal shade. On the other hand, the Shoal Creek Trail on the west side of the Creek has direct access to Pease Park and is fully shaded along with its other natural amenities for pedestrians and other Trail users.
48	I got attacked by an off-leash dog here while running. These trails are heavily trafficked and the right place for an off-leash dog park.
49	I honestly don't care about this as long as you fix the disaster in front of St. Andrew's.
50	design future shared used paths with concrete/plastic barrier protection
51	No
52	The general contractor on the hospital should be required to provide parking OR transportation from parking for the hard-working people working on that project. All street parking around SAS has been taken over construction workers, which has resulted in Safety issues with the lack of parking.
53	Move ahead with the sidewalk improvements, but set aside the other proposals and refocus on resolving the 100 yards of the Shoal Creek Trail affected by the landslide. This has to be addressed because the landslide is blocking the creek, and in times of high water the area between

	the stone embankment on the east bank and Lamar Blvd floods and is gradually eroding, threatening the east bank by erosion from behind the current east bank wall.
54	The protected trail along the east side of the bridge is unnecessary. This bridge is not a high volume traffic zone, with pedestrians, cyclists and automobiles already in harmony on the bridge. Making the bridge one-way is creating a solution for a problem which does not exist.
55	People who use the shoal creek trail do not want to be near traffic. The biggest benefit of having this trail is that is relatively far from the quick moving traffic on Lamar. The goal of fixing the gaps should focus on the restoration of the service these trails provide and not just creating another "transportation" route.
56	Please make all roadway crossings raised Use concrete dividers on the bridge Put vehicles on the bridge on the north side to prevent contra flow Lamar is unpleasant and fast. Ideally, Lamar would be a 3-lane road with center turn lane.
57	FIX THE LANDSLIDE AREA!
58	My support is contingent on not disrupting the other trails that are currently in use along shoal creek along this stretch
59	These choices come across as very odd, as if designed by people who don't use our trails. Walking next to a busy road is not welcoming or pleasant. There is space below to add more trail and separate from the road.
60	I do think that PARD and the COA need to better trim trees and vegetation along the entire Shoal Creek trail. I have fallen off my bike along it and submitted numerous 311 tickets but regularly have to skirt overgrown vegetation and duck under branches.
61	The protected trail along the east side of the bridge is unnecessary. This bridge is not a high volume automobile zone, with pedestrians, cyclists and automobiles already in harmony on the bridge. Making the bridge one-way is a solution in search of a problem.
62	Please ensure bike lanes are physically protected and distanced from cars. And tree shade is important if the design can include that.
63	The one thing that isn't clear is how this proposal will provide connectivity to the park and trails on the west side of the creek. Before the land slide, the trail provided easy access to the Live Oak Meadow side of the park. Under the current proposal (widening the N Lamar sidewalk instead of rehabilitating the landslide) it's unclear what easy ways there are to access the west side of the park, except for the bridge between Lamar and Kingsbury St at the very southern end of the park. There are a few creek crossings that are ok when it's dry but aren't AAA accessible. Then there is the bridge on 24th St which has a narrow sidewalk and stressful amount of car traffic: not good for families on bicycles. Is there a way to make up for the connectivity that will be lost by abandoning the old trail?
64	PHNA would welcome the opportunity to participate further in the Shoal Creek Trail Connectivity planning process.
65	Can the new trail be moved toward the creek, so that it is under the existing tree canopy, similar to the footpath that trail-users have been using along the landslide portion of the trail on the Lamar side of the creek? If not, can you place a buffer between the trail/sidewalk and the road?
66	Make sure if there is a bike only part to have signs indicating that or pedestrian only parts. If shared remind bikers and peds to keep right.

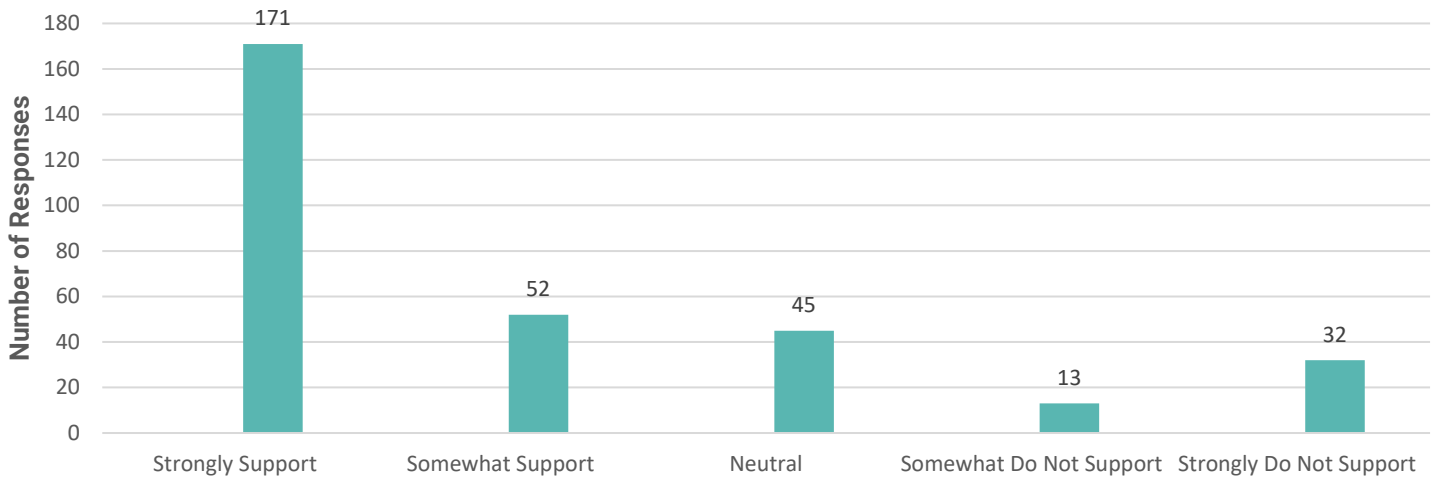
67	This is area is often confusing with a lot of trails / paths going all over the place - some to dead ends. For example heading north from lamar on bike do you go right onto the trail at shoal creek blvd or continue straight along lamar. The main bike route / path needs to be marked. It needs to be obvious which trail is the 'main' one that continues all the way up shoal creek.
68	East of Gaston the trail crossings need to be reformatted. Traffic should be blocked from coming off of Lamar at the north bridge. It's a poor location in design to exit Lamar with fast traffic entering Shoal Creek Blvd.
69	Is it possible to get more shade, small trees/ covers along the path since it will be wider?
70	Please help restore the trail near the landslide -- it is a much more enjoyable and calm experience for both cycling, walking, and strolling than the sidewalk next to Lamar.
71	Let's get it done!
72	n/a
73	Please be aware that this is a critical entrance to the Pemberton neighborhood whose use avoids loading Wooldridge with traffic that will result from having to use 29th more. (The north entrance you are leaving two way is too dangerous to use as an exit - poor sight lines for Lamar traffic due to curves and high speed of traffic.)
74	I use the trail for biking regularly and some walking. I use the street to navigate into downtown. I sometimes take the bus. I live on 31st Street in between Lamar and Guadalupe.
75	I don't believe that installing a 12' cement path on the east side of the trail and ignoring the landslide is an appropriate long-term solution
76	Please add trees, bushes, and other vegetation between trail and Lamar to give trail a more (naturally) protected feel.
77	The plan should be completely reversed - the entrance to the trail parking lot should be at the northeastern intersection of Shoal Creek Blvd and N. Lamar and the exit should be on the southwestern intersection of Shoal Creek Blvd and N. Lamar. I drive this route every single day and the way the plan is currently designed will cause numerous wrecks.
78	Austin is acting far too slowly forbidding and walking.
79	Keep up the great work, y'all!
80	Yes! Install a traffic light at the intersection of Harris Blvd. and Windsor. Also, leave the south leg of Shoal Creek Blvd. as a two-way street and widen the sidewalk all along North Lamar.
81	If the southbound road lanes on Lamar Blvd are decreasing by more than 6" to accommodate the trail widening, I would recommend reducing the speed limit on that part of Lamar as well.
82	Just make sure to have wayfinding, so that it's obvious that this is part of the route of the Shoal Creek trail.
83	Keep building. Austin has a long a way to go compared to San Antonio and Houston!
84	Install a trail where the old one was. Make it as flood-proof and landslide-proof as possible, no matter what it costs. Close the loop of Shoal Creek Blvd. and take out the parking lot.
85	The City has not communicated with residents about what is happening with the slope failure. Very poor communication! As in "none!"
86	An alternative to closing half the bridge already exists with the current Lamar sidewalk. It could be widened to handle the bicyclists on the Hike & Bike Trail as the plan already calls for south of Gaston and north of West 29th. The expense of this widening would be minimal and the disruption

	to neighborhood traffic patterns would be avoided. Widen the sidewalk next to Lamar so it becomes a better cycling experience and let pedestrians continue to use the trail thru the doggy park.
87	<p>Aside for the added width of the trail, I am dubious that these particular changes will make a significant functional improvement to this section.</p> <p>I also have concerns that there won't be a viable detour while this work is under construction. As someone who relies on this route for transportation, this will impact me.</p>
88	No
89	"New raised trail crossing" - the trail bends too sharply here, please reduce this.
90	The trail needs to be sheltered from Lamar boulevard. It needs to follow the creek and bordered on both sides by trees, shrubs and grass.
91	This part of the project is urgent.
92	To be clear, this is an improvement over what we have now - it just seems like a drop in quality of the trail compared to what existed pre-landslide.
93	There should be a good place for bikes and pedestrians to cross shoal creek south of 24th st, north of 15th st.
94	Please don't give in to the NIMBYs. They're never satisfied and will always find something to criticize.
95	Fix the trail
96	Do what is needed to fix the slope failure on the west side of the creek to restore the original trail. The original trail is away from traffic, shaded, and quiet. It is also more efficient than having trail users switch back and forth across the creek. I don't want to be forced to ride or walk right on busy N Lamar from Shoal Creek Blvd all the way down past MLK - that is hardy a trail and just a wide sidewalk. I know fixing the slope failure is hard, but it will result in the best trail option for trail users. The proposed design is a significant downgrade from the original trail conditions.
97	Long overdue upgrade.
98	Nope.
99	In addition to the above, lets start using more roundabouts instead of traffic lights. Was just visiting some towns in Oregon and they are far more sophisticated in their traffic management solutions than we have ever been.
100	Just improve trail. It is more important to connect what there is to the Domain by the train tracks because Pickle campus close gates after 6pm and we have to drive on Burnet to go bicycling to Domain or Q2 Stadium. There is NO sidewalk or bike lane in front of pickle campus on Burnet. We have to bicycle on grass. While the trail down south you have bicycle lanes or sidewalk all the way from 183 to south congress if you want. Very safe. But going north from 183 is a pain!
101	The magic of the trail is when it is west of shoal creek, not when it is the sidewalk of Lamar. I would encourage you to fix the trail itself, where the landslide occurred, not change the trail to be on the sidewalk of Lamar.
102	None
103	No
104	I don't know why you wouldn't build a bridge where the current "rock" crossing is and then put a new trail on the east side of shoal creek (but west of sidewalk).
105	The PDF of the proposed design is unable to be viewed without a COA email account

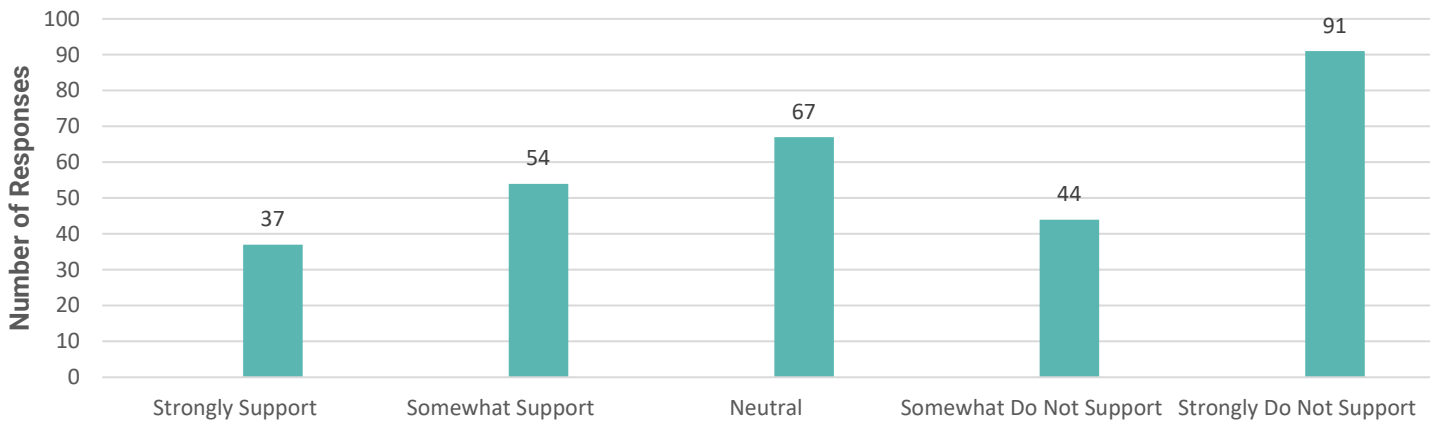
Middle Gap Multiple Choice Responses



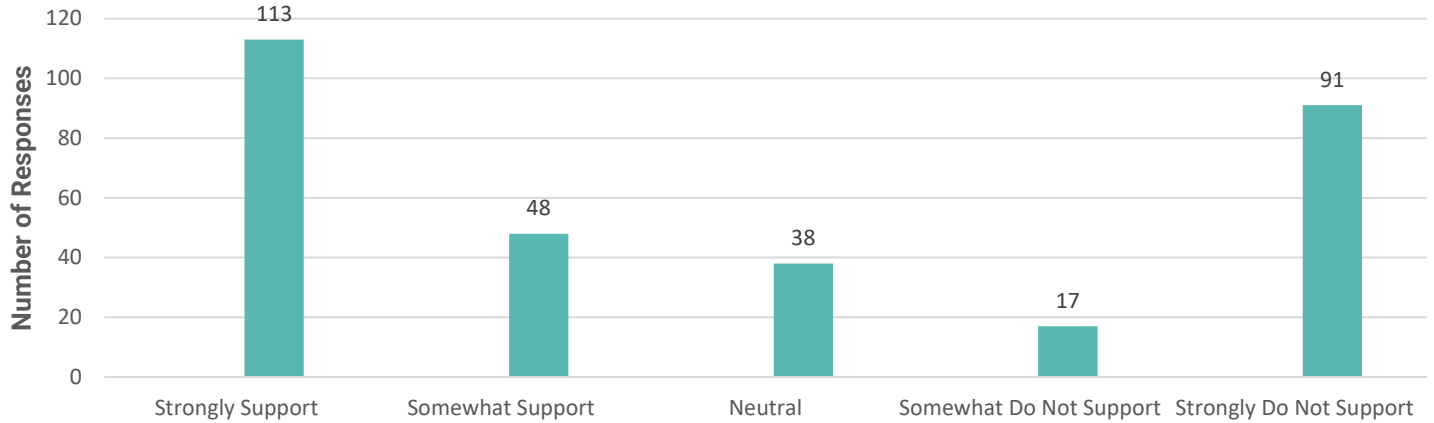
What is your level of support for the middle gap design?



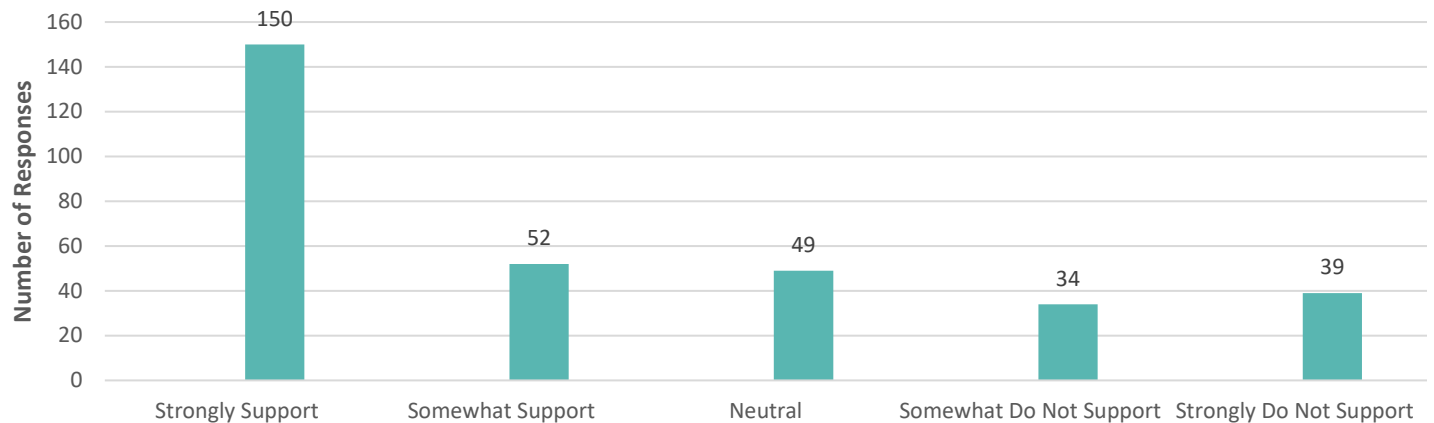
Option 1: Existing Pedestrian Hybrid Beacon (PHB) and continued full access for vehicles



Option 2: Existing PHB and concrete diverters for access control



Option 3: Replace PHB with a full traffic signal and continue full access for vehicles



Middle Gap: All comments by question

Middle Gap: What do you like about the proposed changes?

Respondent ID	Response
1	A fully signalized light at W 31st St/N Lamar that enables north and south bound turns from W 31st St.
2	continuity of trail for city/commuter bikes that can't handle the rock trail, and have a hard time navigating the skinny sidewalk on bike 2-way
3	More safety for pedestrians and bikes. People blow through those red-lights sometimes
4	Concrete separation is best for bikers.
5	We need a light at 31st and Lamar. The school and businesses, along with residences and the medical district all use this intersection. The street is small and needs the support of a traffic signal. I also think the changes at 29th street are needed. The San Gabriel issue needs improvement.
6	It appears this will prevent some dangerous vehicular behaviors.
7	The overall proposal including a new 12ft wide shared use path would greatly improve usability of that segment.
8	Something is better than nothing but this another missed chance to do something great.
9	The fully signalized traffic light at W 31st St/North Lamar Blvd offers a safe crossing for pedestrians and bicyclists and enables North and South bound turns for motor vehicles from W 31st St.
10	I like the widening of the sidewalk.
11	Full stop light at W. 31st and N. Lamar which preserves north and south bound turns onto Lamar from 31st
12	The light at 31st st. would be an improvement.
13	Safety for peds and bikes
14	Increased safety for walkers and cyclists in a high traffic area.
15	Bikers are drivers are always having to make split second decisions to turn or cross that could cost them their lives. The median and protected signals can reduce those dangerous decisions but still have access to where you need to go.
16	Safer for bikes and pedestrians
17	Either option 2 or 3 would be a substantial improvement
18	increased mobility for cyclists
19	Best proposed separation of vehicles and bicycles
20	Safer infrastructure for bikes
21	Bikes and pedestrians need concrete borders for protection from cars/trucks.
22	i dint what more access to pedestrians removed.
23	Keeping traffic away from us!
24	Glad you are taking lanes from Lamar for cars and giving it to people to improve safety
25	Pedestrian travel is important!

26	The wide path
27	Prioritize walking and biking, reduce care speed.
28	Slows car traffic on Lamar. Safer for pedestrians.
29	Fixing san gabriel street entrance. That is one of the weirdest intersections in the city. It is a insider austin trick though :)
30	More room for bicycles and pedestrians to pass.
31	Eliminates the dangerous left-turn lane onto St Gabriel.
32	Could be safer
33	This has been a road with dangerous left turns for a long time. Hopefully the median minimizes this.
34	I like the diverter idea. It a tough crossing for bikes.
35	City is aware of need.
36	Safety
37	Safety
38	Greater safety potential for pedestrians from automobile users
39	You cannot back up traffic on both the north and southbound traffic of Lamar. It is a major north/south artery and needs to keep traffic flowing
40	These areas are dangerous and a full traffic signal would reduce risks and fatalities, for pedestrians and drivers alike.
41	Protected left off Lamar at 29th going both north and especially south very welcome. Removal of wacky San Gabriel exit off Lamar going south very wise.
42	Option 3 recommends widening the multiuse trail along Lamar Blvd. while also increasing the median bulk and removing the San Gabriel St. "turn lane". This curve in Lamar Blvd. is dangerous, as noted by several fatal accidents in the years past, thus a more conspicuous median and change in direction would increase the safety of this curve in Lamar Blvd. north of 29th St.
43	not much - seems to overly complicate that whole area. There have been some accidents, apparently, but there are most likely more dangerous streets in Austin that could be fixed first.
44	Nothing. This is a waste of money.
45	Increased hiking on the wider trail
46	Option 3 provides the greatest degree of safety and optionality for all street users without placing additional burdens on the Neighborhood. A fully signalized intersection provides safe crossing, and also full turning options for school traffic.
47	Safer
48	Improves the trail and increases safety for pedestrians.
49	I turn every day west onto 31st St from Lamar and that has become a VERY dangerous place to turn. People drive south on Lamar at very fast speeds and at congested times of day it feels very unsafe to turn. Especially with the added narrowness from the bike lane barriers on 31st (which are perhaps an even bigger problem). I think only allowing right turns for people driving west on 31st makes sense but I would like a way to make the left turn from Lamar safer. Maybe the solution is a full traffic light.
50	Option 3 provides the greatest degree of safety and optionality for all street users without placing additional burdens on the neighborhood. A fully signalized intersection provides safe crossing, and also full turning options for school traffic and busses.
51	A fully signalized intersection provides safe crossing, and also full turning options for school traffic
52	A fully signalized intersection provides safe crossing, and also full turning options for traffic.

53	A full traffic signal seems like the safest option for pedestrians and cars making right and left turns onto Lamar from 31st. Even turning right at that intersection can be scary with cars flying down Lamar at top speed. And the pedestrian crossing is an improvement, but I still see people ignoring it and pedestrians endangered.
54	Option 3 is the only safe option. The current scenario is absurdly dangerous.
55	safer for pedestrians, bikers, students and families easier access for emergency vehicles easier for bus traffic improved traffic flow
56	protected ped/bike paths
57	It provides the greatest degree of safety and optionality for all street users without placing additional burdens on St. Andrews or the Neighborhood
58	Safety
59	Better safety for the students and residents in the area.
60	A light makes it safer.
61	Traffic light at N. Lamar & 31st makes sense to allow everyone to turn safely. I'm OK with barring left turns from southbound Lamar onto San Gabriel.
62	Again, i think you are creating problems by trying to solve ones that don't exist.
63	The safety features of the traffic lights
64	lets you turn left from 31st street
65	Stoplight for safety of pedestrians and cyclists
66	Provides safety for all involved and recognizes the needs of school buses to transport children and faculty safely.
67	Improves pedestrian safety and alleviates frustrating traffic flow issues by adding the southbound turn lane at 29th st., the new median, and at 31st st. intersection (if Option 3 is chosen)
68	This area is a nightmare at present. It is impossible to send 2 vehicles in opposite directions without veering into the bike lane if anyone is parked along the street at all.
69	I like the widening of the sidewalk to reduce bike-pedestrian conflicts. This also will allow two bikes to pass each other without slowing to a crawl. I strongly support Option 2 to add concrete diverters to the Lamar/31st intersection. 31st is a crucial connection for cyclists coming from the university area, Hyde Park, etc, especially when compared to the less comfortable alternatives like 29th. Concrete diverters will prevent cars from speeding through and make the traffic levels more comfortable for cyclists. Lamar is busy enough that cars shouldn't really be trying to cross at 31st anyway. The concrete median and prohibition of left turns is a reasonable way to expand bike/pedestrian space and make Lamar safer.
70	Not much
71	I like the PHBs and removing the free-for-all for vehicles on 31st Street.

72	I like that the sidewalks will be widened into a proper shared use path and that the driving lanes will be narrowed slightly to accommodate the change. I support the use of concrete medians to prevent dangerous crossings at Lamar.
73	I like a fully signalized light at W. 31st Street / N Lamar that enables north and south bound turns from 31st Street.
74	The SUP The turn lane removal (Lamar needs a road diet)
75	Formalizes the crossing points
76	31st and Lamar intersection is challenging but do not support removing left turn access
77	They consider how to save lives
78	Smarter regulation of vehicle traffic and safer crossings for cyclists and pedestrians
79	The existing center turn lane is very dangerous for pedestrians, cyclists, and drivers.
80	A dedicated southbound left turn lane at 29th and Lamar would be AMAZING. Blocking southbound left turns onto San Gabriel and 30th would be AMAZING. Blocking left turns from 30th onto Lamar southbound would be AMAZING.
81	current trail is too narrow; intersection at San Gabriel is indeed confusing & unnecessary; like Option 2 because it focuses on simpler traffic flow
82	Changes to the intersection at 29th Street
83	safer
84	Widening the sidewalk and adding a median is a great solution! The current sidewalk just does not feel comfortable to bike on. I live on 31st and I love this!
85	I like the new median at San Gabriel. Having a safe, wide, protected alternative to Split Rock Canyon will be good. I also strongly support Option 3.
86	Cars routinely ignore the existing PHB, even when it is solid red, so I am very glad this is on the list for improvement.
87	Option 1 is by far the safest option for this intersection. I used to use this intersection daily until I simply got fed up nearly getting hit by vehicles that aren't expecting to stop here. It's extremely dangerous with the PHB - some drivers just don't pay attention unless it's a full traffic signal. Unfortunately, it only takes one inattentive driver to wreak havoc here.
88	It will make it easier to bike through the entire section and also seems safer.
89	New concrete trail is great. Like the idea of the pedestrian crossing like flashing lights. Like the new left turn for southbound Lamar onto 29th and eliminating the weird slide off Lamar onto San Gabriel.
90	I like that cyclists and pedestrians will be more protected. Drivers also go over the speed limit on Lamar and turning is dangerous for them as well so concrete dividers would hopefully be safer.
91	These changes will be helpful -- especially the addition of the median to help make the area safer. We live nearby and have seen many accidents in this area.
92	I like Option 2 best because it's the most bicycle-friendly.
93	I appreciate the goal of trying to keep everyone safe.
94	1) Safer bike path, and 2) eliminates that scary left turn at San Gabriel.
95	left turns onto Lamar are dangerous and slow traffic
96	Improved width is great
97	Wider and more protected trail/path
98	Better cycling path. Better left turn solution for 29th.

99	I like limiting the availability of left turns from 31st onto lamar and from lamar into the neighborhood as people trying to make these turns often cause traffic
100	Increase funding for bikes/walkers and decrease funding for cars.
101	Restricted turning movements are great for not getting run over or clipped by a car. The addition of a full light plus restricted turning would be best.
102	The full traffic signal.
103	The new trail, medians, and left turn lanes at W 29th are extremely needed. If 31st is going to be the major location for entering the trail from campus, it needs a full traffic signal.
104	I would like the option that is most safe for cyclists and pedestrians here.
105	The diverter is a great idea, as is adding more space for pedestrians and narrowing lanes
106	Reduction of conflict points
107	Reducing confusing turns for drivers. Moving more space over to pedestrians and cyclists with protective barriers.
108	It would get bikes off the technical part of the trail. I like bikes, but they're super annoying on this segment. The cyclists tend not to observe trail etiquette.
109	Ease of travel along Lamar.
110	I love the wider trail, this will make it much safer for accommodating both cycling and pedestrian traffic. Also, I support the removal of left turn lanes and addition of a median to accommodate new design.
111	It creates an alternate route for people with disabilities and bicyclists who are not comfortable using the existing trail. I also like the planted concrete buffer but hope there is a plan in place to maintain the plants.
112	At present it always feels awkward to cross Lamar at 31st. I like the idea of not having to bike up on the curb to the left to hit the button for the crossing light.
113	The new medians and sidewalks would make this area safer and more comfortable as a pedestrian, while improving the throughput due to less left turn conflicts.
114	Not much.
115	I love wider cycle-safe sidewalks along Lamar. I'm glad to see a protected left turn south bound at 29th
116	Feature 1: "New concrete trail" is good. I am not optimistic that the naturalistic section of the trail below the cliffs will remain passable for even the intrepid cyclists for much longer. I would like to see a long term option that accounts for that, but accept that it's a pretty constrained site. Features 2 & 3 "New Medians": Good. Lamar is far too narrow and winding for the size of vehicles and the current speed limit. This will cut down at least some of the danger.
117	Easier safer
118	Widened path has been needed for a long time
119	Are we talking about a trail here? It's okay for bikes but not for walking and seeing trees and nature.
120	Adding complexity for drivers to an area that people mindlessly drive through while ignoring traffic signals is a good thing.
121	Protected left at 29th, Concrete trail, intersection at 31st

122	Vehicle traffic needs to be addressed here. Southbound Lamar at 30th is super deadly. I work at the closest fire station and the number of wrecks and deaths here is higher than reported in this study.
123	This intersection is not safe. Lamar is too fast, and the more extensive the pedestrian and bike protections, the better.
124	Prioritize pedestrian safety over convenience for cars
125	Blocking the left turn traffic at San Gabriel and adding a left turn lane at 29th Street is a great idea. The concrete diverters for 31st St seem like a big win for both traffic flow and for pedestrian safety since this intersection can get backed up today from both directions. I also appreciate that this option leaves the natural beauty of Split Rock Canyon as is.
126	The new proposed left turn at 29th Street intersection
127	Trail continuity for better commuting and connectivity to downtown.
128	This is one of the quickest PHBs in the city so I would love to retain that vs the long light wait times to cross Lamar that we see at 34th. The wait when it is hot is excruciating.
129	Limiting access to 31st St.
130	I definitely support upgrading from the current situation, as the PHB is difficult to use on a bike.
131	Better than the current situation.
132	Nice to have another option besides the current narrow, rocky trail.
133	I think what's there works for ped and bike crossing of Lamar. I see people use it all of the time (I do not use it, as that's not my route).
134	Increased safety for high volume of pedestrians, bikes and other skaters
135	Concrete dividers that protect cyclists are dramatically more appealing to cyclists. They make a huge difference
136	Easier and safer access for cycling
137	Separation among car bike and pedestrian
138	I like removing the left turn on Lamar. I like the increased width and safety for bikes and pedestrians. This is a good way to get to close to downtown but it's quite skinny.
139	This turn from EB 41st to the SB trail is the worst part of the whole dang thing. This will be a great improvement. The widened sidewalk will be great although cantilevering it over the creek will be ambitious .
140	Widening the sidewalk/SUP and adding a concrete safety barrier is a much needed improvement. I also like that vehicle lanes are being narrowed and left turns restricted.

Middle Gap: What do you dislike about the proposed changes?

Respondent ID	Response
1	Option 2, or any design that eliminates north bound vehicle turns onto N Lamar from W 31st St is a non-starter for St Andrews School and the W 31st St neighborhood residents
2	the san gabriel turn lane is very tricky, but the southbound turn lane onto 29th east needs to be generous, because the downhill curve approach will be treacherous if there is a backup.
3	Do not like no left turns onto N Lamar
4	I prefer roundabouts over traffic lights.
5	I am worried that the new bus stop with cause further complication to the intersection at 31st. It is essential that the street retain its full two way activity.
6	These changes do not address the problems with the trail itself.
7	I don't think there needs to be full vehicle access as designated in option 1.
8	Being next to Lamar is awful.
9	Option 2, or any design that eliminates Northbound vehicle turns onto North Lamar from W 31st St is a disaster for St. Andrews School and the residents of W 31st St.
10	I wish there was a way to expand & pave the existing trail to go around the low clearance.
11	Option 2. Any design that eliminates northbound turns onto N Lamar does not work for the neighborhood.
12	Option 2, or any design that eliminates north bound vehicle turns onto N Lamar from W. 31st is a non-starter for Saint Andrews School, and the W 31st Street neighborhood residents.
13	Shared pedestrian and bike path less safe than separate infrastructure for both.
14	giving more priority to vehicles
15	Option 1 for the Lamar and 31st intersection
16	Appear to have turn lanes cutting through walk and bike versus run turns.
17	Worried about reducing traffic flow on Lamar which is very important.
18	Not that safe.
19	Concrete diverters and existing PHBs are insufficient to protect pedestrians. Also, given that the light rail is coming to 29th street, more traffic control--not less--will be needed to keep drivers moving once Guadalupe is reduced to one lane in either direction, especially if there will be a median running down Lamar from 30th to 29th St. At the same time, these proposed changes may increase traffic in the Heritage neighborhood, which lacks key infrastructure--such as sidewalks all around--to support its pedestrian traffic and cyclists, and protect them from a new influx of drivers.
20	New long proposed median will already block left turns out of 30th and 30 1/2th onto Lamar. Blocking left turns also at 31st will encourage some to turn left at 32d, which is a crazy corner what with parking almost to the corner on both sides of 32d, the Shell, Anyeli's tacos (best in town), P. Terry's, and new Seton building opposite. (Someone should go sit and watch from 7:30-8:30am and again 11:30a-1pm.) Definite risk of 31st becoming a thoroughfare if a stop light but would be safest.
21	Any further pinching, narrowing, or change in direction of Lamar Blvd. is discouraged. Based on the drawings for Option 3, it appears that there might be some movement of Lamar Blvd. I recommend you keep it as straight as possible to avoid accidents.

22	The cost to make these changes seems very high and for a fairly small payback.
23	Every time the City erects new barriers, all it does is cause more accidents and vehicle damage. People know how to drive on this road. But when you put up things LITERALLY IN THE MIDDLE OF THE ROAD FOR PEOPLE TO HIT, you are causing more accidents. Please spend your money elsewhere. Each of these suggestions are not appropriate for the stretch of Lamar. Just ask those of us who have lived here for decades.
24	I don't want existing traffic flows interrupted.
25	Ridiculous expense of taxpayer dollars.
26	Hopefully the lights at 31st & Lamar will be synchronized with the lights at 34th & Lamar.
27	The PHB interferes with safe traffic management. We need a full traffic signal and full access for vehicles.
28	Traffic on North Lamar is already bad during peak hours. Removing the left turn lane and adding lights will make it even worse.
29	Eliminating the left turn still would not help with limited visibility making the right turn onto Lamar southbound.
30	Option 3 is the only safe option. The current scenario is absurdly dangerous.
31	concrete diverters will not help with traffic flow
32	un protected ped/bike paths
33	Anything that makes N. Lamar smaller for cars makes it more dangerous. If you need a wider bike lane / sidewalk, build it into the park.
34	a barrier to turning left from 31st street
35	Options 1 and 2 are bad ideas...the PHB is a massive safety hazard for pedestrians. Just put in a normal stoplight at that intersection!
36	I don't love the traffic light. I travel up and down Lamar all the time and adding a traffic light at 31st street is going to make already snarly traffic at rush hour that much worse.
37	I think a full traffic signal at 31st is going to jam up traffic at 29th.
38	Option 3 to replace the PHB with a full signal facilitates easier car access to 31st. This is supposed to be a calm street that prioritizes bikes and pedestrians, and a full traffic light will downgrade the comfort level of the street for less confident cyclists. I favor the concrete diverters instead.
39	Again, these changes do not increase flow of either cyclists or car traffic. They are punishments for using a roadway and arr a ham handed installation.
40	I dislike the option that adds a full traffic signal. Facilitating a few vehicles on 31st Street at the expense of significantly more traffic along N. Lamar is a huge externality and should be avoided if at all possible.
41	I do not like Any of the green space along W.31st street removed. I do not want the pilot bike path through the grove of trees on the green space finalized. I want bikes to use W 31st street and not the green space.
42	I generally do not support less connectivity through the use of concrete islands that force turns aka "porkchops".
43	I do not like Option 2, or any design that eliminates north bound vehicle turns onto N Lamar from W. 31st.
44	Do NOT add a traffic light at 31st and N Lamar
45	Having trail on the south side of 31st creates more conflicts with driveways. It should be on Northside and expand existing sidewalk.

46	Concrete is a hard surface for running
47	Consideration of cars first yet again. The cars have options and can adapt. People need to be the priority.
48	Nothing
49	Option 2, or any design that eliminates the ability to fully access N Lamar is a non-starter for Heritage / Bryker Woods / St. Andrews / W 31st Street residents.
50	Literally nothing, this is my favorite part of the whole proposal.
51	Not a long enough queue for the northbound Lamar left turn lane to 29th - this really stacks up when traffic is avoiding MOPAC
52	See above - cars routinely speed right through the PHB, even when flashing or solid red. I'm not sure they would pay any greater attention to it with the concrete diverters in place, and those diverters would slow traffic on Lamar (which is already congested), even when the light is green and no one is crossing.
53	Options 2 & 3 retain the PHB. In my experience (nearly getting hit multiple times) at this intersection, PHBs just aren't safe enough.
54	Again as before there should be a designated space for pedestrians vs bikes.
55	Dislike stop light option at 31st. Prefer turns off 31st to be right turn only. Prefer option 2.
56	Replacing the PHB with a full traffic signal could cause even more congestion on Lamar, and the PHB seems to be sufficient so please don't add a full signal.
57	It seems that they would limit traffic throughput, which is already a big concern here.
58	I live on 31st St and given the residential nature of the neighborhood would prefer to deter extra car trips.
59	31st st hill too steep for most cyclists to comfortably climb eastward from intersection with N Lamar - need wider climbing lane rather than sharrow on this segment on south curb to assist with this issue.
60	31st intersection needs bikeway crossing on more than just the south leg.
61	I'm slightly worried about the impact removing these turns will have, especially regarding traffic coming from/through the neighborhood that will now all end up on 29th/31st.
62	Design wider paths.
63	Please just limit speeds through this intersection
64	Concrete diverters.
65	Option 1 cannot be the answer, and option 2 will likely cause more accidents as well while drivers attempt to figure out the narrower road caused by the concrete diverters.
66	The new bus stop for the 5 needs to have a bus shelter! Also we definitely need a diverter at 31st, don't bother with a traffic signal that's just going to encourage congestions
67	I wonder if there is a less technical option which would still manage speeds and reduce conflict points like a roundabout.
68	PHBs are simply not that safe. I cross 45th at The Growth almost daily on my bike using the PHB. Drivers are oblivious, or frustrated with having to stop, I am frustrated that i always, always have to wait a bit after the light turns red to ensure everyone is stopped across 4 lanes, or have finished running the light. The same problems exist with a full blown traffic light set up, but at least drivers know there's a traffic light in that location so are more aware that they need to stop. PHBs don't seem to register with drivers the ways traffic lights do.
69	I don't like the idea of keeping the PHB. Drivers either blow through PHBs or roll through and slam the gas when it goes on flash. I greatly prefer the non-flashing red at 46th street because cars actually stop.

70	I would like to see an underpass for the trail under 29th street (much like the one that was created for 24th street) to minimize conflict between pedestrians and cyclists at the intersection with the current design.
71	I don't think it's a good idea to remove a left turn lane onto N. Lamar as it is a very busy road and major route for drivers. Also traffic is often very bad in this area so I don't like an option that would make traffic worse.
72	The new left turn lane at West 29th Street adds a left turning lane. I'm concerned that this could increase traffic and reduce safety for pedestrians.
73	There should be no vehicle access at all.
74	<p>Feature 4: "New Left turn Lane": This is the LAST thing I would prioritize if we're changing patterns and pouring new concrete.</p> <p>The biggest problem I see here is that it is INCREDIBLY unintuitive (and dangerous) to navigate entering the SCT as a cyclist traveling westbound on 29th. There are no good ways, and it gets especially dangerous if you are cycling as a family (or larger group).</p> <p>Option 1 is to stay in the right lane as the bike lane disappears, cross Lamar aiming for the NW slip lane island. However, assuming there is other traffic on 29th, you have to wait on the island to now cross 29th towards the SW island. There is hardly room for a single cyclist to turn and pause here under ideal circumstances, and it's impossible if there is any opposing traffic or are multiple cyclists following. Once at the SW island, again all ped/cyclist traffic has to pause in an insufficient space because there is a slip lane in between the island and the actual SW corner of 29th and Lamar.</p> <p>Option 2 is marginally better, but requires changing lanes into the left turn lane on 29th. From here, cyclists can aim for the SW island directly as part of a left turn, managed by the arrow signal on the traffic light. However, there is still no room for multiple cyclists on the island, and this is a less comfortable (or impossible) maneuver for less-skilled riders. I would not lead a child this way. It's also not viable for pedestrians.</p> <p>Option 3 is to somehow cut in front of all of the other traffic, cross to the SE island in the crosswalk, and then cross to the SW island. This is a dumb, bad option.</p> <p>There is zero indication that either of these options are necessary, so it's also very possible to end up stuck on 29th through the intersection and end up climbing a hill with no bike lane while still confused about how to enter the trail.</p> <p>Additionally, the slip lanes are dangerous and bad in general.</p>

	<p>Feature 5 "Intersection safety improvements":</p> <p>There is a similar issue here as at 29th. Westbound cyclist traffic on 31st does not have a good way to get to the SW corner, which is the entrance to the SCT for all points both north and south. I say "entrance," but I should say "entrances" because there are 3 (which is confusing and a bad experience for navigation!): 1) the DG access to the old trail below the cliff; 2) the dual bike lanes on the south side of 31st, 3) the sidewalk on Lamar (proposed to be dual lane multiuse trail).</p> <p>The concrete divider shown in Option 2 would make it more difficult for multiple riders to cross Lamar at once, and would limit their travel options excessively.</p> <p>A traffic light as shown in Option 3 would be the most helpful, but still not a sufficient solution. How does a rider get from the NE corner of the intersection to the SW? How do they do it safely with a kid or two following? Do they stop and wait in the middle of the lane on 31st once they've crossed Lamar until the eastbound traffic has stopped and they can finish crossing 31st?</p> <p>You all really need to do a better job at thinking through actual use cases.</p>
75	Construction hassle
76	It is a super-wide sidewalk next to Lamar. It isn't a trail. It's just a freeway for bicycles. Very fast battery-powered bicycles. It won't be safe for pedestrians and dogs, much less relaxing.
77	Another traffic light would be awful, but there needs to be a way for pedestrians to cross there. The PHB is good but many drivers ignore the stop light.
78	Option 1 should not be a consideration as our existing PHB's are designed to be ignored by drivers. If PHB stays, there needs to be a place on both sides of 31st St. for cyclist to press the button without getting off their bike.
79	This design is unsafe as created now.
80	Not a huge fan of potentially adding a full traffic signal at 31st/Lamar if it can be avoided given the number of existing traffic signals on this stretch already.
81	I really dislike adding a turn lane for vehicles.
82	Not a big fan of routing people along N Lamar, but I don't have any objection to making it an option.
83	<p>The idea of a traffic diverter is appealing, but I am concerned that a PHB at this location still requires trust of vehicles to slow down.</p> <p>If a full traffic signal is chosen, I would appreciate no right turns on red and a dedicated bike signal (or other such restrictions) to prioritize the pedestrian/cycling phase.</p>

84	I would rather see the creekside trail along the cliff widened to make for safer bicycling (with more overhead access room).
85	The new trail must include a protective barrier that prevents vehicles from entering the trail ROW. See also comments under 4.) above.
86	Keep it simple, please.
87	None
88	Too many car lanes on lamar and traffic is going to fast. This should be a 25 mph street.
89	I am not a fan of any of the designs.
90	I dislike that the trail crossing at 29th street is not being modified, currently it is fairly uncomfortable as a cyclist to have to cross two slip lanes.

Middle Gap: Do you have any additional comments?

Respondent ID	Response
1	Can we add speed bumps so cars drive slow crossing pedestrian path.
2	This seems to be using the sad state of the trail to sell improvements to N.Lamar and the sidewalk, without doing anything to improve the trail.
3	I prefer options 2 and 3 which limit vehicle access, for pedestrian/cyclist safety.
4	Why not do something great and put this trail down in the original location (the split canyon). It's magical down there and anything is better than a sidewalk along Lamar. If it has to be on Lamar please make sure the planted median is wide enough for trees and has irrigation to support their success. T
5	Option 2 gives the impression that staff did not study the actual use of W 31st St and Shoal Creek Blvd by the St Andrews School or the people who live and work on those streets.
6	Pedestrians and bikes should be fully separated from vehicle traffic, and bikes should have designated markings within that separated area
7	I'm unsure about what the best solution at this intersection. As long as there are safe crosswalks and sidewalks/bike lanes, I would be happy. I can't speak to the neighborhood's need to turn or not to turn.
8	make the bike path more accessible and divided from cars
9	These changes are too complicated. What people want is to bike away from traffic. Please give simpler surveys that ask our comfort with biking/walking with/without traffic.
10	Consider making the intersection a roundabout, much safer design and best practice in Europe. Make sure to include trees as a buffer between the trail and roadway wherever possible
11	Vamonos!
12	Prioritize walking and biking, reduce core speeds to 30 mph or less. Protect bike lanes with curbs not sticks.
13	Increasing buffer space and adding trees along trail is more important than making trail wider.
14	Whatever makes it safest for pedestrians and cyclists.
15	I enjoy the Split Rock trail on walks and would be very sad if it were damaged or closed. I do make that left turn onto San Gabriel but a left turn option at 29th would be better. Also often turn left/east onto 31st or 30th so would have to turn at the light on 34th to go up that way. Probably we'd get used to that. Not sure what the folks up in those blocks will think of it though.
16	Has there been any consideration given to straightening N Lamar through the 29th street intersection (i.e. diverting it onto St Gabriel)? The sharp curve to the west in the southbound lane just to the north of 29th street has always been dangerous.
17	Is it possible to move the path farther away from Lamar, where the land permits?
18	See above. My focus is on electric or self-powered wheeled vehicles. Pedestrians can use our routes; we cannot always use theirs.
19	Please bury the power lines and plant shade trees to create a canopy
20	Please retain access to the existing trail.
21	The "Rocky" path between 29th and 31st is iconic and Ned's to remain as is. If there needs to be a wider and safer alternative along Lamar, above the creek, that is fine. The natural feel of the existing trains is part of the character that needs to remain.
22	I know it would be costly, but I wish we could widen the current trail where it is through the Bluffs. Walking and biking along Lamar is not a pleasant experience.

23	The city needs to make clearer how any planned changes to these trail segments will affect, or be affected by, plans for traffic flow after the installation of the Guadalupe light rail line.
24	<p>Two.</p> <p>There are proposals somewhere for a bikeway along 31st from Gpe to Lamar: not sure how your plan intersects with this. Anticipate it will create much of the hazards that the current 31st/Shoal Creek "pilot" have created, but seem like it should dovetail with any plans for 31st/Lamar.</p> <p>Also, increased risk of 31st becoming a thoroughfare if/when the train gets built along Gpe and west-bound traffic off Gpe gets re-routed away from the Gpe/29th-St area, as per most of the prior proposals. High risk of all kinds of traffic through the neighborhood to reach Lamar.</p>
25	Once again, trails should be placed away from the road where possible, not right next to Lamar.
26	Please, I am begging you, stop putting more obstacles in the road in the name of safety and traffic control. There are countless examples all over town of bike lane protections and medians that cause more accidents and significant vehicle damage. Please. This is so wasteful and your traffic theory degrees with zero practical application are actually causing more harm than good. Please leave these areas alone. Please.
27	I find the PHB to make this a dangerous intersection for traffic and pedestrians.
28	I care a little more about this, but not nearly as much as fixing the disaster in front of St. Andrew's.
29	The narrowness from the bike lane barriers on 31st makes it very hard to turn left when there are cars waiting to turn right. There is barely enough room and sometimes not enough room. What's dangerous is making the turn and then realizing the person waiting to turn right onto Lamar is in the middle of the road not realizing that the bike lane has taken up a lot of that street
30	An additional signal could help with cars speeding around that very dangerous curve.
31	Option 3 is the only safe option. The current scenario is absurdly dangerous.
32	design future shared used paths with concrete/plastic barrier protection
33	Option 3 provides the greatest degree of safety and optionality for all street users without placing additional burdens on the neighborhood. A fully signalized intersection provides safe crossing, and also full turning options for school traffic for the adjacent school.
34	Drivers ignore the pedestrian beacons.
35	A fully signalized intersection provides safest crossing.
36	Current conditions on 31st are not safe and cause many problems for drivers.
37	I don't understand why the city ignores the majority of the population using this area, which are cars, not bikes and not pedestrians. I live near here, I walk near here and my kids go to school at St. Andrew's. I firmly believe the streets are ROADWAYS for cars. There are a variety of other areas to use for recreational use.
38	<p>It's extremely tight on that road. The changes that were implemented a couple years back seem to only have made it more dangerous.</p> <p>I run that road multiple times a week, and have done so for nearly ten years. It was safer for pedestrians before the changes.</p>
39	This experiment on 31st has been an absolute disaster. The fact is, as long as there is a school located here, there needs to be two-way car access. Squeezing cars into one shared lane creates even more danger for the kids who are dealing with unconventional traffic patterns and cars popping out of blind spots. And the traffic is gridlock during school pick-up and drop-off. The yield street / one-way thing just doesn't work and everyone who actually uses this street knows it.

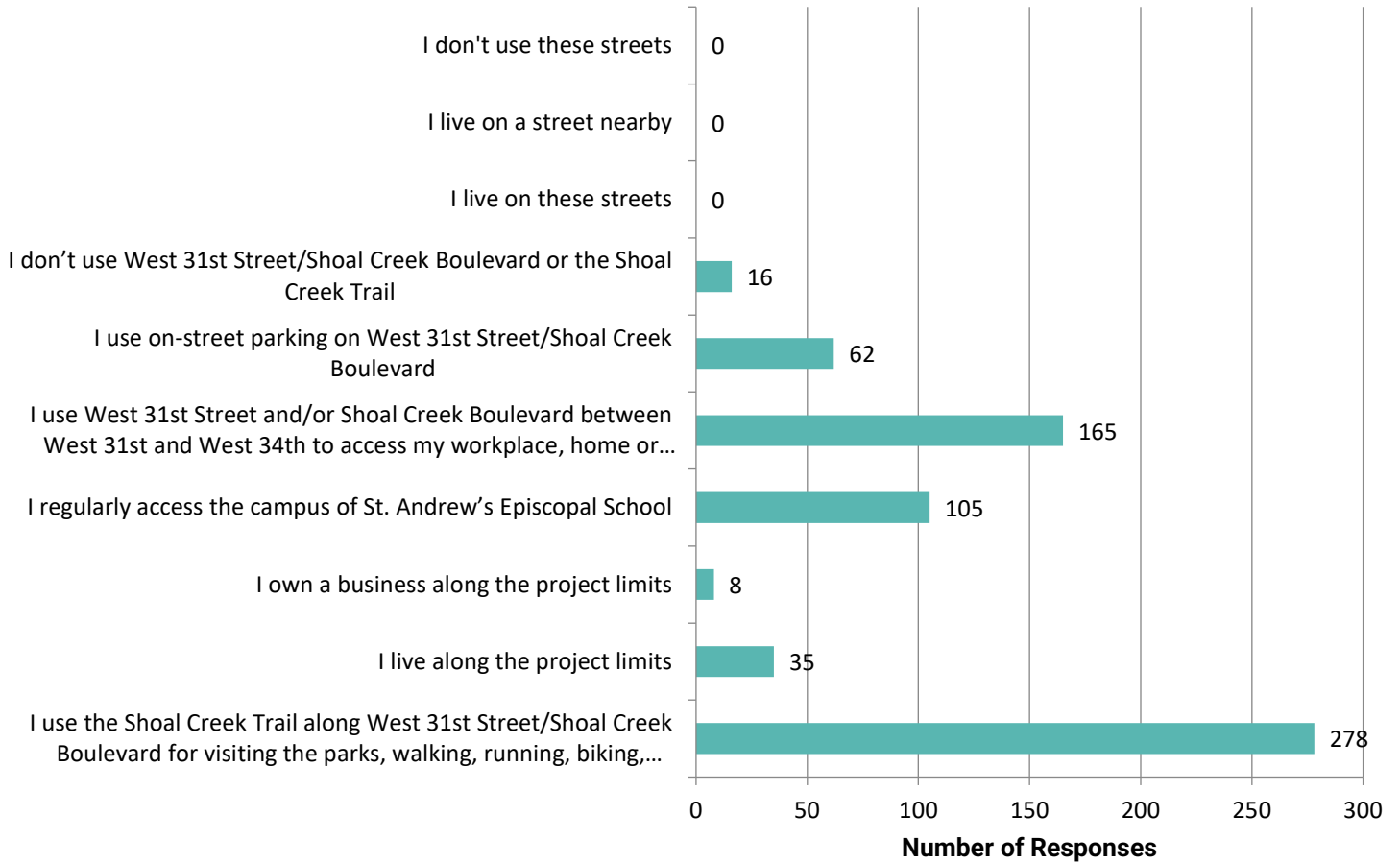
	Also, as a frequent user of the trail (as a runner and cyclist), this is a section of the trail I avoid because the current setup does not feel safe. I would much rather be in the street (on a conventional two-way street) because it's a common situation everyone understands and deals with all the time, and it's especially safe on a neighborhood street with a low speed limit (as this is and would be). The current setup is actually the worst of both worlds, and I often find myself (and see other runners/cyclists) using the street anyway because it feels safer and has a traffic calming effect.
40	Will these improvements include wayfinding signage for bikes and pedestrians? They should.
41	Regardless of option, PHB is strongly preferable to a full traffic signal.
42	I live right up the hill on 31st and use this intersection very often. I don't think full traffic lights are needed here (option 3). I do often turn left here from 31st onto southbound Lamar however I could easily use a different street for turning left onto Lamar.
43	Haven't reviewed the changes, but it's hard to imagine how you can do anything with that section! The trail under the cliffs is too neat, and should be left alone to continue its history!
44	I've never had issues crossing Lamar here, but if it is dangerous sometimes, let's fix it
45	It's confusing for trail users that the trail seems to stop with no signage
46	So much money has been spent in the area on expensive and temporary changes that could be better used in other areas of the city.
47	My support is contingent on not disrupting the other trails that are currently in use along Shoal Creek along this stretch
48	Truly thoughtful and diligent work, I really appreciate the effort that went into this project and proposal.
49	I don't have to use this intersection to get to the bike trail (since I'm coming from the direction of W 34th St) so I defer to the proposed 'best design' as determined by City Staff
50	As someone who cycles as my main mode, I'm just not sure how much to prioritize going east on 31st. That's a BIG HILL and I tend to go up to 34th to cut across
51	It is unclear to me where the space will come from for the additional left turn onto 29th. Is there enough room from repainting the lanes? They look pretty wide.
52	Drivers aren't always looking for peds and cyclists.
53	Thank you for your efforts! We live by this area, use it almost daily, and are so pleased to see the improvements.
54	Whatever you do, don't damage Split Rock Canyon!!
55	Ideally we should have something like a roundabout here. Anecdotally people still blast through PHBs so we need something physical.
56	Do as little as possible to restrict traffic at the 29th street intersection. Right now impediments placed in the roadway by City Transportation have created hazardous conditions for southbound vehicles on Lamar turning west. Do not make it worse.
57	Support the median preventing turning movements onto 30th St and San Gabriel *if* and only if southbound left turns are allowed and convenient at 31st street from N Lamar. Do NOT agree with diverter from Option 2 preventing connectivity from more renters east of Lamar to wealthy expensive/exclusive neighborhood west of Lamar
58	Would there be any changes to the nature trail along the bluff?
59	Definitely need to do option 3 (full signal)
60	I like that the proposed solutions make the trail more accessible without getting rid of the more wild-feeling section of trail through the bluffs

61	Implementation goes too slowly in Austin.
62	N/A
63	At most signalized intersections in the city, the signal does not register my presence on a bike and I either need to wait for a car to arrive or make my way over to a call button. I'm not sure what technical challenges there are to overcome this, but if bikes are routed through signalized intersections, then it should function if only bikes are present.
64	Please don't install any more flashing PHBs.
65	I'm sure people will complain about a 1 minute change in their drive. We can either live in a city of streets, or we can increase access for everyone.
66	Something needs to be done for vegetation control on this stretch and for much of the Shoal Creek / Lamar trail corridor. There is excessive weeds, brush and especially bad, much of it is poison ivy. In many areas the vegetation extends nearly halfway across the sidewalk. Hoping the new design mitigates this or at least takes it into consideration.
67	Install a trail where the old one was. Make it as flood-proof and landslide-proof as possible, no matter what it costs.
68	The size constraints of islands are also the size constraints of turn boxes. They are not sufficient for multiple cyclists, which means they are categorically not sufficient for "All Ages and Abilities." If at minimum a parent and a child can't safely and easily stage together, it's a failure.
69	No
70	The trail should follow the creek and be bordered by Trees, shrubs, grasses, and plants of other kinds.
71	I use the PHB at this intersection every day to commute to work, and it's one of the most stressful parts of my commutes. The PHB has unnecessary long mandatory wait times for pedestrians during peak hours and drivers frequently don't notice when the lights come on to stop traffic. It would be helpful to have flashing white lights like used in other pedestrian crossings. Having lights on the actual crosswalk would be even better.
72	Prefer option 2 for 31st: prohibit left turns with concrete divider
73	I mostly ride a hybrid ebike and find the trail between 29th and 31st a bit difficult due to the rock overhang and narrow spacing between the rocks and the rail. I'd prefer a wider trail here instead of riding on the sidewalk next to Lamar. I don't know if it's possible, but I'd like a trail section along the creek between 31st and 34th. I'd rather not ride on 31st street if I don't have to.
74	Please don't give in to the NIMBYs. They're never satisfied and will always find something to criticize. Option 3 seems like it will likely introduce additional vehicle congestion during peak times, which would increase opposition.
75	Keep the cliffside trail - it is really cool and very unique in Austin.
76	Why not improve the trail between Gaston and 29th? That's in bad shape, especially on the west side of the creek. I don't see that you've addressed it. Why not? The sewer drain caps are huge, the trail is narrow and bumpy and it's crowded with LOTS of dog walkers. Needs widening big time, and I would think it would be better as a decomposed granite trail vs. the broken up, dangerous, asphalt much of it is composed of now.
77	None
78	Lots of poison Ivey and vegetation overgrowth makes the existing trail and site distance even worse.

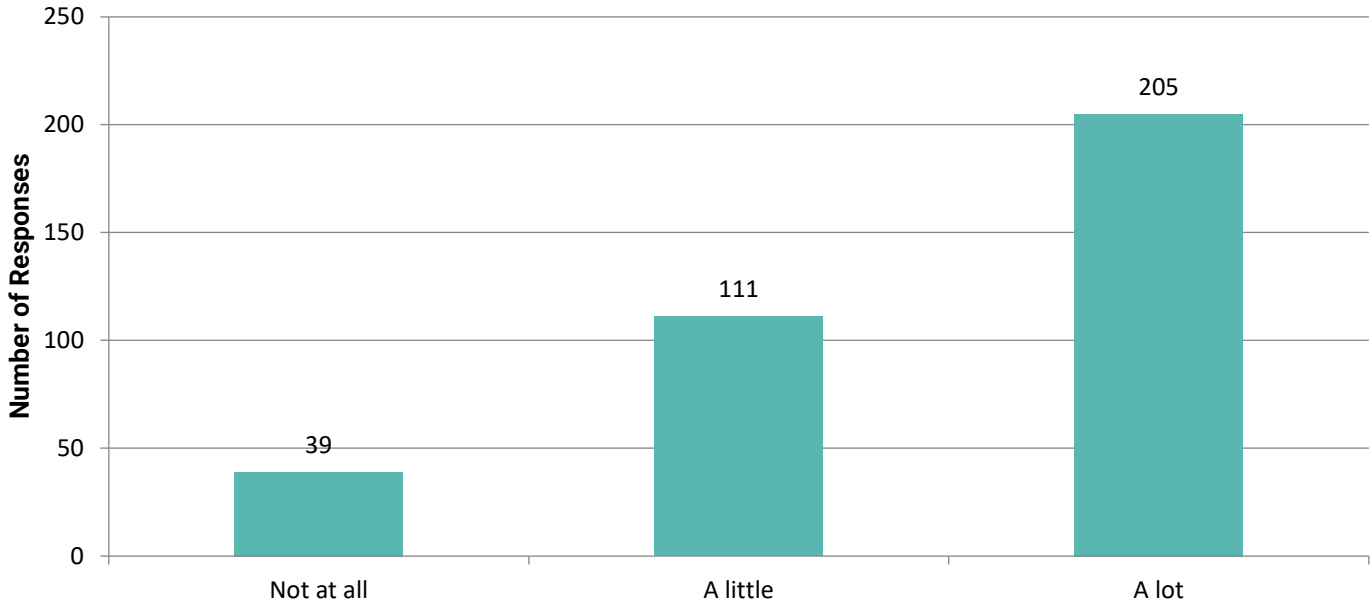
79	it would be nice if the trail that passes under 29th street could be connected to the sidewalk/SUP on the north side of the intersection, though I get that there might be grade issues with that.
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North Gap Multiple Choice Responses

North Gap - How do you use West 31st Street/Shoal Creek Boulevard and the Shoal Creek Trail between West 34th Street and North Lamar Boulevard?

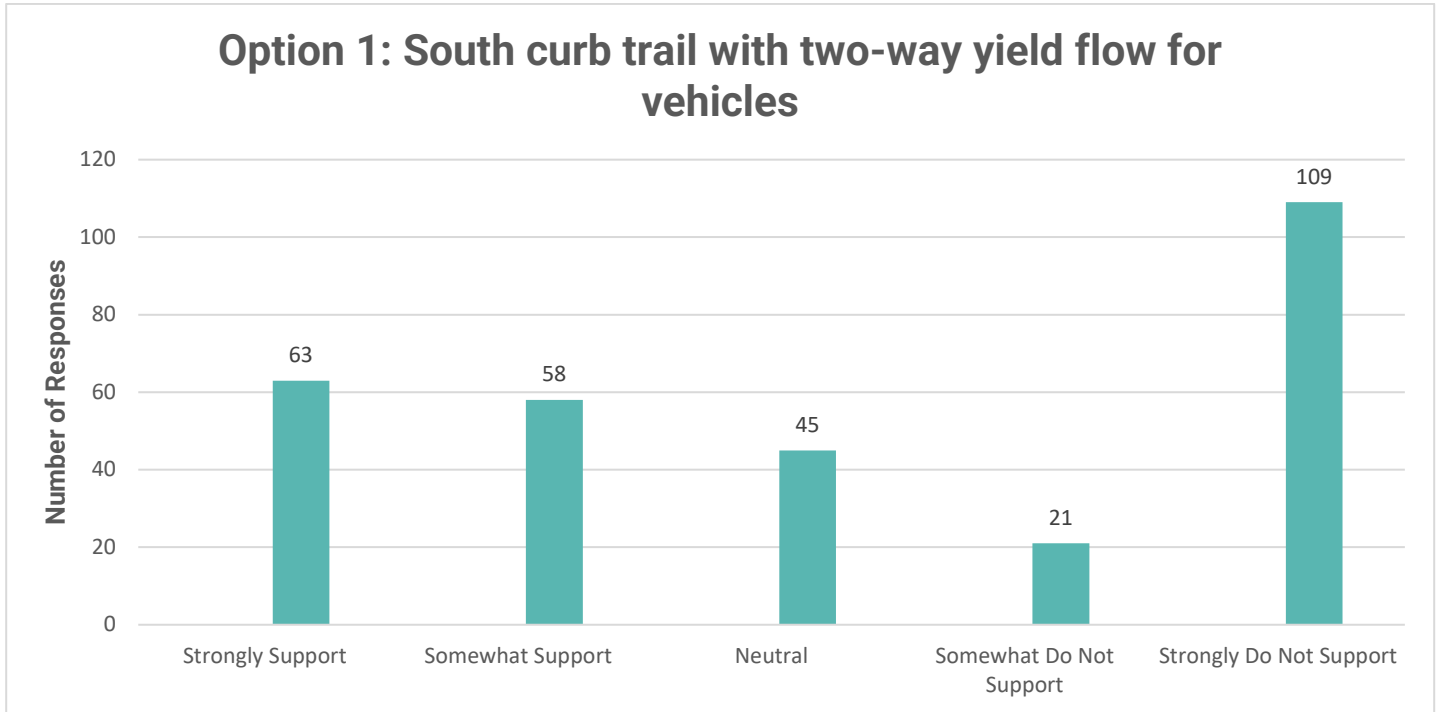


How much have you experienced the current pilot project on West 31st Street/Shoal Creek Boulevard in person?

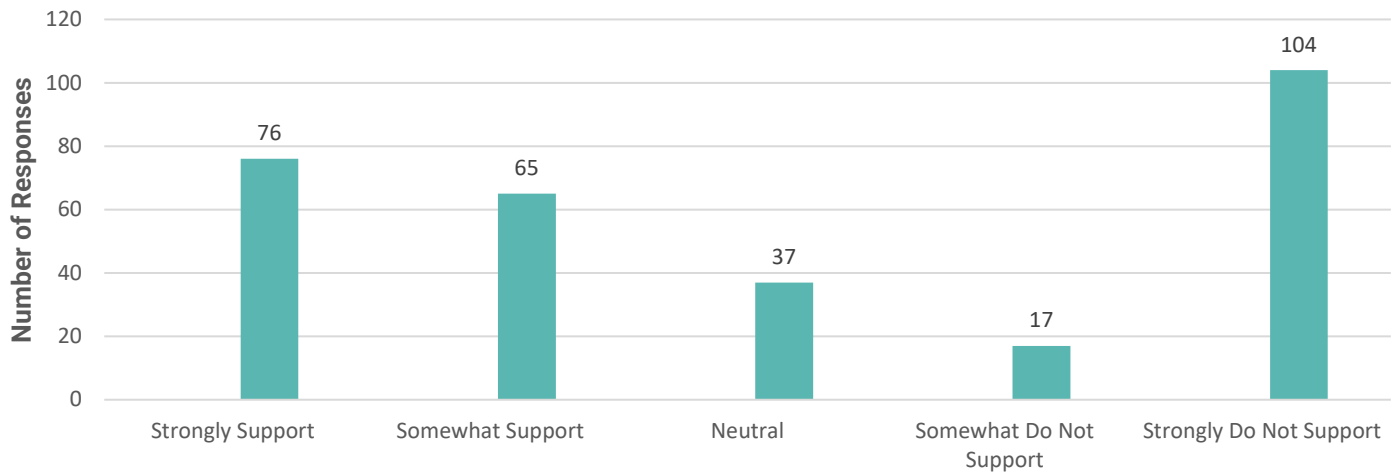


Which option(s) do you prefer for the East Segment (between North Lamar Boulevard and the trailhead)?

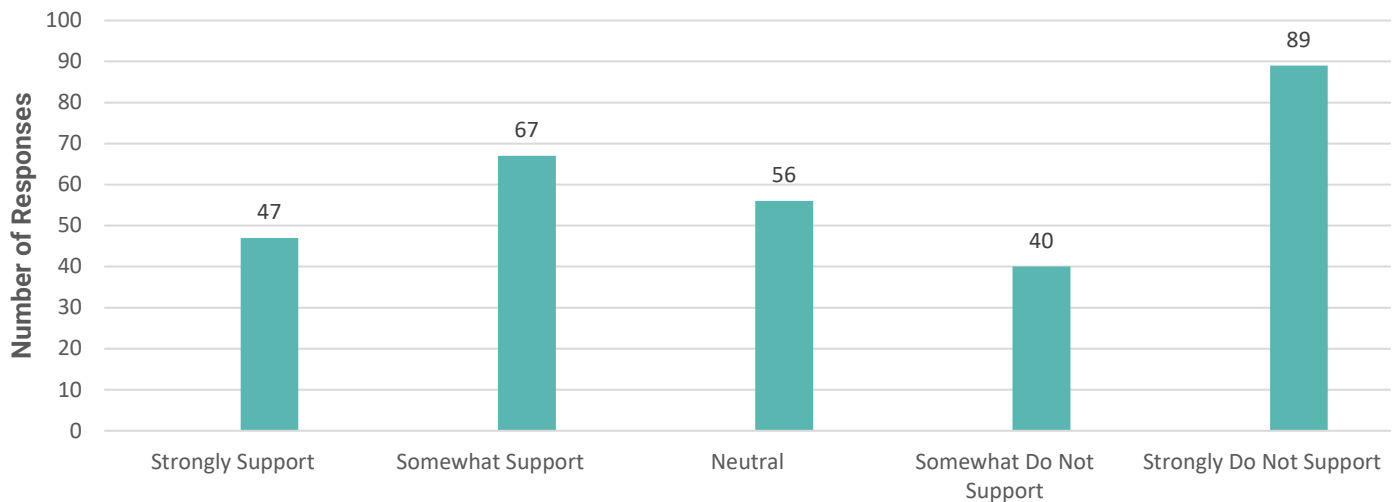
East Segment Options



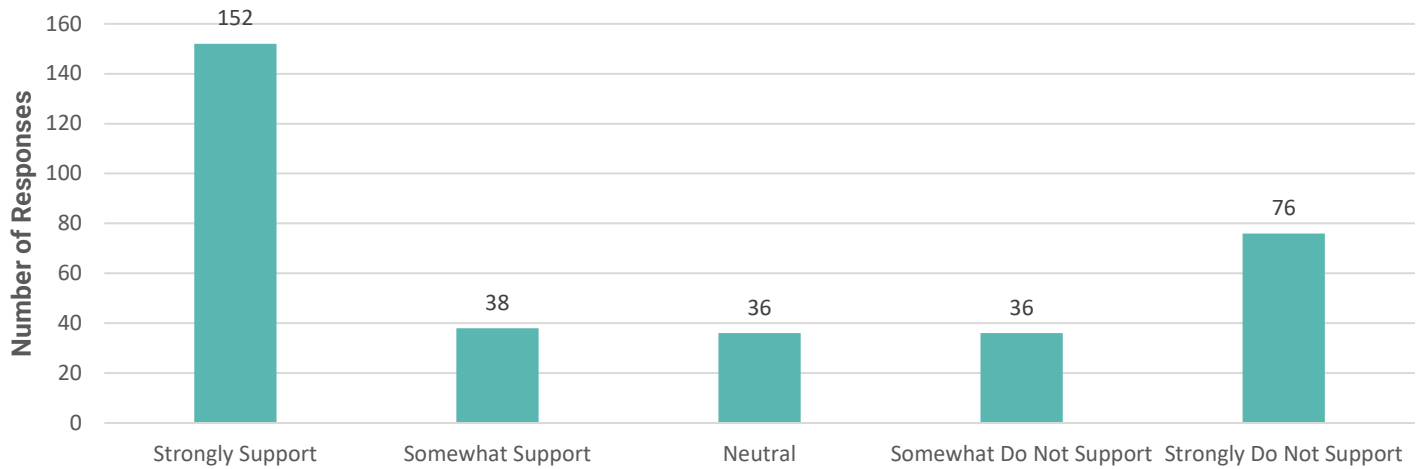
Option 2: South curb trail with partial one-way traffic



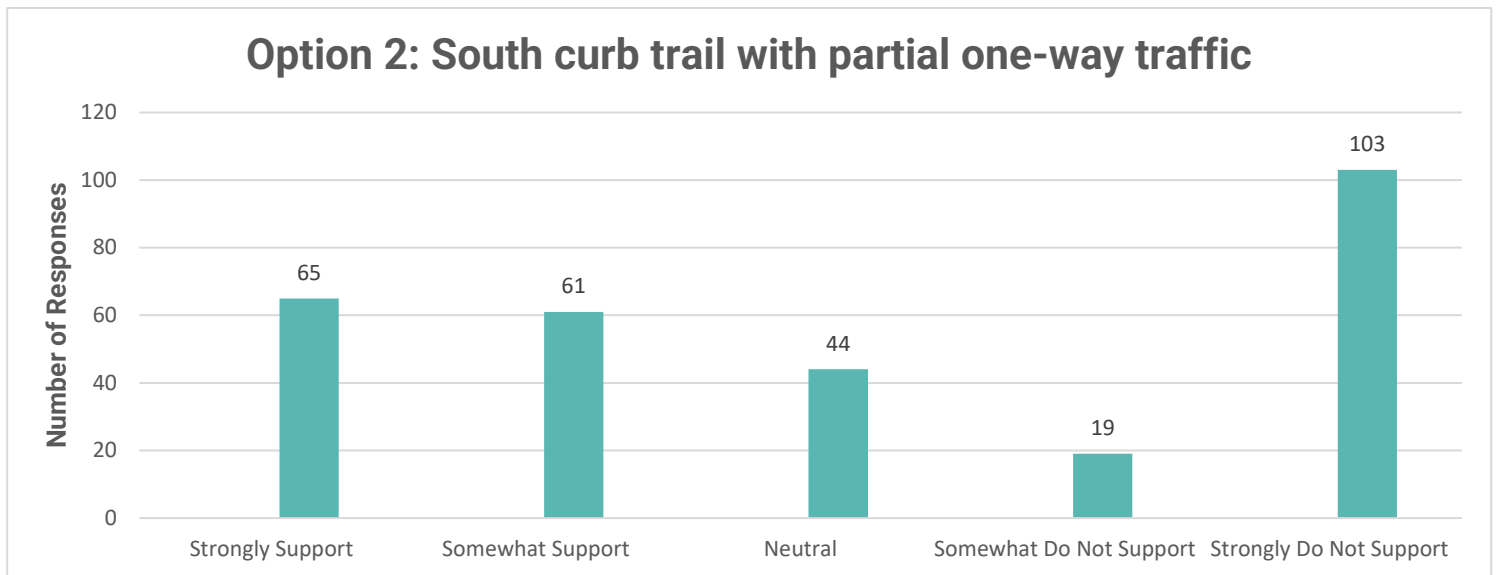
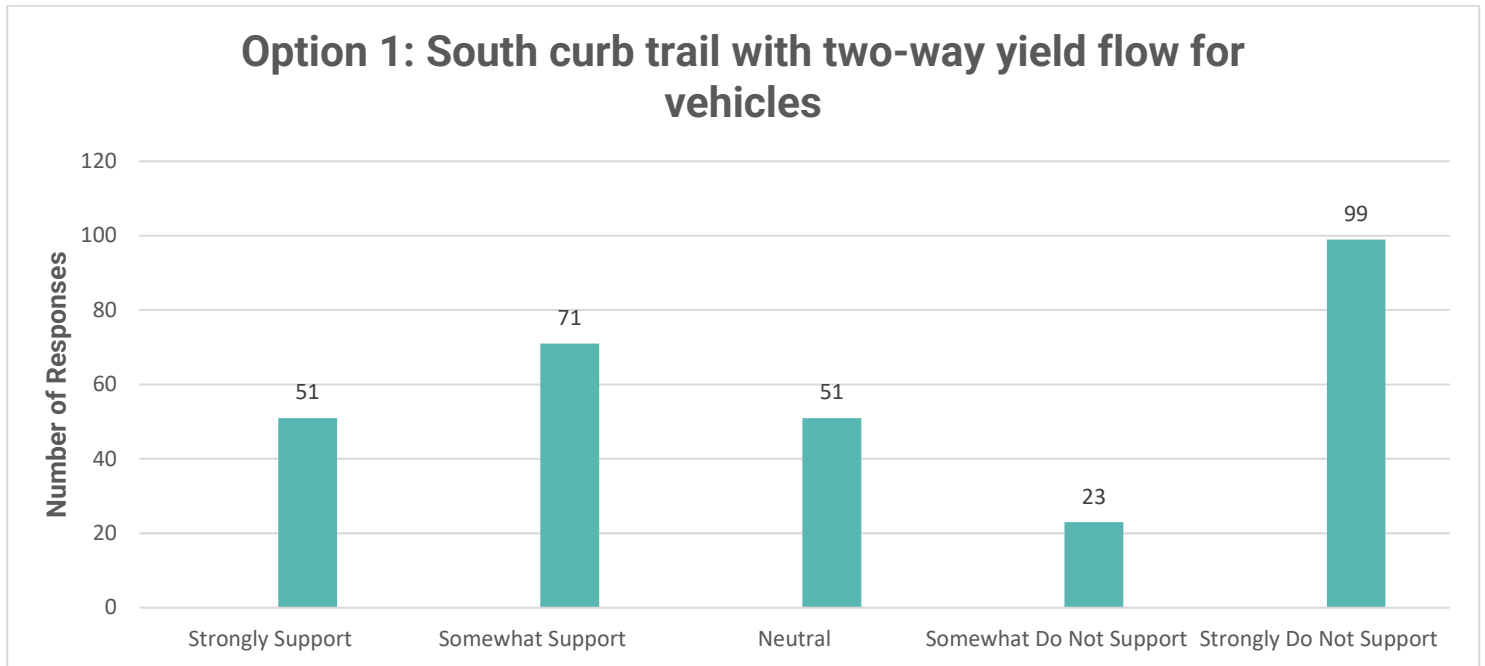
Option 3: North curb trail (replacing existing sidewalk)

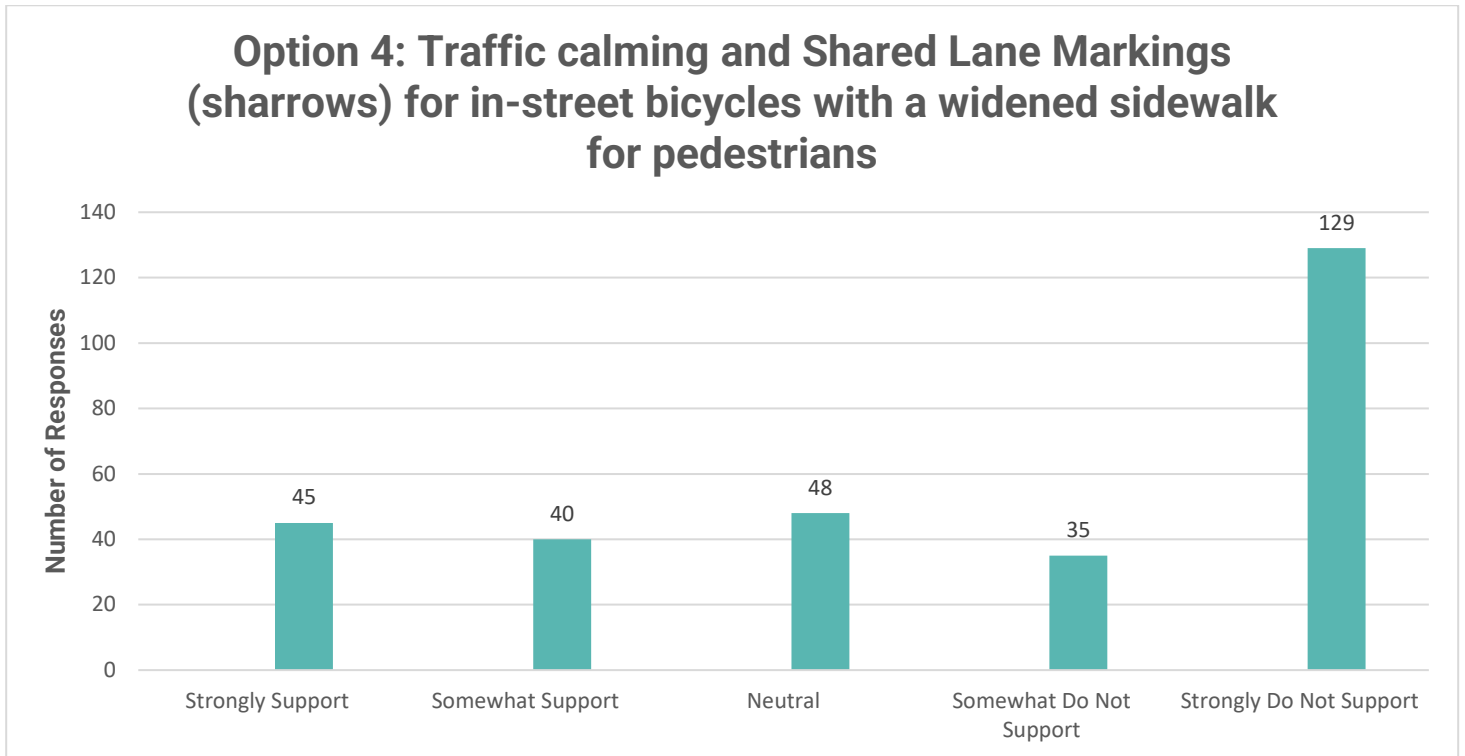
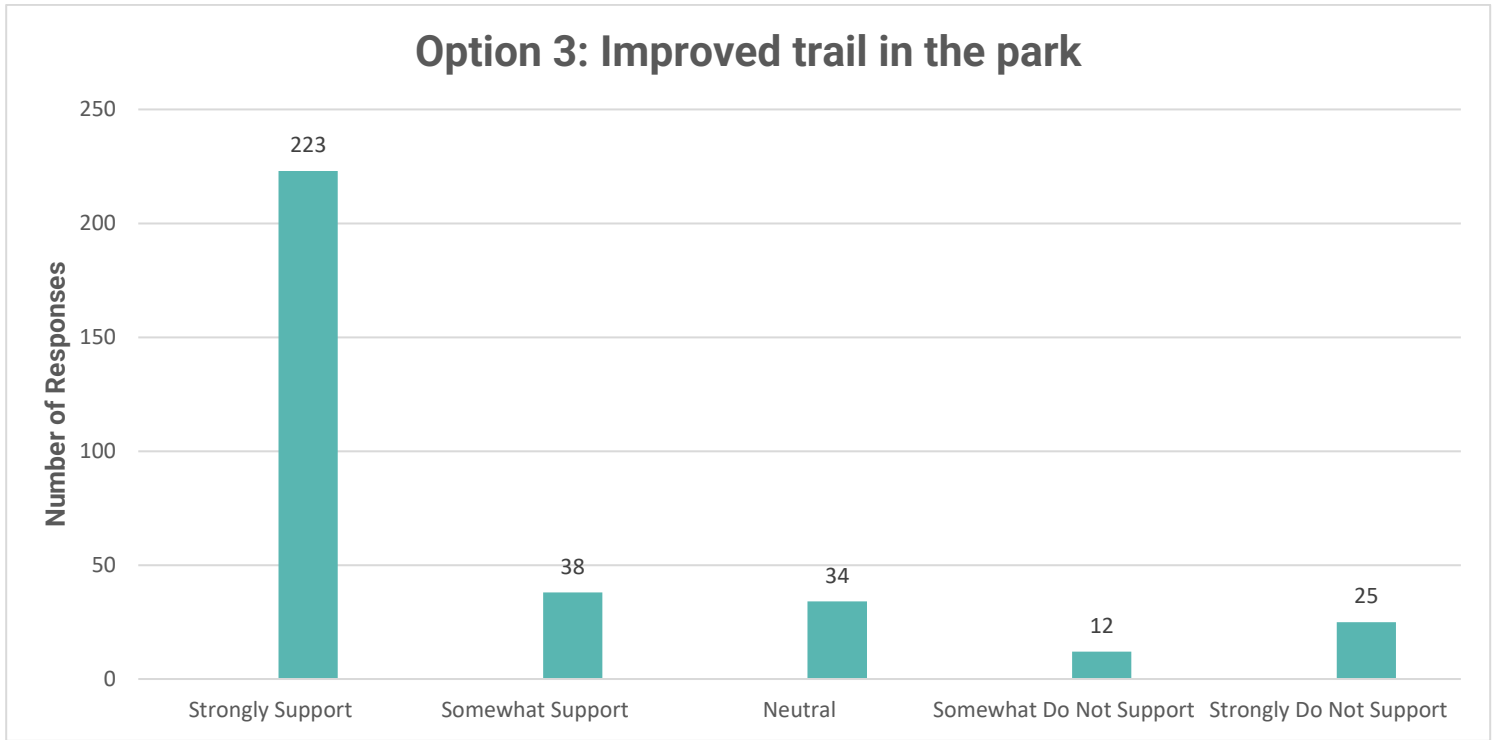


Option 4: Traffic calming and Shared Lane Markings (sharrows) for in-street bicycles with a widened sidewalk for pedestrians



Which option(s) do you prefer for the West Segment (between the trailhead and West 34th Street)?





North Gap: Do you have any additional comments?

Respondent ID	Response
1	<p>A raised and expanded-width concrete pathway on the south side of W 31st St. is unnecessary and creates a new set of unsafe conditions for users of the street, double the number of driveway conflicts exist on the south side of W 31st St (14 vs 7 on the north side) and the majority of the homeowners reverse out of their driveways. Creating a condition where there will be high frequency conflict between reversing cars and pedestrians is illogical.</p> <p>As a resident of W 31st St, I support improvement to/widening of the sidewalk on the north side of W 31st St. Enhancing the sidewalk infrastructure that already exists will provide a superior result at a lower cost to taxpayers.</p> <p>I also support installation of flashing school zone beacons (to 10 mph) to enhance safety and better enable utility for all users.</p> <p>ATD is creating unsafe conditions on this street. The root cause of the problem is the effort to place pedestrian trail traffic on an active roadway. Enhancing the sidewalk on the north side of the street is the most logical solution with the least impact to the functionality of this street.</p>
2	<p>The pilot program on 31st street has been a disaster. Despite being narrow, it functioned well for decades for cars and the pedestrians used the sidewalk. Since the temporary striping and change in parking the street has become unsafe. Any amount of raised sidewalk on the south side of 31st will cause it to become even less safe for all users. It is a misconception that this will improve safety for trail users. Please trust those of us who use the street day in and day out rather than recreational trail users who do not understand the complexity of the situation.</p>
3	<p>All of these plans seem better than doing nothing but fall short of something truly satisfying.</p>
4	<p>Drive shoal creek blvd before trying to change traffic flow.</p>
5	<p>For the eastern part of the north gap, please consider elevating the current on-street section to curb level and make it permanent as a near-term solution, as proposed in options 1 and 2.</p> <p>Build the north-side off-street path once funding is available, but don't ever remove the south-side section, which will still be the safer and preferred route for many users.</p>
6	<p>A raised and expanded width concrete trail on the South side of W 31st St is unnecessary. It will create a new set of unsafe conditions for all users of the street. There are many more driveway conflicts on the South side of the street--most of the residents reverse out of their driveways. This will create high frequency conflicts between reversing cars and all trail users.</p> <p>As a trail user I support the widening of the sidewalk on the North side of W 31st St. Some of my neighbors prefer walking on that sidewalk to walking in the street or the greenbelt trail.</p>

	<p>I support lowering the speed limit, possibly to 10 mph, in order to improve safety. The installation of flashing school zone beacons (to operate during drop-off and pick-up times) will also enhance awareness and safety.</p> <p>ATD is creating unsafe conditions on this street. The root cause of the problem is the effort to place pedestrian trail traffic on an active roadway. Enhancing the sidewalk on the North side of the street is the most logical, sensible and cost effective solution with the least impact to the functionality of this street.</p> <p>As a pedestrian I didn't feel any safer using the pilot project trail. Bicyclists and dog walkers either exited to the street to go around me, or came up behind me, startling me. The Spanish daggers along the curb have the potential to cause great physical harm to anyone who falls on them. Many dog walkers ignore the on-leash sign in the Canyon area. In the off-leash area I have encountered dogs that are out of the walker's sight and are not voice command controlled. A pedestrian shouldn't have to carry a stick or spray for protection from dogs. As the dog population increases, the city should consider eliminating the off-leash areas on the Shoal Creek Trail.</p> <p>If the Watershed Protection Dept can have a Scoop the Poop Campaign surely the Parks and Recreation Dept and ATD can come up with a trail etiquette and a campaign to promote it. That would make the Shoal Creek Trail safe for all ages and abilities.</p>
7	I've been calling 311 about this for ages!
8	On a personal note, it's been disappointing to have to endure the street conditions for two years. I cannot tell you how dangerous it's been just backing out of my driveway. A one-way poses new dangers, especially speeding, around a school zone. That's not what one-way streets are created for. Children will be in even more danger at that point.
9	I like the middle gap options. Improve the trail off of 31st and put pedestrians on the sidewalk.
10	Put pedestrians on the sidewalk on 31st. I am generally supportive of the other segment solutions.
11	We need to get rid of the pilot and put pedestrians on the sidewalk.
12	For the north segment, there are more ped/bike conflicts under the pilot project than there were bike/car conflicts with no path. Peds definitely need a sidewalk here. Also, crossing at 34th is pretty bad as cars don't notice bikes trying to cross and tend to roll the stop sign. Bridge on north end needs surface improvements as do the transitions on and off the bridge.
13	The pilot has been a failure along 31st Street. It is unsafe for pedestrians, bikes, and cars to share 31st Street. Pedestrians need to be encouraged to use the sidewalk to increase safety and usability of the street. Bikes and vehicles can safely share the street.
14	I go along this path on occasion but it's kinda bad right now so I end up going through the neighborhoods close by. Making a fully protected path would go a long way to reaching the cities goals of alternative modes of transportation
15	The link in the survey doesn't work. but the link in the email does.
16	Remove parking. Sharing bike path and pedestrian facility isn't really working there.

17	Strongly support filling these gaps in the Shoal Creek Trail. (And, as an aside: when are they ever going to fix the slope failure in Pease Park?)
18	increase mobility for cyclists
19	Whatever is the safest greenest solution for bikers
20	N/A
21	These changes are too complicated. What people want is to bike away from traffic. Please give simpler surveys that ask our comfort with biking/walking with/without traffic.
22	Cars are the past, hopefully soon.
23	Please prioritize walking and biking for transportation and reduce car speeds to 30 mph or less. Protected concrete curbs.
24	Thanks for improving Shoal Creek trail.
25	It will be very very nice to have these gaps closed!
26	Please don't mess with the beautiful rock hop crossing or remove the woods in the Park. There is already a sidewalk on the east side of the creek and a pedestrian bridge north of 34th.
27	Adding some more crossing islands at intersections would enhance safety and comfort. Also, please protect the bike lane with concrete curbs or bollards rather than flex posts, wherever there might be bikes next to car traffic.
28	See above: it may help to separate pedestrians from self-powered wheeled vehicles
29	Please bury all power lines and plant shade trees to create a canopy over the trails
30	The pilot project has been such a disaster and a real threat to student / child safety. I can't believe it has gone on for as long as it has and the city is lucky that someone has not gotten seriously hurt (to my knowledge). Please do not double-down on this incredibly egregious idea. Wait until Elon Musk or someone pay to out a tunnel under all of this busy traffic for a connection - unfortunately the above-ground space is already at 200% capacity and it is simply unsafe to try to do even MORE with such a limited amount of real estate. -Thomas Queen
31	n/a
32	More Bike Lanes Please. Put them directly on N. Lamar if you truly value mobility.
33	The street between 31st and 34th is too narrow for the current design. Period. It's absolutely the most absurd design I've ever seen. I used to use this daily but don't anymore. Regardless it needs to be fixed. If cars and bikes must share, then it must be one way traffic. Two way isn't feasible. Cars just hop over the bumps into the bike lanes. And if they didn't you would have the worlds worst traffic jam.
34	Giving people greater access to the shoal creek trail is a noble concept as long as you do not give up the character of the natural creek and pathways and also, not hurting the flow of traffic. Be realistic in the fact that people use this trail as recreation and NOT a means of traveling to work
35	Again, it is not pleasant at all to walk along Lamar from 24th-Gaston and then again from 29th-31st street. Is there any way to rebuild the trail from 24th to Gaston where it used to be? I walk that almost every day and end up cutting over the creek to get back on the original trail. It is so much nicer to walk on that part than walk next to a ton of traffic on Lamar.
36	I am opposed to closing the south bridge from the dog park to Lamar. I use it frequently to go in and out of the neighborhood
37	By routing the trail through the park, the North Gap West segment would ultimately SAVE money (and protect lives!) by preventing accidents and potential fatalities, among drivers, pedestrians, and cyclists alike.
38	No-

39	The pilot on W 31st St has been a failure, creating hazards to pedestrians and drivers, bottlenecks for the school, and challenges for emergency responders. Please maintain two-way traffic and an in-street bike lane, and keep pedestrians separate from cyclists by improving the sidewalk on the St. Andrew's side of 31st.
40	none
41	<p>The "pilot" on the north end is particularly hilarious to those of us who use that stretch. Happily, I just walk it, but the two-way yield is fairly hypothetical and dangerous esp given the size of cars driven there between school drop-off and pick-up. The safety of those in the existing pilot bike lane often seems at risk. The photo with the pilot Trailside Parking sign shown above, at the trail entrance and opposite St. Andrew's, strategically shows no cars actually competing for that space. It's ugly. (Also: how do all those isolated bike lanes get cleared of debris? Or does that just collect indefinitely?)</p> <p>Thanks for taking on this giant task.</p>
42	It's difficult to recall and assess all of the options in a survey like this. I would happily defer to the department's judgement; I'm more concerned with the pace of the work and an overall choice of which projects get a focus.
43	North Gap West Option 4 - Thank you for this option! It maintains the green space that is the only Brykerwoods park space. Irene P
44	It does not appear that any effort has been made to notify Pemberton residents by mail or flyer that this extraordinary change (taking away the ability to exit on the south bridge from the park at the base of Gaston) is under consideration. Nor is there any talk of a meeting to brief--and listen to--those of us who live here. This is not ok, this proposed change will have a negative impact on those of us who actually live here.
45	I would go with no left turns out of 31st Street onto Lamar heading north, but I think signage would fix the vast majority of those turns rather than put barriers in Lamar that make it nerve-wracking when driving, especially if busses or delivery trucks are in the lane next to you. 31st St. is really busy a few times a day due to school traffic, but other than that it is not a highly trafficked street (in my opinion). A 12 foot shared use path would not be utilized to the same degree that the other gaps are used.
46	I just went on Sept. 30 to provide input in person next to the signs posted at the end of Gaston and the park. I searched from the dog park to the trail leading to 29th and found nothing, except the signs promising the gathering. I just found out it was held on Lamar! You missed input from hundreds of neighborhood walkers who do not go up by traffic. We stay in the park and really really want the original trail to be restored so we can walk in the trees all the way through to Pease Park. I was very disappointed with how this was handled.
47	I am not against improvements. Improved visibility and signage will address most of the City's concerns. These proposals will not solve the perceived problems. All you are doing is causing more confusion and accidents to drivers, and stress and outrage from residents in the area. PLEASE STOP this nonsense.
48	Please make things safer again for people's kids - the current pilot with kids, cars and bikes mixes together is a very visually complex environment is an accident waiting to to happen.
49	<p>I am very concerned about the safety implications of the redesign of the South Gap as currently illustrated.</p> <p>Changing the southwestern intersection of Shoal Creek Blvd and Lamar into an entrance only one way street and forcing cars to exit Gaston / Shoal Creek Blvd onto Lamar at the northeastern</p>

	<p>intersection of Shoal Creek and Lamar will create serious safety issues. This intersection has VERY limited visibility when looking north or south along Lamar from Shoal Creek Blvd due to the curvature of Lamar. Cars attempting to turn onto Lamar are unable to see oncoming traffic more than a few meters to the north or south. Visibility is far superior at the southwestern intersection of Lamar and Shoal Creek Blvd.</p> <p>The plan should be completely reversed - the entrance to the trail parking lot should be at the northeastern intersection of Shoal Creek Blvd and N. Lamar and the exit should be on the southwestern intersection of Shoal Creek Blvd and N. Lamar. I drive this route every single day and the way the plan is currently designed will cause numerous wrecks.</p>
50	I have not closely studied the N ares and will leave those parts unanswered for now.
51	The current design is a mess It is both unwieldy and extremely unsafe. It is not good for either cars, bicyclists, or pedestrians.
52	As a SAS parent for the past 6 years, the current changes have made 31st much more dangerous for everyone, traffic, and pedestrians. I think it's important to get the pedestrians out of the street and allow a safer traffic pattern for the cars that need to access this street. Plus there needs to be better bicycle signage to encourage cyclists to obey traffic laws.
53	The pilot project along the North Gap has been a total sh*t show. It has put pedestrians in danger. It has put our children in danger. It is environmentally WORSE than the prior situation, as it has increased vehicle idle time. It's the perfect example of our city not letting reason get in the way of political expediency. I noticed that your website still has that hilarious rendering of a walker, biker, and three! cars all side-by-side on the street there, so my faith that y'all are going to come home from fantasy land and make an actual decision that benefits the most people is very low.
54	There are needs in Austin far more important than a primarily recreational trail.
55	What has been done to 31st street with that trail in the road is SO DANGEROUS. That street is a school—my children's school, and it's my neighborhood so I am one of the supposed beneficiaries of the new design but I have seen multiple instances that could have resulted in serious accidents. There is no room for cars to get by, cars have to back out of driveways, multiple school buses has to get down that street. And 99.9 percent of the time that trail is empty. So basically the trail will never work as intended because cars will always have to drive over the barriers to get by other cars and people have to come out of this driveways.
56	Access to St. Andrew's is very important for the safety of the children and families that attend this excellent Austin institution.
57	Current design near St. Andrews is nightmarish. No idea why you would suggest this design in the first place with children being picked up and dropped from a k-8 school. Bikers and runners can run through the park nearby. Extremely dangerous and poorly thought out design
58	The traffic design on Shoal Creek Boulevard is incredibly dangerous for all involved -- pedestrians, students and motorists. Over the past year I have witnessed countless dangerous acts by all parties trying to navigate the obstacle course that has been created on shoal creek boulevard. In fact, just last week, I witnessed a car MOUNT THE CURB near the sidewalk where students were walking, in order to be able to pass two cars through what has become a one way street due to the negligent street design. It is only a matter of time before a child is killed if this street design is allowed to persist.
59	Removing pedestrians from the active roadway will increase safety and eliminate conflicts with cyclists and cars while enabling functional operations for St. Andrews.

60	Very excited to see the improvements, both for pedestrians and bikers, and regular drivers along 31st street. Thank you for your work on this project!
61	<p>Please get rid of the current what can only be described as ridiculous hazards you all installed on the street.</p> <p>Have seen multiple accidents with cars and VERY dangerous pedestrian situations that are because of what you all put in.</p> <p>It was perfect before. Have used the trail for 20 years and it only has felt unsafe since you started this project.</p>
62	Please change the existing set up. We run this route and drive it daily and it is INCREDIBLY dangerous for both drivers and runners. I don't know why these changes were ever implemented in the first place. It was beautiful before. Now a dangerous, ugly disaster.
63	Under the current construct, it is most the most stressful stretch of road that I use on a daily basis. It is unsafe for pedestrians, bikers, and cars alike. I have encountered frustrated and angry people regularly. I have had pedestrians bang on the window of my parked car and yell at me. I have had on several occasions had to reverse the length of the street so that we can allow the traffic in the other direction to pass. At other times, when there is nowhere to reverse, the traffic has been at an absolute standstill. A light needs to be placed at the intersection of Shoal Creek and 31st. I have been hit at that intersection because an oncoming car did not see the stop sign that was placed. It is unsafe for our children who attend school here with the number of road rage incidents. Traffic at pickup and drop off times are unsafe.
64	We have been attending St Andrews Lower and middle school for past 10 years and I hate the pilot program. I drive a truck and when I have to drive from middle school around to front of lower it's almost impossible since they let cars park along the south side. They need to take down pylons and just paint a bike lane. So cars can actually both fit going either direction.
65	More protected per/bike paths to Walnut Creek trail system
66	The current situation is dangerous for everyone, particularly students and their families who are the overwhelming users of this area. And also more dangerous for bicycles and pedestrians.
67	Concrete Barriers by St. Andrew's would be a nightmare. It's already overcrowded with vehicles and with concrete there would be less room to navigate-especially for emergency vehicles which have already struggled with the current configuration
68	The current road is dangerous to both pedestrians and cyclists. It also provides limited access for emergency vehicles.
69	The Pilot project has been a failure. It has created an unsafe environment for all users- pedestrians, cyclists, and drivers. The project has essentially created a situation where drivers regularly HAVE to break the law, and drive into the pedestrian/ cyclist designated lane in order to pass each other.
70	<p>Since the implementation of the on-street pilot in April of 2021, roadway conditions have deteriorated and</p> <p>become more unsafe for all users (pedestrians, cyclists, and drivers).</p>

	<p>Whether during peak or off-peak hours, near-misses and frustration have complicated travel and led to numerous road rage incidents in front of St. Andrew's.</p> <p>The challenges boil down to a single root cause: placement of pedestrians onto the active roadway.</p> <p>West 31st Street ranges from 26'-30' in width (a standard Austin residential street is 40' wide). Narrowing the street by an additional 10'-12' has eliminated 39%-46% of the functional street width, intensifying unsafe conditions.</p> <p>The south side of West 31st Street has twice as many active driveways as the St. Andrews side of the street. The vast majority of homeowners reverse out of driveways, dramatically increasing the likelihood of pedestrian/cyclist - automobile conflict.</p> <p>St. Andrew's requires two-way automobile traffic along the entirety of the street for safe, functional long-term operations.</p> <p>The narrowed conditions created by this Pilot Project make safe school bus operation virtually impossible due to severe pinch points along the street and heavily constrained access to school driveways for drop-off, pick-up, athletics, and special events.</p> <p>Emergency vehicle access to the street is also significantly impaired. During a recent call for emergency services at St. Andrew's, an AFD fire truck struggled to navigate traffic and lost critical response time. Were this to have occurred during pick-up or drop-off, the results could have been catastrophic.</p> <p>Cyclists are challenged when forced to share the same path with pedestrians. When pedestrians are in the on-street pilot area (particularly if walking in tandem, with a pet, or with a stroller), cyclists ride in the street. This defeats the purpose of the pedestrian and bike lane.</p>
71	<p>I work at St. Andrew's and have children who attend school there, and I also use the trail regularly for recreation. I have been very disturbed by the safety issues created by the current pilot. There is not sufficient room for two-way traffic, parking, and a protected pedestrian/bike lane. Bikes also regularly use the street because the protected lane is used by pedestrians, often with pets. Because of the lack of room for two-way traffic, there are often significant blockages to access. Parking for both the school and the trail are essential on the street. Pedestrians should use a</p>

	widened sidewalk on the North side of the street, and the protected lane should be limited to bike usage.
72	Again, we have all this room in these parks, stop building into the roads. I'm all for wider side walks and bike lanes, just not at the expense of making car traffic more dangerous.
73	The current situation in the North Gap is awful. Please, please don't do this.
74	The current state of 31st street is a very serious hazard to pedestrians, cyclists, runners, students, and residents. IT IS A DISASTER that needs to change.
75	It is an absolute nightmare getting kids safely to and from school everyday with the road narrowed as it is now. The engineers should be ashamed of themselves for ever thinking it was logical or feasible to take away so much of the road directly in front of a school.
76	The traffic around the school is terrible and there are lots of concerns for those children who walk home.
77	The options I voted for maximize safety and accessibility.
78	In order to accurately reflect the dangerous situation around St Andrews, you should take photos during the 730-830 am and 230-530 pm windows. We used to let our kids ride their bikes to school, but 31st has become incredibly unsafe.
79	I am in this area every day taking my daughter to school and feel strongly that my choices will make everything safer.
80	strongly against any move toward one way traffic on East or West segments of 31st street, and there is too much space given over to the bike line. Emergency services need to be able to navigate the area smoothly.
81	Clearly, city planners and councilmembers are abysmally out of touch with North Gap. If any of them were to witness the VERY close calls of cars almost hitting children, teachers and parents at St. Andrew's, the current disastrous pilot program would have ended. The road rage on this death-trap of a stretch is alarming. Parents have gotten out of their cars to yell at each other, at cyclists (who, by the way, often do not use the lane dedicated for them), and pedestrians. This must end.
82	I love Shoal Creek Trail, but you're never going to have a real "trail" on 31st Street (unless you buy up a bunch of private land along the creek) and in trying so hard to do something that's impossible, you're ruining the experience for everyone. So please, please, just make the 31st street connector a low-speed, two-way neighborhood street that everyone already knows how to navigate safely.
83	I teach at St. Andrew's and have gotten into many near-accidents on 31st street since the Pilot project began in April '21. It is not safe for cars nor people, as 31st Street is about 4 feet narrower than the average residential street in Austin. It doesn't make sense for the road to be one way with the congestion that already exists. I hope the city will decide to put safety first and close the pedestrian path.
84	the hospital has exacerbated an existing problem that it needs to provide a solution
85	The addition of the dedicated pedestrian/bicycle lane has proven to be a total disaster. Who comes up with these things?! It has made no sense from the beginning and now we'll have to spend money to correct it, but I am strongly in favor of your doing so.
86	Something desperately needs to be done to fix this pilot program mess around St. Andrew's. It is a complete disaster. Option 3 for the Middle Gap, Option 4 for the North Gap East and Option 3 for the North Gap West are logical and would solve all of the pedestrian, bike and vehicle issues that have been created as a result of the current design, while also improving our trail system and the overall street aesthetic.
87	While I don't think St. Andrews really wants this, I don't see much of a possibility of fixing these issues while still allowing for 2-way traffic. I think that one-way traffic along 31st street would make a lot more sense, even though it would make my day more difficult. If retaining two way traffic, I think ALL on street parking should be removed. The on-street parking at the bus drop zone makes

	it impossible to see if cars are headed from the east and I've worried more than once about causing an accident merely by exiting the parking lot. I also end up driving into the bike lane when I don't see anyone using it because with the parked cars there, there is no way to have 2-way vehicular traffic and the wide bike lane. So, maybe the easiest solution is to remove the on-street parking?
88	I did not know where to put this comment, but I didn't see anything that addresses the bike crossing on West 34th St. I have seen numerous near misses here because it is very difficult to notice a biker coming from the north side. Ideally they would have a flashing light because most drivers are solely focused on the other cars at the intersection and are surprised when a biker attempts to cross. Given the vegetation and the curve in the bike path there is no way to see the bikers until they are basically in the street.
89	The current situation on 31st Street is extremely frustrating and dangerous for our kids.
90	Despite a seemingly low crash report, the number of "near misses" is significant. The yield flow is virtually a one-way design given the size of many SUVs and school buses. Cars and cyclists often swerve quickly to avoid a crash, which is dangerous for pedestrians as well as cyclists.
91	<p>Constricting vehicle throughput is only logical if you are trying to divert traffic through different routes/modes.</p> <p>In the case of 31st, St. Andrew's traffic constitutes the vast majority of overall traffic. And this traffic can't be "diverted" to other routes because the school is the actual destination.</p> <p>Moreover, given that this vehicle traffic involves the transport of children, alternative modes of transportation are just not viable.</p> <p>The City should maximize transportation throughput as well as the safety of all users of 31st Street by maximizing vehicular area as well as trail/sidewalk areas for non-vehicular transport.</p>
92	While not this project, I live off Shoal Creek/45th and also experience daily the cyclist lanes added to Shoal Creek. I can tell you as a cyclist and resident, none of my neighbors or cyclist friends feel safe or happy with the way this project turned out and my experience with the pilot project at 34th/north lamar feels very similar--but even more perilous given the student population in that area and all the ongoing construction at Seton Hospital.
93	I attended St. Andrew's growing up and now send my child there for 8 years. The changes made to Shoal Creek have been unsafe and very disruptive. For as long as I can remember we there was never an issue until these changes were implemented. It is stressful and dangerous to go down the street now and many are not aware of let out times for the school, which causes all kinds of issues! Please change back!
94	<p>Regarding the North Gap proposals:</p> <p>- The minor driveways on the south side of the street in practice do not create very many conflicts for cyclists. Moving the path to the northside would result in a much more stressful experience for cyclists, especially during school pick-up and drop-off times.</p>

	<p>- The options to require cyclists to use the road instead of a separated path are wholly unacceptable. This is supposed to connect an all ages and abilities path, and I would never expect a family with children cycling to take the lane on this street, especially during school pick up time. If children want to cycle to and from school, is it fair to ask them to share the road with large SUVs? A separated path on the south side is the best option for safe and comfortable cycling.</p> <p>- If there is a path on the south side, how are westbound cyclists from 31st supposed to transition to it? Some of the current setups set up a conflict between westbound bikes on 31st and eastbound cars turning right onto Lamar.</p> <p>- Will there be wayfinding signs for cyclists and pedestrians?</p>
95	The South Gap project needs to be a coordinated effort with PARD and Watershed Protection to remediate the problems with the creek caused by the landslide and restore the west side trail.
96	The Shoal Creek project around St. Andrew's School is a disaster. It is dangerous for students, teachers and parents. Improve the trail within the park and stop putting a school area in peril.
97	Preserve the green space. No additional paving.
98	I like options 1 or 2 for both the east and west sections of the north gap. I don't have a preference on 1 way vs 2 way traffic
99	<p>A raised and expanded-width concrete pathway on the south side of W 31st Street is unnecessary, and creates a new set of unsafe conditions for users of the street.</p> <p>ATD is creating unsafe conditions on this street. The root cause of the problem is the effort to place pedestrian trail traffic on an active roadway. I also do not support the "all ages, all abilities" bike path on steeply sloping 31st Street east of Lamar.</p> <p>I support improvement to and widening of the sidewalk on the north side of W 31st Street. Enhancing the sidewalk infrastructure that already exists will provide a superior result at a lower cost to the taxpayer. Enhancing the sidewalk on the north side of the street is the most logical solution with the least impact to the functionality of this street.</p>
100	Thanks for your great and thoughtful work on this exciting project! Let's go for the most progressive possible solutions for this project.
101	Please don't ruin the dirt or paved trails that run through the parks along these stretches!! I'm glad you're using sidewalks/roads for the multiuse access
102	The presentation of these could use some work in terms of clarity and difference. The survey is hard to follow
103	Thank you for offering options. I strongly believe that we should continue to build on the pilot and push safety and multi-modal access further in the next stage
104	A raised and expanded-width concrete pathway on the south side of W 31st Street is unnecessary, and creates a new set of unsafe conditions: double the number of driveway conflicts exist on the

	<p>south side of the street (14 vs. 7 on the north side), and the majority of homeowners reverse out of their driveways.</p> <p>As an area resident, I support improvement / widening of the sidewalk on the north side of W 31st Street, which is superior result at a lower cost to the taxpayer.</p> <p>I also support installation of flashing school zone beacons (at pick-up and drop-off times), as well as further lowering the speed limit on the street to enhance safety and better enable utility for all users.</p> <p>ATD is creating unsafe conditions on this street. The root cause of the problem is the effort to place pedestrian trail traffic on an active roadway. Enhancing the sidewalk on the north side of the street is the most logical solution with the least impact to the functionality of this street.</p>
105	Really excellent work on this proposal, it was a joy to read.
106	I love that the city is spending time and effort on good infrastructure for non-car-transit
107	These changes have made 31st street more dangerous. It has reduced parking for the school, limits parents' ability to safely drop off their kids. There is an EXISTING trail that parallels the current debacle. EXISTING sidewalks along SAS could be used. I have seen many cars swerve into the pedestrian/bike trail to allow other cars to pass. This is extremely dangerous to both bikers, runners, as well as the schoolchildren. Please come observe the traffic flow during school dropoff/pickup. It's a nightmare, and someone is going to get really hurt.
108	the north gap is better than walking in the creek bed behind private homes which I used to do to avoid 31st Street and the parents waiting for the kids at St. Andrews. That street needs to block non-resident parking, parents waiting for their kids and be 100% one way
109	Please consider prioritizing improvements to the surface of the bridge just north of 34th. The quality is atrocious. I'm not sure how it could have been damaged in such a pattern, but it clearly needs to be renovated.
110	Keeping the trail away from the street a much as possible is strongly preferable. Also, for the North Gap, the trail should not have to cross the street (i.e. I strongly support the options to widen the trail on the south side of the street). Eliminating or reducing on-street parking would be acceptable if necessary.
111	Thanks for the opportunity to share our views!
112	Thank you for taking the time to try and get this right!!!!
113	The descriptions aren't really clear for the North Gap stuff. I think the design of Shoal Creek Blvd pilot with the sidewalk / 2 way bike / 2 way car / parking / sidewalk is a good setup.
114	These improvements are much needed and will be much appreciated by the community. Shoal Creek is such a special trail for our city, it deserves to be at full strength!
115	the North proposals seem (generally) similar, but given that your pilot resulted in "daily comments from faculty and staff regarding safety concerns... compared to an estimated monthly frequency before the pilot was installed" and most of the section is next to St. Andrew's, I would STRONGLY suggest listening to their preference on this project

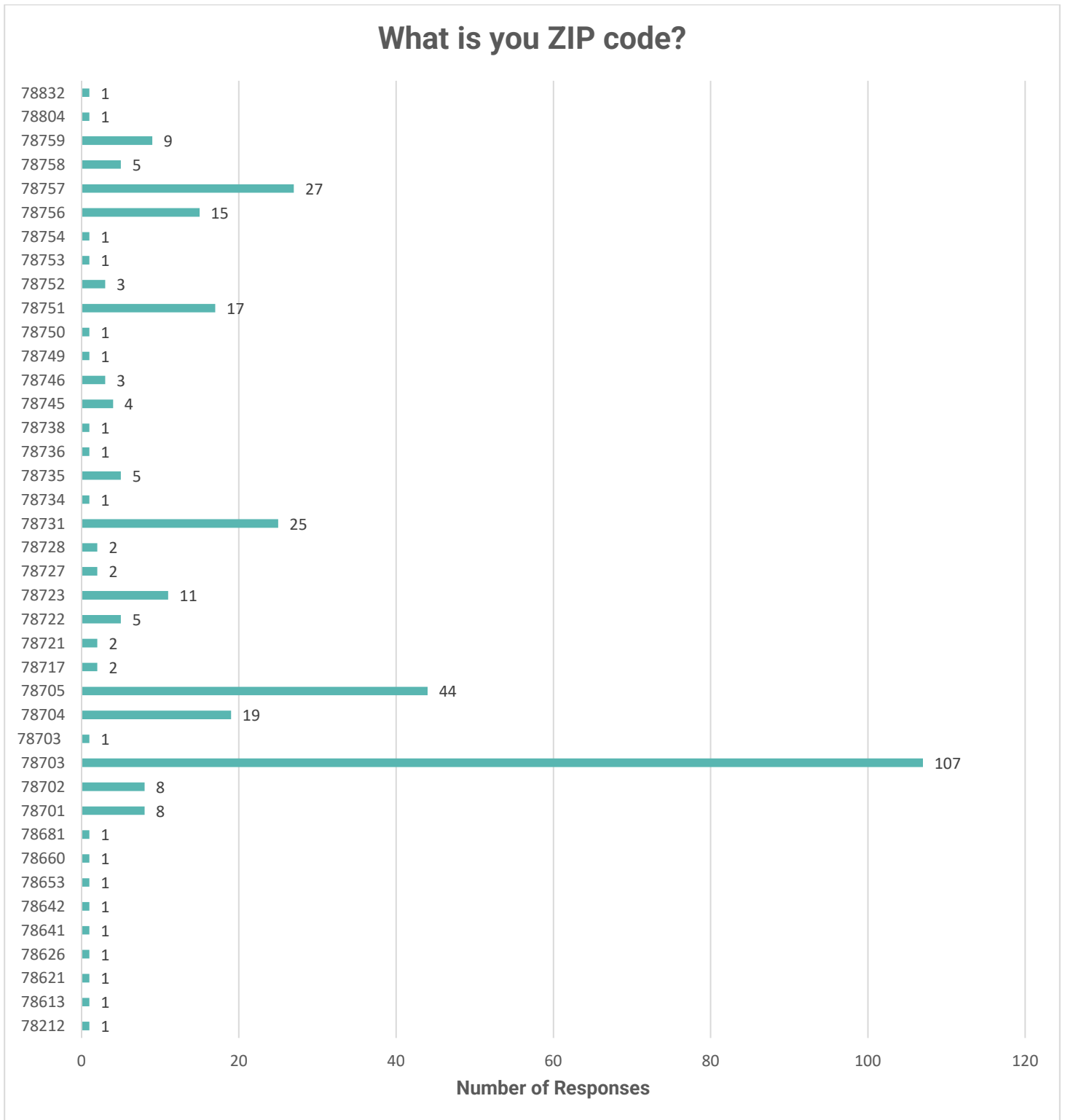
116	Thank you for gathering input and making biking safer in Austin.
117	Glad to see this gap getting close to being plugged - it's always been so frustrating.
118	All proposed changes are great incremental improvements, but I'd like to see the section between Shoal Creek Blvd and 29th St addressed with a higher quality trail. I'd also like to see raised crosswalks wherever feasible to increase trail safety and comfort.
119	Prefer to have the bike trail have as much nature elements as feasible to provide a "park" like feel.
120	Your rendering for the North Gap - East shows a conflict between a cyclist and runners. Such shared facilities as now exist in the area have increased conflicts between cyclists and pedestrians and cyclists and other cyclists.
121	I would leave the segment between 29th St and 34th St "as is". The limestone cliffs along that route are unique and beautiful. I am opposed to the idea of pouring more concrete in the area.
122	For North west gap, would really like to see a bike path to replace the rock hop creek crossing.
123	<p>1. I think for the north gap, creating a mix of 2-way and 1-way streets on 31st/shoal creek blvd would cause a lot of confusion, and during school drop-off/pick-up a person accidentally going the wrong way in the one-way section could cause a major back-up.</p> <p>2. The connectivity gaps story explaining all of the different options was really excellent. Maybe the best presentation of that type that I've seen</p>
124	<p>I am very concerned about the safety implications of the redesign of the South Gap.</p> <p>Changing the southwestern intersection of Shoal Creek Blvd and N. Lamar into an entrance only one way street is a disaster and will create serious safety issues. Vehicle traffic exiting from Gaston to southbound N. Lamar Blvd will have to exit the neighborhood at the eastern edge of Shoal Creek Blvd and turn right. This intersection has VERY VERY VERY limited visibility when looking north from Shoal Creek Blvd, and cars attempting to turn onto N. Lamar are unable to see oncoming traffic to the north or south along Lamar. The plan should be completely reversed - the entrance to the trail parking lot should be at the northeastern intersection of Shoal Creek Blvd and N. Lamar and the exit should be on the southwestern intersection of Shoal Creek Blvd and N. Lamar. I drive this route every single day and the way the plan is currently designed will cause numerous wrecks.</p> <p>The plan should be completely reversed - the entrance to the trail parking lot should be at the northeastern intersection of Shoal Creek Blvd and N. Lamar and the exit should be on the southwestern intersection of Shoal Creek Blvd and N. Lamar. I drive this route every single day and the way the plan is currently designed will cause numerous wrecks.</p>
125	The North segment West section seems great if the updated trail in the park includes paving the trail that is already there to make it a bit better for everyone.
126	N/A
127	We need fewer parking spaces on the trail, not more! Please, please reduce parking. Don't listen to the people who value car storage over human life
128	Love to see the continued improvement
129	For the North Gap, St Andrew's private school should step up to help with the traffic issue caused by them by adding more parking on their premises and encouraging innovative public

	transportation options to get students to class. It is sad to see cars lined all the way from 34th to Lamar, and choking that road when school starts and ends.
130	<p>For the south gap I would rather the City use this money to rebuild the trail that collapsed.</p> <p>The existing trail in the middle gap is beautiful and unique - please do not change this trail. I fully support creating an alternative route for people who cannot use this portion of the trail.</p> <p>For the north gap limit street crossings as much as possible.</p>
131	<p>Just be sure to have good wayfinding. It should be dead obvious, when you're riding, which way you need to go to stay on the Shoal Creek Trail. At times the markings are too subtle right now (though some of the recent improvements have been really helpful).</p> <p>100% support the idea of fully paved, all ages/all abilities designs. It should be seamless to bike from the Domain to Downtown.</p>
132	Have bike and run on Shoal Creek for years. Used to work for the City of Austin and quite familiar with where the changes are taking place.
133	Cost should be no object. The city stalled repairs by trying to get easements from the property owners above. That was a waste of time from the beginning, and a typical example of the City having no clue what people want.
134	Restore the Hike & Bike Trail on the west side of the creek and build a new pedestrian bridge to cross over if the slope cannot be restored.
135	34th Street crossing needs lights to be safe. Traffic speeds, especially eastbound down the hill.
136	No
137	I like the rock-hop crossing, so I hope it can stay. I would also use an adjacent proper creek crossing there. I realize that is a bigger project, and out of scope for this. But (for me) it would completely eliminate the need for improved at-grade crossing design at Shoal Creek&34th. We should prioritize fully separated crossings for shared-use paths in all possible cases, and this seems like an easy one.
138	There seems to be confusion between a "trail" that offers a nice, relaxing place to walk with children and/or a dog and enjoy nature, and a thoroughfare for commuters on bicycles. Bicycles already move at very unsafe speeds along the existing trails. If your goal is to create a bicycle highway next to streets than I understand your plan, and in the future it will be even more important to separate bicycles from pedestrians and pets due to the popularity of commuting on fast electric bikes. However, bicycle traffic should be separate and isolated from the Shoal Creek trail. Improvements to the trail are needed but I don't see anything in this plan that accomplishes this. If the project as proposed is redefined as commuter bicycle lanes AND there is a parallel plan to improve the Shoal Creek trail for pedestrians, THEN I support it,
139	The questions for what I like/dislike about the North (east/west) gap project are missing. I use this section every day to commute to work. West options 3 and 4 are not good as there's too much of an incline on the existing trail. East option 3 and 4 would create extra conflict between trail users and St. Andrew's School. The trail would be blocked by parent's picking up kids. It's important to remember that driver's drive more safely and slowly when they feel uneasy about a road, so complaints from parent's at the school is just a sign that the current pilot is a step in the right direction. This is especially important with so many children in the area.
140	Driving by the school is rough, the on street parking should be significantly reduced or removed.

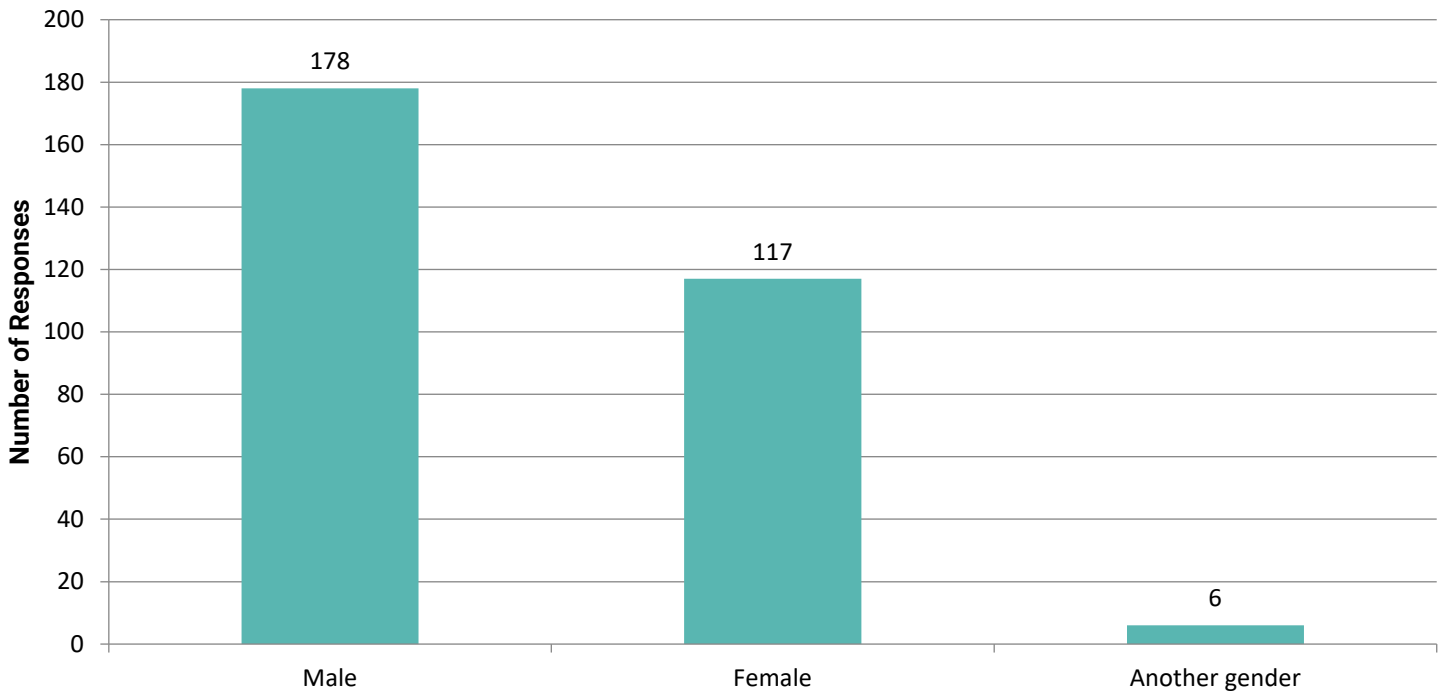
141	Thank you for your collective hard work on this project. I live on the Shoal Creek Trail (near Hancock) and use it almost every day. As a cyclist and professional Firefighter, safety and accident prevention is very important to me.
142	The north segment does not feel urgent. It's a calm, slow street
143	I don't have a car and make heavy use of Austin's bike lanes. If pedestrian and bike lanes aren't protected from street traffic, cars swerve into those lanes unpredictably; they double park in them, forcing people out into traffic; delivery trucks use them as temporary parking regularly; and I've been hit in a bike lane by a car using it as a passing lane. Please prioritize foot and bike traffic over car traffic.
144	This project represents a huge chance to make some real investments in improving pedestrian and bicyclist safety in our urban greenbelt system - let's do this right and keep the trail road crossings to a minimum!
145	I don't care as much about the street near 34th st. I go through the park and take the trail under the bridge to cross 34th.
146	Perhaps there could be a way to link the wonderful protected bike lanes on Rio Grande (through UT) with the Shoal Creek Trail near the middle gap. As a bike commuter I often take 29th street East from Lamar (the middle gap) over to Rio Grand bike path which also takes to downtown near Shoal Creek. Having a link between the two would seem to make sense. Thank you.
147	I am a bit concerned that the entitled people who park along 31st would mount the curb to park on the sidewalk if it isn't high enough. They already use the path as parking at times so please make it high enough that they cannot easily mount it.
148	Try to preserve the existing trails as much as possible and avoid routing trail users along a busy street (N Lamar). Options are good so trail users can select the trail experience that bst suits them.
149	Overall- It is most important to prioritize a high quality path. This is one of Austin's jewels as a pedestrian or bicycle, and ensuring a high quality throughout is of upmost importance. W 31st is a low traffic street, and should be seen as such. Thus if parking/traffic volume must be limited to provide a high quality trail, that is an acceptable trade off.
150	I think keeping as much of the trail near the creek and away from the roads makes for a more pleasant bicycling experience. I suggest building a pedestrian/bicycle bridge for where you have to carry the bike across the creek on rocks.
151	Thanks for allowing comments on these options. And please implement these improvement quickly!
152	Yes. Why aren't you addressing bike and pedestrian traffic that uses Wabash to connect to the bike lane on Medical Parkway? The City too often leaves bicyclists stranded with noncontiguous lanes. Connect 31st to Medical Parkway via Wabash and you have a safe route for the continuation north without using Lamar. In fact, go one better and add a bike lane on each side on Marathon from Med Parkway to 45th. Also, fix ditching bikes to the sidewalk with no safe exit on 51st at the traffic circle at i-35. That's crazy bad. I just take a car lane as it's safer than having to get onto the sidewalk across the bridge westbound and then cross all of that traffic to get to the new (good improvement) bike lanes on 51st between i-35 and Airport. One more thing, don't use 2-way bike lanes or bike/ped mixes like some of the options in this survey identify. I can't believe that the data doesn't show those are high risk for injury. One way bike lanes. More bike paths with no cars at all (like Walnut Creek trail). Clean the bike lanes that we do have to reduce obstacles. You asked!
153	Thanks!

154	As a parent of a St. Andrew's student, I can unequivocally state that there needs to be unimpeded traffic flow on W. 31st Street to keep students, hard-working teachers, and parents safe. Every morning and afternoon is a struggle because of the "yield" measures currently in place. I've seen several parents get out of their cars to approach other drivers to voice their frustration. This is absolutely unacceptable in a school zone. If the City doesn't fix this in a way that prioritizes the school, then we will know how Austin truly feels about school safety and mobility.
155	Thank you for your work on these designs. This is a beautiful trail and is the only N to S access I can use via bike. Any improvements that will create a safer experience are much appreciated.
156	31st street should be one-way if you are going to use part of the street to make the trail
157	I'm strongly in favor of improved cycling infrastructure to include protected bike lanes, trails, and increased tree cover (shade from the sun).
158	No
159	Reduce the speed of Lamar. Make it easier to get onto the trail from the west side of 24th/northern peace park.
160	Please provide access to the PDF renderings of the drawings. They currently require a city / state account to access them.
161	Sharrows are not bike infrastructure

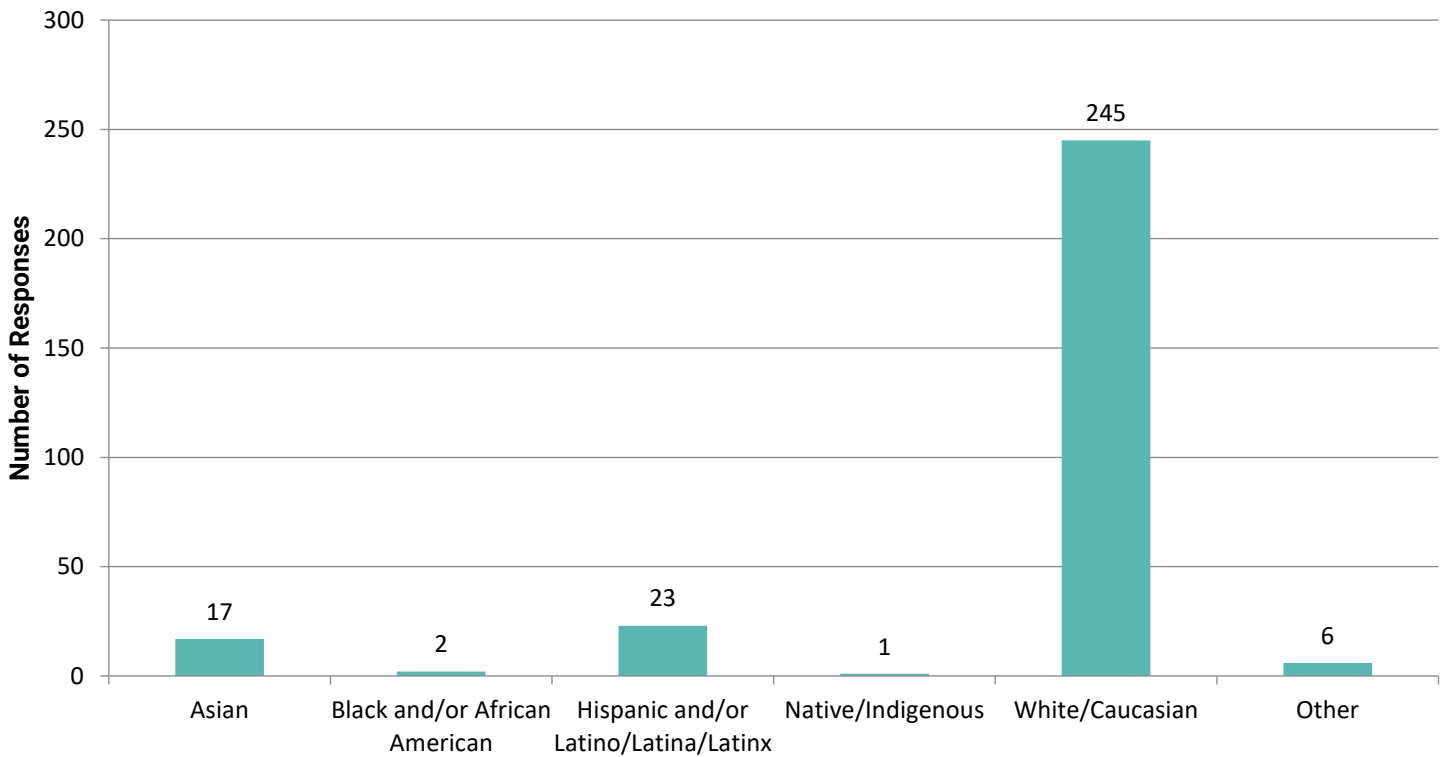
Demographic Questions

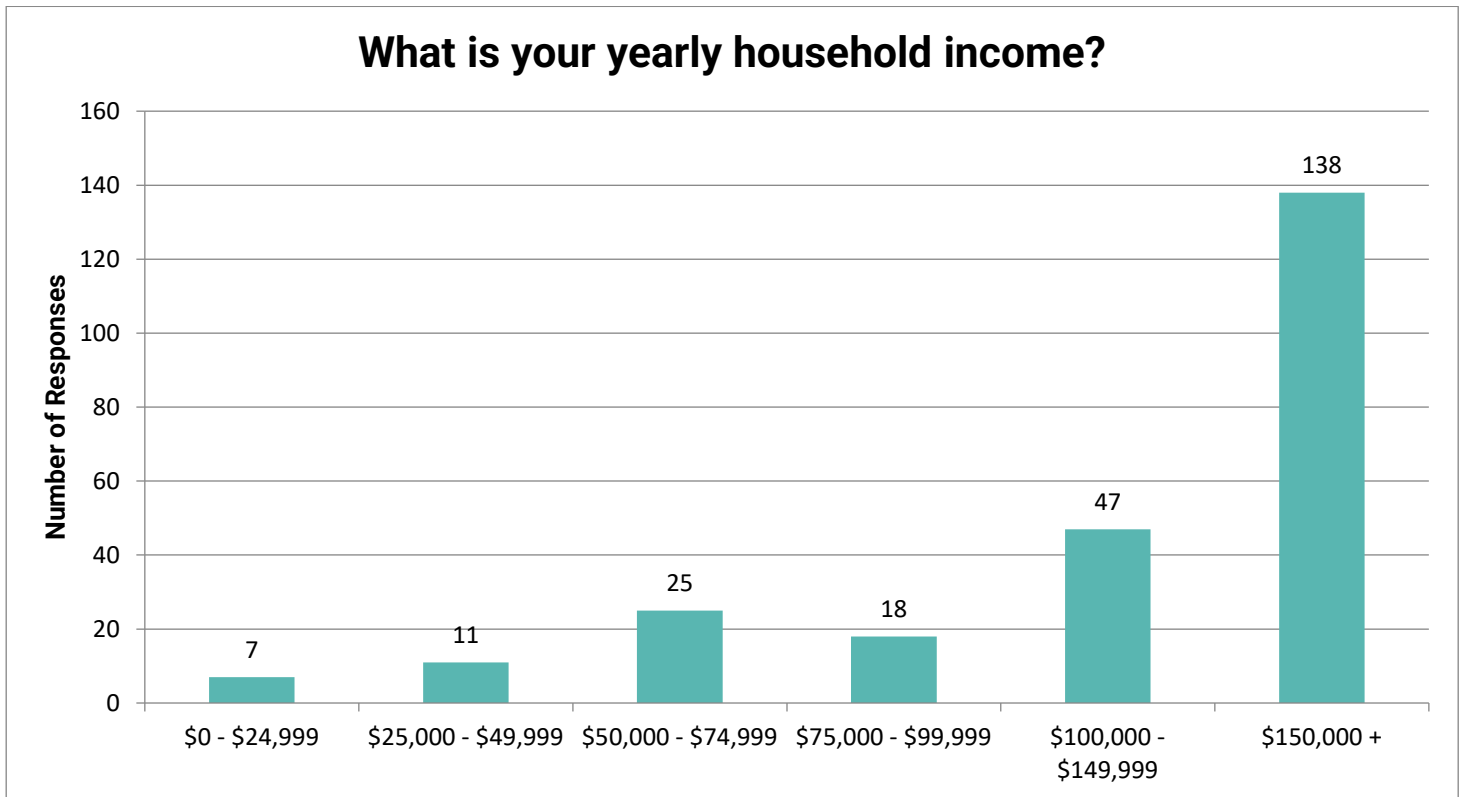
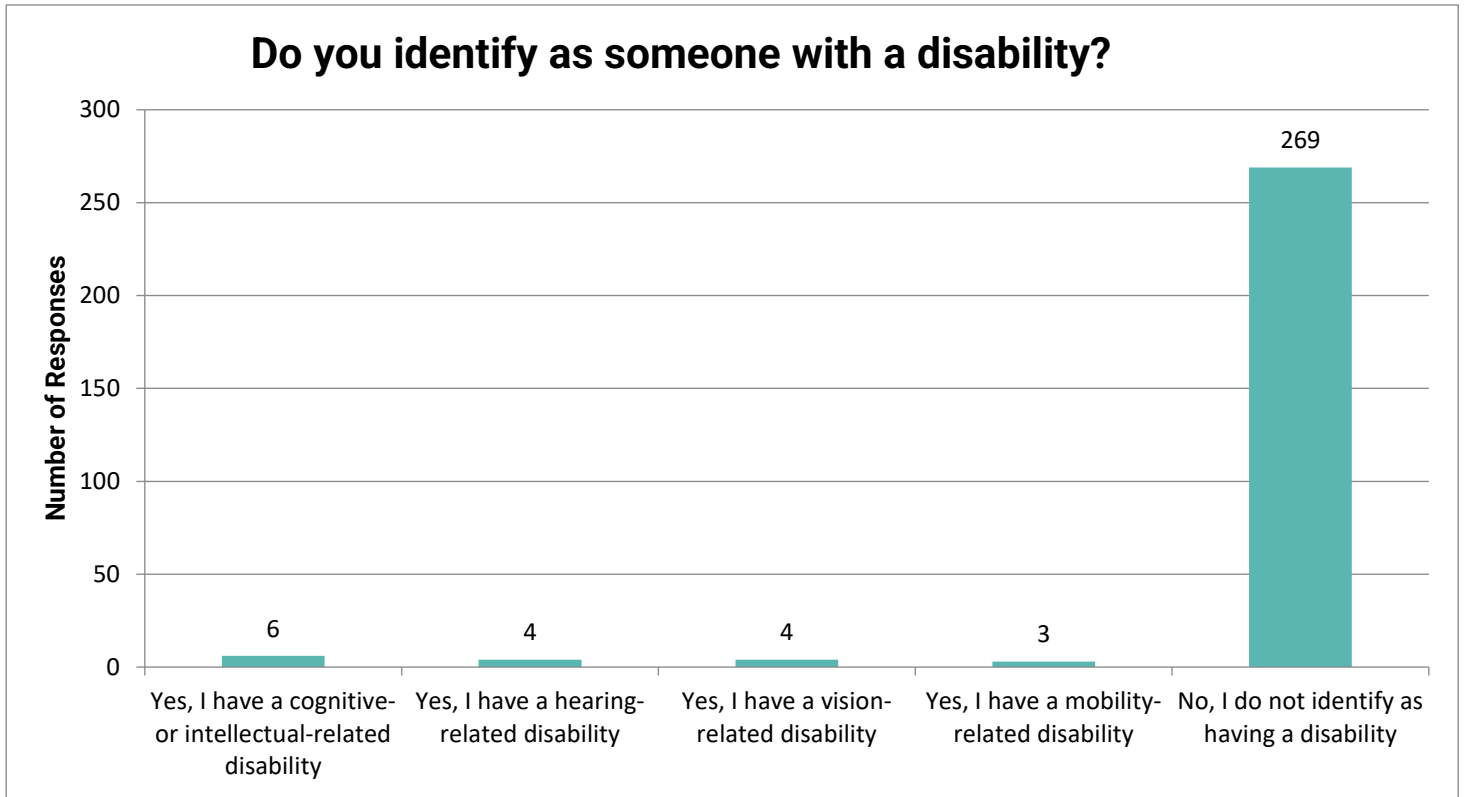


Which of the following best represents your gender identity?



Which of the following best represents your cultural identity?





What is your age?

