

Barton Springs Road Safety Pilot

Stratford Drive to South Lamar Boulevard

Public Engagement Summary (July 2023)

Contents

Public engagement process	2
Survey results	2
Multiple-choice questions	2
Open-ended questions	4
Overall sentiment analysis	4
Comments by themes	5
Results for optional demographic questions	8
Appendix: All comments by question	12
What do you like about the proposed pilot design?	12
What do you not like about the proposed pilot design?	60
Do you have any additional comments?	116



Public engagement process

In June 2023, Austin Transportation & Public Works Department (TPW) gathered community feedback through a survey on the initial design for the Barton Springs Road Safety Pilot to improve safety and mobility between Stratford Drive and South Lamar Boulevard. Promotion of the survey included mailer notifications to neighboring properties, block walking to nearby businesses, two pop-up events around the project area, social media posts on Facebook, Twitter and Nextdoor, and media interviews in English and Spanish.

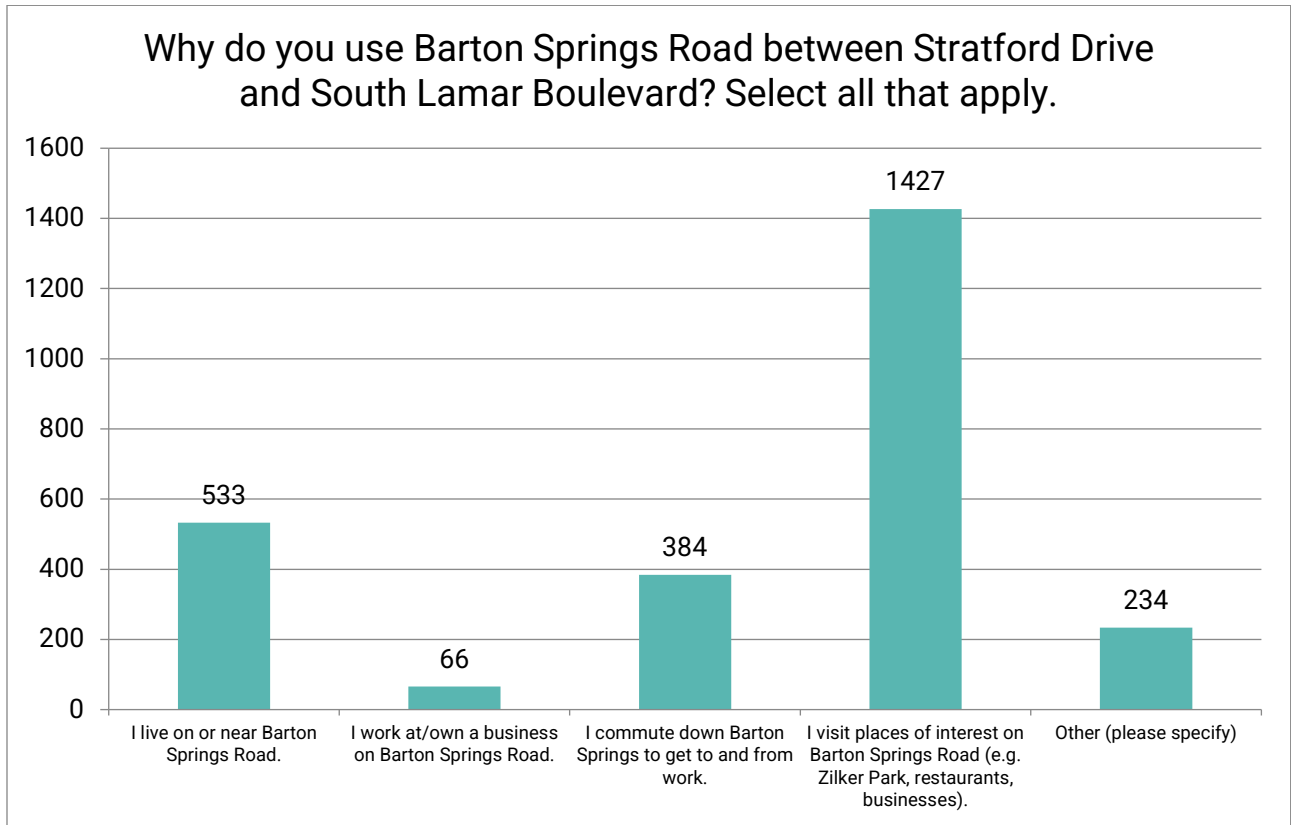
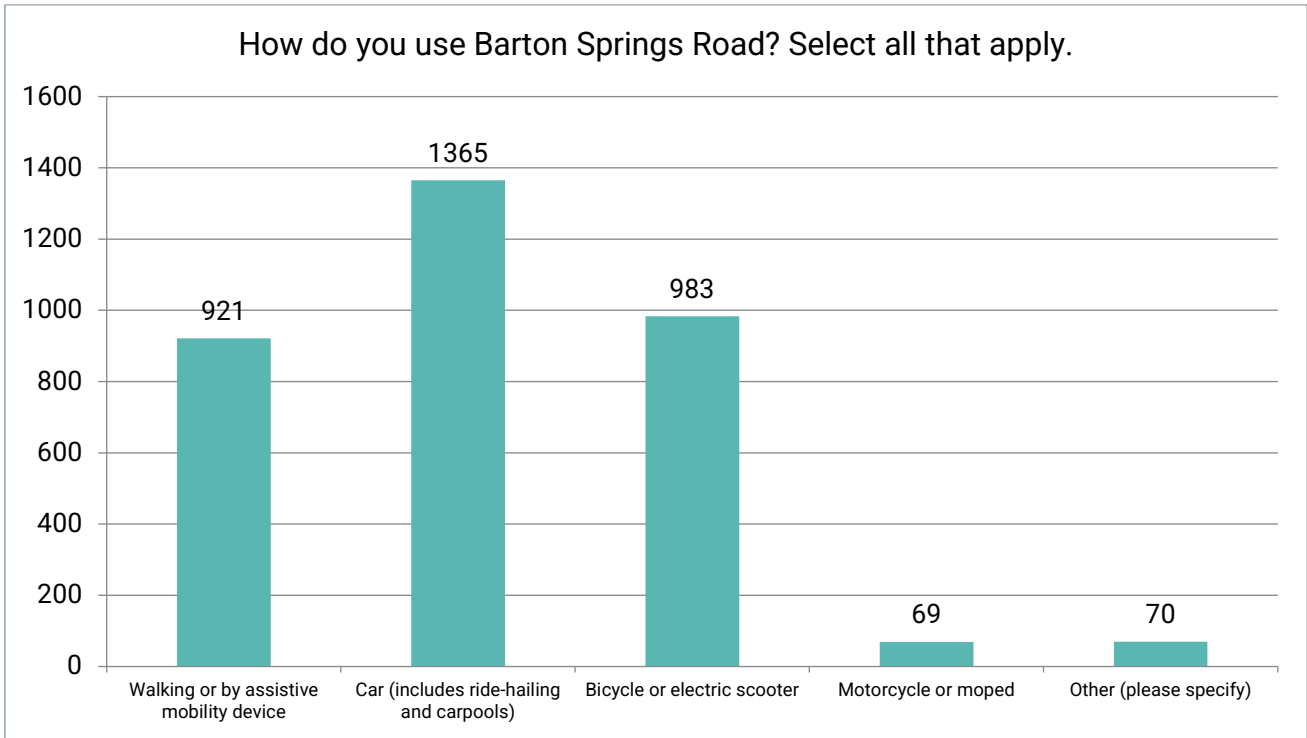
Survey results

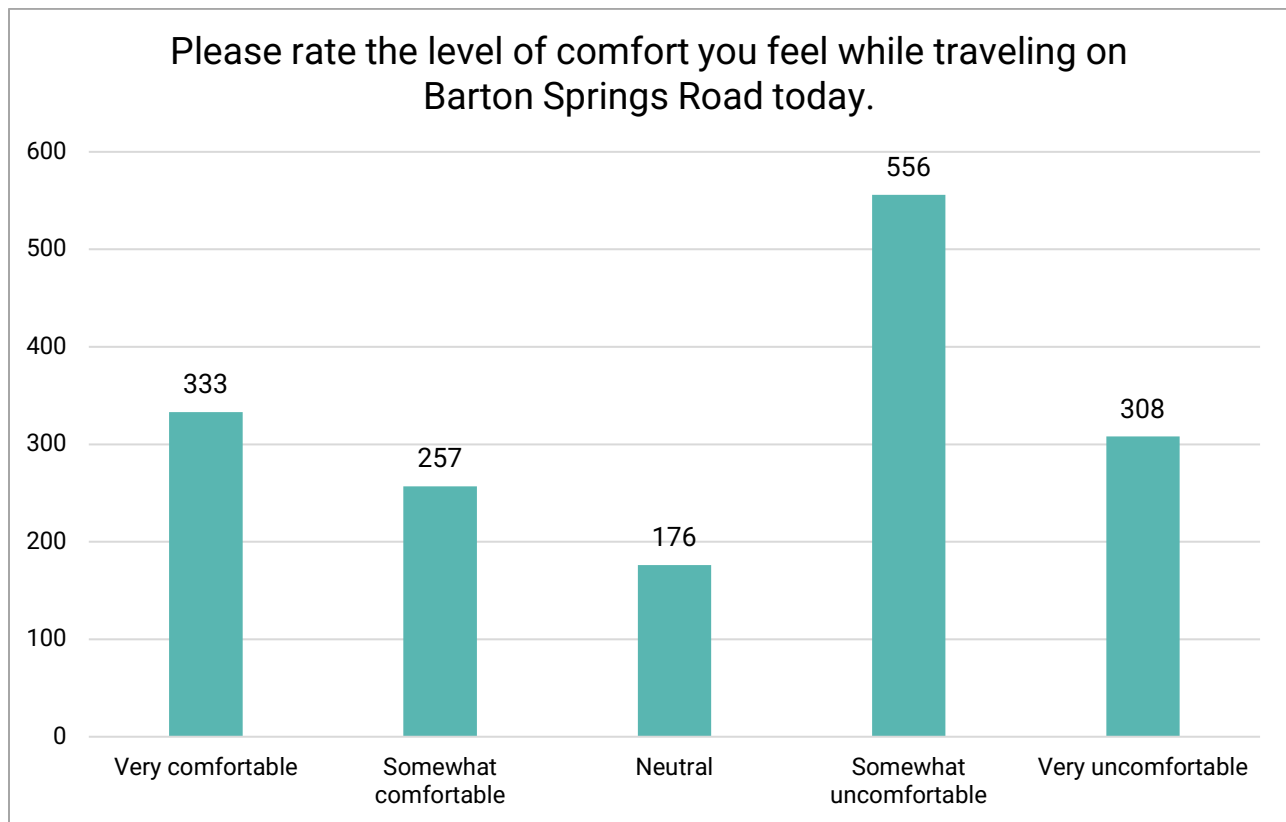
The survey was open June 1–30 and received 1,630 responses. The survey posed six questions about the project: three with multiple answer choices and three open-ended. The project team reviewed the survey responses to better understand how people use Barton Springs Road and their safety and mobility needs for the safety pilot.

Multiple-choice questions

All 1,630 respondents completed the three multiple-choice questions.

- How do you use Barton Springs Road?
- Why do you use Barton Springs Road between Stratford Drive and South Lamar Boulevard?
- Please rate the level of comfort you feel while traveling on Barton Springs Road today.





Open-ended questions

For the open-ended questions, the project team read and tagged each comment for themes, sometimes multiple themes when applicable. Of the 1,630 total respondents, 1,557 completed at least one of the three open-ended questions.

Overall sentiment analysis

To better understand overall sentiments for the pilot project, the project team counted each sentiment category (support, concern, request to improve, outside project scope) once per respondent. For example, a respondent who expressed a sentiment of support and/or concern across multiple themes in their comments would be counted once for support and once for concern. A person could be counted once for each of the four categories listed.

Sentiment category	Number of respondents
Support	1,205
Concern	813
Request to improve	476
Outside of project scope	372

The categories of support and concern listed above should not be interpreted as a respondent's overall

sentiments about the project as comment themes listed below include both concern with the pilot concept overall and in other cases general support for the project but concerns about a particular element.

To better capture overall public sentiment about the proposed pilot, the total number of support and concern themes were counted for each respondent. The following table shows the number of respondents that expressed, in their comments, majority support, majority concern, or a balance of support and concern comments.

Overall sentiment	Number of respondents	Percent
Majority support comments	982	63%
Majority concern comments	432	28%
Balance of support and concern comments	143	9%

Comments by themes

The survey included three open-ended questions, which received a total of 3,595 comments:

- “What do you like about the proposed pilot design?” – 1,481 comments
- “What do you not like about the proposed pilot design?” – 1,255 comments
- “Do you have any additional comments?” – 859 comments

The project team identified 146 themes that were applied across the 3,595 open-ended comments. The following themes, grouped by sentiment, received at least 10 comments. All comments are listed at the end of this report by question.

Support

- Bicycle infrastructure – 590 comments
- Safety for people on bicycles – 438 comments
- General support for the project – 341 comments
- Safety for people walking – 326 comments
- Space dedicated for more types of users – 247 comments
- Reduction in vehicle lanes – 213 comments

“It has me thinking about more car traffic buildup, but anything towards a more walkable/safe city is worth it.”

- Slower vehicle speeds – 175 comments
- Safety in general – 160 comments
- Pedestrian crossings – 86 comments
- Pedestrian access/walkability – 82 comments
- Fewer cars – 72 comments
- Encourages mobility without cars – 71 comments
- Sidewalks – 66 comments
- More enjoyable area in general – 65 comments
- Safety for motorists – 41 comments
- Fewer crashes – 34 comments
- General accessibility – 29 comments
- Pilot concept with feedback process – 28 comments
- Bus stop placement – 28 comments
- Safety for scooters – 22 comments
- General support for transit – 19 comments
- General support for motor vehicle access or circulation under pilot – 18 comments
- Minimal impacts on traffic – 17 comments
- ADA improvements to pedestrian infrastructure – 17 comments
- Multiple lanes available at signalized intersections – 14 comments
- Better left turns – 11 comments
- General support of pilot design – 10 comments

"I like the safer crossings and added safety for walking - that sidewalks are farther away from moving cars. That it does still allow for driving through, but slows cars down. I think it's also great that cyclists have a wider area away from vehicle traffic."

"Reducing vehicle capacity is going to make a congested roadway much worse. Weekends are already bad, with cars queuing to turn into the park from Barton Springs. This will make an already bad situation worse."

Concern

- Potential for motor vehicle congestion related to the lane reconfiguration – 531 comments
- General concern – 290 comments
- Limited east-west connections for motor vehicles – 112 comments
- Impacts on residents – 47 comments
- Safety in general – 43 comments

- Potential issues with turning vehicle traffic – 41 comments
- Drivers parking/traveling in bike lane – 40 comments
- Potential impacts on nearby businesses – 33 comments
- Parking concerns – 33 comments
- Keep the street as is – 32 comments
- Concerns around merging vehicle traffic – 31 comments
- Safety concerns for people walking and biking – 30 comments
- Addition and quality of bicycle lanes – 25 comments
- Quality of bicycle lanes at intersections – 22 comments
- Vehicles idling, air pollution – 22 comments
- Emergency access – 22 comments
- Motor vehicle traffic diverting to side streets – 21 comments
- Pedestrian, cyclist, or micromobility rider behavior – 18 comments
- Wider vehicle lane and speeding – 17 comments
- Potential for worse crashes – 17 comments
- Impact of special events on motor vehicle access – 15 comments
- Bus stop placement – 14 comments
- Pilot timeline – 13 comments
- Visually busy/unattractive – 13 comments
- Safety at driveways – 10 comments

Request to improve

- Type of materials used for bike lane protection – 209 comments
- Sidewalk widths and connections – 62 comments
- General improvements for bike infrastructure – 48 comments
- Transit in general – 36 comments
- Other – 28 comments
- Trees, green infrastructure – 24 comments
- Paving/resurfacing – 21 comments
- More/improved crossings – 20 comments
- Bike lane sweeping – 16 comments
- Reduce lanes – 14 comments
- Motor vehicle access or circulation – 11 comments
- Safety – 11 comments
- Pilot processes (education, communication) – 10 comments
- Signage – 10 comments
- Shared-use path – 10 comments

"I like the separation of walking further distanced from cars with extended protected bike lane. I am not convinced one lane at Azie Morton will get cars through on one light cycle. I absolutely believe speeds are too high on BS Rd."

"I know it's a pilot program, but I am a little concerned that the flexiposts to separate bicycle traffic will be permanent, where concrete curbs or grade-separation will be far superior to help reach Vision Zero. That said, it's exciting to see this work be proposed and the pilot program taking effect. Thank you!"

Outside of scope of the project

- Enforcement – 65 comments
- Speed management approaches (e.g. speed bumps) – 58 comments
- Car-free street – 47 comments
- Zilker Park Vision Plan – 46 comments
- Outside of scope in general – 35 comments
- Project limits – 34 comments
- Make the design permanent – 30 comments
- Pedestrian bridges – 30 comments
- Barton Springs Bridge Road project – 27 comments
- Policy changes (e.g. speed limits) – 17 comments
- Pedestrian beacons – 14 comments
- General safety across area – 13 comments
- Barton Skyway connection – 11 comments
- Shuttle – 11 comments
- Tram, trolley, Project Connect – 10 comments

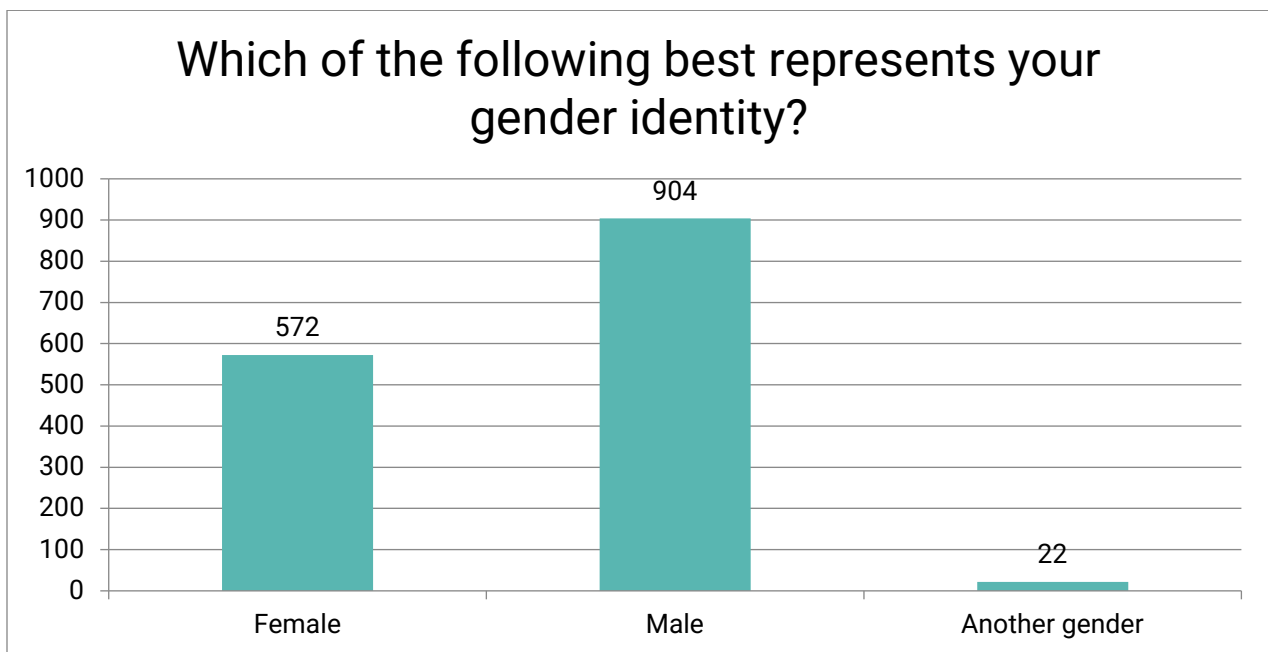
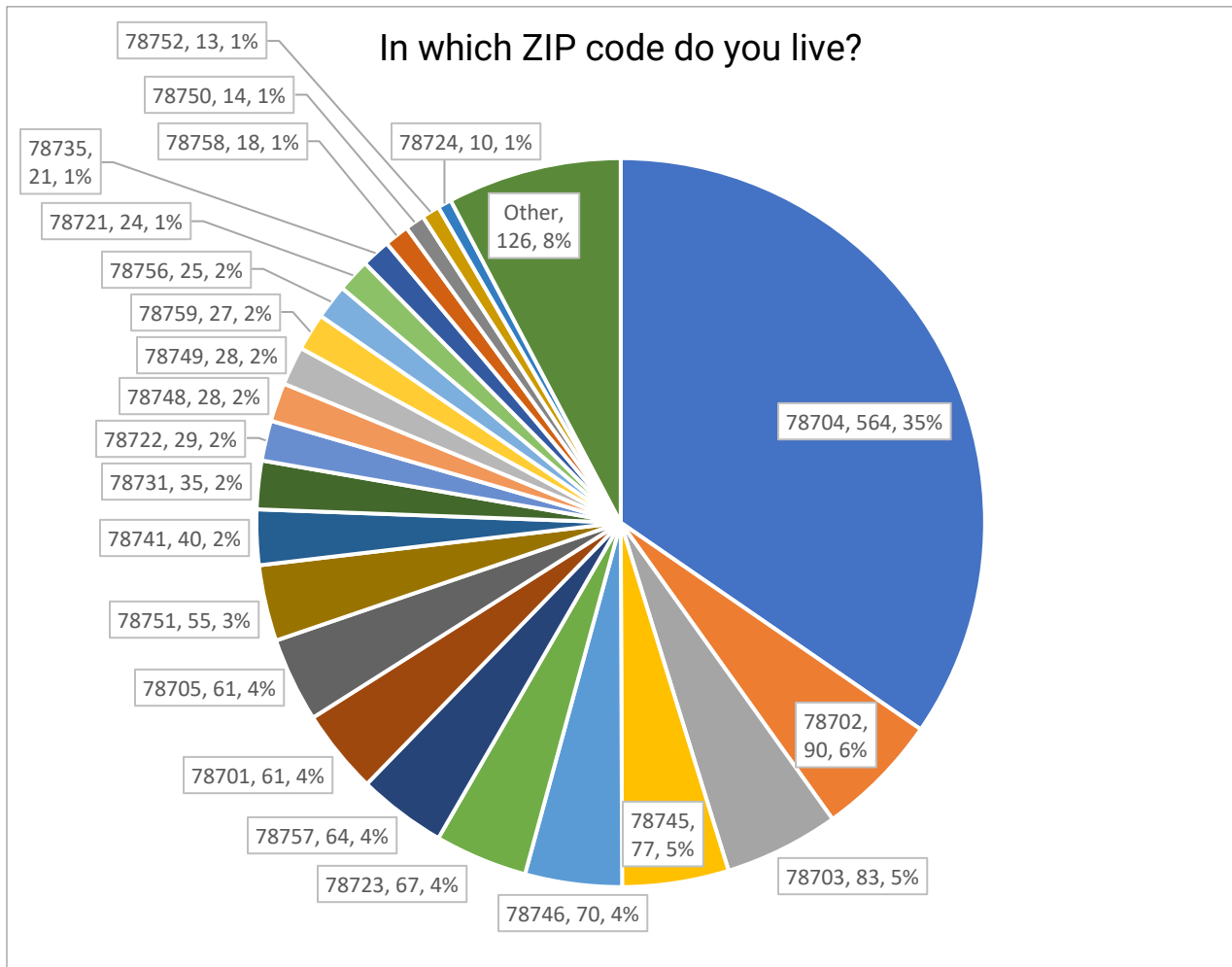
“It will be interesting to see if this causes any major complaints for traffic/delays in this area. If not, this could be a good test case for implementing similar programs in other areas.”

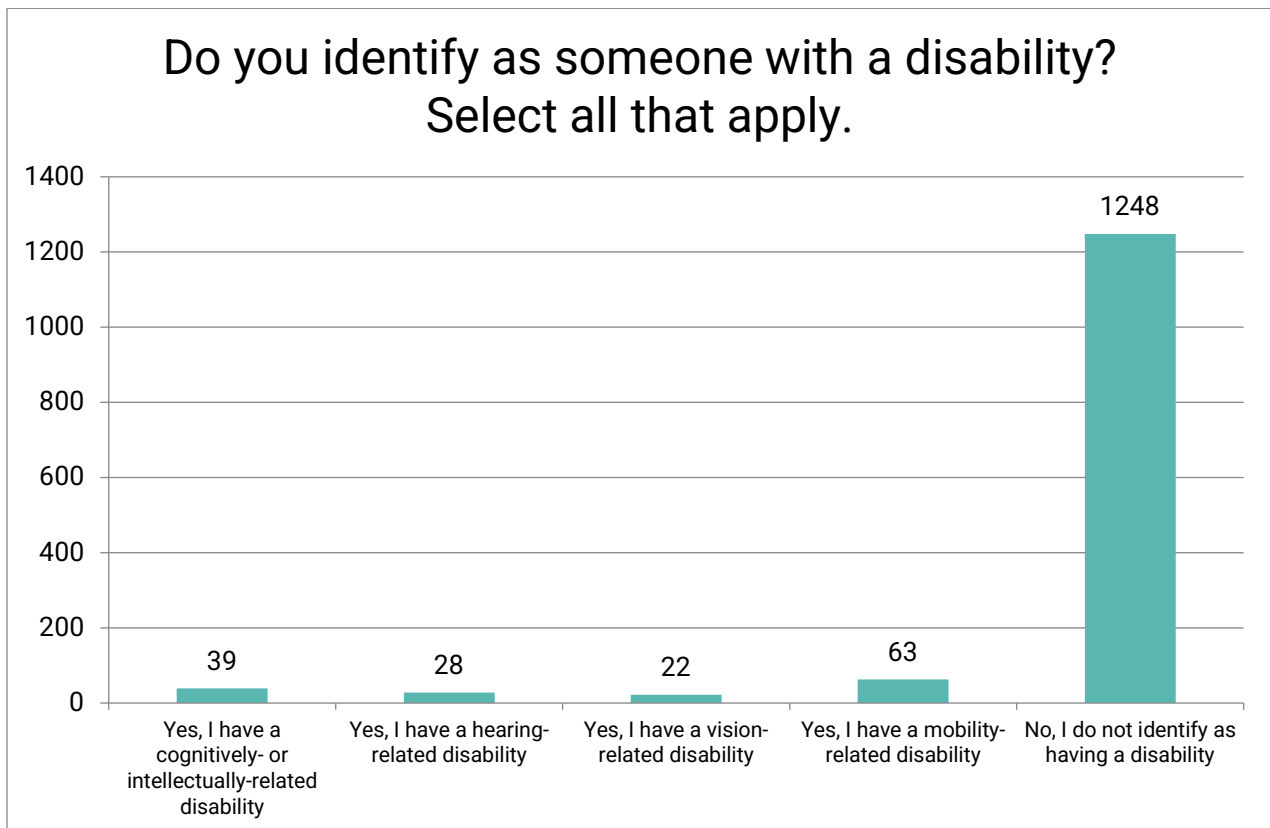
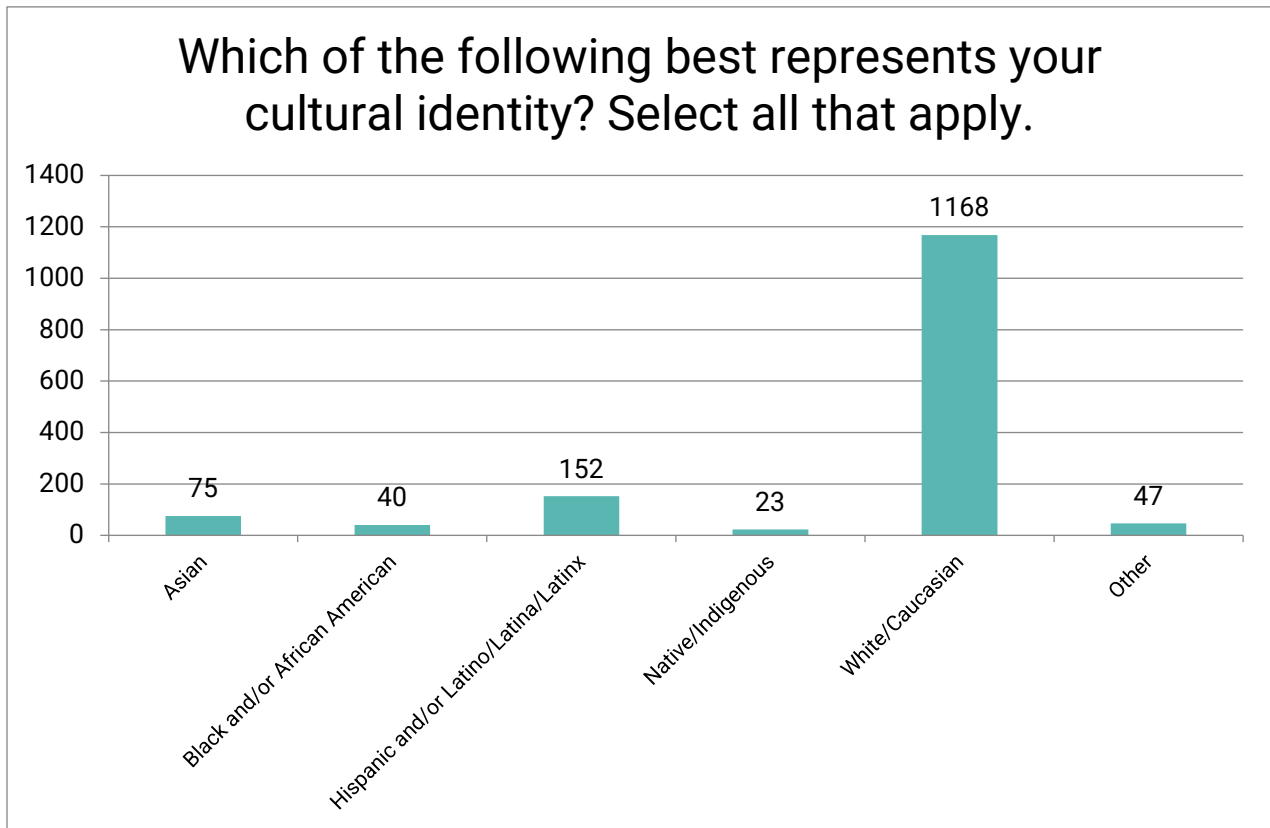
“Removing driving lanes is a struggle with the current car-dependent infrastructure of the entire city, including this stretch of Barton Springs. Creating more options for travel along Barton and other sections of downtown would be a major improvement, even though I understand it's outside of the scope of this project.”

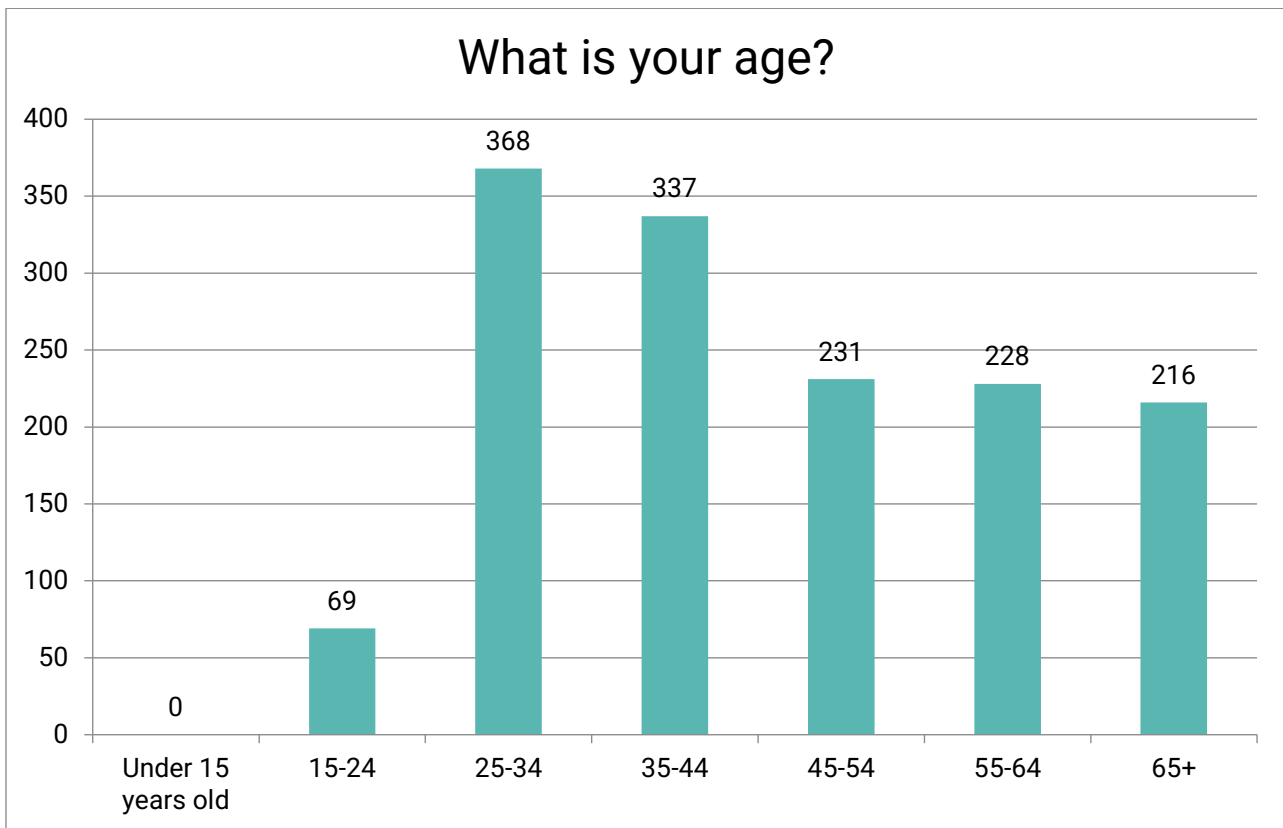
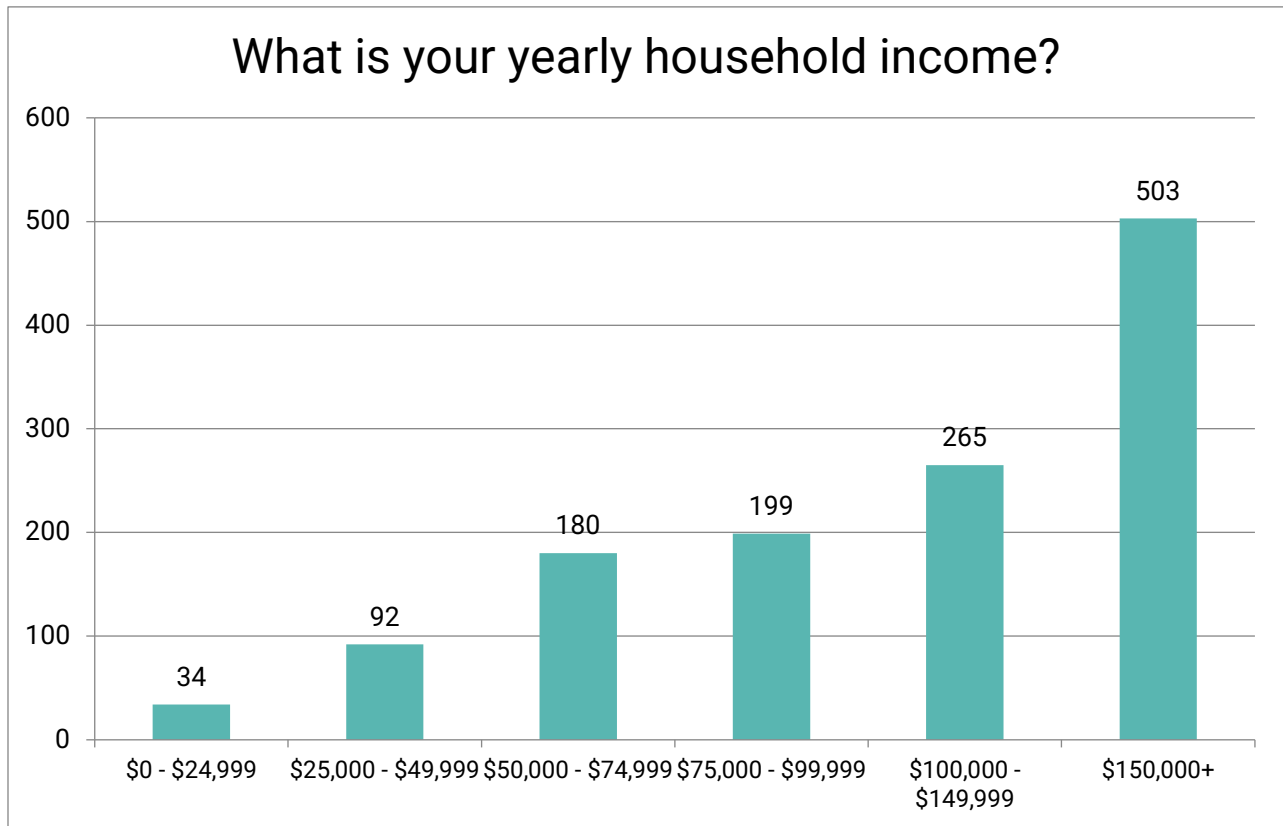
Results for optional demographic questions

The survey also included optional demographic questions that would offer the project team insight into whom they reached in the public engagement process.

- In which ZIP code do you live?
- Which of the following best represents your gender identity?
- Which of the following best represents your cultural identity?
- Do you identify as someone with a disability?
- What is your yearly household income?
- What is your age?







Appendix: All comments by question

What do you like about the proposed pilot design?

Respondent ID	Response
13365	
13285	I like protected bike lanes and reduction of car lanes.
13286	I like the protected bike lanes and the reduction to two vehicle lanes.
13287	I like the walkability
13288	I like traffic calming generally, and that area has a lot of pedestrians, so that is a good thing
13289	
13290	More protection on bike lanes
13291	I agree with the decreased speed limit. I agree that bike safety DEFINITELY needs to be addressed on Barton Springs Rd. I like the sidewalks and pedestrian crossing added near the Zilker Botanical Garden.
13292	Good ideas
13293	Accessibility
13294	
13295	
13296	Very comfortable to use it
13297	
13298	
13299	Will make BSR safer for peds + cars
13300	I very much like the amount of space given to cyclist compared to existing conditions and the physical barrier. I believe car and bike traffic always responds to infrastructure design therefore reduction in travel lanes will result in the same level of traffic, not more (even if that takes time). Contrarily, great bike infrastructure will induce more cyclists
13301	I like the reduction to one lane each way
13302	
13303	1) I like that it's a pilot, can be tweaked. We don't know what will work for all until we try it. 2) If this works, can something similar be piloted at Lake Austin Blvd, another weekend resort-hwy ramp zone.
13304	Leave it alone! Get the "city planners" out of Barton Springs!
13305	
13306	Nothing
13307	
13308	Interesting concept - hope it improves traffic flow + safety
13309	I like the throttled down car lanes and the widened bike/pedestrian access on the bridge
13310	
13311	Expanded protected bike lanes. Most of the reason I drive through there is because biking does not feel safe at all. I often see bikes and scooters opting to ride on the sidewalk instead of the bike lane because they feel safer there, but that puts pedestrians at risk.
13312	I like reducing car lanes to one direction each way, expanding pedestrian and separate bike areas.
13313	Love it. Bikes need more protection on these busy roads
13314	I like narrowing the road to one westbound vehicle lane. I like creating more space for bicycling.

13315	Very pleased with the reduced traffic lanes and the physical separation for bicyclists. Also like the bridge proposal.
13316	It increases safe access for people using different modes of transportation.
13317	More comfortable bike lane
13318	
13319	As a driver, I feel it is dangerous for myself and other people because of the narrow sidewalks and pay attention to other cars in the other lanes. I think reducing the lanes to 1-lane would allow me to drive more safely and give people walking or biking more space.
13320	More pedestrian and bike friendly
13321	
13322	Like the protected bike lanes Like the reduction to a single lane of traffic Like the pedestrian enhancements Love the inclusion of a pedestrian route through Zilker Park Like the overall effort to make meaningful multimodal and accessibility improvements to an important city street
13323	
13324	separation of auto, bike/scooter and pedestrians
13325	Separated bike lanes.
13326	Protection for all mobilities, not just motor vehicles.
13327	I like that the proposed pilot design decentralizes the vehicles and focuses on the pedestrian experience.
13328	Less lanes! More pedestrian and bike friendly! A safer street condition
13329	
13330	
13331	Bike lane safety improvement
13332	Nothing!!
13333	Nothing
13334	Bicycle safety
13335	Nothing, why constrict vehicle traffic.
13336	Improved protections for pedestrians (we are often walking along this section of Barton Springs Road to Zilker Park) and balanced interest in supporting less dangerous road traffic flows.
13337	The protected bike lanes.
13338	NOTHING
13339	Love the protected bike lanes and shorter ped crossings
13340	I like the expanded protection for cyclists and the expanded sidewalks.
13341	I like the pedestrian enhancements and accessibility improvements. My disability prevents me from driving, so this makes it easier for me to use.
13342	Safety first! This is flagship location to the city, make it nice.
13343	
13344	Much safer while maintaining existing traffic volume. Also like the pilot proposal that can be made permanent if it works and removed if it doesn't.
13345	I like the protected bike lanes and the reduction to a single lane of traffic The pedestrian enhancements are good Big fan of a pedestrian route through Zilker Park
13346	
13347	Maintains traffic volume while enhancing safety for peds and cyclists
13348	More clearly demarcated bike lanes is a good thing
13349	Protected bike lanes, reduction to a single lane of traffic, pedestrian enhancements, the inclusion of a pedestrian route through Zilker Park, and the overall effort to make meaningful multimodal and accessibility improvements to an important city street.

13350	I love the dividers between the cars and walkers and bikers. I hope this will slow traffic down some.
13351	I love the protected bike lane! It's sorely needed on a road that is frequently used by bikes, but requires mixing with car traffic I also like the additional space for pedestrians
13352	Nothing! This is awful! Corporate greed at its best! I have lived near BS for 25 years what is proposed is unacceptable and unnecessary!
13353	Increased safety for cyclists, less car traffic
13354	point 4 improving multi modal access on the bridge
13355	
13356	I like the goal to improve safety for everyone.
13357	Bigger protected bike lane
13358	My favorite part is the "Enhance multimodal access across Barton Springs Road Bridge" component. Currently, crossing that bridge by bike or on foot is uncomfortable and dangerous. It also creates conflicts between non-car uses since peds and bikes, scooters, skateboards, etc. are all forced into the same small space. The "Continuous sidewalk route on north side of Barton Springs Road into Zilker Park" is VERY important as well. Currently non-car uses are dumped into the street with fast moving traffic or must use the grass (causing damage to the turf). I also like the increased physical separation for bikes and people walking, as well as the measures to reduce car speeds, which are excessive.
13359	I think it's a great idea!! I can't wait for this!!! I think the pilot is a great way to affordably gather data and try something out. Barton Springs gets an incredible amount of foot traffic and people on scooters, bikes, pedi cabs, roller blades and skateboards, and there is so little space for them all. I like that there will be more space for people that are not in cars.
13360	Nothing. 98% of people get around in austin in a car not a bike. it 90+ degrees most of the year. This is a stupid idea by shortsighted people who push a bike agenda
13361	Nothing.
13362	I like that it is only after Azie Morton and that it reopens up before Lamar. I like the idea of getting the cyclist out of the way because they hold up traffic anyways since they are considerably slower than the flow of traffic and that space is narrow so you have to slow down anyways to make sure you don't collide. I like the idea of them being safer.
13363	fewer cars, bikes dont have to ride in the gutter. don't have to merge into the car lane to cross the bridge.
13364	protection for cyclists
12924	The protected bike lanes and more space separating cars and pedestrians.
12925	Safety benefits
12926	One lane of road traffic on each side and more safe and protected bike lanes
12927	I really love the proposed physical separation between cars and bikes/pedestrians. The "bike lane" that exists today is full of potholes and I'm constantly scared that one wrong pebble under my wheel, and my brains will be on the street because a car can't stop fast enough to avoid hitting me.
12928	Like the protected bike lanes Like the reduction to a single lane of traffic Like the pedestrian enhancements Love the inclusion of a pedestrian route through Zilker Park Like the overall effort to make meaningful multimodal and accessibility improvements to an important city street
12929	I like the protected bike lanes, reduction to a single lane of traffic, pedestrian enhancements and Love the inclusion of a pedestrian route through Zilker Park, the connectivity is much needed, the street is in dire need need of there multimodal and accessibility improvements
12930	This is great for safety, lowering the speeds, helping more people bike and walk.
12931	protected bike lanes
12932	Nothing
12933	Yes, it is well planned
12934	Yes, it is well planned
12935	I like that it separates and adds spaces for bikes/scooters etc.
12936	More room for cycling and more protection from cars.
12937	I like the idea of creating safer and shorter pedestrian crossings, as well as connecting to more ADA accessible routes.
12938	Traffic calming is offers much needed safety improvements for pedestrians. And it's great that the city has studied traffic flow and determined that keeping the turn lanes at Lamar will result in minimal road traffic disruption.

12939	Wonderful
12940	Improved crossing points for peds and cyclists
12941	Pedestrian and bike safety
12942	protected bike lanes
12943	I like that pedestrian and biker safety is a priority
12944	safety issues with neighborhood and business access. Sidewalks along north side of road inside Zilker Park More safety on the bridge
12945	I think some of the changes already made have already improved safety- including the lowered speed limits and reduced left turn opportunities. I'm looking forward to the one-lane design with increased safety for peds and bikes.
12946	The rearrangement of bus stops to better accommodate the flow of traffic
12947	bike connection across the bridge
12948	
12949	NOTHING
12950	Greater pedestrian and bicycle safety, and better car/bike separation
12951	-Protected bike lanes are critical. I've been in many near-collisions with cars westbound on BS road and now avoid it whenever possible. -Shortened crossing of BS road at Barton Blvd is important. Cars do not recognize or stop at this crosswalk. It may as well not be there in current state.
12952	Absolutely nothing.
12589	I love the idea of a wider bike lane with barriers and reducing BSR to one lane in each direction with greater capacity at intersections. I love the idea of improved ADA connections (soooo needed) and moving busstops to safer pedestrian crossings.
12590	Amazing! Hopefully Austin can get it done ASAP!
12591	The increased separation between cars and bikes/peds is essential to improving the pedestrian experience and keeping everyone safer. This will help local businesses along Barton springs that seem to historically struggle despite the level of vehicle thru-traffic.
12592	I love that the City is putting the safety of bikes/peds above cars.
12593	"Safely connect to a future continuous ADA-accessible pedestrian route through Zilker Park along the north side of Barton Springs Road." This will benefit all types of pedestrians!
12594	Safer space for cyclists and pedestrians.
12595	Protected bike lanes, maintained motor vehicle capacity, safer pedestrian crossings, more sidewalk support. All of it, the whole thing
12596	I mostly ride my bicycle, so I love safe bike lanes and more space for pedestrians
12597	Physically protected bike lanes (but please do these as flexposts, not buttons, with upgrade to curbs when pilot is complete. Relocated bus stops stops with safe bike lane configuration. Sidewalk and shorter crossing distances.
12598	I don't like it
12599	Continuous, protected bike lanes
12600	Not one thing!
12601	I like the increased width of the bike lane and physical separation of the bike lane from vehicle traffic lane. As it is currently arranged, riding a bike down Barton Springs road is not for the faint of heart as the bike lane is narrow, cars are chronically speeding by within a foot of cyclists and when the sidewalks get too crowded pedestrians spill into the bike lane, putting cyclists at further risk. Also that section across the bridge where the bike lane merges into the traffic lane is asinine and terrifying. Especially traveling east with car traffic coming from behind you at 40-50 mph as they come off the Mopac feeder - so dangerous.
12602	Attempts at improving safety.
12603	Protected, separate lanes will make me feel safer.
12604	I don't feel safe when I bike in the bike lanes today and often feel like the many pedestrians and bicyclists along the road are at risk. The design addresses those concerns.
12605	More bike friendly

12606	Protected and wider bike lanes, should slow traffic, gets cars farther from the sidewalks
12607	nothing
12608	I like that it adds additional barriers between the cars and the bike lanes.
12609	Maintain motor vehicle capacity at South Lamar Intersection
12610	Nothing
12611	I like the improved bike and pedestrian access and safety measures
12612	Enhancing multimodal access across Barton Springs Road Bridge, Merging to a single motor vehicle lane at the locations proposed to create space and improve safety, Improving safety of left-turn movements, Creating safer and shorter pedestrian crossings, Creating a wider protected bike lane/improved separation for vulnerable roadway users, Continuing the sidewalk
12613	
12614	The single lane allowing better space for bikes and pedestrians. Single lanes prevent passing and accidents associated with passing. It looks better.
12615	I like the plan to limit vehicles to one lane as opposed to two, and making the bike lane wider.
12616	A bridge across B.S. Road
12617	I totally agree with the roadway reduction. it is very much needed.
12618	Safer for bikes/peds/seniors/families
12619	Protected bike lanes.
12620	And provide for greater pedestrian and bike safety around one of Austin treasures. Not sure why I need to do a survey to support something like this, shouldn't it be a no-brainer!?
12621	Lot safer for cyclists especially across Barton creek bridge.
12622	More room for pedestrians. Slows down traffic there.
12623	I feel much safer biking in protected bike lanes with fewer lanes of motor vehicle traffic than in a bike lane that is only delineated with a white strip and is adjacent to two lanes of motor vehicles.
12624	I like the idea of it being safer, but think the traffic will be worse by making it only one lane.
12625	Protected bike lane (separated by pylons)
12626	Bike lanes are expanded, that's great. Bringing the auto traffic to single lanes at the creek bridge is the safest improvement for bikers and walkers. It's expensive here but don't skimp at this location!
12627	Safety of others
12628	More separation for cyclists from auto traffic.
12629	Much safer for bikes and pedestrians, it was very strange how the bike lane just stopped forcing bikes into traffic or a heavily used and narrow sidewalk.
12630	Not much but improving bus stops. Put in speed bumps to slow traffic.
12631	
12632	There are no benefits of the proposed design.
12633	I like reducing the traffic to a single lane allowing the prudent driver to set the speed.
12634	I like adding a bit more protection to the bike lane and removing one motor vehicle lane in each direction. That's a great initiative
12635	The reduction of speed and the barriers will keep pedestrians/bikers safe. There is NO need to remove a vehicle lane.
12636	Separation of bicycle lane, slower speed limits, improved left turns
12637	It is focused on safety.
12638	I support the proposed pilot, especially adding protected bike lanes and improved pedestrian access and crossings.
12639	Wider & safer bike lanes and pedestrian areas
12640	Nothing
12641	

12642	The protected wider bike lanes and more separation between cars and bikes and pedestrians.
12643	separate lanes for bicycles.
12644	LOVE the prioritization of pedestrian and bicycle safety and comfort, as well as bus transit improvements.
12645	better safety for cycling
12646	Protected bike/scooter lanes, shorter and safer pedestrian crossings.
12647	I love the extra security for cyclists. This is major since I am often traveling with a group of riders who have mixed levels of experience.
12648	More pedestrian and bicycle friendly
12649	Wider sidewalks, protected bike lanes
12650	As an avid cyclist, the idea of physical separation from motorists is highly appealing.
12651	Nothing
12652	I really like the bike lanes and expanded sidewalk, and enhanced multimodal access over Barton Springs Road Bridge. I feel most uncomfortable when walking on this road (I currently feel safer driving than walking) and don't bike on it because it feels too dangerous. It makes me feel like I have to drive when I would much rather walk or bike, and I look forward to the improvements that will incentivize walking and biking.
12653	Nothing.
12654	The safety benefits.
12655	protected bike lanes
12656	None of it.
12657	I like the protected bike lane, and the merging of traffic into one line, and then expanding at the intersection. I've never heard of this, but am curious if it works.
12658	more space for pedestrians and cyclists--in a protected way!
12659	I love the larger space for bikes, scooters and pedestrians.
12660	Love it! It would be great to feel safe biking on this road. Especially at night.
12661	Comfortable bike lanes
12662	Protecting cyclists, especially when crossing the bridge.
12663	Safer for cyclists and de-incentivizes auto traffic.
12664	Fewer lanes means less risky driving through curvy area with lots of bike riders and pedestrians. It will be easier to plan outings to the park with friends who are (justifiably) afraid to ride a bicycle alongside dangerous car traffic.
12665	Reclaiming space for modes other than cars.
12666	protected pedestrian and bike lanes
12667	I'm of two minds. I hate those new yellow pole things they put that prevent me from turning left onto Barton Springs Road...its caused a lot of traffic in front of my building on Toomey as people are taking alternate backstreets. On the other hand, I do like the idea of having more space in between me and cars when I walk down Barton Springs. It would probably make enjoying those restaurants like Lou's and Chuys less noisy with the slowed down cars.
12668	increasing bike lane width and adding physical separation from motor vehicle traffic; safer and shorter pedestrian crossings
12669	Reducing the lanes of traffic, adding/upgrading bike lanes, adding more pedestrian crossings, more sidewalk.
12670	increased infrastructure for multi modal forms of transportation
12671	
12672	I believe the bike lanes are safe as they are.
12673	the inclusion of bike lanes and sidewalks that are better navigable
12674	I don't
12675	It will slow down traffic
12676	Expanded and protected bike lanes feel safer and more comfortable

12677	N/A
12678	I think the design looks like a much better use of Barton Spring Road.
12679	Lots to like in this proposal - thank you. The recent changes have made a big positive difference. Having a continuous pedestrian sidewalk into Zilker Park would be much appreciated.
12680	Bike lanes!!!!
12681	Wide sidewalks, Protected bike lanes, better street crossings
12682	Increased safety
12683	Physically separated bike lanes
12684	More safety for pedestrians and bicyclists and still encourage tourism
12685	So desperately needed, thank you for finally moving on this. Love the widened and protected bike lanes, SUPER love the bridge treatment, big fan of all the bulb-outs, and awesome about the future sidewalk on the north side of the park. Appreciate the attention to transit, too. Let's get it on the ground!
12686	It slows traffic
12687	Protected bike lanes will be a massive improvement. The current system in which bike lanes share sidewalk space fosters interaction between cyclists and pedestrians, and that's a bad thing. Separating these road users will improve safety and convenience. Reducing lanes and using medians absolutely will slow traffic at crosswalks; it's a great idea.
12688	More bike lanes
12689	Single lane roadways
12690	more space for bikes and less space for cars. Will reduce speed of cars. Less noise and air pollution from cars.
12691	Nothing
12692	Physical separation of bike paths
12693	I do not like it. I love the *idea Of more walkability, but not at the expense of an entire lane, which is necessary to facilitate traffic flow through the park.
12694	I like the wider bike lanes.
12695	Nothing
12696	I like that the changes are temporary and reversible if needed. I like only one vehicle lane.
12697	Reducing vehicle speeds and improving bikeability. I use bikes a lot and consider bs road too dangerous.
12698	Significant safety improvements for vulnerable road users (walking and biking), all aspects are excellent
12699	physical barriers for cyclists to protect them from cars
12700	
12701	It would make it much safer to bike-commute my child to school and I would do this more often vs driving
12702	Separated bike lanes (especially over the bridge, woo!), and safer crossing at intersections & pedestrian beacons
12703	Increased safety for those on bike, and those getting on/off the Metro bus
12704	Less car lanes, separation
12705	Love it, but there will be so many drivers parked in the bike lane illegally, there needs to be enforcement.
12706	Everything! This area is trafficked by so many people in Austin, but with parking and traffic anyway to reduce car traffic and encourage other modes of transportation is the most prudent thing to do.
12707	I like that it reduces it to one car lane each way. The lanes are currently far too narrow for two lanes.
12708	
12709	Improved separation of the bike lane, removal of a vehicular lane
12710	- Love that the core focus is the calm traffic through street design rather than just speed limit changes. The widened bike lanes are a huge win and will go a long way for increasing comfort and safety in this corridor, especially since so many pedestrians and cyclists use it to access Zilker and the Springs. - THRILLED that the bike lane change will extend across the bridge. It's really harrowing now, especially during peak times. - Pleased to see shortened pedestrian crossings with signals. Long term, I'd love for these crossings to be raised to additionally calm traffic speeds and increase visibility.

12711	Safer for walking and biking. Should also reduce car speeds. Cars go too fast on Barton Springs Road.
12712	I really like the physical separation between motor vehicles and bikes/pedestrians. The whole corridor feels really narrow and when you have 3-4 cars boxing you in all going 40+ mph it makes the whole stretch feel very claustrophobic. Removing a lane of traffic will just make everyone be safer.
12713	nothing
12714	The extra-wide single-lane bike lanes are a plus. (The two-way bike lanes on Shoal Creek, Barton Hills, Justin, etc. are a nightmare.)
12715	Protected bike lanes!!! Safer for pedestrians
12716	Srops crazy people turning from the wrong lane across bicycle traffic. Makes drivers more aware of bicycle traffix, should give pedestrians more space.
12717	Increased safety for bicycle lanes
12718	I like the proposed safety upgrades: Reduced unsafe motor vehicle speeds and passing Reduced crash risk, with a single-lane environment and fewer conflict points Physical separation for people walking, bicycling, or rolling, from motor vehicle traffic Safer connections to future sidewalks through Zilker Park Safer and shorter crossings for pedestrians and bicycle and transit users
12719	Fixing pedestrian/bicycle use of the BS bridge is key for me. I'm skeptical of calming the traffic, but that makes me a yes.
12720	separate bike lanes, better sidewalks
12721	I like that it's a pilot because I fear it won't work.
12722	Hoping the road, PLUS the bike lane, will be freshly paved with no cracks or potholes
12723	More space for bikes and scooters.
12724	
12725	Zero. Invest in southeast Austin. No one cares about us. Your western mindset is disgusting.
12726	It will feel like a boulevard, the apex of pure urban transit.
12727	Safer for peds and bikes
12728	Safer cycling
12729	Reduced car traffic; more separation of bikes/scooters from cars. More room for scooters in the bike lane might reduce the number of scooters using the sidewalk
12730	Love the protected bike lanes! Perfect for the park and biking there!
12731	How it will [expletive] up automobile traffic to no end.
12732	Protected bike lanes are a must here. Slowing traffic also just makes it more enjoyable to be at restaurants in the area.
12733	plan for a future without individual cars
12734	
12735	I think its a good idea and great first step. as someone who bikes to commute everywhere, its unnerving to have the bike lane suddenly end trying to get to the zilker botanical garden
12736	Reduction of motor vehicle traffic to a single lane through areas that can handle that, allowing wider and separated bike paths, and safer pedestrian crossings.
12737	Nice wide bike lanes that are safer for cyclists.
12738	I like that bicycles are protected.
12739	traffic calming good idea
12740	slow or reduce cars, increase bikes
12741	I like the separation of vehicles and bikes.
12742	Makes it safer
12743	
12744	Appreciate the safety enhancements and increased comfort for cyclists.
12745	I love the separation of the bike lane from the cars.

12746	Separate bike lane for the bridge. New sidewalks/
12747	
12748	Protected bike lanes. I would ride my bike to more events at Zilker with this improvement. I imagine others will too.
12749	The protected bike lanes and better walking infrastructure.
12750	
12751	bike lanes
12752	Everything! Really excited to see all the improved safety infrastructure.
12753	
12754	Plenty of room for bicycles. More space between Pedro and cars.
12755	One lane of traffic is great. Physical separation of cyclists from vehicles is a must. Sidewalks need much improvement. Slow the traffic down within the park!
12756	separated bike lanes, not just a small, bumpy shoulder. Also keeping trees in the median makes it look nice and not empty
12757	I like that it creates a barrier between pedestrians/bicycles/scooters and cars. As a car driver, I'm less worried about possibly injuring them and I'm less worried about them taking over car lanes. I also like that the expanded intersection lanes will keep current capacity.
12758	Greater safety for pedestrians and bicyclists. It's a heavily trafficked corridor, especially when events are scheduled at Zilker Park.
12759	Protection for the bike lane!
12760	
12761	It would be much safer for all users.
12762	Wider and safer bike lanes; better pedestrian crossing; better bus stop locations
12763	Much safer biking conditions- physical barrier between cars and bikes, reduced speeds for cars, which rip dangerously down BSR currently, more pedestrian crossings- this is an area where tons of people are on foot near the trail, Barton springs, and restaurants, and yet it's a scary and uncomfortable road to walk down- increased pedestrian crossings and slower cars would help tremendously.
12764	Improved walkability and bikeability, improved safety
12765	Slower traffic and fewer cars would make it much easier to walk around in that area—right now it's scary to walk into the park from the neighborhood if I'm down there with my kids.
12766	I like giving cyclists more space, separated from cars.
12767	
12768	Less car traffic, protected bicycling streets, better environmentally to get people outdoors onto safe streets without cars!
12769	Improved safety for those of us that are not in cars. I have had multiple extremely dangerous interactions with cars while walking or on a bike
12770	
12771	Provides alternatives to cars
12772	Feels clearer where people, cars, and bikes should be
12773	Safe space for bikes!
12774	I like the separated bike path with dividers. I also like the improved bus stop and improved multi-modal support across the Barton Springs Road bridge. The bridge is particularly hard to bike across right now.
12775	more bike plan space because austin driving is so dangerous and aggressive but APD is too busy pulling over black folks for being black instead of looking after all residents road actual safety.
12776	The semi-protected bike lane and reduced car lane. The current bike lane on this stretch is very unsafe, and car traffic is often way over the speed limit. Anything we can do to make this stretch safer for pedestrians and cyclists is good
12777	It will make Zilker Park more accessible by bicycle
12778	Improved bicycle lanes and pedestrian crossings!

12779	This is a much needed improvement for people who walk and bike on Barton Springs Blvd, which is a major hazard and depressing for anyone trying to get to the park for recreation and fitness. I like the design's plan for the removal of vehicle lanes (i.e. one vehicle lane in each direction is good) and the physical separation of the bicycle facility and sidewalks. I like that the sidewalk and bike lane will be wider than they are now, and now will continue across the bridge leading to Zilker. I like the plan for continuous sidewalk to the park and shorter pedestrian crossings, and all of the bike/ped/transit friendly improvements.
12780	Less car traffic, clearer designation of the bike lane
12781	bike lane separation is great!
12782	protected bike lane
12783	I fully support more separated, protected bike and pedestrian infrastructure, especially on high-traffic roads.
12784	Safer corridors for cyclist and pedestrians
12785	I really appreciate the expanded bike lanes especially across the bridge. I regularly bike to Barton Springs in the summer and biking on Barton Springs Rd definitely the scariest part.
12786	Wider bike lanes
12787	walking and biking will be safer
12788	less cars
12789	Protected bike lanes!
12790	I like it very much
12791	That there is a separation between cars and bikes/peds
12792	Greater protection for pedestrians and cyclists
12793	I don't feel as safe when I am in the bike lanes on Barton springs
12794	I think pushing more people to bike or walk is great. Way too many cars pass through here
12795	I support any effort to make our streets safer and to encourage bike riding and walking in a safe environment.
12796	I like the protected bike lane. many times cars seem to get too close, even if there is another lane to move into.
12797	The proposed design will improve pedestrian and cyclist safety along the iconic Barton springs road. What I like the most is the upgrading of bicycle lanes as well as creating safer and shorter pedestrian crossings.
12798	Protected bike lane, wide bike lane (not riding in gutter)
12799	Bike lanes along the bridge over Barton Creek!!!!
12800	Nothing
12801	Better bike safety and looks like wider car lanes.
12802	I LOVE THE PROTECTED BIKE LANES! I bike on Barton Springs Road somewhat frequently... I live just across the river not far from the Whole Foods, and so I use Barton Springs Road as a way to access neighborhoods south of the river (i.e, using the road to get onto one of the streets that runs parallel to South Lamar, since Lamar is so busy and unsafe for biking). I have to confront heavy traffic with a tiny little bike lane whenever I want to ride on Barton Springs. Getting to Umlauf, or Barton Hills neighborhood, Zilker, wherever, will be so much safer and more comfortable with some protected bike lanes. I'm very excited for this proposed change.
12803	Upgrade bicycle lanes by increasing their width and adding physical separation from motor vehicle traffic to improve safety for people in the bicycle lane and on the sidewalk
12804	
12805	I think that improving bus stop locations, including continuous ADA-accessible pedestrian routes, and upgrading bicycle lanes that provide physical separation for people outside of motor vehicle traffic is crucial to the pilot design and would make a big difference in the level of comfort people have on Barton Springs Road.
12806	protected bike lanes
12807	It rededicates motor vehicle lanes to protected cycling.
12808	I love the focus on pedestrian and bike friendly streets, especially in this area. It will likely impact my commute but it's worth it to promote safer streets. We use the crosswalk at Barton Blvd and rarely have people stop. If they do stop, it nearly causes an accident because the cars next to them see what's happening and slam on their brakes. The current

	bike lanes are not sufficient. They are riddles with pot holes and they aren't wide enough to keep a safe distance from the cars. This is a welcomed improvement!
12809	One lane of traffic to hopefully calm the speed of traffic.
12810	Lower speed limit and physically separated bike lane
12811	Protected bike lane and single vehicle lane will make the street safer and more pleasant for all users.
12812	The only favorable thing about the proposed design is that the city is finally planning to do something about that stretch of road.
12813	I love giving every mode of transportation ample space. It currently is not even comfortable to drive on the road.
12814	It provides more space for people bicycling, plus creates a further buffer for people walking. For those driving, it creates one lane, so other drivers can't enter the lane while I'm driving a car, which happens regularly.
12815	Expanded and protected bike lanes are AMAZING.
12816	More protection for people on foot and bike
12817	It calms traffic and give cyclist a safer place to ride. I no longer ride but for many years biking was my main mode of local travel so I care about safety for cyclists. I also walk from my home to Zilker Park and I'm excited to see pedestrian improvements through the park.
12818	I like that it takes a lane away and adds more protection to the bike paths
12819	protected bike lanes
12820	Safer
12821	I love the focus on improving pedestrian/cyclist safety. I think the changes will have a positive effect in people's choice in active transportation. I also like that the implementation is with quick and cheap materials so that the general public can see for themselves the improvement without getting bogged down by bureaucracy.
12822	Absolutely nothing. Seems like the most ignorant way possible to solve the issue.
12823	I like that for pedestrian and cyclist safety, they will have a physical separation for people outside of motor vehicle traffic. That's huge, because it can be scary to bike or walk right next to cars with no barrier between you. I don't trust drivers enough. Especially after the incident just a couple months ago, where a car hit a food truck area on Barton Springs Rd and sent 9 people to the hospital.
12824	More bikes and less cars makes the whole world a better place. We need more separated safe paths for bikes.
12825	
12826	I like the decreased number of traffic lanes, wider bike lanes, and some physical barriers protecting the bike lane.
12827	Safer
12828	Less car lanes, wider, protected bike lanes
12829	
12830	i am for lane reduction and having proper dedicated lane for cycling, the sidewalks are always crowded, especially during events. people are so stupid trying to drive to barton springs bridge to make a uturn when road is closed
12831	nothing
12832	I like a protected bike lane.
12833	more space for non-car travelers
12834	It's emphasis on people instead of personal vehicles. Barton Springs Road cuts through one of most scenic and vibrant parts of Austin and it now serves as a barrier for nearby residence, a harrowing experience for peds and cyclists, and an ineffective "short cut" for motorists.
12835	Space for everyone!!!
12836	It looks great; protected bike/scooter lanes should leave the sidewalks for pedestrians.
12837	Wide dedicated bike lanes!!
12838	Separated bike lane.
12839	I LOVE IT! Two lanes encourages vehicles to travel too fast and speed, which makes the roadway more dangerous for everyone. Updating the road design to complement the desired behavior is awesome.
12840	bike safety

12841	Good for bikes & pedestrians
12842	separating cars and bikes is always a good idea.
12843	I like that there is a buffer between the cars and the bike lane and sidewalk
12844	I LOVE proposed changes for safer bike lanes. Walking is also torturous so any improvements to pedestrian paths will be great. And I even currently dislike driving. It's narrow, fast, you're piled in next to bikers, and the bridge + zilker area feels like a mess with all the pedestrians.
12845	much needed safety for cyclists.
12846	I like that it is focused making non-car transit more comfortable and safe.
12847	The massive improvements in safety, sustainability, equity, and quality of life! Please make this become a reality!
12848	looks safer for walking, biking + driving
12849	Increased safety and comfort due to segregated bike lanes.
12850	More space and barriers to protect pedestrians and bicyclists. Traffic patterns to support fewer and slower cars.
12851	I don't like it. I wish you would design solely for bicycling, walking, and hiking.
12852	Physically separating the bike lanes and car lanes.
12853	Reduces the number of cars and their speed and allows people walking or on bikes a better and safer experience.
12854	less cars is always good
12855	I like that it provides more space for bikes, scooters, and walkers to safely navigate the road. I also like that the single car lane will reduce speeding.
12856	I like that it makes room for cyclists and pedestrians. I also like that there is less room for cars, it could make drivers more aware of the people around them.
12857	
12858	There is so much to love. I'm especially excited about the physically separated bicycle lanes. I very much appreciate that the goal is to reduce accidents and fatalities. Barton Springs is currently a very scary street, and I think it could blossom even more as a pedestrian friendly spot in Austin.
12859	Reduced auto traffic and improved bike lane
12860	Easier for bikes, people. Not likely to make things too much more difficult for cars.
12861	Protected bicycle lane!
12862	I would feel comfortable using the bike lane. Currently I bike on the sidewalk.
12863	More space for cyclists.
12864	Buffers between cars, bikes and pedestrians is critical in this artery. As both a driver and a biker I feel way better about this than the current setup. Continuous sidewalks will also be a huge benefit- I walk with my baby in a stroller and it's terrifying where there's either no sidewalk or blocked sidewalk or bikers are forced up onto the sidewalk because the biking lanes are not safe or nonexistent.
12865	Wider bike lane is great. The dividers do help to keep cars out of our way, especially at speed, but they can also be tricky when bike lanes suddenly end and we need to merge
12866	It separates the bikes from the cars
12867	More bike lanes are always great
12868	more room for bikes
12869	Ridiculous
12870	Actual bike lanes, less opportunity for absent-minded or distracted drivers to veer between lanes and threaten susceptible road users
12871	barton springs road should be optimized for pedestrian use. currently, it's not very safe to bike or walk due to high speeds and questionable driving as it's used to get to mopac. the redesign will help to divert traffic to more appropriate arteries while keeping pedestrians safe to enjoy the park. it's a good compliment to additional parking options on the perimeter so you're not as car dependent once you enter the zilker area
12872	Slow down the cars they will still get where they need to go without endangering, pedestrians and cyclists
12873	I like how the medians will provide a safer area for bikers and pedestrians.

12874	Safe bike lanes and wide pedestrian walkways!
12875	We need protected space for bicycles! A painted line offers ZERO PROTECTION! There are people down there walking and biking ALL THE TIME!
12876	Space for everyone !! Still allows cars, while enhancing other mobility modes.
12877	I really like that the bicyclists have more space and that there is a physical barrier between them and the fast-moving cars. I have avoided biking there because it looked very unsafe, but if this proposed design is implemented, I would be much more inclined to bike rather than drive.
12878	Protected area for non-car traffic. Truly protected, not just a color line on the pavement.
12879	It is great because it would protect a great number of pedestrians and cyclists.
12880	We need to keep Barton springs as it is
12881	reduced traffic to one lane reduces idiots changing lanes at last minute; protected bike lanes
12882	Safety
12883	Protected bike lanes and more separation between cars and pedestrians
12884	cycling or walking on Barton Springs in the current state is often frightening. 4 lanes of car traffic, often driving above speed limit does not feel like a safe place for the large number of people not in cars in this area. Reducing lanes, and hopefully speed through this area for cars would be a huge improvement to safety.
12885	separated bikes and cars
12886	I like adding bollards and a better separation of traffic
12887	Separate bike and walk lanes with a physical separation
12888	Separation of bike and car lane, safety for both users and pedestrians!
12889	There can be a lot of pedestrian traffic (including bicycles and scooters) on the sidewalk that makes it feel too crowded and unsafe. The new design gives a lot more room.
12890	safety as a pedestrian. I think this will promote more non-car commuting in this entertainment area
12891	Safer space for bikes makes it easier for a wider range of people to ride a bike there.
12892	It's amazing! We bike down to Zilker but do not bike on Barton Springs Road and never visit the businesses there because of the intensity and danger of the road. This is a huge advance and will allow our family to enjoy this area of town.
12893	I used to bike on Barton Springs road but no longer feel comfortable doing so. I would love to be able to bike there again instead of driving.
12894	I like that it will be 1 lane vs 2 and slow down traffic through there
12895	This design will make me feel safe instead of constantly fearful while biking to the park.
12896	As someone who takes the bus and walks from Lamar, the traffic on Barton Springs is fast and does not feel safe when walking on the sidewalk-- especially when bikes and scooters are on the sidewalk too.
12897	Strongly support protected bike lanes!
12898	Bike lanes are great
12899	Clear separation of bike lanes
12900	Nice separation between cars and other users.
12901	Safer for all levels of riders
12902	Separation between cars and bikes!! More safety for pedestrians
12903	I am incredibly excited about this project. This will be a game-changer for Austin. I like: - The wide protected bike lanes are incredible! - The new sidewalks. - Shorter crossing distances. - The road lane reduction, which would slow vehicles, improve safety, and create a more pleasant place to not only move but enjoy other activities such as dining.
12904	Pedestrian safety first!
12905	Nothing. Need alternatives during pilot.
12906	The protected bike lanes are great. As an avid cyclist I'd love to feel safer on these roads
12907	NONE
12908	Nothing. So NOT like it.

12909	Nothing!
12910	I am not a fan
12911	I love that it prioritizes non car transit (walking and bike) please please please keep this! I always feel unsafe especially walking across the bridge.
12912	I like the idea of protected and separated bike lanes
12913	I appreciate the improved sidewalks/path and accessibility to various park areas as I do frequently use these areas of the park.
12914	
12915	Nothing!!!
12916	Nothing
12917	YES Maintain motor vehicle capacity along the corridor by providing additional vehicle lanes at the intersections of South Lamar Boulevard and Azie Morton Road YES Upgrade bicycle lanes by increasing their width and adding physical separation from motor vehicle traffic to improve safety for people in the bicycle lane and on the sidewalk YES Create safer and shorter pedestrian crossings on Barton Springs Road and side streets YES Safely connect to a future continuous ADA-accessible pedestrian route through Zilker Park along the north side of Barton Springs Road YES Relocate bus stops to locations with safer pedestrian crossings YES Improve safety of left-turn movements by maintaining U-turns for local access
12918	I like the idea of safer foot/bike traffic.
12919	I like the new bus stop locations. I like a physical delineation between vehicles and bikes/pedestrians (I think we have that now). I like the lower speed limit 30mph.
12920	
12921	Horrible idea
12922	the attempt to relieve stress on the natural environment in the area.
12923	Better pedestrian access
12375	More lanes at intersections to keep traffic flowing at the same volume. Pilot program w 12 month target to gather data.
12376	If reducing to one lane, at least there are 2 lanes at the major intersections.
12377	Keeping cyclists safe.
12378	That you are looking to increase safety. But taking four lanes down to two lanes is not the answer. I think a well placed parking garage on Stratford would be a great idea to alleviate traffic and to force people to walk a little more.
12379	I only like that solutions are being discussed but - I do not think this is a good plan and do not support it, or the Zilker vision plan. I'm skeptical that traffic and less accidents will improve by narrowing down to one road each direction.
12380	I like the protected bike lane - the current bike lane is very narrow and feels unsafe. I really like the expansion of pedestrian / bike passage over the Barton Creek bridge - the current setup feels unsafe and unpleasant to cross. I hope that it will slow down fast moving vehicles - I often see drivers speeding and this makes me feel unsafe in my car and on foot / bicycle. I think that a single lane is a good idea for making the road safer especially for making left turns.
12381	Moving bus stops to a safer place.
12382	It looks like it will be less stressful to use that stretch of roadway whether I am walking, biking, or driving.
12383	The design keeps the neighborhood feel and slows down traffic. It also herds the crowds in a more specific and safe manner.
12384	I like the dedicated and separated bike lane -- was just on BS road today on bike and especially at the bridge -- it is quite dangerous - no where for a biker to go if a pedestrian is walking on the very narrow walkway on bridge. Also cars moving at speeds greater than 30 mph all the time make unprotected bike path dangerous
12385	
12386	Less traffic- but don't think it'll work- people can't just stop using it
12387	
12388	I like the idea of parking garages
12389	Nothing
12390	I favor options that improve pedestrian safety.

12391	The proposed design's new bike lanes and sidewalks are excellent. As a driver, I'm constantly nervous driving down Barton Springs, as the speed limit is very high and there's significant traffic crossing the street at a moment's notice. As a pedestrian and Zilker Park goer, I'm thrilled to have a wider sidewalk and less noise from cars
12392	I do like the idea of slowing traffic on Barton Springs road.
12393	I do not like the proposed design at all.
12394	Wider bike lanes would be good.
12395	I like the idea of wider bike lanes and improving the safety of pedestrians at the crosswalks especially across the bridge west of Azie Morton and improving the crossing areas near Sterzing
12396	I like how the pilot design takes into account how vital the vehicle traffic flow on Barton Springs road is for the Zilker, Barton Hills, and surrounding neighborhoods. The already implemented traffic management flex posts have eliminated a large number of dangerous turns that I used to see daily.
12397	Protect cyclists and walkers. It's a beautiful area to hang out but it feels SO dangerous with traffic right now.
12398	
12399	Safely connect to a future continuous ADA-accessible pedestrian route through Zilker Park along the north side of Barton Springs Road Relocate bus stops to locations with safer pedestrian crossings Improve safety of left-turn movements by maintaining U-turns for local access
12400	Nothing!
12401	Safer bike lanes, and safer crossing at Barton Blvd. crosswalk.
12402	The attempt to maintain traffic flows through S. Lamar and Barton Springs Rd.
12403	
12404	Nothing
12405	Protected bike lanes
12406	Reduces speeders, hopefully, and increases cycling space. Also by giving more space to scooters, hopefully the crazy scooter riders won't go into a vehicle lane
12407	Nothing. Creating a bottle neck for vehicles does not make pedestrians or cyclists safer. The statistics provided as to the benefit do not seem substrates.
12408	Nothing. Its not actually solving the safety plan. Most crashes happen from speeding and this does nothing to address that.
12409	Not much, but appreciate the effort for increased safety.
12410	Improved bike lanes, since it's near a park
12411	protected bike lanes! it's chaos down there. so many. tourists that don't know what they're doing is dangerous for cyclists like me.
12412	More POWER to green and sustainable means of transportation like on foot and on bikes.
12413	Almost nothing
12414	should make more comfortable for non-car travel through the area
12415	Could reduce speeds by bottle necking traffic during busy hours - but may have people racing to get through the lights
12416	I do not like it.
12417	Don't do it
12418	It would slow traffic and make it safer for an pedestrian and bike heavy corridor.
12419	Nothing
12420	
12421	Absolutely nothing - it will add to an already visually busy city and cut off a major east/west corridor.
12422	Space for cyclists and pedestrians.
12423	
12424	Nothing
12425	Wider bike lanes

12426	Nothing
12427	Physical separation of bicyclists from car traffic, reduction of speed (this should be a slow and steady stretch of road), the general improved safety aspects of it
12428	Nothing!!
12429	
12430	Nothing
12431	The less hostile to pedestrians and cyclists, the better. It'll reduce traffic and make everything over there more accessible and an all around more pleasant experience.
12432	Awful idea. We need it to get to work!! LOWER THE SPEED LIMIT if you want to do something, less than what it is now of 30 mph. You didn't lower it enough in 2022.
12433	Since I cannot see the proposed pilot design (says " Hmm... there seems to be an issue The story can't be loaded.), I can't say what I like. I did read that this is to reduce Barton Springs to one lane. Really?! One lane each way?! Wtf? NOT a good idea. At all.
12434	Increase in bike safety; reduction in number of vehicles speeding.
12435	
12436	It will slow traffic and make it safer to ride, walk and cross the road
12437	I really like the road diet / moving to one lane to create a multi modal area
12438	It might help with pedestrians and cyclist but many don't follow the rules so not sure it will be much help.
12439	Separating bike lanes and pedestrians from traffic.
12440	It will be safer for everyone and much more usable for bikers and walkers.
12441	Nothing
12442	Enhanced safety, walkability, and aesthetics
12443	There is not really a safe bike lane for a section of Barton Springs going west from Robert E. Lee (Azie Morton) and crossing the bridge. A better bike lane here is a good idea.
12444	Not much
12445	nothing
12446	Reducing lanes of car traffic, protected bike lanes.
12447	Less dangerous driving, more safe biking, more access for buses.
12448	I love it. It's very dangerous getting across the creek on a bike into Zilker Park
12449	More pedestrian friendly
12450	Nothing
12451	I love how the dedicated bike lanes will improve both biking and walking naturally. I also appreciate that thought has been given to preventing car traffic from building up, as the support of drivers is hard to get if this causes headaches for them! As much as I want to be able to bike and walk that route, I still drive it often enough to want it to be usable for drivers. One of my main routes only crosses barton springs road, and the shorter crossings will make it much much safer!
12452	safety benefits for bikers and pedestrians
12453	I want to see safety for all. It is imperative to keep at least one lane for vehicles. Ideally take right away to widen for pedestrians and bikes on both sides of the street.
12454	Improved bike lanes
12455	It's absolutely ridiculous
12456	N/A
12457	It's goal to improve safety.
12458	Nothing
12459	I love how focused on safety the proposed design is
12460	additional vehicle lanes at the intersections of South Lamar Boulevard and Azie Morton Road

12461	separation of non-motor vehicles—safer and easier bicycle access to Zilker and Barton Springs would reduce car traffic and parking issues
12462	safer for pedestrians and cyclists
12463	Safety for non-SOV modes!
12464	Nothing
12465	Not a [expletive] thing. Why make traffic in this area worse? Add speed bumps but keep two lanes each way. Have the free DpS that Abbott gave the city ticket speeding drivers. Replace the manhole dips to make the roadway even. This keeps drivers from swerving around them. Also, don't lie that this isn't step one in the insane Zilker plan to add parking in outer lane and make Barton Springs one lane through the park. We know these are connected.
12466	Dropping down to 1 lane each direction and expanding the bike lane
12467	The limitation of vehicles and allowing wheeled transportation (bikes, scooter, etc) their own path outside of sidewalks
12468	Not one thing.
12469	I think it is ridiculous to suggest taking one lane of traffic will not impede the traffic flow.
12470	
12471	Nothing
12472	one lane of traffic
12473	I like the intention of making the road safer as folks do zip by quickly. I appreciate the current Hike&Bike path allowing for more non-car transit. Making it 1 lane could deter unnecessary transit through Zilker Park, and only those park users and Botanical Garden Visitors. I like the protected bike lane.
12474	I support the proposal.
12475	The wider bike lanes will: a) Keep cars further away and slow down vehicles. b) Provide room for unsuspecting pedestrians, who often step in the bike lane. c) Allow ample space to pass slower bike and scooter travelers. I am also a major fan of the flex posts that divide the bike lane and general traffic lane. Those things save lives!
12476	Improved bike/pedestrian lanes
12477	I like the increased bike safety.
12478	Nothing
12479	Nothing
12480	Barriers for bike lanes are great. I don't feel safe riding in current bike lanes. I appreciate anything to slow car traffic because current car traffic is too fast
12481	
12482	Safer bicycle facilities. Not quite 8-80, but buffering allows me and my family to ride safe. As a motorist, the slower traffic can become the higher the comfort level.
12483	Slows traffic.
12484	
12485	Leave the road as it it currently is. Improvements and medians were added to Barton Springs Road a number of years ago, and no further changes need to be made.
12486	Pedestrian walkways can be expanded
12487	Accessibility
12488	I am so glad to see that FINALLY the city is doing something meaningful to change this road from a car-oriented hellscape to a place that pedestrians and bicyclists can actually comfortably navigate without fearing for their lives.
12489	Improved safety.
12490	I totally DISAPPROVE of the new plan. Our tax dollars were used to build the 2 lanes each way because we NEED them. If you want to add a bike lanes then add them beyond the existing car lanes. Striping away road improvements that taxpayers want and paid for is an abomination. This "vision" is a disaster that will make traffic worse. There is literally nothing about this "vision" that will benefit Austinites or the traffic.
12491	Nothing!

12492	It's great to see an acknowledgment of traffic law breakers. I have heard people say they ignore Austin speed limits and traffic stops all the time because it is so easy to get away with (especially seems to be folks who recently moved here). Speeding drivers are a big problem all over Austin, yet I don't see proposals to limit access to other roads.
12493	don't like losing a lane of traffic
12494	I don't.
12495	I like the pedestrian land bridge as it will make it easier to cross the road as well as reducing the speed to make the road a bit safer.
12496	Walkable, bike-friendly, placement of bus stops near cross walks.
12497	Nothing
12498	Reducing lanes would make it safer to bring a bike here. As it stands I have to use a car right now just to avoid being killed by someone in a truck not paying attention.
12499	I like the safety for the cyclists and pedestrians at the bridge
12500	I do not like anything about the proposed pilot design - it will increase traffic without significantly improving safety.
12501	I think it will create congestion and an opposed completely.
12502	I like how it protects bike riders and walkers from cars.
12503	Nothing.
12504	Nothing. Is it the City's intent to make Austin inhabitable for the individuals who actually live here? In your efforts to make it more of a tourist destination, the actual full-time residents can no longer enjoy the city. Please do not forget residents, the tax-base that lives here full-time, all-year round.
12505	Nothing so far. Ideally, reducing the speed will help with collisions, but this report doesn't specify what types of "crashes" are happening. If auto to auto, that's likely helped by speed. If pedestrian "crashes" then reducing lanes and speed won't likely help much as it implies jaywalking could be a large factor.
12506	Lower speeds, safer for everyone, encourages walking and biking, updated bus stops, sidewalk into Zilker Park
12507	nothing
12508	Not much. The area is very congested. Taking away 1/2 the lanes is going to make it more so.
12509	I like that it tries to more safely accommodate bikers and pedestrians.
12510	I commend your efforts to make the road safer for pedestrians and bikes.
12511	Safer for cyclists.
12512	not a darn thing
12513	Nothing !!!! Sick and tired of our roadways being compromised to car traffic. Cyclist could easily ride down the parallel street north of Barton Springs Rd and be safer. Stop this madness that is or has happened all over Austin. Absurd
12514	more space for bikes to ride
12515	Nothing. Don't mess with Barton Springs road!
12516	Protection for pedestrians
12517	better bike lanes
12518	
12519	It's nice for pedestrians but HORRIBLE as a major artery from Mopac to South Austin.
12520	Nothing. Leave Barton Springs Road alone!
12521	Nicely separated bike lanes! Less induced demand for cars.
12522	Nothing
12523	Nothing - It will create mayhem for people who live close by and have to use this road as a means of accessing the City.
12524	I don't like the idea and am Opposed to cutting B.S Road to two lanes and getting rid of the bridge we have now. Yes make it safer for bikes and Pedestrians— put a concrete curb in for the bike lanes and build a pedestrian bridge.
12525	more pedestrian friendly.
12526	Nothing

12527	I guess the time has come. Lots of non vehicular traffic there.
12528	That it promotes walkability/pedestrian/biking use
12529	More bicycle lanes! and walkability
12530	I like nothing about it
12531	Nothing
12532	Defined Bike lines and walking paths
12533	That having one lane in each direction could limit potential distractions when drivers are turning/traveling down barton springs.
12534	Nothing!
12535	Nothing
12536	I'm willing to try new ideas for slowing people down. There's a lot of speeding. We also have a lot of traffic on beautiful days in this area with massive parking issues. Maybe this will help people feels more comfortable walking or riding bikes to zilker, BCGB, and the springs instead of cars.
12537	Virtually nothing. My husband and I are seniors that only get around be car. We must do uturns on Barton Springs to get to Mopac (uturn by Thom's Market) or coming from Lamar (at Kinney). Our complex is occupied by over a third seniors. One lane in both directions is untenable for prompt egress to medical facilities accessed through Mopac
12538	We should close a lane of roadway each way on every road that there is an accident that results in injury or death. We will have no roadways! In some ways that would be nice. The lack of public outreach on COA related projects is getting out of control. I have to see this on tv news as a public release? If we want zero vehicle pedestrian deaths let's have a citywide vote to see if we solve this task by taking away everyone's vehicles. Include an alternative vote for closing at least one lane of each roadway in everyone's neighborhood. We'll have more deaths from scooter riders and inebriated pedestrians than this proposal will ever prevent. Closing and decreasing lanes on major commute roads is embarrassing for our city and frustrating for citizens. Add some low gradient speed bumps every 200' and lots of signage about slowing. Don't close lanes!
12539	Larger bike lane
12540	Separated bike lanes
12541	Greater safety for cyclists & pedestrians
12542	Nothing!
12543	Nothing. I hate the proposed idea. Totally stupid to limit cars to one lane. Bike lanes do not need to be wider. Plastic posts are not barriers for bikes, they had visual pollution and are distracting to drivers. Barton Springs is working as it is. I drive it multiple times a day.
12544	Love it! There is no reason why there should be a 4-lane road cutting through the city's main park. The park should be somewhere people travel TO, not THROUGH! Using the extra space for cyclists and pedestrians is a fantastic idea and the reduced noise level will make the experience much more pleasant for parkgoers.
12545	Almost nothing. Relocating bus stops.
12546	One lane of traffic will reduce the car racing that happens on that stretch. Wider pedestrian and bike lanes will make it safer for people going east west.
12547	I hate it
12548	U-Turns & better bike lanes
12549	Nothing
12550	Not much
12551	It doesn't make sense !
12552	
12553	Very little. This plan is ill advised and is intended to merely reduce auto traffic through the corridor.
12554	Nothing.
12555	I LIKE NOTHING ABOUT THIS PROPOSAL !!!
12556	Downgrading Barton Springs from two lanes to one lane is a horrible idea.

12557	I don't like it.
12558	Nothing
12559	Not a thing. This is the most bone headed thing the city has come up with yet!
12560	Nothing
12561	Increasing pedestrian and bike safety is a good idea, but it doesn't have to be at the expense of congestion the road.
12562	I don't like it this is too extreme of a change. Families that have young children CAN NOT all bike to Zilker they need to drive a car. They will be inconvenienced and not go to Zilker anymore.
12563	Nothing
12564	Nothing!
12565	Nothing! Don't do it. It is crazy. We don't have enough east west capacity already.
12566	HATE IT... so nothing
12567	Lower speed limit
12568	Nothing
12569	Nothing
12570	wider bike lanes
12571	Nothing
12572	It will calm traffic and enhance bike infrastructure. Traffic needs to slow down in this busy area. I hope it will connect to a similar design through Zilker Park.
12573	I like the improved bike lanes and increased safety.
12574	
12575	Nothing
12576	I approve of this road diet. Will improve safety for a heavily used pedestrian and cyclist area. I have traveled along this road as a pedestrian, cyclist, and car user. I commute along this road multiple times of the week and the area of road shown does not experience significant traffic. Looking forward to seeing how this pilot goes and the possibility for this concept to become more permanent and tried in other areas of the city.
12577	Currently, whenever I need to bike this way, I avoid Barton Springs and take the trail along Town Lake and then use the path bridge, but this pilot would allow me to go directly from Lamar/Barton Springs to Zilker and work.
12578	I like the reduction of car traffic lanes and the improved bike lanes
12579	Increased bike capacity
12580	
12581	Protected bike lanes that are clustered together. This is a major bike corridor so it's great to see equal priority given to cars and bikes. This is an empty road during rush hour, so I do not see this being a negative impact to my commute to the Domain. Furthermore, this will encourage people to Bike to Zilker and reduce parking congestion
12582	Nothing
12583	
12584	I don't like anything about it. Barton Springs Road is manageable with 4 lanes. Reducing it to 2 lanes and then having people easing into and out of parallel parking spaces from those 2 lanes, or waiting hoping someone is pulling out is untenable. A shuttle on the weekends when it becomes most congested is the answer. A shuttle service when there are park events would also help tremendously.
12585	I love that the new version puts safety and considers all modes of transportation.
12586	Barton Springs should remain two lanes in each direction. Improved bike and pedestrian facilities would help, but cutting an entire line off this east-west corridor is going to add so much congestion to this area.
12587	
11610	Providing wider bike lanes. Providing shorter pedestrian crossings.
11612	All of this seems to make sense to me, I especially like the bike lanes with barriers from auto.
11613	Safer for cyclists.

11614	crossing islands and yet while I think one lane will be clogged up as there are SO many cars on BS Road, I do like the multi-lanes at signals. Though the stretch outlined does not seem long enough to do single-lane to multi! Continuous sidewalks. Crossing Islands.
11615	Nothing
11616	I like the safer crossings and added safety for walking - that sidewalks are farther away from moving cars. That it does still allow for driving through, but slows cars down. I think it's also great that cyclists have a wider area away from vehicle traffic.
11617	Don't like it..... plenty of space to make a dedicated bike lane without taking lanes
11618	Making it safer to walk and bike. Reduction in car traffic. Attempt to reduce deaths.
11619	It is one idea to reduce wrecks.
11620	It increases safety in a problem area.
11621	Ssafer and shorter pedestrian crossings on Barton Springs Road and side streets
11622	Everything except widening bike lanes and making a barrier.
11623	Protected bike lanes, more priority to pedestrians and cyclists
11624	Improved pedestrian connectivity and wider/safer bike lanes. It is very uncomfortable biking to Barton Springs, narrow balancing between fast moving cars and the gutter, and there was even a city bus that sideswiped a cyclist a few years ago.
11625	Nothing really. While the need to increase safety is understood and appreciated, the limitations proposed are unnecessary. We would be better served with a police presence especially when one considers the number of restaurants.
11626	Better bike lanes, more sidewalks. Separation of cars from what becomes a crowded bar scene on summer nights.
11627	Pedestrian and cyclist safety are important and the design prioritizes that, which I believe is good.
11628	Physical separation of bicycle lanes should lead to increased safety for cyclists and pedestrians.
11629	One lane in each direction plus better protected bike lanes! About time!
11630	
11631	Nothing
11632	Separation of motor vehicle traffic from vulnerable users.
11633	I love the upgraded, separated bike lanes. This will be a big win for increased safety in the area.
11634	
11635	I like the dedicated bike lanes. I'm hoping there are also ample dedicated bike racks and areas for dropping off scooters and rental bikes.
11636	It makes a lot of sense once you read the explanations provided. I do think there should be better and safer bike and pedestrian access to this corridor.
11637	Reducing car lanes and increasing bike and pedestrian protections.
11638	Nothing
11639	Nothing
11640	Nothing. It's pretty unimaginative and likely will make accidents worse not better.
11641	Dedicated space for more types of road users
11642	I like the reduction to one lane for cars and increase space for bikes and pedestrians
11643	Nothing
11644	I like the bike lane protection and improved bike lanes over the bridge to/from Zilker. Wider sidewalks (specifically over that bridge) are also a must.
11645	I love the addition of a separated bike lane. This will make biking easier and safer.
11646	I like that it prioritizes much-needed safety improvements for pedestrians and cyclists.
11647	Love the idea of single lane cars and protected lane bikes and expanded sidewalks for peds

11648	Separate bike lines
11649	I'm in favor of it. They're a lot of pedestrians, scooters, and bikes along this part of the road. The sidewalk isn't wide enough and it's not like the pedestrian/bike traffic is going to go down.
11650	In general it is good to convenience non-car transport at the expense of car transport. Cars can more easily take detours or indirect paths. It's less of a headache than a bike or pedestrian.
11651	Keep it as is
11652	I don't like it
11653	Nothing
11654	Narrower pedestrian crossings, permanent sidewalks, "protected" bike lanes.
11655	Almost nothing
11656	Protected bike lane is nice
11657	More comfort and safety for pedestrians
11658	Separated bicycle lanes
11659	bollards or other physical barrier between car and bike lanes
11660	more transit access and slower speeds
11661	Nothing!
11662	I love the idea of protecting bike lanes as well as creating safer crossings for pedestrians.
11663	Love the added safety improvements. Also really like that this is a pilot that can be iterated over time and with community input.
11664	nothing. bad for traffic, bad for people, bad overall.
11665	Less lanes while maintaining the same average traffic flow.
11666	Personally I hate it. Moving to a single lane is legitimately ridiculous on one of the very few east west corridor roads that connect to Mopac. There is nothing good about this plan other than "yay walkable city!" pats on the back that whoever came up with it is clearly giving themselves
11667	single lane traffic to slow down vehicle speeding, give barrier to pedestrian/ cyclists. Right now it's too dangerous to even use the "bike lane"
11668	
11669	Separated cycling lanes, and shortened pedestrian crossing distances.
11670	Reduced car lanes, protected bike lanes, safer crossings!
11671	Semi-protected bike lanes.
11672	Everything. It's moving the city in the right direction.
11673	
11674	The protected bike lanes, and safer sidewalks (because they are not next to zooming cars); reduced car lanes, which will definitely result in slower driving since people won't be trying to pass one another.
11675	It has good intentions.
11676	That is is only a study
11677	
11678	Nothing. We need police to enforce speed limits, not make it impossible to get to Barton Springs pool.
11679	Puts more focus on safety of vulnerable users of the road along with more enjoyable experience for dining near the road. Road diets are always welcome.
11680	Protected lanes and more breathing room between cars and people - the bridge feels particularly narrow when lots of folks are using it.
11681	MUCH improved safety and accessibility for walking and riding. Currently the walk from Lamar to Zilker is atrocious— there are significantly more people at peak hours than fit on the 4 ft sidewalk, cars whizz past, and there's functionally no safe biking west of S. Lamar. Adding good sidewalks, separated bike paths, and reducing car lanes will make Barton Springs Rd a much more enjoyable place for those patronizing businesses, eating outside, walking to Zilker from the 803 bus, etc.

11682	The increased safety- and comfort level- for bicyclists and pedestrians. I have only driven on Barton Springs Road, but would be much more likely to bike/walk with the proposed changes.
11683	Looks great! I bike to Barton Springs because the parking situation is so horrendous and the roadway is so dangerous. A protected bike lane would be so amazing. Most people drive in one lane anyway when there's no traffic.
11684	Nothing
11685	I support reducing car traffic to one lane, physically separating bike lanes from car traffic, and shortening pedestrian crossing distances. I also like pedestrian islands in the middle of the street.
11686	more space for bikes/peds
11687	Narrowing vehicular traffic to one lane is an excellent idea.
11688	less traffic
11689	I like that it's a pilot and not permanent. I like that there's data from a similar project to look at.
11690	Single lane motor vehicle traffic. Bike lane.
11691	Hopefully, it will result in much slower motor vehicle speeds (closer to 20 mph would be ideal) and safer facilities for cycling and walking.
11692	--Pilot should prove the feasibility of the Vision Plans proposed changes to BSR through the park. --Reduce the speed and volume of traffic along BSR more effectively than speed limits alone. --This helps emphasize pedestrians and bikes first, cars last. Additionally puts scooters back on the street where they belong (in a much improved bike lane!) and off the sidewalk where they create a danger to pedestrians.
11693	It looks safer for pedestrians
11694	I like having a safer bicycle route. Right now I often travel from my home in the Soco area to Barton Springs. It is an unpleasant and dangerous commute. I especially dislike the segment between AZ Morton and Barton Springs. The area between Dougherty Art Center and Lamar Blvd is also scary, with cars turning right on Lamar from BS road across the bike lane.
11695	The biggest issues today are turning traffic and substandard bike lanes. It appears that the turning traffic issue would be improved. Not so sure about the bike lanes.
11696	I do not like the proposal.
11697	Less cars, more mobility, increased safety
11698	More room for bike lanes. Never met a bike lane I didn't like.
11699	Enhanced safety for everyone!
11700	I think it is a much more efficient way to move cars by cutting down a lane and I like that it prioritizes the safety of pedestrians and cars. The area is definitely dangerous.
11701	
11702	Improved public safety for pets, bikes and cars.
11703	not much
11704	Bicycling safely is being prioritized
11705	I strongly dislike - terrible idea
11706	nothing. I'm very concerned through traffic will be significantly impacted. There aren't enough East-West thoroughfares in Austin and this would be severely limiting another one.
11707	Emphasis on pedestrian safety.
11708	It will make me feel much safer using my bike to visit Barton Springs, the botanical garden, and local businesses like the Barton Springs Saloon! I like the upgraded bicycle lanes and reduced vehicle traffic lanes. It will make the area more attractive for pedestrians and cyclists.
11709	Nothing
11710	i'm all for bike and pedestrian safety and LOWERING the speed limit to 20mph between lamar and mopac.
11711	I LOVE protected bike lanes and one lane going each direction. I hate when cars speed past me when I'm on a scooter and I have to share the road with them. I would own a bike if I felt safer biking here.
11712	The space between bike lane and car lanes.
11713	

11714	Not much
11715	Increasing width of bike lanes - but that can be done without changing car lane configuration. Also like safer pedestrian crossings - again, can be done without reducing car lanes.
11716	The pilot seems to create safer bicycle infrastructure (dedicated lanes) and shorter pedestrian crossings. I cross at Barton Blvd ALL THE TIME, TAKING MY LIFE IN MY HANDS EACH TIME. Those [expletive] Texas drivers won't stop for anyone in the crosswalk. The video of the movement of traffic, moving away from a signal was persuasive - if we can just convince Texas drivers to let people merge.
11717	Great to see protected bike lanes and safer crosswalks
11718	Enlarging the bike lane and adding a physical separation between it and car traffic will go a long way to making it more safe for cyclists.
11719	Nothing
11720	I love it! Yes to protected bike lanes and fewer car lanes
11721	Decreasing the amount of variables while driving.
11722	Protected bike lanes, slower speed limit, lane reduction, crossing islands, removing left turns from side streets onto Barton Springs. Can't say enough about the lane reduction element
11723	The bike lanes look great and I can see this really improving safety on Barton Springs
11724	It creates a bigger path for bicycles, but not good enough, as the median could be easily removed to account for the space ceded to the bigger bicycles path. Maybe widened the road a bit and with the removal of the median, you could still have the best of both worlds, 2 lanes per direction, a bigger bicycle lane on each direction.
11725	Encourages health... get out and walk etc...
11726	I like the bigger bike lanes, as right now they're basically just the potholed gutter. I like reducing car lanes to protect everyone from the cars and slow traffic down. I like completing the incomplete sidewalk network. And I like that this creates a more accessible, paved, and direct route from S Lamar to Zilker Park.
11727	segregation of bike/ped lanes from traffic
11728	reduced car lanes
11729	Separated bike lane. Separate sidewalk. Shorter crossings.
11730	Makes it more cyclist/pedestrian friendly
11731	improved safety
11732	Prioritizes pedestrians
11733	I like that it's trying to prioritize safety
11734	Better/safer bike and pedestrian paths
11735	It would make the area safer for pedestrians.
11736	The intent is the ONLY thing I like -- safety in the area ought to be a shared goal.
11737	I like that it would create more space for people on bikes, walking, etc. Right now, it is a bit of a cluster for cars and everyone else to seemingly converge into one place, especially at Azie Morton.
11738	More space is needed for bikes and pedestrians along Barton Springs Road and to reduce dangerous driving.
11739	I like the space given to cyclists and pedestrians. Right now, cars travel down this road much too quickly, and the bike line is very small, and bleeding into the gutter. I feel like this will give people more space to walk/bike.
11740	I don't like the proposed pilot plan.
11741	Bicycle and pedestrian safety.
11742	I LOVE this. I bike to Barton springs and am routinely pushed off the road by crazy drivers!!!! It's so scary. It would also help the restaurants so much for cars to not just be zooming by so recklessly.
11743	Nothing
11744	I appreciate the effort to keep cyclists and pedestrians safe
11745	Nothing.
11746	One lane for cars is plenty
11747	Enlarged and protected bike lanes, reduced vehicular flow, proposed reduced vehicular speed and congestion.

11748	Nothing
11749	Nothing.
11750	
11751	The dedicated bike lane and compressed car lane.
11752	Fewer cars
11753	nothing
11754	I like the separated bike lane facility
11755	I like that there will be protected bike lanes and that reducing Barton Springs to one lane will slow traffic. I also like the addition of sidewalks.
11756	Lane reductions are always good. Those 2 narrow lanes in the current condition feel very tense as a driver and pedestrian.
11757	Improved safety for non-car travel options
11758	The way the park is now
11759	Nothing. It is a stalking horse for the Zilker Vision Plan's efforts to limit access to the park and Mopac.
11760	
11761	Nothing.
11762	I like the reduction in vehicle speed and the extra space for bikes and pedestrians.
11763	looks much safer for everyone
11764	Reduced motor vehicle speeds, and reduced opportunity for motorists to exceed safe speeds.
11765	The pedestrian bridge over Barton Springs Rd to connect Zilker Park. More parking structures on Stratford.
11766	Nothing, stop listening to the 5%, fund the police and enforce the speed
11767	i dont like it at all!!!
11768	Increased safety for less and bicyclists, and calming of speeding traffic.
11769	I absolutely think this is the dumbest thing the City of Austin has come up with besides ruining neighborhoods with smaller lanes for bike traffic! This is dangerous and causes cars to go into the oncoming traffic lanes and causes accidents! This city has been my home all my life and it is the worst city to live in anymore! This city has the worst traffic to move cars to and from places and now your bowing down to the 5% of bikes instead of working to move cars better! Shame on you and the idiots who are coming up with this crap!
11770	
11771	I don't like anything about it. Policing the area and issuing citations will cause traffic to slow and traffic incidents to decline. People who skateboard, ride a bike, walk, or use other means need to remember to look out for their own safety and not expect drivers to do it for them. Widening the bike lanes and going down to one lane will slow traffic. It will cause excessive traffic and there will not be a place for breakdowns or to utilize an egress, if needed, to avoid a collision or other issue.
11772	
11773	Improved safety for the many people outside of cars that use it.
11774	I feel like the city is helping prioritize people over motor vehicles.
11775	I like that there is increased space for biking with a physical buffer between car lanes and space for bikes and pedestrians. Also this simplifies the route as a driver because having to make lane switches is distracting especially when considering all the pedestrian traffic to watch out for.
11776	I like that there is dedicated space for pedestrians and bikes. The small sidewalk does not feel safe. I worry about getting hit when I'm a pedestrian, and I worry about hitting pedestrians when I am a driver.
11777	Nothing
11778	The reduction in lanes, improved safety.
11779	Walkability, it'd be a lot safer to walk.
11780	

11781	Really like the single-car lane and larger bike lanes.
11782	Reducing deaths and injuries is obviously important...
11783	All proposed features sound like good enhancements.
11784	Separated bike lanes and slower car speeds!
11785	Improved safety Slower speeds Better for bikes (my husband bikes this route every day)
11786	Improved(widened) bicycle lanes.
11787	Safer for cycling and walking. Adds to aesthetics of the area.
11788	The safety features for cyclists and pedestrians
11789	Not a lot! I really want this area to be safe for the many pedestrians/cyclists who use it (including me) but am not convinced this is not a recipe for even more congestion and danger.
11790	NOTHING
11791	Improved safety for pedestrians and bicycles
11792	Continuous sidewalk route on north side of Barton Springs Road into Zilker Park Maintains U-Turns
11793	Separate bike lane
11794	It seems well thought out, to prevent collisions and injuries
11795	The proposed plan forces me to a heavily traveled alternative route. My current drive to work from west to east is Barton Springs Rd. Please don't add an hour each way to/from work, Mayor Watson. I need my job, Sir!
11796	
11797	
11798	Slows down drivers, increases safety of pedestrians and cyclists. This is very much needed
11799	Make life safer for pedestrians
11800	I have witnessed many accidents on Barton springs road and also chaotic driving so I do like the proposed safety this design will have.
11801	I love the lane reduction
11802	Nothing
11803	Love it. Sorely needed. Yes, please. As someone who walks there once a week, the level of attention and awareness needed is absolutely not necessary given that road.
11804	Safety concerns, bike lanes
11805	Anything that slows traffic, reduces lanes, adds sidewalk and bike space, and generally makes the road less car-centric is good
11806	Nothing
11807	Safety, slows traffic, better for pedestrians and bicycles
11808	Safer for pedestrians and people on bikes
11809	Nothing
11810	keeping some good things like protected u-turn and crossover setups.
11811	More protection for pedestrians easier to cross the street safely
11812	
11813	Space for bikes to travel safely, more safe space for pedestrians
11814	Wider, protected bike lanes replacing 1 car lane in each direction.
11815	Continuous sidewalk route on north side of Barton Springs Road into Zilker Park and maintain uturns.
11816	I think it will help turn a dangerous road into a calmer, safer street and a more pleasant place to spend time.
11817	
11818	The separated bike lanes and removal of one lane of traffic since the existing lanes are too narrow for cars to safely pass side-by-side.

11819	ADA, ped. crossings, bike lane
11820	Safety
11821	Protected bike lanes and physical barriers
11822	slowing down traffic
11823	Increased safety for bike lanes
11824	I like reducing demand by reducing the number of lanes. It is high speed right now and I feel for bikers and pedestrians
11825	I walk down Barton Springs daily and this would make me less likely to get run over.
11826	More sidewalk and bike lanes that continue through the area.
11827	
11828	less traffic, bus stops closer to cross walks, slower traffic
11829	We need less lanes. Drivers are unsafe and pass each other - even when the crosswalk signals are RED. People do not slow to 35 at the corner after the MoPac feeder. It's super dangerous. There are kids all around.
11830	I like that speed limit is being reduced. I have noticed the city doing this format on other roads like Manor Road and Exposition. I only ever drive on those roads but I feel safer and less worried that I will hit a pedestrian or biker, even if it is less comfortable to drive on.
11831	Shorter and/or more pedestrian crossings; relocate bus stops.
11832	
11833	Bike lanes, slower traffic, pedestrian friendly
11834	More space for people!
11835	Safety and comfort for those of us who do not have cars
11836	Should slow traffic speed through park
11837	As a pedestrian, I would really enjoy the increased safety. I think one lane would also make this area more of a destination in the city thus increasing the longevity and class of businesses along the road.
11838	Great was to improve connections through Zilker
11839	Nothing
11840	The reduction of car lanes, the improved bike lanes
11841	Safety features for pedestrians and bikers
11842	it prioritizes people over cars
11843	upgrade bike lanes and ped xings improve safety for left turns, ensure ADA, Relocate bus stops
11844	Safety for pedestrians and bikers! Woo! And decreasing reckless speeding/driving in the area. People make crazy left turns all the time and it scares me as a driver and pedestrian who uses the area almost daily.
11845	Nothing. I reduces wait times one place by increasing it elsewhere
11846	I HATE reducing the vehicle lanes to one each way. If you want us to continue paying the insane property taxes here, you have to make it possible to get in and out of the neighborhood. To restate HATE
11847	Love the idea of one lane of traffic each direction.
11848	I LOVE the reduction of vehicle traffic and inclusion of protected bike lanes. Please consider on Llamar as well!
11849	Nothing
11850	good for safety and biking and pedestrians
11851	Extending sidewalks
11852	Anything that disincentives automobile use (especially through a park), such as reducing traffic to one lane, is a positive step.
11853	We need to slow cars down on this stretch of road as there are so many pedestrians and cyclists. As a pedestrian you can watch out for unsafe drivers, but avoiding chain reactions from collisions at high speed is really impossible. The road should be designed so people cannot go 50 mph.
11854	Traffic calming, wider and protected bike lanes, improved pedestrian crossings

11855	I firmly support this pilot. It is desperately needed. The road feels too fast and the blind corner of Azie Morton/Barton Springs is confusing for cyclists and pedestrians.
11856	Makes sense from a safety perspective
11857	I love the bicycle lane!! I take my bike to zilker, but this stretch of road is the deadliest.
11858	More safety for non-motorists, minimal impact for motorists. Enhances Austin lifestyle.
11859	I love it! I think it's a research backed way to decrease accidents.
11860	
11861	It will significantly reduce the number of cars using this particular stretch of road and improve pedestrian and bicyclist safety by providing much better protection against bad drivers.
11862	
11863	Nothing at all, terrible design. Not a good idea at all, very inconsiderate for people that actually live over here instead of people that come once a week to this area.
11864	More complete safety.
11865	it will improve safety
11866	Nothing.
11867	I'd feel safer on my bike and in my car.
11868	Nothing
11869	Reduced lanes would make the area safer. Too many drivers treat the area like it's MoPac and don't yield to bicyclists or pedestrians. It would make Zilker more pleasant to be at
11870	It's not directly stated in the plan, but I love that the street will be a quieter volume! I'm so tired of loud noise from cars flying past, especially when enjoying what should be a lovely stroll to the park and to restaurants. I love that bike lanes will become physically separated from cars. I'll repeat it again because it's important to me: I love the completely separate bike lanes! The existing bike lane is just an excuse for people driving to yell obscenities at cyclists like me who'd sooner "take the lane" than risk their life biking in the existing, treacherous bike lanes. I love the increased width of the bike lanes. I love that the sidestreets will have shorter distances to walk across. Especially on the William Barton sidestreet. I love the shared use path that leads to the Nature and Science Center. I love the bus stops being in more pedestrian-oriented placements.
11871	🙄
11872	Increased cyclist safety. Lower speeds near restaurants with patio dining and outdoor space makes for a more pleasant and less harmful environment. Fewer pedestrian injuries also a bonus.
11873	Revamped bus route stops
11874	Safety from cars for people not in them
11875	Increased walkability. Peace of mind when cycling or walking.
11876	I love how it will help to increase this stretch of road as a part of the destination it is with Zilker Park, Barton Springs, and the stretch of historic restaurants along the north side of the street.
11877	
11878	More pedestrian/bike access is nice.
11879	Don't
11880	It looks like it could work and moving traffic more swiftly, and be safer for walkers, bikers, people on scooters and the disabled.
11881	Nothing. I believe it will create (most) weekend and maybe weekday morning & evening gridlock.
11882	better safety, slower cars
11883	I strongly support reducing car lanes to one eastbound and one westbound lane!
11884	It should slow the speeding cars.
11885	It will make it safer to bike. Right now it's squashed up on that bridge over Barton Cree k with no bike lane and two lanes of traffic
11886	I have never felt unsafe driving, walking or riding my bike on Barton Springs Road because it is easy to avoid walking and biking on the main road. I take the trail and sidewalks. I run/walk/ride nearly daily and have never had a problem.

11887	Not much
11888	
11889	I like that it makes the road safer and more accommodating to cyclists and pedestrians
11890	Easier ped crossing
11891	I guess saving lives and avoiding injuries is nice, but I don't view one crash a week as a high level of risk.
11892	Less injuries
11893	No changes needed
11894	Nothing. It's ridiculous.
11895	
11896	Safety
11897	It looks like a logical effort towards making a dangerous traffic situation safer.
11898	Slows traffic
11899	Nothing
11900	+ bus stops separate from bike lanes
11901	I don't understand the description completely, but I know that slowing traffic down and reducing lanes will improve the situation. I would like cars to slow down along BS Rd and I would like it to be safer for all pedestrians and cyclists, because there are a lot of peds and cyclists along there. I like the idea of a pilot design so that people will have a chance to try it out and comment, and possible changes can be made if needed. I like that this is a data-driven plan.
11902	* Physically protected bike lanes * Single car lane with 2 lanes at intersections. Seems like a lot of thought has been put into this.
11903	I am opposed to 2lanes for cars. It is my access to all points north south west!
11904	It makes things more human scale and accounts more for safety
11905	I think it's important that the changes will be temporary to evaluate how it's working. Please evaluate during weekends and big park draw times.
11906	I like the reduced speed.
11907	It will feel much safer to walk around in this area
11908	Nothing.
11909	Promotes walkability and naturally reduces vehicle/traffic speed.
11910	I think it will slow the fast cars down a bit.
11911	Don't like it
11912	I think it is responsive to our growing city!
11913	It promotes greater bike and pedestrian safety.
11914	I like the wider and protected bicycle lanes. They would make me and my children feel much safer when we use them.
11915	
11916	Seems safer for crossing the street with my kids
11917	
11918	It seems that it will make walking, biking, and driving on this section of road safer
11919	I hate it. It is an awful idea.
11920	Pedestrian and bike safety enhancements.
11921	Pedestrian crossing shortened, keeping u-turn, safer sidewalks.
11922	The designs increase the space (reduce conflicts) between cars and bicycles/pedestrians, complete the gaps in sidewalks, allow for safer and less questionable left turns, while maintaining the flow of traffic at intersections. I like that the recently made changes will remain during the pilot.

11923	I do like the pedestrian bridge.
11924	The safer bridge, the one lane traffic.
11925	
11926	Larger bike lanes. Fewer car lanes
11927	I think bring Barton Springs Rd to one lane in each direction with dedicated bike lanes is always welcome. Additionally, I think a rollout of more protected bike lanes across the city would increase bike ridership.
11928	safer bicycling and pedestrian options, better flow of traffic
11929	Insane, will create major traffic backups and who wants to walk/bike through all those idling cars.
11930	Nothing! The bridge design is hideous ! Too modern for the character of Zilker! The idea of reducing Barton Springs rd to one lane is completely insane & will cause traffic issues! and parking along it will cause so many any accidents !
11931	I don't like anything about the proposed design
11932	More space for people and bikes is always a good thing. Lower speeds will make me feel safer as a pedestrian when I take the 803 down Lamar and walk to zilker park, and I don't feel like the reduced lanes will affect me negatively as a driver
11933	Creating more space for bikes and scooters. Creating shorter pedestrian crossings.
11934	Safety improvements
11935	
11936	For me, whether I can use a barrier protected bike lane where cars cannot either veer into the lane or park in the lane is the determining factor in whether I feel safe riding a bike to commute.
11937	I like the expanded bike lanes with physical separations and the shortened pedestrian crossings. I LOVE that there will be a protected bike lane westbound on Barton Springs bridge, that has been a death trap as a cyclist unless there was a red light and you could get in front of all the cars in the right lane.
11938	
11939	Nothing.
11940	Increased safety, and separation of cars from bikes/peds.
11941	Nothing.
11942	Very little. There is little to no enforcement of existing traffic rules/regulations in regards to bikes and scooters. How about some kind of actual enforcement of usage rules? ie. start ticketing people for riding bikes/scooters on the sidewalk, not wearing helmets, not following traffic rules like running red lights, driving in front of turning vehicles - same road same rules. Crack down on people on their phones in their cars. I have lived in zilker for over a decade, I travel this proposed stretch of road going both directions a minimum of 2-4 times daily. Everyday I witness potential accidents because people simply refuse to obey traffic laws. I can't help but think aggressively ticketing for violations wouldn't help realign some of those behaviors. That said it is very obvious that the city cares far more about tourist than tax paying citizens of this neighborhood, I mean why make our lives easier/safer when there are tourist dollars left on the table?
11943	Easier for pedestrians
11944	Everything. Anything to reduce car speeds and deter cars from using the road if not necessary.
11945	I like the shift to add more priority to bicycle and pedestrian traffic. I'll be more likely to bike to Zilker when it feels more comfortable to be on Barton Springs.
11946	I like additional access for bicycles and pedestrians.
11947	all of it! excellent proposal!
11948	Improved bike lanes
11949	Not much
11950	Very little, I am afraid.
11951	four lanes in two directions. Can't imagine the traffic mornings and evenings with commutes down to one lane in both directions. PLEASE NOTE: ONLY EAST WEST THROUGH STREETS SOUTH OF THE RIVER ARE BS ROAD AND BEN WHITE - SHOCKING. DO NOT LIMIT THIS STREET FURTHER.
11952	Adds some safety

11953	I love the additional space for cyclists and pedestrians! More space for bikes will make it easier for me to reach Barton Springs while keeping vehicle traffic minimized
11954	I like the separated and protected bike lane as well as safer pedestrian crossings.
11955	I would be much more likely to ride my bike to Barton springs or silkier park if there was a bike lane. I only drive right now because I don't feel safe on a bike.
11956	Bike lane separation.
11957	Much better for pedestrian/bikes. Might actually lead to a better driving experience if there are good left/right turn options. Right now you get a lot of car-on-car discomfort as one lane slows/stops to turn, or both narrow lanes go around a curve, or both lanes narrow going over barton springs.
11958	site would not show the proposed designs
11959	
11960	safer for bikes and pedestrians between Azie Morton and S Lamar
11961	Provides safety and confidence to cyclists, both physical and psychological. It's a difficult area to navigate on a bicycle and there currently are many opportunities for an accident.
11962	I do not like anything about the design. Removing lanes of traffic for vehicles is a huge mistake in any part of this city. You all need a reminder that there isn't a street in town where vehicles aren't the #1 user of the street. If there were more pedestrians or bicyclists on Barton Springs Road then the design should focus on them. However, they're not the #1 user and thus the design should not remove a lane of vehicle traffic.
11963	It'll slow people down and help keep me from getting killed.
11964	Reducing lanes is great. Slower speeds and more comfortable for non vehicle travel is great
11965	There is more space and "protections" given to folks on bicycles which is really important for comfort, safety and accessibility
11966	Safer biking and a larger buffer between cars and pedestrians is very needed
11967	Would like it to be more pedestrian friendly and safet
11968	I like all of the space that is being reserved for cyclists, and how thin the care lanes are in order to encourage slower speeds.
11969	bike lane barrier
11970	More emphasis on pedestrian safety
11971	More protection for cyclists and pedestrians.
11972	I really like the upgraded bus stops with the bike lane floating behind them. The design looks to better prioritize transit riders, pedestrians and bicyclists, so that's great.
11973	Everything. Its a great plan that can be modified or reversed as needed.
11974	I like the extended lane width for bicycles
11975	I like that it will add more safety to pedestrian and bike safety. As someone who walks and bikes to and from zilker often, I wish I had more protection from cars. It always feels like I'm going to get hit.
11976	Makes the area more pedestrian and bike friendly encouraging people to do that instead of drive. Encourages cars using Barton Springs as through traffic from Mopac to use an alternate route like Cesar Chavez.
11977	more safe space for biking - would get me out of the car more
11978	Not much other than maybe improved crosswalks
11979	I love that the pilot includes shorter crossings and upgraded bike lanes.
11980	It would make traveling along that stretch of road on my bike much more safe.
11981	I do not approve.
11982	Nothing.
11983	Better bike lanes
11984	Calmed traffic and separated bike lanes.
11985	The intention is good. I would feel safer biking there, although dedicated bike lanes already make Barton Springs better than many high traffic places in town.

11986	I like how the new design enhances the safety of the road for all users, not just automobile drivers.
11987	Nothing - this is similar to what the city has been doing on various other roads around town, and all it is succeeding on doing is making the area look cluttered with all of the signs/ road dividers and backing up traffic worse than it already is resulting in a more dangerous roadway.
11988	It better protects pedestrians and bicyclists from motorists.
11989	I like the separation of walking further distanced from cars with extended protected bike lane. I am not convinced one lane at Azie Morton will get cars through on one light cycle. I absolutely believe speeds are too high on BS Rd.
11990	Adding protected bike lanes and reducing vehicle travel lanes sounds great.
11991	Recognizes bike safety can be better
11992	This should be a place to visit not a place to commute through. The new plan creates a much safer way for visitors to enjoy the area. As a driver I think it's fine
11993	Big proponent of protected bike lanes. e.
11994	
11995	
11996	Protected bike lanes
11997	I am a cyclist so I'm entirely for the pilot design considering the current condition of the road, and lack of cyclist safety. The current lane barely fits one bike so an expanded lane with protective barriers will be great.
11998	Much safer pedestrian and bicycle mobility in probably one of the most multi modal populated sections of Austin
11999	The physical separation between vehicle and bicycle lane is much appreciated. The current width and line of paint does provide enough protection or comfort from 2 ton vehicles traveling at 30+ mph.
12000	Terrible plan, I like nothing about it.
12001	Nothing...
12002	Safe dedicated bike lanes.
12003	I like more space for pedestrians and bike. The proposed design feels much safer.
12004	Safety
12005	
12006	Nothing. It is completely ridiculous.
12007	Accommodates foot and bike traffic more safely without significantly hampering car traffic
12008	The wider and separated bike lane. Single auto lane.
12009	Designated bike lane
12010	Designated protected bike lanes, reduced speeds
12011	I like how practical it is. The evaluation at six months will ensure that we learn what is working and what is not, then make changes accordingly.
12012	I like the reduction in traffic. It needs to be easier to bike in and out of the park
12013	Reduced car traffic and safer bike lane!
12014	
12015	Not much. It will take away one of the few East/West ways to get between mopac and Lamar for the whole area. The is seems incredibly dumb.
12016	Separated bike lane will make me feel safe cycling on this road
12017	Protected bike lanes and controlling vehicle speeds.
12018	
12019	I don't really like anything. We need to slow the traffic but not take away lanes.
12020	Safer and more accessible for biking and walking
12021	The expanded bicycle lanes and the reduction in car lanes.

12022	Nothing
12023	Attempts to increase safety for bikes and pedestrians
12024	
12025	more and safer opportunities for walking and biking. limiting traffic and lane changes
12026	I dont..
12027	Loving the 1 car lane!! Pedestrians and bike people should feel safe about their usage of Barton springs.
12028	Slower vehicle traffic and more space for other modes of transportation.
12029	More room for pedestrians and a safe corridor for bikes/scooters is a massive improvement in accessibility and safety for this street. Currently, bikes/scooters occupy space with cars and are constantly checking traffic because of excessive speeds and reckless driving.
12030	
12031	The protected bike lines would be a huge step forward.
12032	protected bike lanes and reduced vehicle traffic and speed
12033	Upgraded bike lanes, ADA accessible paths
12034	All of the changes seem great.
12035	That it separates bike from car traffic
12036	I love the ideas presented here. I think the safety improvements will further increase foot traffic and walkability.
12037	Better access for bikes and scooters in a protected lane
12038	
12039	Nothing.
12040	Separation and enhanced safety for bikers while forcing reduction of speed around zilker park through lane reduction.
12041	I like the slower vehicle traffic speeds! Reduced speeds = fewer collisions, fewer injuries. I also like that the design physically separates cyclists from motor vehicles. As a bike commuter who goes Eastbound and Westbound on Barton Springs to get to my job at the University from the Zilker neighborhood, cycling in the bike lane so close to cars whizzing by me is scary. And not safe.
12042	Moving to one lane makes sense. In 5 minutes at any time of day one could witness excessive speeding and distracted drivers. Very few vehicles ever stop for pedestrians in the crosswalk before Azie Morton Road. This is easily one of the more dangerous areas of the city for pedestrians and cyclists.
12043	I like these designs, and I think more separation of bike and pedestrian lanes from vehicle traffic will be a good thing.
12044	I like NOTHING about the pilot. It's a bad idea with unintended consequences, including increased traffic in the Zilker neighborhood and on Lamar Blvd.
12045	NOTHING
12046	The bike lanes are far too narrow and disappears at the bridge. This seems to right both problems. Cars travel too fast on that road and this should correct that issue as well given one lane.
12047	Pedestrian safety is good and all but this is a misguided effort.
12048	I like it
12049	It's safer for all modes of transit, including automobiles, and will provide a more pleasant experience for everyone entering the Zilker Park area.
12050	I like that there is more room for pedestrians, scooters, bikes and buses. Pedestrians, scooters and bikes in particular have to fight over space on the sidewalk and the small bike lanes on the road so giving all those groups more space will make walking along barton springs road a safer and more pleasant experience.
12051	increases walkability, cycling, even scootering around popular areas that rely on pedestrian activity, i.e. park, pool, local businesses,
12052	Going to one lane for car traffic will improve safety. I have almost been run over trying to cross Barton Springs Road because drivers routinely ignore the pedestrian walkway. Sometimes one lane of traffic will stop and not the other lane. Moving the bus stop
12053	Nothing

12054	Physically protected bike lanes, shorter pedestrian crossings, safer left turns, overall improved safety and reduced car speed.
12055	Love it. I love riding my bike towards Zilker on BS road so this will be a major improvement.
12056	Wider bike lane and lower vehicle speeds on this segment would make it safer and more comfortable for walking and biking.
12057	As a driver, it will make it less stressful when driving next to cyclists. With the current design, people drive WAY too fast and it's terrifying to navigate alongside the fast-moving cars and narrow bike lanes.
12058	Nothing - seemingly designed by someone who does not have to use Barton Springs Rd. on a daily basis.
12059	The improved separation from cars and more space for bikes/peds.
12060	
12061	Protected bike lanes from south lamar across the bridge would be incredible! I would primarily bike to the park on higher traffic days if this were implemented, and I think this would encourage less driving on event days which should make them safer and improve traffic for everyone
12062	Separate bike lanes
12063	Bike lanes!
12064	I strongly support the reduction of vehicle lanes to one in each direction between Azie Morton Road and South Lamar Boulevard. This creates additional space for physically protected bike lanes, shorter pedestrian crossings, and other proposed features like safer left turns and relocated bus stops.
12065	
12066	Making cars slower and less of a priority
12067	Everything
12068	Protected bike lane, makes cycling much more comfortable and safe for people of all ages/abilities
12069	
12070	I won't have to worry about what people would be doing in the other lane. I don't have to worry about being passed. Slower speeds make it easier to not get into an accident. I have better separation from the bike lane so it's much less stressful when bikes are present.
12071	Dividing bike lanes from traffic, so you can actually bike without getting run off the road. Making pedestrian crossings safer and shorter so you don't have to run like a fugitive to cross the street.
12072	The move to align the ROW space with our cities, and communities' goals of safety and increased AAA mobility. We do not need to have 2 lanes in each direction for vehicle traffic.
12073	I travel down Barton Springs Road in a variety of ways (moped, car, bike, walking) primarily to either get to my office or to visit Zilker. Biking is the method I use LEAST because the car traffic on Barton Springs west of Lamar is too busy, too many lane changes, too fast. I like the proposed design because it carves out space for multi mobility instead of just focusing on cars. I also love a pilot, trying something out before full implementation is a great idea.
12074	It sounds safer and more calm - the atmosphere I would like to have in my public amenities
12075	Wider lanes for turning onto Azie Morton eastbound
12076	I support more space for people walking and biking. If I'm biking on an east-west route to get to my destination, the hike and bike trail is a better alternative, but on the weekend, it is too crowded to use. Better protection for bikes will make this a better east-west bike route. I would bike this route more with the proposed changes.
12077	Less crashes.
12078	I think we need to reduce the amount of space for car lanes because most people going to/from the park are getting there on foot / bike. I also think it will reduce travel speeds and crashes
12079	
12080	
12081	
12082	I love making it more pedestrian friendly.
12083	The reduction of vehicle lanes to one in each direction between Azie Morton Road and South Lamar Boulevard. This creates additional space for physically protected bike lanes, shorter pedestrian crossings, and other proposed features like safer left turns and relocated bus stops.

12084	Creates safer access for pedestrians, bikes and scooters! Also, I love the better bus stops! I hope the shuttles to Barton Springs continue.
12085	
12086	I do not like the proposed design, Barton Springs is already hard enough to navigate due to how tight it is. Shrinking it to 1 lane is a horrible idea as it is one of few East/West thoroughfares that are vital to our city and citizens ability to move across town efficiently
12087	The continuous separated bike lanes! I often bike from my home in North Loop to Zilker and this stretch is easily the worst part of the trip.
12088	I think it will be safer for both cars and pedestrians and cyclists
12089	Reducing a automobile lanes is proven to reduce crashes without significantly reducing throughout. Adding barriers for the bike lanes will at least make them feel safer.
12090	I like the idea of safer bike lanes
12091	I like that it improves safety
12092	Reduction in car speed, prioritizing saftey of pedestrians in particular
12093	I can't wait for this, I'll finally be able to bike down Barton Springs Rd. I currently completely avoid it because it's way too dangerous. This change will significantly improve mobility in that area for me and my family.
12094	Horrible idea to reduce traffic lanes when there are no alternative means at this time.
12095	Not sure
12096	
12097	The median
12098	Cycling and pedestrian safety
12099	nothing
12100	The better bike lane would be amazing. With the park and the Springs right there, it should be such a bikeable part of the city but its just a bit sketchy biking along it. I'll usually take back roads that take a bit longer to avoid it.
12101	Not one thing, the design makes little since and would do little to correct the issue
12102	Additional safety
12103	I like that it would be much safer for both cars and pedestrians to coexist in a space that should be open for all.
12104	
12105	Not much
12106	Nothing
12107	Improvement on bridge.
12108	I like that it reduces the amount of space cars occupy on the road. I'm a fan of pedestrian & cyclist friendly city planning and while Austin does this well in some respects, the Barton Springs area needs some work.
12109	Really nothing
12110	Road diet. Safer for walking and biking
12111	I love getting rid of a lane of single-occupancy automobile travel and the addition or legit protected bike lanes.
12112	Increased safety for non car users, reduced speeds for cars, and ultimately more engagement in the area due to the more welcoming environment.
12113	It's great. Do it.
12114	
12115	
12116	I love the reduction of auto lanes and widening of bike lanes
12117	It would make bicycling that section feel safer.
12118	THE SINGLE LANE IDEA IS HORRIBLE. There are no other roads south of the river to go east and west. By doing this you are going to create ea huge traffic jam and cut off anything west. All the businesses on Barton springs will lose any business that comes from the west do to traffic

12119	Agree we need more mobility options
12120	I like that it has protected bike lanes. This makes it much safer to bike down. It also provides additional safety for pedestrians using the sidewalk.
12121	I like that it will hamper dangerous driving behavior and create a more comfortable space for bicycling
12122	
12123	Nothing.
12124	Increased safety for walkers & bikers
12125	Nothing
12126	It makes biking or driving through more predictable. It feels uncomfortable right now. I like the dedicated bike lane and moving to one car lane each direction
12127	LOVE the dedicated bike lane. I refuse to bike on that street today as it feels so unsafe. I also hate driving on it
12128	Nothing. It does nothing to improve the road from any reasonable perspective.
12129	You can't shut down the road without offering another alternative. Like it or not, it's a major artery.
12130	The improved separation of cars from the bike lane is dope and the steps to reduce car speed are excellent.
12131	-maintaining U-turn abilities -considering crossing safety with regard to bus stop placement -safer pedestrian crossings (though not necessarily shortened -- these are already in the works it appears)
12132	I like that it will be safer for bikes/walkers and dis-incentivize some car traffic along this stretch.
12133	I fully support protected bike lanes on Barton Springs Road. I realize that this is a pilot so plastic bollards are probably intended, but ultimately this should have bike lanes physically separated whether raised grade (like between South 1st and Dawson) or with a concrete berm (like the Lance Armstrong Bikeway downtown). Cars frequently dangerously veer into bike lanes if there is not a physical barrier, and rideshares still park in bike lanes with bollards (look at South Congress, it happens constantly).
12134	
12135	Safer for drivers, peds, & cyclists
12136	I like that it makes Barton Springs road SAFE for cyclists. If this design was implemented I would comfortable using my bike on this road instead of my car.
12137	I like the added safety measures for pedestrians and the fact that this will force drivers to slow down. I currently don't feel safe biking down this road because there are not safe bike lanes and drivers go so fast. Also after that crash last fall where the truck rammed the other car into one of the food truck areas, I am a bit nervous even walking on the sidewalks there.
12138	Nothing. This will back up vehicular traffic to an unacceptable degree. There is no other way to get to Westlake from Zilker without getting involved in South Lamar and Cesar Chavez traffic - which is already saturated and more dangerous than BSR.
12139	I like that car lanes are being reduced. 3 is way to many. I think 1 or 2 lanes in each direction is sufficient.
12140	It provides more space and separation for pedestrians and cyclists from cars.
12141	
12142	NOTHING
12143	Extended bike lane will do wonders for pedestrians and cyclist safety.
12144	More bike and pedestrian friendly.
12145	Seems good for bikers and ACL fest
12146	I do not like it.
12147	Love it!!!! Would feel safe bike riding with actual car barriers and feel like proposed design actually protects pedestrians.
12148	Safety for bike lanes and road diet
12149	I like that it makes the focus of the road more about pedestrians and other modes of transportation. Reducing down to 2 lanes will make the whole experience better/safer
12150	I like the accommodations for bikers, though I hope an expanded sidewalk is planned for pedestrians also.
12151	I love the added bike lanes and the reduction in car lanes

12152	Feels so much safer.
12153	I don't like them.
12154	When commuting on my bike, I avoid Barton Springs road because it is so dangerous. Instead I travel through the park and it adds significantly to my journey and I feel uncomfortable on this route late at night. I like the improved safety of a bike lane on a straight, flat, well-lit road.
12155	nothing. just opening up the door for the total park takeover. ruining the park- jzst leave it - nothing no parking garages.
12156	I absolutely love having a dedicated lane for bicycles and scooters. The current situation is unsafe and scary.
12157	I think it's great! Reducing car traffic is a big plus by itself, and adding protected bike lanes will make the road much safer for austinites of all ages and abilities.
12158	It is a terrible idea. It is not needed. This is an insane idea. Do not ruin a street our neighborhood loves because there was one terrible accident.
12159	All except one lane
12160	I like that it's investing in our citizens by not focusing on car centric design. Car centric design is proven to make our city more dangerous and hazardous.
12161	Nothing
12162	I love that it provides a safer bike lane and reduces car lanes to one in each direction.
12163	NOTHING
12164	Its safer with more walkable options and greener transport
12165	Increased walkability and safety
12166	I like that the pilot design reduces vehicular lanes. I like that bicycle lanes will have some protection and more separation.
12167	I appreciate the reduction of car traffic on the road which I feel will lead to a more comfortable and safe experience navigating th area on foot or in a bike.
12168	Much safer bike design! It is horrible to ride on the sidewalk or busy street
12169	Nothing
12170	Reducing car lanes will not reduce volume of cars significantly and will create a safer transportation mode for pedestrians and cyclists, who make up a large part of people who come to zilker/barton springs.
12171	Added bike protection, Zilker sidewalk connection, and shorter distance for pedestrians to cross the road.
12172	Nothing at all. This is an unnecessary step by people who don't live in this neighborhood. Why not provide the slightest police presence?
12173	I love it. Adding protected bike lanes makes the road safer for everyone using it and will complement zilker really well. The road diet will make restaurants and being a pedestrian safer and better.
12174	
12175	All of it.
12176	I fully support any measure that will reduce vehicle speed on that road. I recently walked from the parking on the south side of Barton Springs to the Botanical Gardens with my kids and was VERY UNCOMFORTABLE with the speed and traffic as we walked. It's unsafe and something must be done. One lane sounds like a great idea. Thank you.
12177	The bike lanes.
12178	I like the protected bike lane. It will make me feel much safer on the road
12179	The added sidewalks/crosswalks are good, but aside from that, nothing else.
12180	The existing road design is very dangerous and hostile to bikes and pedestrians. The pilot rebalances in favor of those travelers
12181	Very happy to see protected bike lanes and more space to walk!
12182	It would make me feel more comfortable using my primary means of transportation (bike) when visiting this area. Currently I do not feel safe and it's a common reason I don't travel down this road often
12183	physically separated bike lanes!
12184	It will put space between cars and those of us on bike. It will slow cars down a bit so people can more easily cross while they're visiting. This should make the area much more pleasant to be in overall.

12185	I like reducing the vehicular traffic down to one-lane. Too often I've witnessed dangerous driving as a result of drivers attempting to outmaneuver traffic in a way that risked injury to others. I love the commitment to protected bike lanes. As a former bike commuter and current cyclist, biking on Barton Springs Rd took a lot of courage, and rarely felt safe. I'm excited for these changes to make Zilker and Barton Springs easier to access without a car. For the same reason, I am excited about the implementation of enhanced pedestrian sidewalks and crossings.
12186	
12187	Hell yeah bike lanes
12188	Gives bikes more space
12189	At least there is acknowledgement of speeding and choke points, particularly bikes and cars trying to navigate the bridge over Barton Creek. It's a pilot and can be undone. Unlike the implementation of a similar project on Barton Skyway, the city has actually asked for feedback from the community before implementing.
12190	I like the reduction of car lanes to 1 and the protected bike lanes
12191	More safety for pedestrians and cyclists
12192	Love it. No notes.
12193	I like how there is a reduced number of lanes for cars as well as narrowed space for cars.
12194	Dedicated, wider bike lanes, and in theory slower traffic on Barton Springs Road between Azie and Lamar. It is scary to ride a bike in either direction on Barton Springs Road as is (my main form of commute); reduced crossing length to one lane, the double lane crossing is super dangerous for pedestrians by Chuys (cars do not stop)
12195	Much safer for pedestrians and bikes!
12196	Nothing.
12197	Lower traffic speeds. More room for biking safely.
12198	I love the separated bike lanes, as well as the reduction in motor vehicle lanes. This will help ease congestion and encourage people to use alternative mobility (as an avid electric scooter and bike rider I welcome these changes).
12199	safer for bikes and pedestrians
12200	Nothing
12201	I like the reduction in car lanes.
12202	Traffic calming features
12203	I like separation of bike lanes, ADA accessibility, slow down cars. Also separate turn lanes
12204	I like the added bike separation as it helps keep pedestrians safer. Walking on the road is a little scary because the sidewalk is narrow and the cars are going fast. The current bike gutter does not feel like it protects enough
12205	Redoing bus stop placement; continuous sidewalk for ADA. Not much else.
12206	Love love love narrowing the street.
12207	I like that it gives more room for bikes and would likely contribute to slowing down vehicle traffic. As a biker and pedestrian on this road, I like that there would be protected space including across the bridge, which can be difficult to safely cross given vehicle speed and proximity.
12208	Protected bike lanes
12209	Love taking it down to one lane and making it more pedestrian friendly.
12210	Narrowing the road will hopefully slow drivers down. The bike lane is an absolute joke right now, as cars speed and frequently veer into the bike lane. I live in Barton Hills and work in East Austin, so this street is part of my bike commute. I am excited to feel safer on my commute.
12211	improved sidewalks in Zilker Park along Barton Springs Road
12212	We should remove all road traffic through Zilker.
12213	More space for bicycles and a larger buffer between pedestrians and cars.
12214	Nothing
12215	Separated bike lanes will make biking in the area feel much safer! I also like the plans for real sidewalks going in along the road in Zilker. The discontinuous dirt paths along the road are a nightmare for older folks, etc...
12216	I love the upgraded bike lanes.

12217	I understand the benefit to tourists but seems a high risk of negatively impacting the residents. Maybe this is a good plan for summer months only when residents travel outside of Austin but not during busy school year and work periods.
12218	Protected bike lanes protect cyclists as well as pedestrians. Slower speeds mean a generally more pleasant street experience.
12219	Priority for safety especially those commuting on foot and by bike
12220	More bike protection is always good
12221	It dramatically improves safety on the street, for all users. It also should make the street more appealing to travel down which will improve foot traffic to businesses on that street.
12222	Love the road being dropped to one lane each way. I like the widened bike paths. Those are bumpy and sketchy and having more room to maneuver is safer. Love there being posts between the bike lane and car lane.
12223	Providing a separated bike lane will be very nice! Cars travel really close to the current narrow bike lane and it makes people uncomfortable and the sidewalks are very narrow.
12224	nothing
12225	I think this will make the road much more pleasant to be near, either on foot or on bike. And much, much less intimidating to use the bike lanes.
12226	Love the decreased speed of vehicles and physical separation of cars from cycling/pedestrians.
12227	Physically separated bike lanes Shorter pedestrian crossings
12228	Less car focused and more pedestrian focused
12229	Separated bike lanes!
12230	Protected space for people on bikes, less space for people choosing to drive there, more distance between cars and pedestrians
12231	I think traffic calming measures are overdue for this area: reduced lanes and bike lanes should make it safer for pedestrians and bicyclists; The reconstruction of Riverside through Auditorium Shores (albeit without bike lanes) provides a model for the envisioned calming effect.
12232	Considers bikes and peds
12233	It will slow drivers down and make it less scary for everyone.
12234	Love that it reduces the number of car lanes, encouraging slower driving speeds, and especially that it puts barriers between the bike lanes, which are being expanded.
12235	Reduced vehicle lanes, improved bike lane safety and protection. More of this everywhere around Austin!!!!
12236	I've been waiting for this street to get a road diet - the proposed protected bike lanes make this corridor so much safer to bike on. The current bike lanes are super dangerous and unprotected. I think that going down to a single car lane will do a lot to calm the travel experience for everyone on this street!
12237	Lane reductions and better bike lanes
12238	It's more pedestrian and bicycle friendly.
12239	I love the wider bike lanes.
12240	I love fewer car lanes and more space for safer bike travel
12241	wider bike lanes
12242	The pilot strikes an excellent balance between maintaining motor vehicle throughput, while also adding essential pedestrian and bicycle safety improvements. This pilot is very exciting because (if successful) it can provide a recipe to provide safety and comfort to all road users, while minimizing traffic impacts.
12243	This looks absolutely great for those of us biking and walking in the area. It's such a refreshing change of pace to see ideas like this spreading in Austin.
12244	increase buffer for peds and bikes
12245	The improved safety and comfort for people walking, biking or taking transit
12246	reducing the number of lanes given to cars
12247	I like the protected bike lanes
12248	I really like slowing down traffic to one lane and narrowing the road. I live off of Bureson road and when bike lanes and flex posts were added we saw a dramatic decrease in speed. One of the most interesting things was that the road got a lot quieter, which in a park seems great! I really like adding the additional bike lanes and sidewalks on Barton Springs

	westbound. I was volunteering at the Arboretum and biked over there. I came from the Hike and Bike trail and immediately was thrown onto Barton Springs road without a good idea of how I was supposed to interact with traffic over the bridge (which is very narrow). Also coming back the trail was closed due to a downed tree and there wasn't an easy route to get back to Barton Springs.
12249	bike lane
12250	Looks much safer to walk and bike. Also seems like it will improve the sidewalk cafes on Barton Springs!
12953	the protected bike lane! I also like moving down to a single lane - I hope this will cut down on cars speeding around each other
12954	the protected bike lanes the reduction to a single lane of traffic the reduction to a single lane of traffic
12955	Attempt to focus on safety
12956	
12958	Need more bike lanes for safety and promoting other modes of transportation other than cars.
12957	Better protection for cyclists, fewer lanes discourages through traffic
12959	n/a
12960	Nothing. It's a waste of money that could go to those in need.
12961	would absolutely love to be able to navigate through / around Zilker and this stretch of Barton Springs using bicycles protected from car traffic
12962	Nothing - this project should first and foremost reinforce bike lanes with bollards, not further reduce or encroach into the 2 remaining lanes. They are primary services to Mopac, if not you have to fully detour to Cesar Chavez (a cluster) or south Lamar (a cluster). This will negatively impact the environment with more idling and wasted time on the road.
12963	nothing
12964	Adds more sidewalk and bike use. Promotes use of the businesses on Barton Springs
12965	Like the protected bike lanes Like the reduction to a single lane of traffic Like the pedestrian enhancements Love the inclusion of a pedestrian route through Zilker Park Like the overall effort to make meaningful multimodal and accessibility improvements to an important city street
12966	I love the emphasis on bus, bike, and ped infrastructure. I love the idea of being able to safely and quickly go from Lamar to Barton springs, Zilker, or even austin high.
12968	More pedestrian friendly options. That stretch is in dire need of better bike and walking infrastructure, especially as a key tourist area.
12967	Bike lane is separated. Fewer lanes for cars should discourage driving, making alternative forms of transport more preferred.
12969	Improved visibility for bikers and pedestrians, shorter crossings for pedestrians, slower traffic speeds that are more appropriate for an area like this, better connection to the bus, less chance of dying on my way to the park.
12971	Bicycles lanes separated from traffic Shorter pedestrian crossing
12970	It would slow speeding cars.
12972	Removing and narrowing car lanes will slow the cars down.
12973	Protected bike lanes
12974	That it proves city governments are great at wasting money on stupid projects because of a noisy dozen people who feel they are entitled to make the lives of thousands miserable.
12975	I like the somewhat separated larger bike lane
12976	
12977	I think it's worth at least trying out. Retaining the u-turns is important. Improving the safety of crossings is critical. When on bike, whenever possible I try to avoid going east/west and cross south to north via Kinney then take the path behind the formerly eastciders building which turns into the ann and roy butler hike and bike. That's an important path and that intersection should be prioritized and made more visible. I don't think many people even know it's there, as you have to ride around a trash bin and go through an open gate.
12978	Protected bike lane
12979	increases safety!!! #1 concern! Love the flex posts. Drivers now are really out of control. I have seen so many near misses with pedestrians, wheelchairs and other cars... everyone is out only for themselves when driving these days and it's scary.

	And people are getting seriously injured & dying. They completely ignore road lines (solid white lines, etc) and sadly I think flexposts are a must. IN fact, many, many more of our roads need them to keep people in check because they clearly aren't keeping themselves in check.
12980	
12981	Nothin
12982	It is more safe! Love the bike lanes ans love that people are put first rather than cars
12983	Like the protected bike lanes Like the pedestrian enhancements
12984	Nothing. It's self-righteous garbage.
12985	Nothing
12986	Protected Bike Lanes
12988	protected bike lanes
12987	Safer and separated bike lanes
12989	love it
12990	More protected bike lanes is good, especially on Barton Springs where the traffic feels busy and fast, causing potential danger to the cyclists
12991	I like the protected bike lanes. I like the pedestrian enhancements.
12992	That it adds a protected bike lane; I often go out of my way to take lakeside trails to get to Zilker and Barton Springs because the Lamar -> Zilker street route puts bikers in a pretty dangerous position (especially where the unprotected bike lane suddenly ends at a bridge).
12993	I like that the bike lane is separated from traffic.
12994	Protected bike lanes
12996	I like the protected bike lanes and additional sidewalks
12997	Protected bike lanes, car traffic down to single lane, pedestrian path through zilker
12998	Single car lane, wider bike lane, protected bike lane.
12999	Protecting bicycle lanes is essential for them to feel safe enough to use in this city, so I appreciate this is a step in the right direction. Love the additional sidewalks and crossing, those are desperately needed
13000	Protected bike lanes. I both cycle and drive and have seem some scary accidents and situations on this road.
13001	Protected lanes make it far safer and easier to get to locations via bicycle.
13002	Enhanced protections for bikes and pedestrians.
13003	Like the protected bike lanes Like the reduction to a single lane of traffic Like the pedestrian enhancements Love the inclusion of a pedestrian route through Zilker Park Like the overall effort to make meaningful multimodal and accessibility improvements to an important city street
13006	Safety bikers pedestrians
13005	I have been nearly hit as a cyclist on this stretch and I try to avoid the area when I can. Intersection at Azie Morton is terrible for bicycles.
13007	
13008	I do and it may be perfect
13004	better pedestrian crossings, relocating bus stops, left turn movement safety
13009	Increased safety
13010	DON'T DO IT DON'T DO IT DON'T DO IT
13012	
13011	
13013	Wider sidewalks. Protected bike lane.
13014	The bike lane barrier.

13015	- Like the protected bike lanes - Like the reduction to a single lane of traffic - Like the pedestrian enhancements - Like overall focus on accessibility
13017	fewer lanes of vehicle traffic = traffic calming i.e., slower traffic due to one lane only
13016	removing several dangerous/polluting automobile lanes
13018	It creates a calmer road. Easier to pull out from businesses and less worry of being hit while walking and riding
13019	Delineators and reduction off traffic to one lane will calm the potential threat of pedestrian and cyclist injuries/fatalities on Barton Springs
13020	Fantastic and necessary changes! I welcome the increase in dedicated space and buffer for cyclists and pedestrians. I think it's very smart to run this as a temporary pilot first to mitigate the inevitable naysayers.
13022	
13021	only 1 vehicle lane. physically separated bike lines. better bicycle lanes.
13023	
13024	Like the protected bike lanes Like the reduction to a single lane of traffic Like the pedestrian enhancements Love the inclusion of a pedestrian route through Zilker Park Like the overall effort to make meaningful multimodal and accessibility improvements to an important city street
13025	I like the separation between the bike lane and car lane.
13026	Like the protected bike lanes Like the reduction to a single lane of traffic Like the pedestrian enhancements Love the inclusion of a pedestrian route through Zilker Park Like the overall effort to make meaningful multimodal and accessibility improvements to an important city street Like that this plan will make the road safer to use for everyone
12995	Greater cyclist safety through one-lane sections and a barrier (hopefully, a concrete barrier?) between cars and bikes.
13027	This area needs to be more bike and pedestrian-friendly and less car-centric. There is a lack of connected sidewalks and safe bike lanes all throughout the Zilker Park/Barton Springs area. Cars go at high speeds with a disregard for pedestrians and bikers. Improving the sidewalks and adding protected bike lanes are the right move for this area.
13028	Improved safety
13029	I think it will make it much safer for people traveling by foot and bicycle, along with decreasing automobile collisions.
13030	I like the increased safety as well as the fact that it is starting with a 12 month pilot to see if the changes are effective before making more permanent adjustments
13032	Like the protected bike lanes Like the reduction to a single lane of traffic Like the pedestrian enhancements Love the inclusion of a pedestrian route through Zilker Park Like the overall effort to make meaningful multimodal and accessibility improvements to an important city street
13033	Protected bike lanes, reduced vehicle lanes.
13035	
13034	Huge improvement to the safety of people trying to use alternative forms of transportation.
13031	1. Landscaped center median, 2. Wider sidewalks.
13036	More pedestrian and bike space and slower car traffic!
13037	
13038	Protected bike lane
13039	I do not like anything about this.
13040	Improved safety for pedestrians and bikers
13041	Like the protected bike lanes Like the reduction to a single lane of traffic Like the pedestrian enhancements Love the inclusion of a pedestrian route through Zilker Park Like the overall effort to make meaningful multimodal and accessibility improvements to an important city street
13044	I like the idea of fixing austin traffic for better public transportation options
13043	Upgrade bicycle lanes by increasing their width and adding physical separation from motor vehicle traffic to improve safety for people in the bicycle lane and on the sidewalk; this would improve safety
13042	Nothing
13045	

13046	Safety
13048	Larger sidewalks and bike lanes
13049	I like that there are protected bike lanes
13050	Like the protected bike lanes and reduction to a single lane of traffic. Love the inclusion of a pedestrian route through Zilker Park.
13051	Additional bike lanes/safer spaces for pedestrians
13053	Protected bike lanes! Fewer car lanes!
13054	
13052	Physical bike separation. I already like to walk to attractions around there, adding these will make walking and biking so much better. The traffic on B.S. is already scary as hell so offering protected lanes will be a life saver. The street will be so much more attractive to visit and will likely revitalize all the closed restaurants.
13056	Much safer
13057	The added safety considerations are incredibly important. The protected bike lanes are excellent.
13055	I like a lot about it. I especially like reducing motor vehicle traffic to one lane in those areas, giving bicycles a dedicated lane with a physical safety buffer, and the improvements to the midblock crosswalk.
13058	I like the inclusion of protected bike lanes and reduction to a single lane of traffic in order to reduce traffic speeds through Zilker Park. I also like the new pedestrian connectivity through the park.
13060	Larger protected bike lanes, better bus stops
13047	safe bike lanes. protected side walks. separate car traffic from non car traffic
13061	The widening of the cycle lane which will also allow for more comfortable pedestrian crossing
13062	I like that it emphasizes bike and pedestrian travel. At the moment, I feel like the cars are allowed to drive too quickly while far too close to pedestrians. It feels dangerous when I'm biking on that road. I think the proposed design would greatly enhance my use of the road as a pedestrian/cyclist.
13063	Reduce traffic flow and increase physical protection for VRUs.
13064	Dedicated, somewhat protected bike lanes. Slowing down motor vehicle traffic in a very popular and dense area for pedestrians and cyclists.
13065	continuous sidewalk and bike lanes as it is scary when riding a bike to suddenly lose having a lane near the bridge at barton springs rd.
13066	I like it
13068	
13069	I like the effort towards improving other modes of transportation in what is a busy area.
13059	I like the idea of a protected bike lane, reducing vehicle traffic to a single lane and making a wide bike lane.
13067	It sounds like it will be a significant improvement for cyclists and pedestrians
13070	Giving a lane to bicycles and taking it away from cars.
13071	I do not like the proposed design
13072	Better bike lanes
13073	The full separation from traffic here is vital for pedestrian safety when cycling/using scooters in the bike lane.
13074	Like the protected bike lanes Like the reduction to a single lane of traffic Like the pedestrian enhancements Love the inclusion of a pedestrian route through Zilker Park Like the overall effort to make meaningful multimodal and accessibility improvements to an important city street
13075	I like adding safety to the bike lanes and making it easier to get around without a car
13076	Single lane traffic. Separation of cars and bikes/peds. Shortening of crosswalks and widening zone of visibility for peds. Updating bridge area to allow for more bike/ped traffic and safety.
13077	bicycle protection
13080	Nothing
13078	The protected bike lane is great

13081	Love the wide protected bike lanes!
13079	I like the idea of adding more bike lanes, but not at the expense of reducing car lanes.
13083	Make bike lanes even more protected! Concrete barriers! Add more ways to slow cars. Folks shouldn't be able to drive 50 through a park.
13084	improved safety
13082	Protected lanes, there is not enough capacity for the pedestrian and bike traffic at peak times.
13086	Like the protected bike lanes Like the reduction to a single lane of traffic pedestrian route through Zilker Park
13085	Increased bicycle safety
13087	Like the protected bike lanes Like the reduction to a single lane of traffic Like the pedestrian enhancements Love the inclusion of a pedestrian route through Zilker Park Like the overall effort to make meaningful multimodal and accessibility improvements to an important city street
13089	Separation is critical, especially when there are weekend drunk drivers crossing from Lamar to I35
13090	Protected bike lanes and encouraging a shift away from car traffic
13091	Not much.
13088	The philosophy behind making our city a more traversable area via bike and foot. The potential outcome of reducing speeds on Barton Springs road and thus accidents, injuries and fatalities.
13092	Protected bike lanes
13093	The protected bike lanes
13094	I like that the road would be turned into one lane on both sides to provide protection for cyclists.
13095	I love protected bike lanes. I would stop driving and commute by bicycle more if this change was made.
13096	Will lower automobile speeds, creating a more hospitable environment for bicyclists and pedestrians. Safer bike lanes.
13097	I like making things safer.
13098	I don't like anything about it.
13099	
13100	I like the protected bike lane and reduced to one lane of traffic.
13101	Nothing
13102	Not much.
13103	Wider and more protected bike lanes and pedestrian paths. Improved accessibility for individuals with mobility impairments. Better speed control for autos.
13104	Safer for bikers!
13106	separated bike lanes
13105	Slower speeds, less lanes of car traffic, protected bike lanes
13107	That it's temporary.
13109	Slower traffic
13108	Proposed solutions are an attempt to resolve traffic issues but these are inadequate solutions. If Zilker is to be used for these big events, then better pedestrian crossings on South Lamar need to be addressed.
13110	Lower the speed limit
13112	The single lane of traffic looks like it would be much safer than a double lane.
13113	Bike lane- id use this to get to Barton spring pool instead of drive. As would many friends of mine
13111	Protected, widened bike lanes; reduced auto lanes; sidewalk system connected/enhanced
13115	n/a
13116	better support for bike commuter traffic and makes it easier and safer for more people to commute by bike comfortably
13117	Increased separation between bicyclists and vehicles, and that having only one lane in each direction will make it feel more comfortable for everyone using the street

13114	
13118	nothing.. keep 4 lanes for cars
13119	Space for non drivers
13120	The reduced speed limit.
13121	I like the overall design.
13122	Nothing
13123	Physical separation between car & bike lane
13124	NOTHING
13125	Nothing
13127	
13126	Pedestrian cross walk changes and bus stop changes
13128	Love it
13129	Introducing physical barriers for bike riders while minimizing impact to car traffic
13130	Less vehicle traffic
13131	It will slow down speeding cars
13132	More accessibility for all modes of travel besides car.
13133	I like it, because it reduces the dominance of automobiles in favor of people.
13134	I like the physical separation of motor vehicles and bicycles. just having a painted lane is not enough to let motor vehicles know they shouldn't use space designated for bicycles.
13135	Nothing, leave it alone
13136	More room for bikes
13137	
13139	Nothing.
13140	Physical barrier for cycling lane
13143	Sidewalks, protected bike lanes
13144	Single lanes for cars, traffic calming, more protected space for bikes, more safety for people walking
13142	not much
13138	safer, PHB and slower traffic
13145	Limiting bus stops and shorter crossings
13141	That it reduces # of car lanes to one each direction and that there is protected space for other users of the roadway.
13146	I like the protected bike lanes on either side of the street, and the improved pedestrian crossings.
13148	Protected bike lanes
13147	Nothing
13150	Norhing
13149	
13152	
13153	Protected bike lane will make the neighborhood and visiting nearby attractions on bike much easier
13151	
13154	It is more predictable for all modal types. Multi-modal is essential for reducing congestion on this street.
13155	safer for cyclists and pedestrians
13156	Biking lanes ! Hooray

13157	Enhanced bike lanes and pedestrian access
13159	nothing
13160	
13162	safer, more efficient, eliminates higher risk accidents
13161	Looks to be safer for cyclists which is my primary interest.
13164	I like the widened bike lanes. I do not like the separators on the bike lanes as I think that makes the bike lanes feel narrow especially when runners and walkers hop in there, which they do, and it makes them harder for the city to clean, which they don't!
13165	protected bike lanes
13166	
13167	I like that bike lanes will be separated and the continuous sidewalk
13169	
13168	Bike lane improvements are needed, it's chaos down there on the weekends.
13170	Separated bike lanes from traffic. I ride bikes with my family and it would be nice to be able to transit that area on a busy day without using the hike and bike trail.
13172	-Protected bike lanes -Reduced vehicle lanes -Safer pedestrian crossings -Continuous sidewalk
13174	The proposed project offers more safety to cyclists by adding extra space for putting a separation between vehicles and cyclists. Car drivers do tend to invade the cyclists' lane or use it as a temporary or permanent parking spot. I hope that the proposed project could solve the problems that Austin has in terms of cycling routes. Most of the current lanes tend to be very narrow, full of branches and broken glass, or invaded by trash cans and cars that feel that it's their right to park there.
13173	focus on safety while retaining a good car accessibility
13175	The extra room and separation for bicycles and pedestrians
13176	wider bike lanes, easier access for pedestrians, slowing cars down
13171	Safer biking
13177	Protected bike lane. It will improve pedestrian experience as well.
13180	Protected bike lane
13179	Better for bikes and Peds!
13181	Bike lanes and pedestrian crossings
13183	The emphasis on pedestrian and bicycle lanes.
13182	I think making Barton springs more pedestrian friendly will lower commuter traffic to Mopac, and improve pedestrian and bike safety and enjoyment for festivals and daily activity.
13185	More space and protection for Cyclists
13184	
13187	I like having more space between cars and bikes.
13158	I like separating vehicles from bikes and pedestrians
13189	
13186	Good bike lanes.
13178	I like that there is a protected bike lane in the proposed pilot design.
13192	More space and protection for cyclists.
13193	It looks safer. I don't like being in crashes.
13194	Nice start, what happens over the bridge.
13188	I like the dedicated bike lanes
13195	Nothing

13196	Wider bike lanes.
13198	Separating cyclists from vehicle traffic
13197	safety, lighting, reduce drunken mobs.
13199	Wider, separated bike lanes. Reduced car lanes. I currently feel quite unsafe on the existing bike lanes, specifically those west of South Lamar. Reducing car lanes will also improve the pedestrian store front, commercial, and restaurant experience for everyone on the road.
13200	I love having a protected bike lane and having this separate from the sidewalk. The bike lane now is pretty scary in points (too narrow, often dirty/covered in rocks) and so folks move to the sidewalks which then takes space away from pedestrians.
13201	
13202	
13203	lowering speed limit
13206	Hopefully slows things down on that stretch and reduces traffic through the park.
13205	Flexpost separation of bike lane
13190	
13207	
13209	The proposed protected facilities will provide a much safer, comfortable bike lane for cyclists, and should serve to lower automobile speeds by narrowing the roadway. The current sub-standard bike lanes are too narrow to provide any measure of safety and do not compel drivers to share the road with other users.
13191	more space for bikes - that's so great.
13210	Protected bike lanes
13211	Separations between cars and bikes.
13213	More safety
13208	I like the inclusion of physical barriers separating bikes from cars, the reduction of car lanes for a key section of the road, and the emphasis on safe and accessible pedestrian crossings.
13212	Better safety for cyclists and pedestrians
13214	It will make the area safer and more pleasant.
13204	Protected bike lanes.
13217	Bike lanes will provide a bigger for both cyclists and pedestrians.
13218	Pedestrian and Bicycle safety margin improved...Better overall traffic flow (projected)
13215	Better safer separated bike lanes, making pedestrians safer, speed reductions.
13219	makes the road safer for all and more comfortable for peds/bikes
13220	2 lane proposal for Barton Springs Road overpass for folks crossing Barton Springs Road
13221	Wider sidewalks and protected bike lanes are a must
13222	I support bike lanes, sidewalks, and improved safe hike and bike use.
13224	
13216	Safer for those on bicycles
13226	reduces car traffic
13225	separated bike paths
13228	It's okay
13227	Mostly the separated bike lanes
13233	Slower moving traffic, more comfort for cyclists and pedestrians
13229	Physical barrier for pedestrians and cyclists

13232	I think the 1-lane each direction is important for keeping space between cars and peds/bikes and reducing speeds.
13235	Love it!
13230	Improved protection for cyclists/walkers/runners.
13234	Nothing! It makes no sense and will make problems worse!
13238	Separated lines are much safer and I like them
13231	Physically separated bike lanes
13240	Nothing!!!!
13242	traffic calming. separated bike and walk lanes. almost equality for non car use.
13245	
13239	Separation from vehicles
13246	
13243	It is data driven
13241	
13247	Reducing car lanes, widening bike lanes, adding physical separation between bikes and cars, creating better crossings for pedestrians
13248	Protected bike lanes
13236	I like the pedestrian crossings and the single lane design. Currently, the traffic safety issues have been dealt with by lowering speed limits, but narrowing the road better communicates the kind of space the driver is entering, and gives that space back to the community. The lower speeds will make things safer for me and my family. Also, as more people come to Austin, the traffic congestion concerns will continue to get worse until the city starts investing in multimodal forms of transit. While focus tends to get directed at the impact on drivers is projects like these, it needs to be remembered that car-on-highway is one of the least efficient means of moving people, and the more we choose that means, the worse the experience of that gets for everyone. So counterintuitively, the more projects like these come to life, the better the city gets for everyone, driver or not.
13237	
13163	It is good that we look to make it better/safer for active transportation. Cars travel too fast here now
13251	
13244	safer for bikers
13223	Dedicated protected bike lanes
13253	Separation between motorists and pedestrians
13254	I love the separated bike lanes
13255	
13256	Better sidewalks, wider bike lanes, less cars
13263	Bigger protected bike lanes
13261	Adding safe bicycle lanes helps everyone
13258	I like the idea of building a protected bike lane.
13259	Improved protected usage for non-motor vehicles.
13262	Bike lanes
13265	Bike lanes
13252	Improved non vehicular traffic safety
13264	Protected bike lane!
13249	I love the increased bike lane width and accommodations for pedestrians and ADA accessibility.

13250	Almost everything about it. The road design right now is not working at all. In such a heavily-used area for pedestrians and bikes, I especially like reducing traffic to one lane in each direction, and I say that as somebody who typically drives through.
13257	I don't like the design. People talk about equity in terms of the park system. Then why don't they mention the burden to neighborhoods of just being near Zilker Park, not only due to ACL and the Trail of Lights, but to the year round traffic entering and leaving the park? That's the flipside of equity. East Austin does not have to cope with heavy traffic because there's no major park like Zilker in that area of town.
13260	The physically separated bike lane is critical to improving safety.
13266	Protected bike lanes - scootering down this street now feels incredibly unsafe; I look behind me every 2-3 seconds, and yes, at times, ride on the sidewalk.
13267	I love it!! Thoughtful and all the things my household has talked about. We don't need double car lanes there and they're even dangerous as people do crazy passing and speeding. And biking and walking is so unsafe now - it needs to be better.
13268	
13269	Nothing
13270	I am on this strch if road every day and see improvement in lower speeds of vehicles with the speed monitoring signs recently installed. I do not support this single lane experiment.
13271	I don't like it!
13272	It prioritizes safety. Even one death is too many, and this has long been a dangerous stretch of road.
13273	Not much
13274	Nothing.
13275	Nothing
13276	
13277	Anything to reduce automobiles is welcome.
13278	
13280	Wider bike lanes, sidewalks, safer people crossings, fewer vehicle lanes, better bus stops
13281	Single lane of vehicular traffic. Buffered bike lane. Additional space between cars and pedestrians.
13282	bike and ped improvements for efficiency and safety
13284	Dedicating more space to more efficient modes of transport like biking and walking instead of cars. Addition of at least some physical boundary between cars and vulnerable road users.
13283	Wider, protected bike lanes will help pedestrians access Zilker, Barton Springs, and businesses along Barton Springs Rd more safely. This is an excellent plan.
13279	It's safer for cyclists and pedestrians. The physical barrier between the bike lane and road will be key to making the road feel safe for everyone! It also good that vehicular access is still available, given the lack of bus support on this route.

What do you not like about the proposed pilot design?

Respondent ID	Response
13365	
13285	The bike lane protection is not as safe as curbs and bollards.
13286	The vehicle lanes seem too wide. Ten-foot lanes are safer. I'd also like to see stronger protection for the bike lane (e.g. curbs or bollards instead of flex posts).
13287	

13288	how to mitigate traffic concerns
13289	
13290	1 lane of traffic each direction is going to bring traffic to an absolute stand still. Barton Springs will become unusable and vehicular traffic will have to use alternative longer routes, increasing vehicle wear & tear, pollution, and transportation cost. It's also unsafe because emergency vehicles won't have easy access to that stretch of road due to stand still traffic and no room for cars to move to the side because cars will be parked there.
13291	I am certain that making a portion of this road one driving lane in each direction is not the answer. Whether you want to admit it or not, this is a main thoroughfare east-west from Mopac to Lamar. The nearest road to the south is Ben White, and to the north is Cesar Chavez which is on the other side of the river. We have more people in this city than ever it is not the time to cut this road in half for drivers. Drivers are especially TERRIBLE at merging, so both of the merges from 2 lanes to 1 are bound to create a logjam.
13292	
13293	
13294	
13295	
13296	None so far
13297	
13298	
13299	Don't shrink the road to one lane
13300	The separated lane should extend all the way to the Mopac interchange.
13301	That people will be upset about it and drive badly and that there are limited options for E/W traffic
13302	
13303	1) I like that it puts buses and bicyclists in a safer zone to operate outside of the car flow. 2) I like that it will slow traffic down.
13304	The clean-up of "closed-down" restaurants needs to be done before messing with BS Road! Get the TRAILER park out of the area!
13305	
13306	Does not solve the congestion and will create gridlock traffic
13307	
13308	
13309	concrete dividers would be good around the bike lanes. The cars could use some speed bumps
13310	
13311	I like the design, and hope that it will contribute to reduced vehicle traffic through the corridor.
13312	I like the idea in another proposal for a pedestrian land bridge so people can avoid cars all together. I also think the park should be closed off all together to cars. Parks are for people and it ruins it when you see cars with exhaust. At the least Lou Neff Rd should be blocked from cars/vehicles. It is a bottleneck and takes a long time to leave, and causes a lot of exhaust. It should be blocked to parking and driving.
13313	It's great!
13314	For the bike lanes, please install some better physical protection than plastic flex posts. For example, consider curb stops as on the Congress Ave Bridge, or jersey barriers. I would also prefer if vehicle lanes were reduced through the Barton Springs/S Lamar intersection. That intersection is very scary for bikes/peds partly because of all the vehicle lanes.
13315	Would like to ensure that pedestrians and bicyclists don't end up attempting to use the same lanes. My experience with this (size Morton, shoal creek) is not positive either as a bicyclist or as a pedestrian.
13316	
13317	
13318	

13319	If it's possible adding trees between the bike lanes and road lanes would provide shade for sidewalk users. In the summers, walking along Barton Springs is hot.
13320	
13321	
13322	Dislike widening the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph Dislike flexible posts along the bike lanes " prefer stronger protection such as curbs or bollards
13323	Barton Springs should be reduced to two lanes with bike lanes all the way to Mopac.
13324	
13325	
13326	
13327	n/a
13328	The NIMBYs that come out of the woodwork like pests every time good urban design is proposed in this backwards town.
13329	
13330	I believe narrowing to 2 lanes will be a nightmare with traffic, strongly oppose
13331	Concerned heavy traffic will slow transit time
13332	Reducing 4 lanes to 2 lanes!
13333	Narrowing the major arterial roadway to two lanes. Ridiculous and unnecessary! It's one of two thoroughfares that give my neighborhood access to the rest of Austin. Don't choke us to death.
13334	I like it
13335	Vehicle traffic should take precedence.
13336	
13337	Cars still using Barton Springs Rd.
13338	That it will make traffic so congested to the point that it will make driving impossible there.
13339	
13340	I do not like the implementation of the bus stops but the addition of more bus capacity to Barton Springs road is another topic.
13341	I would prefer stronger protection for cyclists, such as bollards. I would feel safer cycling with these features.
13342	No mention of street upkeep.
13343	
13344	N/A. I like the proposal. One minor disadvantage from today's design is that traffic may stack up at Sterzing, making left turns from B. Springs Rd difficult to get to Toomey Rd. and associated businesses. Hopefully, westbound traffic waiting for the Azie Morton light will allow left turns to move through while they are waiting.
13345	I dislike the widening of the single lane of traffic I don't like flexible posts along the bike lanes, I want to see stronger protection such as curbs or bollards
13346	
13347	nothing noted
13348	Bike lanes are separated by plastic pylons, not permanent curbs. This means they aren't actually protected. Inattentive drivers regularly drive into bike lanes demarcated in this way on other roads.
13349	Widening the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph and flexible posts along the bike lanes " there should be stronger protection such as curbs or bollards
13350	I think the sidewalks could be wider here, but if bikes and scooters are safe in their lane they won't need to take up sidewalk space.
13351	I would like the barrier between the bike lane and road to be solid rather than flexible. I've seen cars and trucks run through flexible dividers on other Austin roads, which puts bicyclist's lives at risk
13352	Everything
13353	Nothing - I love it

13354	having a 2 lane road for car traffic is important. already this section of road can get packed and add an additional 10 minutes of standing still in traffic. we residents strongly oppose making this section one lane only for car traffic. the problem will be 2 lane traffic merging into one lane. this will increase traffic congestion.
13355	
13356	I do not think that it will achieve the safety goal. I think reducing the lanes between intersections and then widening them at the intersections with greatly increase road rage. You need to consider that many Austin drivers are ill mannered with a me-first attitude. Your computer simulation is so far from the reality of the chaos that is would cause as drivers race to maintain their lead and cut off drivers at will.
13357	
13358	I would be nice if the sidewalks were wider at this area since there are a lot of pedestrians.
13359	I wish there was a way to get more shade along stretches of the sidewalk to make it more comfortable to walk to Zilker in the Summer.
13360	I do not like any of it. waste of money and city resources. Fix the actual roads and less through traffic would happen on Barton springs.
13361	Everything.
13362	I don't see how the U-turns would work without whoever is turning feeling sheer panic at making it through a gap in the flow of one lane traffic. I don't like the idea of being stuck behind drivers going 10 miles below the speed limit and there being no passing lanes.
13363	Don't be afraid to reduce motor vehicle capacity. People should park their vehicle closer to mopac and then mode switch to reach downtown. Motor vehicles dominate the entire city, and commute times are very reasonable.
13364	reduction of space to one lane for cars
12924	I would like more trees planted along the sidewalk to provide shade.
12925	
12926	
12927	Honestly it's pretty great. My only complaint is that there aren't more protected and separated bike lanes around the city.
12928	Dislike widening the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph Dislike flexible posts along the bike lanes – prefer stronger protection such as curbs or bollards
12929	I don't like the widening of the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph please replace the flexible posts along bike lanes idea with stronger protection such as curbs or bollards
12930	I wish the lane reduction went all the way through Zilker Park.
12931	have you addressed electric scooters and ebikes? What lane will they be in?
12932	It will create unbelievable traffic and make me late trying to negotiate it
12933	I love this plan truly
12934	I love this plan truly
12935	
12936	
12937	I don't feel that bringing Barton Springs down to one lane will help. I think that it will significantly increase congestion as people are turning into parking lots and places like the Zilker Botanical Garden.
12938	I like most everything about it.
12939	Nothing
12940	Necking BS down to one lane.
12941	One vehicle lanes in each direction between Azie Morton Road and South Lamar. I do like idea so it will make more space for bike lanes but this is a high traffic area during rush hour and during lunch. These lanes are already backed up during those hours even with two lanes.
12942	
12943	That there will only be one lane in each direction.

12944	I think BS Rd is a major traffic artery used primarily for access to and from Mopac and Bee Cave Rd by Austin and Westlake residents both and that this will cause huge traffic delays during morning and evening rush hours
12945	I've read the flex posts offer little protection to bikes. Can even stronger separation between vehicle lane and bike lane be implemented?
12946	I am doubtful that the same throughput of cars will be achieved by narrowing Barton Springs Rd from 2 lanes to 1 lane. I expect massive traffic delays, with pedestrians and cyclists being exposed to the smell of exhaust wafting through the air.
12947	Forcing 2 lanes of vehicular traffic down to one lane both east and westbound. This is the ONLY east-west connection south of the river except for 360. The west bound 360 to head north on mopac would be the only westward alternative and that is one of the worst intersections in the city. The traffic backs up to the S. Lamar merge point regularly, even on weekends. Without a more seamless alternative to get from 360 westward to mopac north, reducing the vehicular throughput along the only other east west connection I fear will be a disaster for vehicular traffic.
12948	
12949	I absolutely hate the proposed reduction to one lane in each direction. I am in my 70's, and use the road frequently. I feel comfortable in the slow lane now, but will be very stressed if there is only one lane because most drivers are more aggressive than I am.
12950	I had heard that the travel lane would be replaced with a parking lane, which I do not like. But I don't see this in the proposed design. Parallel parking along a busy two-lane road would make car travel very difficult!
12951	-would like to see crossing beacon at Barton Blvd crossing. -bike lane eastbound at S. Lamar is extremely narrow and low comfort. I've experienced cars ignoring it as they roll up to the intersection and it's very dangerous. I feel very unprotected on a bike there.
12952	Everything. There can be improvements without reducing lanes and doing the other things suggested in the pilot. What the pilot will do is increase congestion on Barton Springs Road itself as well as the BSR intersection with Lamar. It will be so much harder to access businesses on BSR because cars will be bumper to bumper trying to get down the road. It is a completely harebrained program dreamed up by folks that probably never come this way.
12589	I hope there is a lot of social media and community messaging about crash data and safety facts because I feel like the neighborhood near there has a lot of people already upset about proposed changes to this road and they might ruin the experiment with their major bias.
12590	Many drivers will fight this on a close minded/uneducated basis. I'm a driver and very experienced cyclist. I have ridden all over Austin and the country/Europe. I've traveled and lived it successfully. If only people could open their minds up a bit ... pedestrians and cyclists are not the enemy.
12591	I worry that opposition will prevent this from becoming a more permanent design.
12592	That the boundaries don't extend all the way to MoPac.
12593	"Provide one vehicle lane in each direction between Azie Morton Road and South Lamar Boulevard." While I see how this will work in theory, I feel like peak traffic times will suffer.
12594	Could make traffic worse, but it's worth the tradeoff.
12595	
12596	Nothing
12597	That it hasn't happen yet and is only proposed as a pilot. Also please include wayfinding signs for trail connections (e.g. Johnson Creek trail, Butler trail).
12598	No removal of lanes!
12599	Losing a westbound traffic lane. Do buses pull into the bike lane to load and unload passengers?
12600	It's very intrusive to the nature of Zilker. Period. Mike drop
12601	There is nothing in the proposed design that sounds undesirable to me. I travel down Barton Springs by car and by bike with equal frequency - the road needs more space for other modes of transit beyond passenger vehicles.
12602	Use of flex posts as lane dividers. They are ugly and add to visual clutter for road users. Use something more low-profile. What about vehicles entering Barton Springs Rd from Azle Morton? There are often long backups that take multiple cycles of the traffic light to get through the intersection.
12603	I know it will adversely affect people who use the road for commuting into downtown
12604	West-bound traffic sometimes gets backed up with too many cars trying to turn left into Zilker park. Does the design address this issue?
12605	

12606	Merging lanes right after intersections is dangerous and stressful, plus it makes for bigger intersections that are more dangerous, emperor pedestrians. Ditch the second thru lanes at Azie Morton and South Lamar. Also need much wider sidewalks along Barton Springs by the businesses.
12607	everything
12608	I might've just missed whether the intention is to have completely separated bike lanes (concrete curb between the car lane and bike lane), or just the plastic stanchions. I'd prefer the completely-separated version. Also, I'm a little concerned about whether this will make it more difficult to get to Mopac, but the analysis about the traffic seems to be make sense.
12609	Barton Springs Rd is a major thoroughfare that connects MoPac and Lamar. It is absolutely stupid to restrict the capacity to one lane each way.
12610	Everything - this will be a traffic nightmare. You may as well just close the road completely because this is an absurd scenario.
12611	I would prefer a SUP at S Lamar instead of the bike lane crossing the eastbound right turn lane. To me, that does not feel like an AAA design. Maybe it has to wait for the corridor project, but I hope that we can make the intersection safer, sooner rather than later.
12612	N/A- I think this is a great proposed plan
12613	I don't think it should be closed down to one lane in each direction, there aren't that many east-west roads
12614	The single lanes opening up into multiple lanes is confusing and aggressive people won't let others in when the road goes back to a single lane.
12615	I think its a great start, considering that Barton Springs Rd will still be utilized as a thoroughfare between Lamar and Mopac.
12616	Going to one lane each way will not work. I will be forced to drive south to Ben White then over to MOPAC to get to Spyglass Road.
12617	
12618	Need more trees and shade, green materials
12619	
12620	The fact that I have to complete a survey to support something that should have been done a long time ago in order to provide safety to Austinites.
12621	
12622	That we can't expand the street on either side.
12623	
12624	the area through Zilker park gets backed up because of the turn lane. if you change it to one lane the traffic will only get worse.
12625	N/A - I love the design!
12626	Great proposals
12627	This is creating a bigger problem east of south Lamar on Barton Springs. Please don't address this the current issue without address the entire issue.
12628	
12629	I would say no cars especially through a park but know that would not happen.
12630	Have you seen the bottle neck traffic in south Austin (stassney/Manchaca) ? This plan will create so much traffic. That traffic will bleed in to Lamar, south first, Congress and in to downtown. The area is crowded as it is and to be honest this flows like a ploy to further the Zilker Plan and that plan is garbage.
12631	
12632	This will add to additional congestion on Barton Springs. The dedicated lanes using poles and road dots are hazardous to cyclists. The city never sweeps these lanes resulting in multiple hazards (broken glass, nails, screws) causing tire punctures. People ride in both directions on these dedicated lanes causing hazards. Drivers hit the poles bending them to block the lane. Bottom line, they DON'T work!
12633	I would like to see this configuration continue through Zilker Park area.
12634	My main concern is that when one vehicular lane is removed, the remaining vehicle lane will appear wider. The wider the lane, the faster the drivers will drive. So it's important to have more robust protection delineating the active mobility spaces of biking and walking from the cars.

12635	One vehicle lane in each direction is going to create huge traffic problems as this is the only road going west that takes you to Mopac.
12636	Nothing
12637	It could do more to reduce the dangers automobiles present to other automobiles, cyclists, pedestrians, etc. There could be solid barriers / curb adding more protections
12638	I would like to see concrete curbs added between the car and bike lanes. They provide additional protection for cyclists.
12639	Nothing
12640	It will create unbearable traffic, because so many people visit Zilker Park every day that are not from that area. Many of us use this Thorofare on a daily basis because we have to. You are punishing us because there are so many visitors trying to get to the park.
12641	
12642	
12643	there should be a hard/strong/continuous barrier between the bike and auto lanes - NOT rubber posts.
12644	Honestly would like to see car traffic (except buses maybe) shut down on BS road through the park.
12645	I don't see the need for a 'protected' lane, with bollards separating cyclists from traffic.
12646	Wish the barrier between bike lanes and car lanes was more substantial, but any separation is better than nothing.
12647	
12648	Nothing
12649	Cars
12650	I would love to see it be completely restricted to automobiles.
12651	Restricting Barton Springs Rd to one lane will cause a major traffic jam and more accidents. Please keep your insanity to yourself !!!!
12652	Nothing! I really appreciate the focus on walking, biking, and multimodal access and am not in the slightest worried about car capacity.
12653	Everything. Dumbest idea EVER. Hope someone doesn't need first responder help as they'll never be able to get there in time.
12654	Nothing.
12655	not sure
12656	Congestion, reduced emergency response times, restriction of the only east/west thoroughfare between downtown and Ben White Blvd.
12657	I'd like to learn more about how the merging and expanding of lanes helps traffic flow.
12658	weak protections should a car pass over the plastic barrier
12659	There should continue to be a wide bike/ped lane all the way through Zilker to the new sidewalk at the botanical gardens.
12660	Nothing.
12661	
12662	Moving to a single lane of vehicle traffic each way. I think this was cause much more congestion than the program says, especially if the new plans to expand parking in Zilker move forward.
12663	
12664	
12665	The bus already moved quite slowly through Barton Springs Road. I think the city could explore having a bus/bike only lane to make biking more comfortable and also help buses and shuttles move more quickly
12666	It doesn't mention what type of protected bike lanes are proposed. It should be more like the Webberville Rd protected bike lanes with concrete separators, not like the white plastic bollards like on Manor. The bollards do not offer adequate protection to cyclists.
12667	Yellow sticky uppy don't left turn here things. Hate those. If they do put them up there should be signs showing how people can best get out of the area. I ended up ten minutes away just trying to make a U-Turn one day after they put them up.

12668	the lack of reference to the shuttle program
12669	I wish we could close Barton Springs entirely to vehicle traffic.
12670	
12671	It's impossible to understand, and confuses everyone. It fails to address the only real issues: the nearly impossible and chaotic turn from Sterzing left onto Barton Springs Rd, and the fact that no cars EVER stop for pedestrian crosswalks (especially the one near Barton between Zilkr condos and Chuys.) Cars always ignore crosswalks if no red traffic light tells them to stop. I've been almost hit there several times, and it's extremely rare for even 1/100 cars to actually stop or even slow down at all for pedestrians there. That's the major and most desperate and urgent issue, and it's totally ignored in this plan. Traffic needs to be reduced on this road, but this seems it won't work, because motorists don't have better alternatives. It will make everything slower but not more functional, it seems. It already takes at least 3 traffic signals to get onto Barton Springs Rd from Lamar. Austin is desperate for mass transit and needs to quit cramming so many festivals and events onto the park space.
12672	I do not want to cut out a lane of auto/bus traffic just to have wider bike lanes. This section is very busy with commerce and parkland. Cars Vans Trucks and Buses need 2 lanes so as to keep traffic moving.
12673	nothing
12674	Traffic is already getting worse in this city. Taking away a page will only make traffic worse. It's already almost impossible to turn left on to Barton Springs when heading north on S First by his will make that worse as well.
12675	It will clog a major artery to mopac
12676	No dislikes currently
12677	N/A
12678	Cars pulling in a out of restaurants along Barton Springs rd still concern me. I think giving them more options to turn East or West could help as well as traffic calming measures to prevent speeding in such a dense pedestrian a bike part of town.
12679	The new bus stop locations feel very close to the intersections but I understand the logic of being close to the safer crossing points.
12680	
12681	Bike lane protection should be concrete or another substantial barrier.
12682	
12683	
12684	More greenary
12685	I wish there was more proposed for the major intersections (esp. Lamar) to keep vulnerable road users separated and prioritized. Also wish the buses could stop in-lane instead of pulling in and out. The 30 is already painfully slow and it sucks to punish people riding transit who are already spending way more time traveling than people in SOVs. I have a car (and bike and e-bike) yet choose to ride the bus to work, but sometimes it's too hard and exhausting because of how slow it moves when you just want to get home at the end of a long day. I know drivers feel this way too, but we have to take transit more seriously—and if we do, more people will use it. TDM is real!
12686	
12687	
12688	Loosing a car lane means more traffic, this is also the only route to get to mopac south of the river
12689	It stops at Lamar. Please extend the pilot to cover Barton Springs to South First.
12690	
12691	Removing two lanes.
12692	
12693	Barton springs road is one of two major roads by which residents of Barton hills and Zilker neighborhoods can access their homes, the other being Lamar.. Azie Morton, one lane in either direction, off of Barton Springs, already gets very congested. Barton Skyway was just slowed considerably with the addition of vertical lane makers (which are both ignored and inadvertently run over daily). Reducing BS to a single lane with further complicate the traffic patterns for all residents of the area.

12694	Transitioning the bike lanes onto sidewalks and other compromises near the bridge would be my least favorite aspect of the plan.
12695	I believe limiting the automobile flow on BS will create increased traffic through the neighborhoods and make it almost impossible to get from Lamar to Mopac on a weekend.
12696	Need more police to enforce current speed limits. Need to add No Right On Red signs. Need to allow all-way pedestrian crossings to allow for quick and safe diagonal crossings.
12697	
12698	Nothing. This is an important improvement
12699	losing a car lane in each direction on Barton Springs Rd
12700	
12701	Traffic concerns and questions about how turn lanes would be treated given the busy intersections
12702	
12703	Flex posts are good separation but I also feel safer with a curb or bollards, similar to the separated bike lane on parts of Pedernales and Webberville.
12704	
12705	Need bollards, not plastic sticks.
12706	
12707	The entire street should be fully pedestrianized.
12708	
12709	Further improvement for walkability and safety along sidewalks
12710	-I don't like that, at the intersection of BS and Lamar, car traffic entering the right turn lane still crosses the eastbound cycling lane. I understand that would be difficult to get around and hope that other interim measures can be implemented to enhance safety for cyclists in that situation. - Flex posts to separate the cycling lane is fine for an interim solution. Long-term, I would love to see the bike lane raised to meet the sidewalk and differentiated with a distinct pavement color. - I'm somewhat disappointed that the cycling lanes do not extend to the main entrances of Zilker. At least until the ADA complaint nothing is complete. Or, if that pathing can include dedicated bike vs. pedestrian demarcation (ex: the stretch between the central library and the Lamar pedestrian bridge) so that is bikes aren't running people over :) In future, I'd like to see this taken further by increasing traffic calming (even to the detriment of car through-put) between mopac and azie Morton to *prioritize* people walking, cycling, and using transit to access Zilker and the springs. Currently, drivers treat it like an off ramp/major boulevard and it does not feel safe or pleasant.
12711	
12712	N/A
12713	everything
12714	Flex posts tend to be damaged or destroyed by drivers. As a result, the damaged posts end up in the bike lane. A concrete divider would be better.
12715	A little concerned about the reduction to one lane each way
12716	Possibly very severe congestion before and after naything at Zilker.
12717	
12718	I have nothing to add here.
12719	The idea that the pedestrian crosswalk at Barton Blvd. will become safe is a fantasy. That crossing needs to be a beacon with a red light (probably can't) or removed. It's unsafe and irresponsible to keep it.
12720	
12721	I turn left from Kinney to Barton Springs to access mopac. I'm concerned that at busy times Barton Springs will be backed up and it will take several lights to make the left.
12722	Not sure about the narrowing to one lane, maybe OK as analysis in the pilot design claims. Does not address a wider bridge over Barton Creek but I realize that is a separate issue
12723	Nothing

12724	It seems ridiculous to make one of the only avenues between Mopac and the city one lane each way. I could see protecting the bike land with the buttons on the road to provide additional security but restricting the road to one lane on each side would cause significant traffic congestion.
12725	We have other high ped traffic areas that are completely ignored.
12726	nothing in particular
12727	
12728	Not safe enough.
12729	
12730	We need to think bigger and provide a network protected lanes all through the city and downtown!
12731	Oh, it will [expletive] up automobile traffic to no end
12732	The lack of protection for cyclists through the Lamar intersection. Still seems very dangerous to throw people out into traffic
12733	
12734	
12735	it would be nice if there could be a concrete barrier or metal posts in the future instead of the plastic ones, but as a pilot project this seems like an easy test.
12736	Nothing to dislike yet. I am eager to see what the data shows after the pilot period.
12737	Nothing
12738	there is often congestion on Barton Springs road even when I use it at 730 in the morning.
12739	there are limited east west vehicle access between lady bird lake and ben white
12740	the statement that it's important for cars to pass through zilker
12741	It was hard to see what the changes are in the maps/visuals - too busy. But my concern would be backed up traffic due to only one lane.
12742	Did not study it enough to know.
12743	
12744	Love the protected bike lanes, though wish they had a more permanent feel to them and were more attractive.
12745	
12746	No specifics about concrete surfaces on sidewalk. Should be specified to have narrow control cuts without wide expansion joints. Hard-trowelled surface and not wire broom swept finish. This supports skateboard transit.
12747	
12748	All good.
12749	
12750	
12751	
12752	
12753	
12754	Only one traffic lane on an already congested road.
12755	Seems like you covered it
12756	not sure if there's room for a turn lane in the median
12757	N/A
12758	Can we speed it up before 2025?
12759	It could be a concrete barrier
12760	

12761	It will impede the amount of traffic flow and there are few options to get from MoPac to Lamar. Caesar Chavez already gets backed up at the intersection with Lamar.
12762	I wish it were possible to get rid of all cars on Barton Springs Road, but I don't see that happening.
12763	
12764	
12765	
12766	I wish it included bike lane improvements to Azie Morton as well.
12767	
12768	Nothing
12769	The schematics seem to indicate that flex-posts are placed pretty far apart. I am concerned that cars will be able to pull into the bike lane to load and unload like happens on Congress. Where possible I would love much denser flexiposts. I would love the curbs with flexiposts like are used at 29th and Guad and Speedway and 44t-ish
12770	
12771	nothing
12772	I don't use it frequently enough to comment on congestion, but that would be my only worry
12773	Potential for car traffic bottlenecks, but that happens now as well at festival time. When there are events it should be no motorized traffic.
12774	Maintaining vehicular capacity at South Lamar. Right now, crossing South Lamar via bike while heading west feel dangerous. The bike lane usually conflicts with the large amount of cars making a right turn to head south. This leads to me having to thread a needle between cars going straight and those turning right as I approach the intersection. Also, I often find a lot of bikes at this intersection trying to maintain that same balance. These are often families with children. We should prioritize bikes trying to get from Zilker to locations just west of S Lamar.
12775	More protected needed than the flexible posts. Add a median, do more to protect bike lane folks and deter car drivers from parking or swerving into the bike lane. No one in austin cares about the flexible posts.
12776	I know it's only a pilot and this is not necessarily feasible for a temporary period, but bike lanes should in the future be fully separated and protected from vehicle lanes. Not separated with just pylons like elsewhere in the city
12777	
12778	
12779	The planned widths of the bicycle facility and sidewalks should be bigger and the vehicle lane should be narrower. The bicycle facility needs more robust physical protection. No plan to prevent rideshare vehicles, food delivery vehicles, delivery trucks, city and police vehicles, scooters and scooter chargers and service vehicles from stopping and parking in the new bike lanes and crosswalks. I love the intention and aspirations of the design but cynically believe that the physical protection (flex posts?) won't stop drivers from using the bike lanes for parking, pickups, and dropoffs, making them worse than useless for people trying to get through on bikes and scooters especially if traffic is at a standstill in the single vehicle lane between Lamar and Azie Morton. Will the city maintain and support this pilot this time or will it turn into yet another forgotten project of crushed flex posts, potholes, and faded paint? I'm also concerned that nothing will be done to limit the number of driveway cuts on Barton Springs and cars turning into the driveways will back up and block the bike facility as they cross it. Eastbound bike traffic at Lamar and Barton Springs does not look protected from cars turning south onto Lamar. Same at Azie Morton. The pilot design doesn't mention resurfacing which is urgently needed on Barton Springs especially in the bike lanes. There are many potholes and utility covers with deep ruts.
12780	Those plastic bollard peg things are not really protecting anybody, especially given the size of cars these days. We need more substantial dividers.
12781	nothing
12782	The proposed protected lanes are ONLY at signalized intersections. Need these lanes the length of Barton Springs Rd. Why not have a CENTER TURN lane for vehicles instead of the landscaped median??
12783	
12784	Less parking. More traffic
12785	I'm worried about opportunities to turn left when going west on Barton Springs Rd as a bike rider. It seems like it might be hard to find gaps in traffic when there's only one lane.
12786	

12787	white division poles are ugly. cars will be backed up for miles with a single lanes
12788	
12789	Bus stops are annoying. The buses are difficult to get around while driving in a car. Riding the bus feels risky and dangerous given that so many riders suffer from mental health issues, etc
12790	Only that it is not already implemented
12791	Flex posts are unattractive. Trees would be nice! Planters would be nice! Artistic interventions with murals or something designed.
12792	
12793	It might cause a lot of vehicle traffic which might be worse for everyone. The two lanes keeps people moving, especially near zilker
12794	Not much I think it's a great idea.
12795	
12796	
12797	Since the proposed design will only incorporate one lane in each direction - how will they reduce traffic congestion?
12798	Uncertainty of turn lane crossing of bike lane
12799	
12800	Taking away lanes, merging from two to one lanes does not work. See example below in additional comments.
12801	Possible longer time to get to places in Westlake.
12802	I don't not like the proposed design. I love it.
12803	
12804	
12805	I think that the continuous ADA-accessible pedestrian route should be a higher priority.
12806	
12807	
12808	My commute will suffer but it's for the right reasons.
12809	I would love to see the plan extended through Zilker Park to reduce the speed of traffic through the park.
12810	
12811	Nothing
12812	As the only East-West road in that part of south Austin that connects Mopac to east Austin (without having to drive out of the way to Ben White or across the river), this proposal is only going to hamper driving traffic by removing the second lane. It's agreed that something needs to be done to accommodate the various modes of traffic, however causing the flow of vehicle traffic to bottleneck and slowdown cannot be the answer. Are turning lanes being planned for the Zilker Park portion of the roadway that currently cause hold ups? Shouldn't we be trying to alleviate congestion and frustrations?!
12813	I would vote for a greater planted buffer between the motor vehicles and the bicycles. i.e. More Trees!
12814	
12815	No need for expanded lane coverage for cars - one lane should be adequate for a road like Barton Springs to encourage other forms of transportation
12816	Could do more to slow down vehicle traffic -- major issue of speeding on Barton Springs
12817	N/A
12818	I do not like that it appears to use flex posts--a more durable division is needed, especially to ensure cars do not pull into the bike lane.
12819	
12820	Slower vehicle traffic?

12821	My only complaint is that it is not connected. It could be the safest stretch of road in the country, but if I have to ride on Lamar to get to it, it probably won't happen.
12822	Restricting motor vehicle lanes does nothing but create more traffic. It angers people in large, fast objects. This will bleed onto Lamar and back through Zilker Park.
12823	I think the idea of having one lane brings up some congestion/traffic concerns. However, if we have more people using other forms of transportation it should adjust accordingly!
12824	Costs money.
12825	
12826	I think true bollards instead of flex posts should be used to protect the bike lane that cannot be easily driven over. A protected bike lane should stop cars from entering the bike lane not just make a visible barrier. The speed limit should be reduced further to 25mph.
12827	
12828	
12829	Loss of driving lanes
12830	
12831	keep double lanes, not that much bike usage on the road
12832	I don't want to lose a lane of traffic. It will be too congested. The only other place to travel west to east is Cesar Chavez or Ben White. Cesar Chavez is already not big enough to accomodate the current traffic.
12833	not enough protection between cyclists/cars, also it should be for a longer stretch of road than what is proposed
12834	Improvements to public transit infrastructure and roadway conditions.
12835	Cars. Would love to see this area as walk and bike only.
12836	Nothing, it's all good.
12837	
12838	Separation using those plastic poles. They don't prevent vehicles from entering the bike lane. I prefer curb-type barriers.
12839	Ideally we could widen sidewalks since this is such a popular pedestrian corridor, and provide concrete (rather than flex post) barriers for non-car infrastructure.
12840	May cause heavier traffic
12841	Inevitable vehicle congestion
12842	
12843	I think it's pretty great! I'm sure drivers will be frustrated that there will be one less lane but hopefully that will encourage more public transportation
12844	I'd be happy to have no road. Bring back the pedestrian thoroughfares.
12845	only 1 car lane on both sides
12846	
12847	Nothing. It looks amazing!
12848	
12849	Nothing
12850	I like it all.
12851	I don't like it. I wish you would design solely for bicycling, walking, and hiking.
12852	Please use cycle tracks/raised curbs to separate the bike lanes and car lane. Just have the bollards or flexible poles does not stop cars from careening into bike lanes
12853	It should get rid of rid car traffic completely!
12854	not soon enough
12855	N/A
12856	I like it all.

12857	Making Barton Springs one lane with back-in parking.
12858	
12859	
12860	
12861	
12862	
12863	Flex posts do NOT provide physical separation between cyclists and motorists. A physical barrier must prevent motorists from entering the bike lane; flex posts do not provide such protection.
12864	It is wonderful. I am worried that shortsighted folks who are attached only to cars as transport may push back on the single lane but hope the pilot design gets implemented
12865	N/A - sounds good to me so far ! (Is there any way to keep the scooters out? or teach them to ride safely? lol)
12866	
12867	I would love to see a bus only lane to facilitate more public transit. Also more substantial bike lane barriers would go a long way towards improving biker safety.
12868	there should be wider sidewalks and real physical separation (not just "vertical paint" ie small flexible plastic bollards) between bikes and cars
12869	Cars need to go east and west. Put in speed bumps if needed.
12870	Flex posts are the lightest form of protection for dedicated bike lanes, and in an area where much of the traffic volume is people visiting Zilker Park and Barton Springs Pool -- two areas that can only accomodate so much motor vehicular traffic -- focusing on making it safer and more incentivized for non-motorists is the most efficient way to decrease traffic and enhance the experience.
12871	i'd like to see more info on how we plan to redirect traffic to other streets and enforcement of pedestrian crossings.
12872	As a business owner, I want to make sure deliveries and street parking are still available
12873	
12874	Please make sure strong barriers protect bike lanes.
12875	
12876	Nothing !!
12877	I like everything about it.
12878	Would also like speed bumps to slow cars. And discourage cats who are trying to beat Mopac traffic.
12879	It needs to be permanent
12880	Reduction of car lanes will significantly increase traffic and cause congestion
12881	
12882	
12883	A trolley would be nice
12884	
12885	
12886	I worry about intersection traffic and car abuse / road rage at reduced traffic lanes impacting vulnerable road users
12887	One car lane, it's a busy road
12888	
12889	Traffic is already bad on Barton Springs Road and it will make it worse - but I do think we should cater more towards healthy living and not cars.
12890	I worry about emergency vehicles being able to navigate this space easily
12891	
12892	More trees for pedestrians!

12893	
12894	
12895	
12896	
12897	
12898	None
12899	
12900	
12901	
12902	Potential traffic
12903	This is an amazing project. I would improve the following: - Make the intersection area at S Lamar safe for all ages and abilities, including using a treatment other than the mixing zone.
12904	
12905	Reduction of traffic lane to one in each direction. Bad for businesses in area. No alternative travel options proposed. Those living and working in that area will need to greatly increase miles driven to avoid the traffic backup, thereby creating more environmental impact for the city.
12906	None
12907	Reducing Lane.
12908	Everything. It is a horrible idea. Will greatly adversely affect traffic on Azure Morton and Barton Springs Road
12909	The idea of using park land for three garage parking lots is ludicrous. "Tear down paradise and put up a parking lot" Barton Springs Pool, over the century has never needed a visitor center. Children and adults alike gather to play sports. Talk about ruining the culture of an iconic park.
12910	The reduced lanes and proposed poles they are very bad
12911	If there's any more you can do for pedestrians, please do it 😊
12912	I'm worried about traffic
12913	As someone living off Barton Springs Rd and S. Lamar, I have significant concerns regarding how this would impact my ability to access where I live as well as issues for emergency vehicles potentially to access the area due to the single lane and separated bike lane. I also question the impacts this will have on the businesses due to greater difficulty to park and enter/exit with a single lane and for Zilker parking access as well.
12914	
12915	It seems absolutely absurd to me that instead of creating protected pedestrian and bike paths, you proposed to reduce by half a very, very heavily traveled road. There is plenty of room either side of Barton Springs Road (or down the middle) to create a protected pedestrian/bike lane. If this road is reduced to two lanes, there will be massive congestion, which will lead to drivers doing crazy stupid things to escape, which will ultimately create a greater danger to pedestrians.
12916	Removal of car lanes.
12917	NO to One Auto Lane each way. TERRIBLE IDEA! Instead, Add SPECIALIZED Lanes (completely separate from the road) for Bikes & Scooters, & Provide SEPARATE pedestrian trails. This artery to & from town needs slower, not LESS, lanes!! one vehicle lane in each direction between Azie Morton Road and South Lamar Boulevard to improve safety and multimodal facilities
12918	I worry very much about the volume of traffic that uses Barton Springs Road already. It is regularly very congested from normal day to day traffic, and can get backed up particularly at stoplights. I don't understand how the volume of traffic that currently uses Barton Springs Rd will be able to utilize the proposed pilot design without severely overwhelming the road and creating massive congestion.
12919	I don't like the reduction to a single lane. No matter the mitigations made to make the single lane "free flowing", that is not a realistic case. Realistically, it will cause a huge bottleneck caused by many factors...long left turn queues, long left turn lights, more and frequent pedestrian crossings. Barton Springs Rd is an extremely important east-west artery for those of us who live and work downtown. It is the most direct route for me to take from Bee Cave Rd to S. Lamar. With 2 lanes it is busy enough when it is not rush hour or the weekend, at which time it is bumper to bumper and no one is

	driving 30mph let alone 45mph. For the volume of cars that drive on the road, it feels like you are taking extreme measures to fix a relatively small problem.
12920	The one lane starting just west of Josephine is going to create a night mare situation - if you go to 1 lane then it needs more time to transition to 1 lane otherwise very few cars will make it through the S Lamar light and many cars will end up in the intersection when the light changes for the North/South traffic. In an ideal world the merging would happen seamlessly but that's not what actually happens our streets - people will not want to let others over because the road is already moving slowly as it is. It's likely that will happen Easbound as well and Azie morton has enough issues.
12921	1 lane will cripple traffic flow
12922	I feel this will have a significant impact on the northbound am traffic on Azie Morton which gets significantly backed up.
12923	Narrowing down Barton Springs to one lane each way.
12375	Bicycles and scooters don'tix with cars. Ubers need designated stops like taxis and transit buses
12376	Barton Springs Rd. is a major thoroughfare, necessary for people to go east/west across town (already a challenge throughout town). Reducing to one lane will very likely increase traffic and contribute to driver frustration and impatience, which are dangerous conditions.
12377	It's a terrible plan turning Barton Springs Rd into single lanes each way. If you are concerned about speed, put in more crosswalks, speed bumps and police monitoring.
12378	Please do not introduce the flex poles, you need to provide a biking/walkway as you've just done on the side of the road from Austin botanical garden down to Mopac. Please do not reduce the traffic lanes from 4 to 2. Traffic is already congested and slow. Every time we need to leave our neighborhood via Mopac, we are dealing with, tons of cars, tons of pedestrians, and tons of crosswalks. There is plenty of room on the SIDE of the road to create a bike/walking path.
12379	That it's being narrowed to one way each way in a growing city does not seem logical.
12380	It would also be good to implement physical changes to slow traffic such as narrower lanes
12381	I think it would create bumper to bumper traffic, NOT create free flowing traffic. I watched the video and read the proposed plan thoroughly and it does not add up to what is being presented to being better for traffic flow.
12382	
12383	
12384	I like everything about it. Having dedicated and protected bike lanes on BS will be wonderful!
12385	While it may be well intentioned, the reality of use which I observe along Barton Springs Road will not take advantage of the added pedestrian and bicycle space at the expense of traffic congestion on the sole direct path between the Zilker Neighborhood and Westlake/Bee Caves. As it is today, I see very few bicycles travel along the bicycle lanes. I see almost as many riding along sidewalks, along with scooters, vs. using the space allocated to them already.
12386	Everything
12387	Dislike taking an already log jammed road (during rush hour) and already jammed feeder roads that connect to it like Azie Morton, and removing one of the Barton Springs Rd lanes.
12388	I do not like the one lane each way.
12389	Reducing to one lane each way is a terrible idea and will make traffic much worse!
12390	
12391	I would love to see the pilot design paired with increased frequencies on the CapMetro 30 bus. I know it's somewhat out of the city's direct purview, but I think higher frequency bus service at least to Zilker on the 30 would help quell a lot of the larger overall issues with park accessibility.
12392	I don't like any of the ways that this plan proposes to slow traffic. barton springs road is a major artery - both for folks traveling from barton hills and zilker park (and also folks coming from further in south austin, cutting through the neighborhood and either going downtown or to mopac) and folks coming into town on mopac, cutting across barton springs road to head downtown. I'd love it is it was possible to change barton springs road into one lane each way one of the problems is that folks making this plan either don't care what a mess (ie. stupidly backed up traffic) the road would become, or they have not been on barton springs road on a weekend during the summer. the traffic backup that this would cause, not only on barton springs road, but on azie morton road, and possible lamar would be staggering. I find it hard to believe that this idea is even in the plan.
12393	This is a heavily trafficked street and reducing lanes down to one per side will be even more of a nightmare. Have you driven on Pleasant Valley where this was done? It's an absolute bottleneck and rarely do I see cyclists there.
12394	

12395	Cutting the entire length of Barton springs from lamar to Azie Morton to one lane does not take in to consideration all of the business and especially restaurants along the north side of of Barton springs who frequently have large truck deliveries weekday mornings. The trucks have no where to unload so they park in the road, blocking an entire lane. If Barton Sprkngs is only one lane, this would completely stop traffic traveling west weekday mornings. People are also terrible at merging. I am concerned with the length of the merging areas from the intersections to the one lanes. I also believe with all the new condos and apartments that use Sterzing, that streets access to Barton springs is already to cramped and constructed. Also, the amount of traffic using Barton Blvd in the mornings to leave that neighborhood and the not very visible crosswalk in front of the Zilkcr condos is alarming to me and I don't see how this plan would make that area safer.
12396	I do not like how this plan places fault almost solely on Vehicle drivers for pedestrian injuries. Due to the high numbers of tourists, alcohol vendors, and a general disregard for safety and situational awareness - pedestrians place themselves in dangerous situations along the length of Barton Springs road. Pedestrians routinely jay walk, walk in the road, and do not look twice before crossing. The city should enforce warnings and penalties for individuals jay walking and being publicly intoxicated as they are just as much at fault for creating a dangerous road as anyone else. A single lane of traffic both ways on Barton Springs Road would likely decrease the capacity of through traffic between South Lamar and Azie Morton due to drivers blocking the lane of travel while they wait to turn into a crowded business parking lot, or for pedestrians to clear an intersection. The City of Austin needs to enforce the laws of the State of Texas and the Ordinances of the City as they relate to traffic code, pedestrian injuries, and activities such as illegal drug use, and intoxication in public places to maintain overall public safety and promote personal responsibility and accountability.
12397	NA
12398	
12399	Provide one vehicle lane in each direction between Azie Morton Road and South Lamar Boulevard
12400	Everything. It will turn this stretch of road into a parking lot. I use this route a lot and it is already overcrowded.
12401	Doesn't address eastbound bike lane last few hundred feet to Lamar. It is completely insufficient.
12402	One lane of car traffic in each direction for the ONLY east/west access into and out of S. Austin between the lake and 360
12403	
12404	All of it
12405	Lack of foresight into the reality of traffic in that area. Either leave the road as is or eliminate vehicle traffic entirely.
12406	It might create more congestion. At popular businesses such as Black's, often people block the right lane either to drop off/pick up people or are waiting for another vehicle to leave
12407	I am a cyclist and I cannot use this road because of the theft issue and no where to safely lock up bikes. This makes biking unhelpful. This is a main road to access Lamar and downtown so slowing this road just to address speed is not useful for those of us driving it regularly.
12408	It will create an insane amount of traffic and make it very tough to get to tgeee local businesses on barton springs road.
12409	One lane of traffic, longer lines. We carpool to help minimize cars, but Barton Springs can be very slow at peak traffic times.
12410	Needs a PROTECTED bike lane, separated from traffic. And one lane each way is going to be TERRIBLE
12411	nothing; it looks awesome.
12412	Nothing!
12413	Reduced lanes
12414	it is temporary
12415	Don't like that right turn from azie Morton still has to worry about crazies riding wrong direction in bike lane.
12416	It will reduce a heavily use road to one lane in each direction only adding to cars idling, traffic at a crawl.
12417	Leave Barton Springs alone
12418	Concerns about traffic congestion. This needs a very serious traffic study.
12419	Need existing lanes to handle traffic
12420	Will cause significant traffic delays. Likely to cause backup onto MoPac Access Rd.

12421	It cuts off access in and out of the park for people, cars, and trucks all of which enter the park on a daily basis. Vehicle speed is not the issue.
12422	A lot of merging to single lane, which will cause backups and congestion (but do acknowledge it will probably be safer at least for those who are not in cars, but can see drivers being very frustrated).
12423	
12424	For people that live in the neighborhood along Barton Springs rd, this is our lifeline to Mopac ,West Austin , and access to our neighborhood. Reducing this will increase the problems we already have with the amount of daily traffic on Barton Springs road , especially when the park gets crowded.
12425	With the inclusion of wider bike lanes, it could possibly make it harder for drivers to find turn lanes or to get over to the turn lanes in time to make their turns.
12426	Severe impact to surrounding road traffic on Lamar and roads from Lamar to Mopac. Reduced traffic on Barton springs road would obviously reduce accidents, but a kindergartener could figure that out.
12427	I can't really think of anything except while I've always felt the eastbound traffic was less and the single-lane solution there makes sense, I can understand how that might concern some folks about traffic jams/access to homes.
12428	How on earth are Zilker residents to get in and out of the neighborhood efficiently to get anywhere?! Especially taking kids to Austin High? It is already a crapshoot everyday when trying to pick up from Austin High. I have to take Kinney to Barton Springs to Lamar to 1st street to get to the pick up area at school. Barton Springs is completely backed up and requiring at least a few light cycles. Totally congested at 4 pm. Very frustrating and this will make access even worse.
12429	reducing traffic to one lane will dramatically increase commute times and will have a negative impact on the Zilker neighborhood especially for those turning right from Azie Morton.
12430	Barton Springs should be two lanes
12431	Fully protected bike lanes are preferable to the plastic pylon protection, but I understand that it's significantly more expensive to construct.
12432	Everything. We need it to commute to work!!
12433	As mentioned above, I cannot access the proposed pilot design (says " Hmm... there seems to be an issue. The story can't be loaded."). So since all I've read is that this plan is to reduce BS Rd to one lane each way, I want to say that sounds like a terrible idea.! Terrible!!
12434	
12435	Reducing to two lanes from four lanes will cause major traffic jams to a road that's already heavily congested. Frustrated drivers in heavy traffic does not promote a safer environment for anyone. This part of the pilot needs to seriously be reconsidered.
12436	All the people who don't want to give it a chance
12437	Nothing probably should not even allow cars down this road or Maybe make it a tolled road
12438	It will cause major traffic problems and cause homeowners to have to find much longer and less convenient routes to work, grocery, doctors etc
12439	
12440	
12441	It's not clear to me how merging to and unmerging from a single lane helps traffic flow.
12442	Nothing.
12443	I live off Rae Dell/Rabb road. There is already a plague of degenerates who speed through our neighborhood to skip congestion on Lamar. Your proposal will most likely cause EXPONENTIALLY more dangerous conditions on residential streets. Instead of one fatality your idea will probably create many more. There are a good number of young families in Barton Hills - i know this because I see the parents pushing baby strollers. There is already a congestion problem on every street due to the demolition/construction/remodeling of countless houses. Your proposal is going to make a bad situation a dangerous situation.
12444	Reducing vehicular traffic to one lane. I do not understand how taking a lane away from car traffic is going to serve our community. We have limited ways of moving east / west as it is. This proposed plan (if implemented) could very well lead to frustration by drivers, which could in the end cause pedestrians and bicyclists to be in greater danger from road rage incidents. There's bound to be a better way to give pedestrians and bicyclists their own space. I just don't buy this one!
12445	cuts down cars to one lane, creating tremendous congestion and delays.
12446	

12447	We should probably stop cars from coming in there at all, it makes no sense.
12448	Nothing
12449	Reduced car lanes
12450	Leave it alone
12451	I understand it is temporary for now, but I think that the bike lanes should have permanent and real protection from cars. I can envision conflicts arising when two cars are going quickly through the Lamar intersection and have to merge soon after. I would hate for a car conflict at merge to end up pushing one car into the bike lane (flex post won't stop the car there). I also hope that there is still a little more traffic calming done (skinnier lanes, planters, etc) to make sure cars don't fall into the same speed trap.
12452	potential for increased traffic and congestion in an already congested area (zilker park) during busy times (rush hour, good weather for the park/pool). also, for people who live in barton hills, the second lane is convenient for those turning onto azie morton whether to get into the neighborhood or the back of barton springs pool, so it would take much longer to turn.
12453	Would not like one way lanes for cars.
12454	One lane each direction is inadequate
12455	
12456	Huge concerns related to increasing existing traffic jams and congestion, and adding more time delays to the already lengthy ones on the only route out of my neighborhood.
12457	Decreasing the number of lanes each way which will cause more traffic congestion at a large expense.
12458	I do not like the elimination of lanes, I do not like additional parking garages, I do not like commercialization of Zilker Park.
12459	
12460	Reduction of car traffic to one lane.
12461	I approve of the elements of the proposed design.
12462	Live in Rollingwood and use Barton Springs Road almost every day. One lane of traffic each way is insanity given the amount of traffic there is to downtown and Zilker Park.
12463	
12464	Making that section a one vehicle lane will cause nightmare-inducing congestion that will spillover and extend onto adjacent areas and roadways. If incidents have occurred mainly during busy periods on the weekends/during events/in the late evenings, maybe something like this could be instituted at those necessary times as it happens on 6th street on the weekends, but all other times the roadway should remain as is.
12465	Making the main road heading to Westlake one lane. I have never heard of reducing to one lane to stop accidents from happening. It will create rear end accidents due to bumper to bumper traffic you will create on Barton Springs, Lamar, and Azie Morton.
12466	Keeping the amount of travel lanes at intersections
12467	N/A
12468	Everything.
12469	I'm all for more comfortable walking and biking areas but it's unrealistic to remove a lane of traffic for a short time and not see that it is going to back the traffic WAY up into the neighborhood.
12470	The Merge to a single westbound motor vehicle lane after South Lamar Blvd. I tend to run into bad driving when the merge is so soon after an intersection and it gets even trickier when it's where a bus is stopped. I've noticed people try to get over last minute to avoid waiting behind the stopped bus and that makes me a little nervous.
12471	One lane each way. It will really back traffic up even more to MoPac and on Azie Morton Rd and cause big delays for people who live in the Barton Hills/Zilker neighborhoods just to get in and out of their neighborhoods.
12472	should have actual curb/hard separators between cars & bike lines, not just plastic
12473	I am worried about the traffic. Historically, increasing lanes hasn't shown to be beneficial, but reducing the lanes has me a little worried. At the end of the day, I am not too disturbed by this.
12474	I support the proposal
12475	I wish there was room for widened sidewalks, but I recognize that is a significant time and capital investment.

12476	One lane each direction for motor vehicles will result in terrible traffic backups.
12477	All of it, there are so few corridors for travel from west to east along Mopac. This is a horrible idea, we have to have mobility options for commuters.
12478	This is a connector road. Do not make it more difficult to drive on this road. Put up signs that say slow down you're entering a park. Or high crash area if you're concerned about # of crashes.
12479	You will make it even more connected and have same width. Pedestrians will still have to cross both bike and vehicle lanes.
12480	Nothing
12481	Removing a lane of traffic
12482	Not seeing other features like improved lighting. Also would prefer a concrete curb instead of delineaters. The sticks are distracting and cars don't car about hitting them.
12483	May not actually prevent high speed crashes that occur during evening, late night driving when traffic is much less. Ex. When the truck hit the car at 50mph it was at night, and the driver had a clear shot from Kenny to Azie Morton.
12484	Reducing to one lane with a parallel parking lane on each side? Traffic will be a nightmare in a city that struggles already with traffic. The city is constantly growing, we should be making larger roads to travel, not smaller. People that use this road to commute to work and take their children to school will have to take longer routes around town. That uses more gas and crowds the highways even further. How does that help the environment? With one lane traffic at a stand still, how will emergency vehicles get through fast enough? We already have problems with emergency response, this only makes it worse. And for those living in Zilker, this will have a tremendous impact on how they get around. Everyone will reroute to Lamar either north or south, causing even more congestion.
12485	I don't like the idea of reducing the number of lanes on one of the few east/west roadways south of Lady Bird Lake. Keep Barton Springs Road as it is from S. Lamar to Mopac. The city can't make everyone ride a bike or take public transportation - As a native Austinite for nearly 60 years, please stop taking roads away.
12486	Single lane change (& construction of parking garage or recreation facility) is not convenient nor necessary.
12487	
12488	That it's being presented as a trial - why are we so afraid of challenging the car-oriented status quo? Would it be so bad if these changes made it slightly harder to get around in a car?
12489	Please please do not reduce Barton Springs road to one lane. It is the only east-west thoroughfare in that area and will severely limit mobility for local residents.
12490	were used to build the 2 lanes each way because we NEED them. If you want to add a bike lanes then add them beyond the existing car lanes. Striping away road improvements that taxpayers want and paid for is an abomination. This "vision" is a disaster that will make traffic worse. There is literally nothing about this "vision" that will benefit Austinites or the traffic problems we face. Everyone cannot ride a bike everywhere. Think moms with children, or caregivers of the elderly, people going further than 2-3 miles. The heat in Texas is unbearable. If you ride a bike to work in the summer you are unfit to be around other people in a business setting.
12491	It is not necessary, and will only cause more traffic accidents and congestion.
12492	This doesn't feel VISIONARY Primarily, this punishes people living in the neighborhood, forcing them to make a circuitous route to a much overburdened S Lamar, the only other way out Austin has too few east/west thruway options, there are no others between the lake and Ben White It is a safety concern, imagine the back-up if there was something like a fire in the greenbelt, the neighborhood would be trapped PLEASE try using more imaginative methods to slow down traffic - what about some creative roundabouts incorporating vegetation or sculpture? Also speed bumps, law enforcement, fines, and signage could all contribute to the solution while still allowing traffic to flow.
12493	don't like losing a lane of traffic
12494	This is going to cause a traffic nightmare. As if we don't already have enough of those.
12495	It's a major thoroughfare to get to Mopac as well as Westlake without having to go through downtown or Capital Texas Highway as moving to one lane would only make the traffic patterns worse in both of those areas as well as inconvenience many people like myself who rely on this road regularly. This won't resolve the amount of cars on the road or the fact the Austin continues to grow and we need adequate road improvements not reducing lanes!
12496	Nothing
12497	Too much traffic in Austin for such a highly used crossroad to be one lane.
12498	

12499	Very concerned about bus stops located in one-lane traffic significantly clogging a major artery for the neighborhood to get to downtown
12500	I do not like anything about the proposed pilot design - it will increase traffic without significantly improving safety.
12501	This will just create congestion.
12502	I think walkers and bicyclists should be more protected with a large curve or short wall.
12503	The fact is that Barton Springs Road is an important thoroughfare and reducing it to one lane in each direction will only turn it into an all-day bottleneck. How nice to have a park filled with fumes from idling cars.
12504	Everything. It will cause backup during high-commuting times 8-9 AM and 5-6 PM. It will be impossible to enter and exit my neighborhood to take a left on South Lamar. This proposal will increase car traffic and backups in my neighborhood and will increase the risk for those who live and walk in the neighborhood, especially on Kinney Avenue. This proposal will essentially choke off ways to enter and exit the neighborhood and as well cut off east/west direction to enter or exit Mopac and I-35.
12505	The idea that traffic on this main arterial road from mopac to lamar and more so to downtown would get more congested, it is counter to creating better flow or just bad flow for the wider area of 78704. When condo complexes keep being added on lamar and the potential brodie oaks development is going to add thousands more drivers but also bikers/scooters/walkers, this reducing lanes on barton springs seems a disastrous choice. It would be a nightmare parking lot for most of the weekdays as well as the weekends, especially for those who live in the zilker, barton hills, bouldin and balcones road areas. Additionally, if the city reduces the middle lane down lamar and adding bike lanes, that will create additional bottlenecks from that arterial street to downtown that intersects barton springs, one of the most used routes from the neighborhoods on central lamar to mopac. What traffic studies are being done on 6th street and Ben white as alternate routes from downtown to mopac? Are they being done at the same time? This seems a VERY shortsighted solution to address these crash concerns based mainly on an April 2022 collision/accident. What other solutions are you considering and testing? I strongly oppose this plan as traffic is already a lot on this street and there are only going to be more cars/people added over the next decade. Please bring back and expand The Dillo.
12506	I am unclear what's happening to the two lanes in each direction through Zilker Park... is Lou Neff where it will go from two lanes in each direction into one?
12507	reducing to one lane does not ease traffic congestion
12508	
12509	One lane in both directions is nuts!
12510	This city is full of cars and you want to decrease the number of lanes they have to drive on. Where are these cars going to go? Through the neighborhoods? Back onto South Lamar? Back onto Mopac? Is there going to be increased public transportation traffic?
12511	Vehicle congestion is already an issue during peak summer months on Barton Springs Rd. limiting traffic flow to one lane will inevitably further exacerbate vehicle congestion in the area- particularly between Lamar and Azie Morton.
12512	ridiculous. major route between lamar and mopac for downtown of the river residents including myself. also major route to 2222
12513	Everything. Horrible proposal.
12514	
12515	It's yet another imposition on motorists, who make up 95%+ of the users of Barton Springs road.
12516	Reduction in lanes
12517	I travel this road twice a day every day. When this was done in Fort Worth, it created a massive delay in commute times. I do not believe this project will work without causing huge traffic back ups.
12518	It would be INSANE to reduce traffic lanes. It is the ONLY IH 35 & MoPac connector between the river and Ben White. It is not just a park road!
12519	Unfortunately, Barton Springs road is NEEDED for vehicles to get from Mopac to South Lamar. During peak traffic times it can take up to 20 minutes to cross from Mopac through the Lamar intersection. If this is changed to one lane then the city is effectively removing this needed artery to the south of the city.
12520	we need to keep the traffic lanes that are already there, not reduce them. There is ample room for pedestrians to commute down Barton Springs Road as-is.
12521	There are still a lot of driveways on Barton Springs and I'm afraid business traffic might not think to look for cyclists. Maybe consider a solid reroute in the heaviest-traffic area for the main bike through-way, or keep a separated bike path to the less-driveway-y south side of the road?

12522	Everything. Cutting capacity in half is about as stupid of a thing as you can do to a busy road that provides access to a multitude of private and public properties, but that seems to be what the so-called braintrust in charge of Austin traffic does these days.
12523	Nothing - - It will create mayhem for people who live close by and have to use this road as a means of accessing the City.
12524	I live on Kinney Ave and cut through Speeding traffic has always been a big issue. Do not cause the increase in non neighborhood traffic. I use B.S. Rd to go to mopac – both South and North.
12525	The time and effort it will take to disrupt traffic. I recall the last Barton Springs construction in early 2000 and it took 'forever'!
12526	Everything. It's a terrible idea to reduce to one lane.
12527	Not sure
12528	This would be an ABSOLUTE TRAFFIC DISASTER!!! LOVE the general concept of reducing speed & promoting safer pedestrian/biking routes - but reducing down to 1 lane on this small stretch I would be a disaster. We simply do not have enough East-West thoroughfares across town, and this is a major route linking East/Central Austin to West Austin. Not to mention, it will inevitably divert large amounts of traffic down Azie Morton and into/through the residential neighborhood instead of getting pinched into a 1-lane crawl through the narrowed strip. Now you have people racing down Azie Morton through a residential neighborhood instead of the proper mid-sized road Barton Springs is designed to be. Will the new Bridge be 1-lane also? That would be a massive centuries-spanning mistake. That bridge needs to be designed for MORE traffic not less. Additionally, this would create a longer queues for residents trying to get out of the neighborhood at Kinney/Azie Morton/Sterzing/Jesse - regardless of what traffic models says - Traffic models look good on paper but you have to figure actual user patterns, and larger traffic patterns across town. This would be a disaster, and create and even greater nightmare through this stretch than it is. Love the idea of making this more pedestrian/biker friendly - but reducing to 1-lane is not a comprehensive answer for current or future growth.
12529	Nothing, I'd love for Austin to reduce car traffic over time. Stuff like this is great
12530	This will cause more traffic and people to use other roads which will back up even more.
12531	lane reduction
12532	One lane for traffic. Need to remember it is still the main thorough fare to get to mopac for anyone living east of Barton Springs. Can take notes of what Houston has done with Memorial Park and NYC with Central Park. Roads going under park.
12533	The road is already very congested, and I can't even imagine how long it will take to travel down the road by car if there is just one lane.
12534	This is a horrible idea. We have too much congestion already. This will jam up Barton springs even more, create cut through neighborhood street traffic and make it had to get to the food places.
12535	Everything! 3 Parking garages? Monetizing the park??? 2 lanes with parallel parking on BS Rd?? Insane!
12536	People in austin (or Texas in general) don't seem to know how to Zipper very well when merging to one lane. I love the pole separator things as an avid cyclist, but they can be very confusing from a car driving standpoint.
12537	One lane, inability to uturn at Kinney and Jessie
12538	Austin is a Vision Zero city? Correct. Austin is losing its vision. I've been here 32 years and the city has had great vision most of that time. We need more Vision than Zero! Proposing studies that close roads or lanes is limiting Austin and is taking away from Austin. Roads and lanes that were planned and constructed in the past are not evil. More people who care less or are inebriated on the roads in cars, scooters, bikes and foot are risking their lives and others'. Taking away road lanes is not going to solve the problems you are chasing.
12539	
12540	hard to believe there won't be bottlenecks going from 2 lanes to 1 lane after major intersections
12541	Lower speed limit. Coming over that hill you pick up speed inadvertently. This should be addressed as well.
12542	Everything!
12543	Terrible idea that limits drivers in Barton Hills neighborhood from commuting out of the hood. Proposed plan will add congestion, delays. Totally stupid!!!!
12544	The physical separations between the bike lanes and the car lanes look to be made of plastic posts from the rendering. Plastic posts absolutely do not make sense here - they need to be concrete barriers! Drivers will undoubtedly use the bike lanes as drop-off and pick-up lanes as this is an extremely popular destination for city residents thereby routinely and dangerously forcing cyclists into oncoming traffic. There needs to be some type of separation that prevents drivers from invading the bike lanes at all in the first place, and concrete barriers are the answer! In addition, because it is highly

	expected that drivers would be invading the bike lanes due to the nature of the location, the plastic posts would almost certainly need to be regularly replaced due to damage from cars driving over them. Concrete barriers will offer more protection for cyclists AND will be easier to maintain in the long run.
12545	This one of two ways out of the Barton Hills neighborhood. It is my route to go to work and to shop in Rollingwood. It will push more traffic onto S. Lamar, which is already very busy. In the case of emergency evacuation of Barton Hills it would be a disaster waiting to happen. It would slow emergency response to our neighborhood and to Zilker. It is a very misguided plan.
12546	I do not like that the speed limit is 30 mph and I think it should be put down to at least 25 mph. There's so much pedestrian traffic there.
12547	It will be more congested
12548	More public transit (eg every 5 minutes), please! Perhaps a garage near Lamar & Barton Spring Road to connect to public transit?
12549	Reducing lanes is the exact opposite of what needs to be done. The bike lanes have already gotten out of hand.
12550	Making the road one way each way. We need that east west corridor!!
12551	Only one lane westbound & eastbound
12552	It does not address cyclist's safety between points 7 and 4 on the map, i.e. over the bridge. At peak commute times, drivers have little patience following a bicycle even over such a little distance. It would be nice to connect the detached bicycle lane between 4 and 7 if at all possible. Thank you!
12553	Reducing auto traffic to a single lane in each direction.
12554	Everything. This is a horrible idea merely intended to reduce automobile traffic by making the area less appealing to drivers.
12555	I live in the Baron Hills Neighborhood. We have to endure multiple events a year in Zilker Park including Trail of Lights, ACL, etc. with ensuing traffic congestion. And now the city is proposing this traffic hell scenario year round.
12556	Downgrading Barton Springs from two lanes to one lane will cause unnecessary slowdowns and delays.
12557	This will cause more traffic to other areas close by and impact the neighborhood.
12558	Congestion leading to road rage & cut thrus
12559	It will clog traffic and reduce through put. It's a horrible idea.
12560	I dont like it reduces to one lane. Will make traffic even worse. Increase width of sidewalks
12561	Reducing the lanes of traffic is a ridiculous idea. There is not an alternative to using that road to access businesses or the park. There is not a good alternative when needing to use it to get to MoPac from that area.
12562	My family and I will not be able to go to the park as easily. Safety will not be improved. Costs too much. Goals can be achieved without removing traffic lanes.
12563	Reducing lanes here will create so many traffic issues that south Lamar will have to handle the over flow all the way to 290.
12564	This is a terrible idea that is only going to make bad traffic even worse.
12565	It will hurt mobility and will likely drive those restaurants out of business.
12566	Reducing lanes causes congestion on highly traveled roads
12567	One lane only.
12568	One lane will be terrible for traffic flow. The extra lane is needed due to the number of cars turning into businesses
12569	The changes made in the early 2000's created enough of a slowdown barrier. The changes now are totally inadequate and inappropriate for this major and legacy thoroughfare
12570	I don't think reducing the lanes will help. It will just make motorists more frustrated and therefore more likely to drive recklessly (into those bike lanes) when they are delayed.
12571	Only one lane is not enough for as important and rare roads to travel easr west in south Austin.
12572	
12573	
12574	
12575	Reducing available driving lanes

12576	
12577	The Zilker Park entrance (William Barton Dr) looks like it might be confusing for drivers deciding which lane to go in
12578	I would prefer more permanent bike lane protections (i.e. curbs or bumps rather than flex posts); I also think the sidewalk should be wider so pedestrians have an improved experience as well
12579	Prioritizing maintaining car capacity, I think we should reduce car traffic on Barton Springs road it to make it friendlier to pedestrians and cyclists and encourage transit use. Also, I would to see more secure separation than flex posts between bike and road lanes.
12580	Access to Josephine St (turning left from Eastbound Barton Springs) should not be restricted, as it is now with the recently installed access control white poles. Take them out, and allow access onto Josephine like you did onto Jesse St. by allowing the North turn from Barton Springs, but you will still maintain the goal of keeping Josephine St. people from turning left onto Barton Springs. Use the same model on Josephine St as you did on Jesse St, by allowing the left turn lane off of Barton Springs.
12581	N/a
12582	Reducing to one lane each way, impending construction that will probably take years, construction near/on the Edwards aquifer recharge zone.
12583	Single lane traffic flows backlogging Barton Springs Rd
12584	See above
12585	I don't have any complaints, I love it.
12586	This will cause terrible congestion on Barton Springs Road. People will be tempted to use neighborhood cut-through routes, which is also a safety concern. Congestion and traffic on this major artery will DISCOURAGE people from going to the local businesses on Barton Springs and will cause a major headache for park users.
12587	Further reduction of east/west traffic lanes will be a complete nightmare. This can already be seen at construction zones on Barton Springs near South First Street and at Oltorf near South Congress.
11610	The design at the intersection of Barton Springs and South Lamar doesn't seem to include any improvements to bike or pedestrian safety. The proposed design maintains an incredibly wide crossing distances across 7 lanes of motor vehicle traffic. This is not a safe design particularly for anyone with mobility issues. Instead of maintaining all the vehicle turn lanes, the city should remove 1-2 motor vehicle lanes in each direction to provide a concrete pedestrian refuge to provide for safer crossing at that intersection. This would still accommodate multiple lanes for motor vehicle traffic. It shouldn't be necessary to "Maintain motor vehicle capacity" if other modes of transportation such as walking, biking, and transit are prioritized as there should be some level of mode shift.
11612	I am concerned of having crosswalks without any signals to stop traffic. What about the lighting on Barton Springs Road to improve visibility?
11613	One lane.
11614	I still think one lane each way will cause more bottlenecks and jams on Barton Springs as it is so heavily used in peak hours.
11615	Reducing vehicle capacity is going to make a congested roadway much worse. Weekends are already bad, with cars queuing to turn into the park from Barton Springs. This will make an already bad situation worse.
11616	At this point in reading the proposed pilot design, I like it all.
11617	Plenty of space to keep lanes and a bike lane off the road
11618	I would like to see cars not allowed on this road at all.
11619	It ignores better solutions for reducing wrecks while at the same time it keeps people from accessing the parks by not providing equitable ways for people to drive to the area. It benefits mainly people who live nearby.
11620	The flaws. 1) A single traffic lane will still have vehicle breakdowns and accidents and the accompanying emergency vehicles that will need to be accommodated. It's not always wonderful free-flowing three times the traffic volume. 2) You've omitted the problem where the single lane of traffic will enter/exit across the pedestrian lane to get to the businesses along that stretch. Pedestrians having the right-of-way will produce backups along the single lane.
11621	Reducing Barton Springs Road to two lanes. There is already a lot of traffic on that road and it will only get worse. I often take side streets through the neighborhood to get to Barton Springs Road to avoid getting on South Lamar, which is the road that actually makes me feel not safe at times, not Barton Springs.
11622	Reducing lanes/ lane sizes. Additional bike lane width.
11623	Would be great if you can also build more or wider pedestrian bridges over Barton Springs or the river.

11624	A lot of focus on car level of service; maybe it would be better just to connect the two sides of the park and only have bike/ped connectivity through.
11625	While the need to increase safety is understood and appreciated, the limitations proposed are unnecessary. We would be better served with a police presence especially when one considers the number of restaurants.
11626	The removal of a car lane and lowering the speed limit. I haven't see the statistics y'all have, but Barton Springs is _the_ path going east-west south of the river. It looks like you're trying to turn a "stroad" into a street, but there's a high demand for a road there and, geographically, not any other place to put it. You are strangling an artery without saying where you think that traffic will go. Will it go across our already crowded bridges? The excuse for doing this is people traveling over 50mph on Barton Springs 25 times a day. But your solution does not consider law enforcement! It's a tight street. I bet the cops don't have a place to hide themselves to catch speeders. Has that been included in the plan? I remember "back in the day" that cops hid under MoPaC and handed out tickets all the time. Are they still doing that? It seems to me that speeders who ignore a 35mph speed limit sign are going to ignore a 30mph. I believe that enforcing laws is more likely to stop that April 2022 crash that hurt 10 people than the changes in this plan.
11627	Nothing, sounds like a good plan.
11628	
11629	I'd prefer no car traffic at all .
11630	
11631	Single lane road is ridiculous it is a vital roadway for many
11632	Should also include speed cushions in design
11633	
11634	DO NOT CLOSE ANY TRAFFIC LANES ON BARTON SPRINGS!
11635	I would like to see more attention paid to non signaled crossing areas. Can we get a flashing light on crossing below Barton Blvd? I've been using this crossing for over a decade and seldom have people yield to me at this crossing. I'm afraid that only gets worse.
11636	The reduced lanes for vehicular traffic may cause back ups, but expanding space for other forms of travel would help relieve that stress
11637	
11638	The speed problem could easily be resolved by speed bumps and for a microscopic amount of money compared to the proposall.
11639	How does restricting traffic improve flow?
11640	Everything. It is unimaginative and won't fix the safety issues and will create additional ones. You must keep two lanes of traffic to handle the volume of people going to and leaving Downtown area and Zilker park. Left turn is COMMON along this section of roadway to get to Stratford, or Lou Neff from the west, or get into the pool parking and playground from the east. It is Very hard to turn left. It is very dangerous for pedestrians or bicyclists to cross Barton Springs. The traffic is continuous without breaks in the flow. Going to one lane is not going to improve any of those problems. People turning will create a backup that will cause more collisions not less. It will be gridlock.
11641	
11642	The improvements should go further into south Lamar. There's need to be connected and protected bike lanes in order to significantly increase traffic otherwise it will be too risky even to get to Barton rd in the first place.
11643	Even more congestion
11644	I am afraid it will slow traffic too much. I live in the neighborhood and use this road regularly, and don't want to sit in traffic every time I use it. I am all for making it safer, but want to make sure lights are timed accordingly to reduce impact on vehicular traffic.
11645	I don't like that the separated bike lane won't have more permanent infrastructure like a curb.
11646	I think that the current design does a very good job prioritizing safety and access for those without cars - I have no complaints.
11647	Nothing
11648	
11649	An ever clearer divide between the cyclists and cars so trucks can't park in the lane.

11650	I would suggest closing the road to vehicle traffic entirely. As is you might simply not do enough for non-car transit to make it more viable while annoying the very loud cohort of drivers who believe that non-drivers are simply wasting their time. As well I'm concerned about the design allowing non car traffic to turn left conveniently and I'm a little concerned about the ominous phrase "Note: Additional lanes to be provided at signalized intersections to maintain motor vehicle capacity" in the cross section diagram. Turns are a really great place to get hit by a car as they often are only looking out for other cars.
11651	Keep it as is
11652	Having one street makes no sense w a city the size of Austin.
11653	This is the dumbest proposal by the Transportation board to date, which is a high bar. Taking out a lane of an already very congested area of Austin is beyond delusional and will make getting around our growing city even worse. There are plenty of areas to bike without this unnecessary expansion. This pilot program should end early. Those white poles in the road look terrible and you need to quit throwing them up all around Austin. This looks like an intern designed this project and there's clearly too much tax money funding dumb projects like this one. Stop messing with Austin.
11654	That it's temporary. We don't need a 1-year pilot program to know that this will be a huge success for the neighborhood. We've seen similar results elsewhere in Austin and in the rest of the world. I think making this "reversible" shows a major lack of confidence and lack of commitment in a roadway improvement that has been proven to work elsewhere. We know that narrower streets lead to safer roadways. And if vision zero is to have any success at all, we have to commit to it, despite wealthy suburbanites complaints of their commutes lengthening by 1-2 minutes. Every single person's life and health is worth way more than that. Stop letting them hold our city hostage for their convenience. To this end, only paint and plastic straws don't offer much protection for a cycle lane or a sidewalk. To be truly safe and for less-confident cyclists to want to use it, there need to be concrete curb protections. This is a lot of money to put toward bus stop relocations, and a lot of labor for road closures to get this done, we might as well build all the way to the city's standard all at once: use curbstones to protect the bike lanes from car traffic, and use curbstones to enforce the narrower driving lanes and narrower driveway entrances. If we don't do it now, we'll have to do it later and incur the pain again.
11655	There is too much east and westbound traffic through the park for single lanes in either direction
11656	Plastic bollards don't help much if bike lane is same grade as cars. Put bike lane elevated above street similar to sidewalk. Or use vehicle-proof bollards.
11657	
11658	Maintaining motor vehicle capacity seems wrong. Legalize density and improve transit to reduce the need for auto trips. Transportation policy without housing policy doesn't work.
11659	I could not be more strongly opposed to reducing BSR to 1 lane of traffic each way. Due to the green belt's role as physical barrier, BSR is main available route for those of us who live in 78704 and need to travel west. There is no viable alternative route for a route I must drive numerous times weekly for child custody exchanges and child events.
11660	the merge into one lane seems short going towards the park on barton springs
11661	One lane? Really? It's too crowded now!
11662	I can imagine the increased traffic backup during events at Zilker Park where the road isn't blocked off until the Chuy's - turning around if you get caught in that unknowingly is a disaster, even more so with just one lane.
11663	
11664	everything! blocking traffic is bad for people. cars are not the cause of injured pedestrians. drunks and high and insane people walking in the road are. don't punish drivers for the facts that you do not punish bad pedestrians.
11665	Lack of pedestrian improvements. Sidewalks are all staying the same size while bike lanes are still single direction but significantly larger. A 7-10 foot walk way would make pedestrians feel safer as well
11666	Single lane WHAT WHY this destroys so much usability and connectivity for those of us who actually live and work here in South Austin. This is my work commute. Why is this city so hell bent on making things accessible for tourists and difficult for residents?
11667	It's not far enough. If all goes well I would hope they put a curb or planter between traffic and bike lane. Flexposts in an SUV can easily be run over.
11668	
11669	Didn't notice anything negative enough to mention.
11670	Reducing posted speed limit to 25 mph would be better.
11671	Flex posts are a start (and make sense for a trial project), but physical obstacles to prevent cars from veering into bike lanes would be preferable.

11672	Would be nice if we could fit bus lanes too but it's tight.
11673	One lane will cause traffic to back up during busy times, probably to S. Congress, up and down Lamar. Terrible idea
11674	That it isn't permanent yet! Make the protected bike lane buffer a planted biofilter with native plants!
11675	It will dramatically increase commute times from S Austin (Lamar, First, etc). To get from S Austin there are very few ways to go West and this is cutting the lanes
11676	1. flex post are confusing and dangerous to motorist. And they are making the city ugly. 2. traffic is going to become congested in Zilker Park and because this is a major connection from east to west. Also for those of use that live in Barton Hills and access Mopac/Lamar on Barton Springs Road we are going to sit in traffic. 3. The continued amount of money spent on bicycle lanes does not justify the per capita people that ride bikes.
11677	Do you guys not think about the folks who live in Zilker and Barton Hills? Our neighborhood is saturated with tourists and folks going to the park which already makes it hard enough to get in and out of the neighborhood. This plan looks like it is just going to make the problem 100x worse. The flex posts are terrible for bicycles, they are at handle bar height and will make you crash if they catch your handle bars. Use those big bumps instead.
11678	NOT: Reducing traffic lanes to one each direction. It will make getting to Barton Springs Pool impossible. There is nothing to accommodate left turns into William Barton Dr. from westbound Barton Springs Road. On the weekends traffic is already backed up there frequently with people making illegal U turns to get away. Obviously your planners don't use the pool or care about older Pool patrons who can't take shuttles or afford Ubers to get there. This is AGE discrimination! Shame on you.
11679	Bike lane due to separation could end up with lots of debris due to car tires not picking it up. City needs to have consistent and often sweeping
11680	
11681	Maintaining vehicle capacity on a street like Barton Springs is not a worthwhile priority. Throughput and capacity should not be going through Barton Springs Rd—the road should be made more difficult and slow enough to traverse via car, so that the street can better serve people and businesses.
11682	There's nothing I dislike about the proposed design.
11683	I only wish that it were more permanent with concrete dividers or a raise bike path.
11684	It is stupid. Austin should have enough police officers to have a traffic enforcement unit, which we do not have now.
11685	Please make sure ample advanced signage is provided when multiple lanes merge into one lane. I live just off Dean Keeton where that happens, and there's a lot of confusion and honking multiple times a day as people have to merge into one lane with very little notice.
11686	concern about bus speeds
11687	The one lane should go from S. Lamar to Bee Cave Road.
11688	to many cars parked
11689	
11690	Bike lane needs to be permanently protected from cars via a concrete curb like what exists on 3rd street downtown. DO NOT use those white plastic cone things that ATD uses in other bike lanes. These provide 0 real protection as cars can just run them over with no damage given to the motor vehicle. They only provide "safety theater" by looking like they do something when in reality they do not.
11691	I would like to see the use of more robust physical barriers (like the planter boxes near Barton Hills Elementary) for separation from motor vehicles.
11692	I wish it would go faster and help inform the Vision Plan and the Barton Creek bridge replacement project--both of which could benefit from data uncovered in this pilot.
11693	Austin is a car-centric city - we can't remove access for vehicles until there are other , better alternatives in place that are accessible for ALL residents. I would prefer to see transit over bike access. I wouldn't feel comfortable biking from my home in 78754 to 78704 - this plan is not equitable.
11694	not sure
11695	Wands on bike lanes are visual clutter and prevent proper cleaning of the bike lanes. When going around debris, passing bikers or people walking in the bike lane, wands require complete movement into the vehicular lane when partial occupation may work. Also, the 'buffer' is usually the cleanest part of the bike lane as this area adjacent the vehicle lane is what gets swept. Except, when there's wands, that buffer actually moves left with the traffic leaving trashed bike lanes in most cases. It also appears that several of the bus stops will have boarding passengers crossing over the bike lane as they board. This is unsafe. The east bound bus stop at Kinney may also create issues with right turns & bikes.

11696	Reducing the number of lanes will cause more traffic congestion in Austin. Having 1 lane instead of 2 lanes will not solve reckless driving. It will not reduce the number of people speeding or the number of car accidents. It will only create more empty bike lanes and more traffic congestion.
11697	Would like to see increased detailing of future mass transit capabilities
11698	I hope that eliminating some lanes does not create too much backup for those of us waiting at the light at Barton Springs and S. Lamar.
11699	Nothing. It looks great.
11700	It would be nice if the bike lane area was raised/slightly different grade than the car lanes.
11701	the time it will take to get "across" on a road with only two lanes total will double and it is already too full of traffic
11702	That it's just a pilot :-)
11703	Removes capacity from the only E/W corridor between Town Lake/Lady Bird Lake and Ben White/Loop 360.
11704	
11705	It is taking the city backwards - we already have an insane amount of traffic here. This only makes it worse!
11706	Really worried about east-west traffic throughput. If this is a problem mainly at night when there isn't so much commuter traffic, could it be implemented only at night??
11707	It's taken too long to implement.
11708	NA
11709	Congestion is already the No. 1 traffic issue in Austin. And now the staff wants to effectively double the traffic on one of our few east-west thoroughfares by creating a bottleneck?
11710	i'm not convinced it won't result in major traffic jams for nearby residents and those commuting through.
11711	I just wish we could have better public transportation.
11712	Taking out one car lane, traffic is going to be crazy during peak ours.
11713	i live in travis heights and swim at barton springs daily. in the summer, traffic to zilker park backs up to I35!! i cannot exit my neighborhood to the north at all.
11714	Taking Barton Springs Road down to 2 lanes is going to make getting through the intersection at Azie Morton a complete nightmare.
11715	Down to one car lane each direction - terrible!
11716	anywhere the bike lane has to be crossed by cars should be eliminated or planned carefully. Creating bike boxes at the intersections, so the bikes can be out front is optimal to reduce the right hooks. The one thing I worry about is the west-bound, left turn lane into Barton Springs pool. it backs up that whole lane on weekends in summer, so that might back up the whole entire single lane after it narrows beyond Azie Morton.
11717	No bike lane protection heading east towards S 1st and merging with the turn lane at the Lamar/BSR intersection seems dangerous.
11718	It's unclear from the design if Azie Morton between Barton Springs Road and the Barton Springs Pool entrance will get a bike lane. The existing sidewalk is in poor shape and is usually packed with pedestrians making it difficult for cyclists to use it. If adding a bike lane isn't feasible, improving the sidewalk to be more usable by cyclists would be helpful.
11719	It will bottleneck traffic and increase congestion
11720	The only thing I would suggest would be (if possible) to widen the sidewalks
11721	Increased congestion
11722	Lack of protected intersection at Lamar (I know the city of Austin knows better and it can be added without reducing any cars lanes) (this link is a great video that could be added to Austin's outreach: https://youtu.be/FIapbxLz6pA) (The City could also invest in creating some standard details so each project does not need to be designed from scratch). Not reducing the lanes all the way to Mopac (drivers will speed up as soon as the second lane opens up, maybe one lane all the way to Stratford). Further reduction of the speed limit to 25 mph (high ped and bike area, lots of out of towners and a 25 mph speed limit will lead to 30 mph speeds. Would love to see continuous sidewalks across side streets and lamar slip lane in the final design.
11723	On busy days the 30 bus gets stuck behind a long line of traffic on eastbound Barton Springs at Azie Morton. This is caused by additional traffic but also more pedestrians utilizing the cross walk so most traffic gets stuck trying to turn left. So on the days that this bus is most useful for visiting Zilker it is the least effective. The additional merging on eastbound Barton Springs will likely make this worse. Converting this lane to right turn and bus only would be helpful. The

	sidewalk on the southwest corner of the Azie/Barton Springs intersection is way too small and this redesign on the longer term should allow for more space at this curb. The small sidewalk space causes drivers to turn very slow and creates a lot of safety issues. The crosswalk here across Azie Morton doesn't have to be completely perpendicular either. If it better aligned with the trail slightly further into the intersection pedestrian comfort would be better. Bus stops too close to intersections. This is a problem across the city. If a bus is stuck behind traffic at an intersection it has to wait for a green light cycle to approach the intersection. The bus usually spends an entire green cycle waiting at the bus stop and is ready to move only when the light turns red. Basically the bus takes up the entire light cycle and given a 20 minute bus frequency and a 2 minute full intersection stoplight cycle the bus is consuming 10% of the intersections flow. Bus stops should be moved back off of intersections by 4 or 5 car lengths at least to reduce approach inefficiencies, reduce number of pedestrians standing near intersections for long period of times, and reduce number of dangerous merges by impatient drivers near and inside intersections.
11724	The traffic in that strip would be a gigantic headache for all the commuters that use it to level out the traffic from 290->360->Mopac, and the 35 traffic to cross over from the east to the west side of the greenbelt/Barton Springs area.
11725	
11726	I'd prefer it use jersey barriers or something similar that's more effective at protecting cyclists and pedestrians than plastic sticks. This proposed design would not stop a speeding car from flying into the food trucks a second time.
11727	I don't like the couple of hundred yards of eastbound roadway that is west of the S. Lamar intersection because the bike lane is too close to the vehicle lane and vehicles must cross the bike lane in order to make a right turn onto the southbound lane of S. Lamar Blvd. I think if I were riding a bike through that section I would use the sidewalk, which of course, is a conflict with pedestrians. If the pilot program is a success, please rectify this problem in the final design.
11728	south Lamar and barton springs is going to be a mess
11729	That it doesn't continue to S. 1st or S. Congress
11730	Lack of protected bike lane. Would like to see curb between bike lane and care lane
11731	You're not taking into account how many people turn right into a business or restaurant. You'll be forcing everyone to come to a halt for every turn with one car lane. It will make commutes longer and more tedious. Sometimes it takes me several minutes to wait for pedestrians to finish crossing the sidewalk before I can turn right. Everyone will have to wait like this each time.
11732	Something more substantial than the bollards may be necessary to separate car traffic from bikes and pedestrians
11733	I think the negative effects on traffic will be awful for people who have to regularly drive on this road, like myself. If there were other convenient paths to South Lamar or MoPac from this neighborhood then it would be ok, but there isn't and it's going to be a huge nuisance.
11734	Worried about traffic congestion/back up/long lines at intersections such at Azie Morton trying to get onto Barton Springs road during rush hour
11735	The traffic getting through that road is already bad, moving from two lanes to one is just going to make it worse, and possibly just worth avoiding altogether. Which might actually have a nice side effect of incentivizing people to carpool or ride bikes there instead of drive on their own.
11736	One lane in either direction is ridiculous. Obviously an idea that is not based in the reality of movement through the area. It will encourage more cut through traffic through Zilker neighborhoods.
11737	I think the phrasing about there being ample space between Kinney & S Lamar to open back up to the existing lanes isn't realistic. I live off of Azie Morton and typically sit through at least 2 lights to turn north onto Lamar. The turn lane is consistently backed up so going from one lane to multiple with ample room in that short span of space while maintaining a turn lane near Green Mesquite and a turn lane to go north on Lamar seems eager and will cause more traffic.
11738	Make it permanent.
11739	I wish that instead of the plastic sticks, parts of the bike lane were fully protected, with raised curb design. Drivers of trucks can plow through the plastic sticks fairly easily.
11740	No added control signal light to make a U turn and left turn at Chewy location or control light to not allow vehicles turning right on red coming from Kinney Ave. onto Barton Springs Rd. One lane both ways will cause congestion and make it much more difficult for vehicles exiting from their property and restaurants onto Barton Springs Rd. Also that will cause those vehicles to merge onto the bike lane for better visibility of oncoming cars when exiting onto Barton Springs Rd. to get on Barton Springs Rd..
11741	Reduced auto lanes will cause stop and go traffic. Lots of fuel burned. More fumes for bicyclists and pedestrians to breath.
11742	I want even less cars! But know that isn't realistic.
11743	Less lanes for car traffic.

11744	This area is already very congested during commute hours and is one of the only convenient ways to access the Mopac feeder road from central Austin south of Lady Bird Lake. The proposed design is likely to result in gridlock.
11745	We are smarter than this. We can develop shuttles from various places around town.
11746	There should be concrete curbs and an island between the car lane and cycling lane. Not just those ugly plastic poles.
11747	Nothing. I hope the protected bike lanes are done well.
11748	This will make congestion and traffic worse. Barton Springs is one of the few ways to get to MoPac from downtown. By reducing traffic to one lane, you'll back up cars even worse downtown. And with one lane if there's a wreck, you totally close off this road.
11749	Restricting Barton Springs Road to two lanes will cause traffic delays and tie-ups and increase emissions from idling vehicles.
11750	
11751	N/A
11752	
11753	I don't like it. It is a vital artery from East to West. Police should ticket those people driving dangerously.
11754	
11755	
11756	Not sure the bike lane addition is very groundbreaking. I think there needs to be more of a barrier than flex posts between the bike and vehicular traffic lanes. The concrete barriers along Arroyo Seco come to mind. I've seen those be effective at keeping both cars and bikes in their place.
11757	
11758	The Vision Plan
11759	The proposed "pilot" design is yet another effort to constrict mobility in Austin. The design's reference to bike paths and transit stops means even more money will be wasted on modes of conveyance that few people use.
11760	I do not like reducing Barton springs to one lane each direction
11761	It will create severe increased congestion. It is already very congested during weekends and evening rush hour. It will also hurt the businesses that are there in the area.
11762	Nothing, it seems like a great way to improve safety and the experience of cyclists and pedestrians while sacrificing relatively little for car users.
11763	
11764	I would dislike, severely, if the implementation made it difficult for a cyclist to avoid obstacles (debris, abandoned scooters, pedi-cabs or ride-share or delivery vehicles appropriating the lane for drop-offs or pickups) in the cycling lane. Flex posts, spaced well will allow cyclists to abandon a blocked cycling lane and take to the traffic lane. Pills or rubber curbs like on Congress Ave Bridge are dangerous obstacles when the cycling lane becomes hazardous.
11765	Removing any automobile lanes. Traffic is already bad and there are few options to get from Lamar to MoPac. Waits to get through lights will be horrific. Why not create brand new pedestrian and bike bridges and paths over the creek in addition to Barton Springs Rd.
11766	You're listening to the 5% of the population and not to 95% of population. Fund the police, enforce the speed, widen the sidewalks to shared use paths
11767	the cars are a big piece of metal that needs room. by making the lanes smaller you could be putting more people at risk. people need to be more cautious about their surroundings
11768	I anticipate a learning curve with lanes merging down to one westbound....we will need ample signage and work updates during and after implementation.
11769	I hate it all! The traffic on Barton Springs is sooo bad now and going from two lanes in both directions to only one is absolutely the most ridiculous thing I have heard of! Quit bowing down to the 5% of bikes that think they are owed the entire road! We have cars to move! Give them bike lanes away from the cars. WAY AWAY FROM CARS!!!! QUIT TAKING OUR ROADS AWAY FROM VEHICLES!!!!!! GROW A BACKBONE AND BUILD THE ROADS FOR CARS TO GET AROUND AND NOT THE 5%OF BICYCLES!!!!!!
11770	Having only 1 lane for cars makes rideshare pickups more difficult, since there is no safe place to park while waiting for passengers. Also, rideshare drivers, while waiting for passengers, would be blocking traffic. ACL will be a traffic nightmare. Bicyclists disobey traffic lights and ignore lane markings. Pedicabs park in the car traffic lanes, blocking traffic.

11771	All of it. Widening the bike lanes and going down to one lane will slow traffic. It will cause excessive traffic and there will not be a place for breakdowns or to utilize an egress, if needed, to avoid a collision or other issue.
11772	
11773	N/A
11774	This may affect the businesses along Barton Springs in a negative way I feel like.
11775	Ideally I'd add a concrete barrier between bike and car lanes.
11776	
11777	Everything
11778	Doesn't expand pedestrian sidewalk space.
11779	The two car lanes, it'd be better to get rid of the car lanes.
11780	Traffic is too heavy to reduce lanes on Barton Springs.
11781	Wish the sidewalks were widened a bit.
11782	...but I fear that having so few lanes in an already congested area will make that road so slow to travel and easy to get backed up. There is already so much traffic that gets stopped up there during rush hour or during busy times when people are visiting the springs and Zilker park.
11783	NA
11784	I don't see any info about the bike lanes being fully protected other than what looks like flex posts. In the future, I would hope to have them separated with semi-continuous concrete curbs (ala Rio Grande north of MLK) plus flex posts (for visibility), or full on jersey barriers.
11785	I have concerns about traffic back-up. This area plus the section from Lamar to S First is insanely congested on the weekends and late in the day on weekdays (rush hours). I feel like this will create even more gridlock than we already experience in this area.
11786	
11787	
11788	I don't understand what happens to the cycle lanes at intersections.
11789	Without plans to strengthen west-to-east corridors that link MoPac to central south Austin, this seems like a recipe for disaster that will only be compounded by the (more necessary) improvements to Zilker Park that are already in the works.
11790	A traffic nightmare
11791	Worried about eastbound traffic backup in late afternoons / peak commute times, specifically just before Azie Morton
11792	One lane will create longer queues and more congestion in Azie Morton which is already congested. Bike lanes are already expanded.
11793	One lane automobile traffic
11794	
11795	See above. 😞
11796	I like the idea, but I'm confused by the execution. This plan would benefit pedicabs that frequently travel that road, but most people who bike/scooter in that area do so on the hike and bike trail 500 ft away because the roadway is too dangerous. I want this bike lane, but if you're going to create it, do it right by also creating a protected bike lane on South Lamar and the rest of Barton Springs (all the way to Riverside). If you only create this one protected stretch, you're not reaching where these commuters are coming from which will not incentivize them to use the protected lane.
11797	It will create traffic
11798	Not clear on the continuity of the bike lanes. Would like to see more protected pedestrian crossings with median protections.
11799	It could go further to restrict car traffic
11800	The backed up traffic that will incur. It already gets pretty congested with (3) lanes, I can only imagine how much worse it will be with single lane. Considering how much traffic there is on the other bridges (Congress, 1st) this was an alternative route to get to downtown.
11801	We need a wider sidewalk to allow for increased pedestrian traffic

11802	I think reducing the road to one last is a terrible idea, inconveniencing large number of people because the city is unable to enforce the speed limit. Use speed bumps, speed cameras, and police (no excuse that the department is understaffed - if this is so important, the manpower should be found).
11803	Nothing.
11804	I live off of Barton Hills Rd and exit to Barton Springs sometimes two or tree times a day. It is already so so hard to get out of the Barton Springs Neighborhood, down through Azie Morton as it is. Sometimes it can take 20 minutes just to get from Barton Hills to Barton Springs Rd because of Pedestrians crossing, bikes or scooters using the car lane and not using the sidewalk or bike lane or just the volume of people at rush hour / park festivals. This will add at least another twenty minutes to my commute whether I'm going towards MoPac or Lamar to just travel 2-3 miles. and get to where I am trying to get to.
11805	Extend it further east & west
11806	Everything. The section already has traffic issues at high traffic times. This idea of lowering car flow lanes in an overpopulated area is a mistake. There is not good alternative that connects east and west and this traffic vein is an important part of our daily lives. I travel this route literally four times a day. If this happens, life would be massively disrupted with more traffic and longer travel times
11807	Slower traffic, clogs, take forever to get through intersections
11808	
11809	You can't cure stupid drivers or people crossing where they shouldn't.
11810	Going to 1 lane. This road is already jammed more than enough. I have to avoid it during rush hour. There is no mention of giving out tickets to speeders, this could have been done long ago. I never see police there. No mention of making a pedestrian underpass at the Azie Morton road intersection, would improve safety hugely.
11811	
11812	The plan does not include pedestrian beacon at the cross walk at Barton Blvd and Barton Spring Road.
11813	Nothing
11814	Elevated crossings for pedestrians.
11815	One vehicle lane in each direction between Azie Morton Road and South Lamar Boulevard
11816	No complaints.
11817	I feel like traffic congestion will get worse. Especially during peak times.. marked crosswalks are helpful!
11818	Nothing, it looks good
11819	Reduction to 1 lane each way. Will negatively impact commuting, which is bad already. There are not enough east-west access points in this area. Access to local neighborhood homes and emergency/fire/police vehicles reaching them significantly reduced. There are other changes that could solve the other issues without reducing lanes.
11820	n/a
11821	Concerned about the vehicle congestion causing pollution and traffic jams
11822	may cause traffic bottlenecks where the driving lanes from 2 to 1
11823	
11824	It could be more ped/bike friendly by including more separation and making it wider
11825	
11826	People turning in and out of businesses will cause more congestion with one lane of traffic.
11827	I am opposed to reducing the number of lanes. It will make it much more difficult for me to get to Westlake from my home in Barton Hills.
11828	Add increased bus frequency to accommodate decreased lanes?
11829	I think drivers should be deterred from using it as a thoroughfare to Lamar. This is a good solution to help but i think there need to be dedicated speed traps and traffic cameras.
11830	I think the sidewalks should be bigger. Right now they are very narrow and it makes it kinda scary.
11831	I am horrified by the idea of reducing lanes from 4 to 2. I do not want to lose vehicle lane to give wider bike lanes.
11832	Please do not take away another traffic lane in are already heavily congested city.

11833	Nothing
11834	No grade separation between cars and bikes.
11835	I wish it could be permanent not temporary. And even more protected, like you did on 3rd St downtown.
11836	
11837	As a daily commuter along this road (to get my son to therapy in rollingwood) I'd be frustrated by more traffic. But the times that I use this road are not typically when tourists would. Further, it's a compromise I'm willing to make for the reasons above.
11838	
11839	Reducing traffic lanes will not result in less traffic. This type of idiotic logic seems to be pervasive in most City of Austin road decisions recently and makes zero sense. I understand wanting to make a city more walkable or bike friendly, but that doesn't make much sense in a climate that often sees high 90's or even 100 degree days for approximately half the year. Those people that actually have to show up at work looking professional, instead of sweaty, need more traffic lanes that can be driven by cars, not bicycles and skateboards.
11840	I don't like that it still allows a lot of car capacity (plan mentions it is focused on "preserving throughout" of cars). Also, I think the sidewalk should be widened to help pedestrians. I also would prefer if the bike lane was fully separated with a raised buffer (like the downtown bike highway) but I acknowledge that may not be possible to do during the initial pilot. However I would highly prefer that to be put in place if / when the changes are made permanent
11841	
11842	
11843	reduction of Barton Springs Road to one lane Pilot design does not account for bike/scooter/ped risky behavior and poor choices
11844	
11845	The city seems determined to reduce lanes somewhere which might be trendy and play well at some conference but is irresponsible to the residents and tax payers. It is likely to send more traffic through neighborhoods up Azzie Morton and Barton Hills.
11846	I know you expect to read the comments individually, and do whatever you all please anyway. I HATE reducing the vehicle lanes to one each way. If you want us to continue paying the insane property taxes here, you have to make it possible to get in and out of the neighborhood. To restate HATE
11847	
11848	I hate the protected lanes with the temporary looking stakes. Protected lanes with the concrete medians are much safer and look much much better.
11849	One lane? I live on S. Lamar around Collier. This my closest point of access to get to north Austin (via Mopac) without having to go into downtown or all the way to Ben White. Why are you further boxing us in? The only thing that would help us completing the Barton Skyway connection, which should be done anyway. Add bike lanes deeper into the park rather than eating car lanes.
11850	
11851	Merging traffic to single lanes - creating gridlock and bottle necks.
11852	I don't like that the proposal maintains 2 lanes of traffic each way through the park (between Mopac and and Azie Morton).
11853	Can there be more shade for pedestrians?
11854	
11855	I expect it will impact traffic to and from Mopac, diverting cars into the surrounding neighborhoods that do not have sidewalks to begin with- this could have unintended negative impacts for pedestrians /cyclists in those areas. The pilot itself could go further!! I'd love to see Barton springs road have a tram down the center and only one lane for drivers with resources towards a pedestrian and bike friendly environment.
11856	If it creates spillover to Chavez which has occasional sections close to the runners
11857	You can always do more to protect pedestrians and cyclists. Maybe an even slower speed limit?
11858	
11859	I can see traffic getting hairy around Lamar and Barton but it's easy to avoid that area by car.

11860	I rarely see cyclists going thru the area so I don't think dedicated bike lanes are needed. Also, the crossing of Barton Springs is fine. people just choose to not use the signal to cross.
11861	I am currently in full agreement with the pilot design and have no qualms about the design.
11862	
11863	How are you supposed to pass on this road? A one lane road doesn't alleviate congestion it exacerbates it.
11864	?
11865	nothing
11866	Reducing lanes in a city already underserved by sufficient roads will increase traffic delays.
11867	
11868	4 lanes to 2 lanes
11869	Make the bike lanes fully separated with curbs and planters rather than pylons
11870	I do not like that the pedestrian crossings lack visibility. There should be very noticeable signage (or blinky lights) at night at least. I can already imagine people parking their cars in the bike lane, so there needs to be some way to enforce no-parking mandates for the bike lane. I don't like that the sidewalk on the bridge is still so narrow.
11871	
11872	Would like to see raised pedestrian crossings and even wider bike lane with physical barrier separation (eg curb separators) instead of bollards.
11873	Reducing vehicular traffic to one lane
11874	
11875	I think creating actual infrastructure would only benefit in increasing safety between motor vehicles and pedestrians/cyclists. Some drivers have shown to not care for flex posts and are easily overrun by any motor vehicle. Creating concrete barriers for example, would exponentially decrease the chances of accidents between vehicles and pedestrians.
11876	
11877	
11878	Reducing traffic to one lane in each direction makes me really sad :(
11879	One lane? Gtfoh
11880	The 12 months of heavy traffic congestion during the building of the project. Also, roads may be closed. Will have to take other routes to work to get home etc.
11881	Everything. I believe it will create (most) weekend and maybe weekday morning & evening gridlock.
11882	
11883	
11884	None
11885	It's not transformative enough. See my comments below. The roads in and to zilker park should be exclusively to get you to and from the park not to zoom from west lake or wherever to downtown. There are plenty of roads for drivers but only ONE ZILKER PARK for ATX
11886	I'm worried about losing a major east/west access capacity for those of us who use it daily, limiting the lanes will make it even more difficult
11887	Clear violation of the 2016 mobility/corridors bond
11888	
11889	NA
11890	Closing lanes of traffic
11891	reducing from 2 lanes each way to only one is a problem. Too many people depend on that route.
11892	More traffic, bottlenecks
11893	1 lane will Cause a lot more traffic

11894	Everything. Leave zilker alone. I don't enjoy sitting in traffic on Barton springs. What idiot thinks reducing lanes is a good idea??
11895	The reduction in traffic lanes
11896	
11897	The bottleneck effects seem inevitable.
11898	Probably traffic jam on weekends
11899	The one line each way proposal. Terrible idea
11900	+ using posts to protect the bike lane. My experience as a car-less bicyclist in Austin is that the plastic posts are easy for cars to drive through. People will still park their cars in the bike line if there are gaps in the barriers.
11901	I'm not sure I understand completely how this will work, but I'm confident that smarter people than me have studied and recommended this design.
11902	It all seems great. Please clarify where bike traffic will be diverted near intersections with 2 car lanes. Will it still be physically protected?
11903	2 lanes is not helpful to neighborhood folks-we already are trapped and have to spend longer travel times during all the closed park events-ACL, trail of lights etc
11904	Nothing, really. The priority needs to be people so the park and nearby businesses are maximally accessible and enjoyable
11905	I'm worried about traffic traveling west on Barton Springs through the light at South Lamar. This will bottleneck often and drastically during busy times. Overall I'm ok with it during the week and not during peak travel. The weekends will be a bigger nightmare than they currently are. I do have concerns about emergency vehicles being able to get through quickly.
11906	I do not like the loss of a traffic lane. I believe it will actually make it more unsafe because the fools who drive 50 or 55 now, will not go away. They will be zig-zagging and cutting through traffic. But in a tighter space. And I'm sorry, as someone who drives that stretch every day, I do not believe you can cut half the lanes and not have crazy back-ups. What will happen is Azzie Morton and Kinney will become major roadways. I do not like the addition of more plastic posts. PLEASE reconsider. They are a blight on our city.
11907	I wish it included wider sidewalks
11908	Reducing auto traffic near Zilker Park will make it harder for people to enjoy the park. Austin is growing quickly, so fewer car lanes is counterproductive.
11909	NA
11910	Unless you are using magical bollards. I prefer stronger barriers between bikes and cars.
11911	It's a major East-west connection in South Austin, the next option is to several miles south and use Ben White/290. This is not viable for everyone who lives in 78704
11912	Na
11913	It slows down vehicular traffic and could create bottlenecks during peak times.
11914	Nothing.
11915	Having less lanes for drivers will create more erratic driving situations, putting pedestrians and bicyclists and more danger. Bicyclist should be more inclined to use the hiker bike trail on the lake.
11916	
11917	Changing Barton Springs Road to a single lane is a horrible idea. There are very few ways to access Barton Hills neighborhood that aren't very congested. The lane from Highway 71 to 360 to Mopac north is a total bottle neck most of the day. Access going up Lamar north to 1st street or 5th street is often very jammed up. There are limited viable options to enter and leave the neighborhood and go to other parts of town. You are sacrificing an important entrance and exit for this neighborhood and doing a disservice to traffic flow in Austin.
11918	Nothing
11919	It is insane to think that going to one lane will maintain traffic flow on this incredibly busy road. More than that, this is a transparent attempt by the Developer crowd to try to open the Barton-Skyway-over-the-Greenbelt battle again. Once Barton Springs Road becomes hopelessly clogged, the developer crowd will start demanding that Barton Skyway become a main artery across town and across the green belt. Naturally, they will want to change zoning, and turn the wonderful Barton Hills neighborhood into high rise hell.
11920	
11921	No complaints

11922	Nothing. It seems like they will be great improvements, and if that turns out to be correct, hope that they will be made permanent.
11923	I think it's a mistake to narrow traffic to one lane each way. Congestion is already a nightmare on weekends. And parallel parking? No way!
11924	Nothing
11925	Please do not remove car lanes from major transit corridors! No more road diets! Until we have a city-wide mass transit system in place, we need road lanes for car traffic. Cyclists currently use the hike and bike trail to commute in this area.
11926	The sidewalk should be water
11927	
11928	
11929	reducing to one lane
11930	Everything ! The bridge design is hideous ! Too modern for the character of Zilker! The idea of reducing Barton Springs rd to one lane is completely insane & will cause traffic problems!
11931	All of it is awful, especially 1 lane roads each way. That will cause massive traffic jams on such a busy road.
11932	I wish the bike lane was even more protected. It would be better if there was a more solid physical barrier
11933	Eventually, I'd like to see wider sidewalks on both sides. They get pretty narrow in places, especially on the bridge that goes over the creek.
11934	n/a
11935	There are already high traffic levels for zilker area residents during rush hour. My concern is that making the roads single lane will make traffic much worse, even during the weekends.
11936	
11937	I don't love the use of flex posts for the separation, especially at the Barton Springs bridge. I already know that where the car lane jogs over in the proposed west-bound lane, those flex posts are going to be flattened immediately. there needs to be a more physical barrier to prevent that from happening. If people are worried about their cars being damaged from hitting a more solid barrier, I would like to remind the design team what the alternative is: cyclists and pedestrians in the morgue or hospital. (also, people should drive better and not hit the barrier if they don't want to damage their vehicle) I also do not like the west-bound bike lane and bus stop interaction at Lamar boulevard. That will be a major issue for cyclists when a bus is at the stop. I would much prefer there only be one car lane westbound from the intersection with Lamar. I think it would cut down on merging issues for cars, and conflict points between cyclists and vehicles if the single lane started at the intersection rather than 200 feet down the road. I think the bike east-bound over the Barton Springs bridge should also be expanded to match. I see no issue with reducing vehicle traffic to one lane in both directions.
11938	Vehicle traffic on Barton springs could be reduced by increasing bus service and discourage personal vehicle parking in zilker park. Additional completed by the connection of Barton skyway by building a bridge over Barton creek would allow for residents of Barton Hills and zilker neighborhoods to access mopac without driving through the park.
11939	Everything
11940	
11941	Reducing lanes on the only east west crossing between Ben White and Cesar Chavez.
11942	The idea of making that stretch of road 1 lane for vehicles is ridiculous, especially for those of us that actually live here in this neighborhood. The idea of a massive year long construction project on this stretch of road is also ridiculous and would present a significant burden to those of us that have to travel this road everyday. Further more I can't help but think the inevitable diversion of traffic into the neighborhood won't just make our lives and mobility more of a congested living hell. For what reason, because tourist refuse to obey existing rules and the city does virtually nothing to enforce those rules or curb bad behavior? How about we start ticketing all of the construction crews who park wherever they want? Blocking off streets with all their vehicles and construction garbage? But we should definitely just throw money at a problem because the city refuses to enforce rules on tourists and developers, and venture capitalists ie. scooters, rental bikes etc.
11943	Do not agree that one lane is just as good as two lanes. That is wishful thinking.
11944	
11945	
11946	Potential car traffic jams.

11947	that it does not go further westward alongside Zilker Park
11948	
11949	You cannot make Barton Spring a one-lane street. This will only increase traffic congestion and will create issues for those who live near by.
11950	Reduction of two lanes of vehicular traffic will not necessarily improve safety by a radical amount, and will cause a significant reduction in vehicle capacity and thus vehicle congestion and pollution.
11951	WORKS WELL ENOUGH
11952	Closing of 1 lane of Barton Springs
11953	
11954	I think the sidewalks should be widened even more.
11955	I would prefer a concrete barrier between the bike land and vehicles, similar to some parts of Mueller.
11956	Bike lane flex should be upgraded to something more protective.
11957	Might lead to significant car backup and lack of throughput if not done properly. (1 out of every 10 cars stopping in the middle of a single lane of traffic to wait for pedestrians to clear as they try to turn into a parking would not be ideal)
11958	cannot imagine Barton Springs road being only one way for car traffic, especially on incoming and outgoing work hours
11959	For better or worse, Austin is a car city with very limited east-west connection. I believe it is absolutely moving in the wrong direction to remove a vital east-west car lane.
11960	concerned about traffic stopping to turn or park in one lane section. concerned about the merge spot headed west after crossing S Lamar
11961	Left turns can be hard on a bike when cars are trying to u-turn or turn left from the other direction. Visibility of the cyclist is not ideal on those situations.
11962	Removal of a lane of traffic. This significantly reduces the number of vehicles that can comfortably pass along the street. This will increase traffic, result in congestion, increase the length of time to pass through and result in the unnecessary burning of more fossil fuels as cars are forced to idle. If you want to improve safety then hire some police officers and start enforcing our traffic laws. Money from the mobility bonds should not be spent pilot designs or tests. This is a waste of money!
11963	Worried about congestion. If traffic flow can stay the same then it shouldn't be a problem.
11964	
11965	* The "protection" is sticks instead of proper separated infrastructure. A dutch-style bike lane would be much better * The intersections aren't changing to a continuous sidewalks. Which have been shown to be safer and create better human-centric environments * Not nearly enough traffic calming to prevent cars from blowing through at top speeds
11966	
11967	Worried about traffic
11968	The bollards concern me due to the fact that they are often avoided by cars and creates an opportunity for cars to illegally park in the bike lane. Unless spaces between the bollards can be used for actual parking spots, there needs to be a greater barrier between the car and bike lanes
11969	
11970	
11971	Fear that pedestrians will often wander into the bike lanes. Disappointed that the project area doesn't yet include the bridge over Barton Creek.
11972	I am concerned about what a "protected" bike lane means. I would hope that the City would consider more protection than just flex posts. Please consider concrete curbs with flex posts on top for visibility, or a prefab curb like protected bike lanes in Mueller and on 3rd Street downtown. These are truly more AAA designs, rather than flex posts.
11973	I would add this, Toomey and Sterzing will get busier, and the new office building going up on Toomey and Lamar is really going to add to traffic on these streets. NO, and I mean, no cars should park on those streets. There is plenty of parking in the lots, and those two streets are MORE dangerous to walkers and bikers than Barton Springs. Those streets are basically one lane wide when cars are parked on both sides, so cars and bikes just play chicken to get through. And there are sidewalks on one side of Toomey only and neither side of Sterzing, so pedestrians are all over the streets as well. Its a disaster to travel on now, and this project will make it worse. Its a simple fix. Eliminate a few dozen street parking spots that arent really needed.

11974	Nothing
11975	nothing, I think it is much needed to have protected lanes for those who want to not drive.
11976	It doesn't include forcing land owners on Barton Springs to maintain their property. The shell of Shady Grove is such an eyesore. There should be penalties for having a tagged up run down property in a tourist zone.
11977	what are the safe connections to north austin at south lamar? lots of folks would love to bike from UT/downtown to zilker but they need a network of safe lanes
11978	I worry primarily about emergency vehicle access/ingress/egress being impeded or slowed to/from Azie Morton which serves as the gateway to Barton Hills and Zilker neighborhoods as well as the primary emergency access point for Barton Springs Pool. Limiting BSR to 1 lane in each direction between Azie Morton and Lamar substantially impacts ability of emergency vehicles to reach destinations in a timely manner - due to inability of cars having a lane to "move over" into allowing the emergency vehicle to pass. While the theory behind these proposed changes is related to reducing an average of 7 injuries per year in 5 years studied -- FAR more people than that require emergency vehicle transport/services in the neighborhoods served by Azie Morton. Seconds and minutes can count when medical or fire emergencies are occurring. Potentially these changes could be deadly due to delayed responses. You mention that cars may backup at Azie Morton left turn "more" (but people should still get through signal) -- but what you neglect to realize is that Azie Morton turn lane ALREADY BACKS UP into the westbound BSR travel lanes -- if there is only 1 travel lane, then ALL of BSR would get backed up when Azie Morton turn lane is overflowing... It does not appear that you are extending the turn lane - which would require reworking/removal of island at Barton Blvd. It also looks like you want to add a bus stop on westbound BSR at Barton Blvd that would completely block the travel lane and access to southbound Azie turn lane -- seems like buses should only stop when they don't completely block traffic (thus only when there are 2 lanes or a cutout) due to the slow nature of bus loading/unloading as well as their tendency to break down or stop for extended periods of time. Making it one lane creates a bottleneck. Currently, westbound BSR traffic does not generally back up over the BSR Bridge -- BUT if this general narrowing did cause traffic to backup on the bridge -- then persons exiting Azie Morton turning left could be impeded -- if 2 or more cars are waiting to turn left onto BSR from Azie, then due to the narrow outlet, no cars can turn right until the left turning cars are able to clear the intersection.... In other words, a westbound BSR backup over the bridge prevents eastbound right turn exits from the neighborhood. Additionally the quick eb "merge" after Azie and wb "merge" after Lamar could get dangerous in themselves.
11979	Nothing I dislike about the design proposal
11980	Nothing.
11981	It will make East/West traffic more difficult.
11982	I feel it's going to create massive congestion and bottle necking for the local residents who have no option but to utilize these roads.
11983	Concern about car traffic during peak times. Morning and afternoon rush hour, etc.
11984	Would prefer separation between bike and car lanes to be a permanent hard barrier. I've seen enough flex posts driven over to know they're not going to stop a distracted driver.
11985	I do not believe that eliminating the left lane will not significantly decrease the throughput rate for vehicles travelling down Barton Springs. During high traffic times, all nearby traffic will be limited by any vehicle that wants to turn right or needs more time to decide where they're going. This isn't uncommon along BS between Lamar and Azie Morton. If the traffic is denser (meaning fewer large gaps between vehicles as they queue up) pedestrian crossings will become either more difficult to use (if stopping by vehicles isn't mandatory) or reduce throughput even more as the average speed trends towards zero with closer together cars stopping.
11986	Nothing
11987	EVERYTHING - these designs are making our roadways uglier, more cluttered, more dangerous (trying to funnel traffic down to one lane is idiotic and hazardous) and essentially making traffic worse than it already is
11988	
11989	The bus stops immediately after the major intersections concern me that there will be major backups with the buses stopped and cars not getting through light cycle.
11990	That it is temporary. Should just make the changes permanent.
11991	One lane is a horrible idea. Anyone who drives that road knows the only reason it works is bc the second lane is there to go around people stopped in the right lane. Plus, it creates a very foreseeable problem with emergency vehicle access, and thus opens the city up to lawsuits.
11992	
11993	

11994	I don't like that it reduces number of lanes.
11995	
11996	Maybe I missed it but it seemed to not widen sidewalks
11997	There should be a concrete barrier in addition to the proposed plastic poles for the bike lane.
11998	Merging to a single lane and back to two in the park. It should be a single lane both ways all the way through to Mopac
11999	
12000	There needs to be more lanes/bridges over Barton Creek, not fewer. You [expletive] are creating the traffic jams by reducing lanes. There is already a giant [expletive] where 360 crosses Barton Creek and you morons are going to make it worse! Brilliant, classic City of Austin!
12001	It will create traffic jams during peak times - And it will create even more traffic being redirected through the Zilker neighborhood. Kinney Ave will become a major artery between Barton Springs and S. Lamar.
12002	I don't like the temporary posts dividing the bike lanes from the auto lanes.
12003	
12004	
12005	I do not like reducing the number of lanes on BartonSprings Road . I don't think there should be parking along Barton Springs Road. There are areas on both sides of the street that can accomodate bikes and pedestrians, off of the roadway. I feel these should be developed before fighting for road space.
12006	This is going to create even worse traffic. Not everyone can bike from where we live, but we will still like to enjoy the park and the restaurants.
12007	
12008	I would prefer a large curb, similar to LAB bikeway, or planters with trees to separate the bikes from motor vehicles instead of the flex pylons.
12009	Not certain there will be raised curb between bikes and cars, such as on 3rd street
12010	
12011	It does not have guidelines or requirements for businesses along barton springs Rd to also make changes to help keep their customers safe.
12012	I would prefer closing of Barton springs to cars within the park, converting it to pedestrian only
12013	
12014	
12015	Going to 1 lane is a bad idea. It will take away one of the few East/West ways to get between mopac and Lamar for the whole area. The is seems incredibly dumb.
12016	
12017	
12018	
12019	If the design includes allowing only one lane in each direction, the traffic will be a nightmare. n Sometimes with two lanes it backs up to past the garden center entrance. With only one lane, it will be not function at all.
12020	I think it's unlikely that this plan will be able to maintain motor vehicle capacity. Oftentimes it's hard to get through in a single light cycle today (contrary to what it says in the proposal).
12021	I would want the sidewalks to be larger as well, taking up some of the space from the bike lane. If the sidewalks are not enlarged, there is a risk pedestrians will start walking in the bike lanes when it's too crowded.
12022	Everything
12023	The potential to increase lines of vehicles will snarl up neighborhood streets
12024	The reduction to one lane of traffic is without question going to cause significant backups on Barton Springs Road and increase traffic on local side streets used frequently for walking and by families.
12025	
12026	if anything it creates more hazards and eyesore with all that miscel tragfic pillons and such. Takes away from the view. Bottom line more trash thena anything. Not any different then the pillons and dividers on s congress and other roads off of 51st st

12027	It looks good to me.
12028	No notes.
12029	There should be grade separation between the vehicle lane and the pedestrian/bike lane.
12030	Reduction to one lane in each direction for cars
12031	I favor trying it as proposed.
12032	
12033	
12034	I'd consider making it a 3 or 6 month test, if possible. I know costs are significant to do this, but if it could be 3 or 6 month with extensions if going well, that would be great.
12035	
12036	
12037	
12038	
12039	Taking away lanes is a really bad idea and while it may reduce crashes it will cause horrible traffic as this will inevitably result in very bad bottlenecks.
12040	
12041	I'm a little concerned that turning onto Azie Morton from Eastbound and Westbound BS will take longer in a car under this design, but opening up to two lanes at Azie Morton is an interesting design, and I'm eager to see it work. I use Azie Morton to travel into and out of my Zilker neighborhood way more often than I use S. Lamar (I HATE driving on S. Lamar).
12042	Nothing.
12043	Can't think of anything.
12044	It's going to create a traffic nightmare for multiple neighborhoods (Zilker, Barton Hills, Bouldin, Rollingwood, Westlake Hills) and everyone trying to access MoPac and commuters using this primary east/west route. Drivers will try to circumvent the clogged roadway by taking "shortcuts" through the Zilker neighborhood. Other drivers will clog already-busy Cesar Chavez and the Lamar bridge. Just watch and see – it will happen.
12045	1. To get to my home, I have 3 choices. Barton Springs Rd, Lamar or winding through neighborhood streets off Lamar. 2. Azie Morton has no room for additional lanes. 3. The video makes it look as if the blending from 1 lane to 2 is easy...NOT so! 4.
12046	I would advocate for concrete / elevated barrier. Cars can still easily drive over those plastic pylons and do some real damage to pedestrians.
12047	Reducing vehicular travel to a single lane is not the solution to this problem.
12048	
12049	That it's reversible!
12050	I think the pilot phase should last longer than a year. 2-3 years minimum
12051	
12052	None
12053	The proposed pilot design is too restrictive for automobile and motorcycle traffic
12054	Absolutely dread the idea of merging down to one lane given zipper merging ignorance and road rage/gun proliferation.
12055	
12056	I think it would be nice if car lanes were also reduced at South Lamar intersection (including on S Lamar) to improve bike experience at that intersection. Not sure how the changes to Barton Springs will interact with plans for S Lamar improvements, but seems like all those lanes at the intersection shouldn't be needed.
12057	nothing. This is a great pilot. I look forward to more permanent changes in the near future.
12058	Nothing - again, seemingly designed by someone who does not have to use Barton Springs Rd. on a daily basis.
12059	Want it to be permanent. Improve the connection over the bridge to Zilker.

12060	Reducing Barton Springs Road to 1 Eastbound and Westbound lanes without a significant drop off in capacity is a pipe dream.
12061	The merge to one lane near south lamar seems like it might be a bottleneck and congest that whole intersection, but I'm not a traffic engineer so if yall think it will work I'm on board
12062	
12063	
12064	Removing driving lanes is a struggle with the current car-dependent infrastructure of the entire city, including this stretch of Barton Springs. Creating more options for travel along Barton and other sections of downtown would be a major improvement, even though I understand it's outside of the scope of this project.
12065	
12066	Cars merging from 2 to 1 lane might be challenging
12067	Nothing
12068	Being a pilot and not permanent :)
12069	Do NOT agree with the one lane proposal because it will slow traffic too much
12070	I would much prefer having proper bollards or a concrete curb between the car lane and the bike lane. Something substantial as opposed to the floppy sticks that are currently proposed.
12071	That it stops at South Lamar! The intersection at Barton Springs and S. Congress is horribly difficult to navigate as a pedestrian or biker and the whole stretch between Lamar and S. 1st is jammed with pedestrians navigating a stretch with vehicle traffic moving way too fast!
12072	I think curb access is continue to be a huge issues in this stretch. Even now, may places where there is a protected or buffered bike lane, and places with high commercial or curb demand, the use of the bike lane by people in vehicles is rampant. (SoCo most notably)It would be amazing to look at how pick/up & drop/off activities, loading etc. might be addressed within this change.
12073	Not sure if there's anything I don't like except the losers who will complain about the change.
12074	Does not directly addres challenges to get to amenities on Barton springs road
12075	The construction phase will be challenging
12076	
12077	
12078	This plan does not include additional shade structures for the sidewalk and bikelanes. I hope future plans will add much-needed shade
12079	
12080	
12081	Reducing vehicle traffic lanes.
12082	Protected bike lanes work really well in Circle C. There are no adverse effects on car traffic even at busy times and it significantly boosts pedestrian safety
12083	That it will take time to implement. I want it TODAY! (nice weather for biking to the park)
12084	I love it all!!!!
12085	
12086	Do not go to 1 lane. This will cause wild amounts of traffic. We do not have East/West infrastructure to support shrinking of 1 of the main East/West thoroughfares and the ONLY East/West thoroughfare South of Town Lake
12087	I know this will initially just be a pilot program, but I hope the protection is eventually upgraded to something far more substantial than plastic sticks.
12088	I wish the one-lane was extended further West past Azie Morton
12089	
12090	I do not like the proposal to reduce car traffic to one lane on each side
12091	That it doesn't reduce the size of the S Lamar and Barton Springs intersection
12092	nothing

12093	
12094	Horrible idea to reduce traffic lanes when there are no alternative means at this time. This will substantially back up traffic and cause major delays.
12095	Concerned about the length of time the project will take. Back when the medians were added, it too three times longer than proposed. Undue stress on business and the neighborhood.
12096	Taking away the ability to commute efficiently for my livelihood is a downgrade of life quality and unacceptable. As a high taxpayer, Austin will loose my taxes as I relocate. And I'll let everyone else I know that the city doesn't care about those that have lived here for years contributing hard earned past taxes to live close to town for quality of life commute to and from work. Instead they are quick to reallocate needed infrastructure away as the population grows. Counterintuitive and asinine. Another reason to leave Austin. This plan might just give me the final push needed.
12097	It's just like the rest of Austin, bike lanes that very few people use, but cause dangerous congestion and traffic flow problems.
12098	Uncertain that one lane is enough. Parking along the road seems like a bad idea as it will necessarily stop traffic.
12099	The way out of the BH hood to Central and North Austin is through Barton Springs Road. By COA collapsing it from 4 to 2 lanes our hood's quality of life is hurt much.
12100	
12101	With more vehicles on the roads in austin than ever before, the goal should be to increase traffic flow (ATX has a poor record of this) rather than decrease the flow of traffic. Pedestrians take reckless risks when walking or scooting on public roadways. Some of the issue of this problem needs to be placed on them and this proposal does nothing but empower their walking patterns.
12102	Anticipated backlash from drivers
12103	I don't have any complaints, it seems to be what needs to be done.
12104	
12105	Single lane each way. You are forcing the residents, which are many, and traffic to have to use Cesar Chavez, which is north of the river, or 360/Ben White, just to get out of their neighborhood. Cesar Chavez to 360/Ben White is an awfully long stretch to not have a feasible east/west cross street, especially when you are adding all that new development at Brodie Oaks. If you want to make Barton Springs 1 lane each way, you should build another east/west cross street, like making Barton Skyway go all the way across from its east starting point to Mopac, but you won't because that is to political.
12106	Barton Springs road diet force more people to cut through the Zilker neighborhood
12107	No way on the single lanes going East/ West. It would be a nightmare during peak hours.
12108	
12109	Most of Barton Springs down to 1 lane with parking on the side.
12110	No streetcar/trolley
12111	
12112	No comment
12113	Nothing.
12114	The drivers are already aggressive and making it one lane with parallel parking will make it really unavailable/untenable for local traffic and for getting out of the neighborhood.
12115	I don't like the reducing Barton Springs road down to one lane on each side. Traffic is already tough to navigate on Barton Springs road in the morning and evening.
12116	
12117	I believe it is far from ideal. I'd prefer to mimic Barton Springs West of S Lamar. Remove the median between cars, keep 2 lanes both ways but push them to the middle and use the new space to increase the size of bike and walk lanes and add bollards to protect bikers and walkers. Prevent people from making left turns in that section. The bridge is a choke point, make the bridge wider by adding a small pedestrian bridge on the North side of it. That would all help for ACL and other big events also.
12118	I dislike everything about this
12119	Do NOT agree with changing to 1 lane .. will not work for current and future traffic levels and will reduce access to Zilker
12120	

12121	I don't like the temporary nature of the design. There are too many temporary installations in austin with flex posts. Drivers do not respect these flex posts and navigate through them or run them over when it is convenient to them. We need real physical barriers to keep bikers safe
12122	I don't see there is a problem with safety more than any other urban roadway. So constricting traffic to one lane will backup eastbound traffic well into the park. Not a good unintended consequence.
12123	Barton Springs is already a nightmare and narrowing it to one lane makes no sense when traffic is already so bad. BSR is route for many to get from the west side of Mopac to the area (one of the few that gets you to Zilker, Bouldin, SoCo) so it doesn't make sense to make it harder to do so.
12124	Please do not shrink the road down to one lane each way. It's already a backed up nightmare at many times during the day/week. And so many of us in the BH neighborhood w/kids go to the westlake area multiple times a day/week.
12125	It seems less cars will be able to traverse the park. Traffic is already bad. This plan will make it worse.
12126	
12127	Nothing
12128	The reduction of vehicle lanes is unacceptable in this situation. It will make traffic worse, and at times dysfunctional. It will worsen safety.
12129	Your planning process and your terrible surveys. Do a traffic study that goes all the way through the park first.
12130	The fact that it's only a pilot. I would love to see this as a permanent change. Also, I can't wait until the City finds enough resources to rebuild the street with elevated, terracotta bike lanes, reduced curb cuts, etc.
12131	-reduction to 1-lane each way --SAME AS BELOW: this is a horrible plan. If you see this road on busy park days (weekends all year, summer afternoons, etc.), one whole lane each way gets massively backed up with people entering the main Zilker entrance from each direction. The other lane remains for through traffic. If you reduced to one lane each way, then no one will be able to get through; all cars will get stuck in the backed up park traffic, making the road essentially unusable.
12132	Nothing
12133	
12134	
12135	Bicycle lane needs a hard curb or barrier, not flex posts
12136	I like everything!
12137	Honestly, wouldn't mind if it became a pedestrian/biker only roadway because it cuts through the middle of Zilker (which is full of pedestrians and bikers), but I understand that given Austin's reliance on car's, that is unlikely to change.
12138	You are restricting traffic in a well traveled corridor, without presenting a viable alternative.
12139	I want a protected bike like by concrete or planters, not bollards.
12140	The bikes are not fully protected by bollards or grade speared from cars.
12141	
12142	Limiting flow on an already jammed E/W corridor is unrealistic.
12143	It would be great to have no car traffic on this segment of Barton Springs rd, but this is a step in the right direction.
12144	I'm concerned about it going down to one lane, but like the idea of piloting this to see how it goes. We (unfortunately)don't have a lot of east/west corridors, so BSR is one of few in this area.
12145	will create more of a bottleneck for people that drive in/out of south austin (south of river) to the west. It is VERY difficult to get in and out of downtown and south congress where I live if heading West or even just want to get to Mopac.
12146	Reducing the travel lanes on an already highly travel road just doesn't seem smart. Keep the two lanes and figure out something else. Can you imagine the added traffic if you have to wait behind a crowd of people to turn.. get it together.
12147	
12148	Still very car-oriented
12149	The only thing I don't like is that the road gets very busy at times and it feels like 1 lane could get backed up if not implemented correctly
12150	I'm concerned about the through traffic building up with reduced lanes. With many businesses along Barton Springs, there is potential for rear end accidents when cars make a turn (while the driver behind is distracted). Or proposed increased pedestrians and bike traffic could be at risk from these turns from one lane. Though there are some travelers using Azie Morton Rd as an access to their home/S Lamar, many more drivers use Barton Springs Rd to access

	Mopac/Bee Caves Rd from downtown as an alternative to Cesar Chavez/6th Street. I'd urge the committee to consider adding more wall crossings similar to the one recently installed near the Botanical Gardens, and reducing the speed limit to 25 mph. I'm very concerned about the short and long term traffic effects for vehicles using Barton Springs as a through road.
12151	It seems like not enough is being done to make intersections safer by increasing visibility and reducing the amount of cars going through the intersection at once
12152	
12153	I don't like the lane reduction.
12154	It's great.
12155	everything
12156	I understand that it's a pilot and a place to start, but I would love to have this continue across town beyond S. Lamar. The sidewalks could stand to be widened, as well.
12157	It doesn't go far enough. We should consider fully pedestrianizing at least the north side of the road.
12158	The city needs to stop bending over for bicycle riders.
12159	One lane will be a disaster and not any safer
12160	I do not like that there is still a dedicated car lane both directions. There should've been a dedicated bus lane or maybe something to do with LRT as well instead of public use of cars. Don't mind if the road space allocated for public use of cars be converted for pedestrians and cyclists also feature space for small cargo bike and/or small cargo truck deliveries.
12161	One lane will restrict traffic too much
12162	The bike lanes need to be separated by a real physical barrier like jersey barriers or other concrete separators. Plastic bollards are not going to stop distracted or drunk drivers.
12163	Have you been on Barton Springs road during rush hours? It can back up all the way from Lamar to Mopac with 2 lanes each way! How in the world do you think you will maintain vehicle capacity??? Even adding a short turn lane in 2 spots will NOT work! Traffic will back up beyond that lane! This is a ridiculous idea! It's going to be impossible to travel through that area. These neighborhoods of Barton Hills and Zilker only have 2 ways to get in and out and you're taking away one of them!
12164	
12165	
12166	The proposed bike lanes do not include adequate physical protection - while flex posts are somewhat okay for a pilot, any permanent design should include a curb separation.
12167	I worry not enough will be done to physically separate the bike lanes and the road. Physical barriers or markers of some kind will be vital to ensuring drivers are less likely to veer into the bike lane
12168	I like it all!
12169	Reduction of car lanes
12170	It should not take 12 months to build a bike lane and it should not take 12 months to decide whether keeping people from dying in accidents is good! Just look at any other city in the world that has done this, see that it's good, and do it.
12171	
12172	Everything. This is an unnecessary step. Why not provide the slightest police presence?
12173	No negative opinion
12174	
12175	I would like to see wider sidewalks! It'd be awesome if 2 people walking dogs could walk past each other comfortably; that's not really possible right now unless the dogs are incredibly small.
12176	Nothing. Very pleased.
12177	N/A
12178	The protected lane is not separated by concrete
12179	The design neglects the fact that Barton Springs Road is the ONLY road that crosses Barton Creek between the Lake and Loop 360. Narrowing the road to one lane would congest the road even further, and would force drivers to go on even more congested roads like North Lamar. We can see that during events like ACL, where the entire South Austin grid

	basically shuts down. Furthermore, the bicycle infrastructure added in the proposed design is not needed. The trail also exists, with ample pedestrian bridges, so cyclists would just use that.
12180	Really ought to shut down the whole road to cars
12181	Cars are still allowed on the road, should be made transit only
12182	I don't know if this will effectively prioritize pedestrian safety. It feels more like bandaids than a true change. But I understand it's a pilot and more will come.
12183	I would like more traffic calming measures such as speed bumps
12184	The barriers between cars and pedestrians and cyclists could be better than the flex posts. Raised bike lanes, planters, or curbs would add a layer of protection that is more effective.
12185	I don't like that speed limit will seem to stay at 30 MPH. While I appreciate the recent reduction from 35 MPH, I believe that 30 MPH is still too high.
12186	Some drivers will chose to bypass the increase in traffic on Barton Springs and drive, probably too fast, through the neighborhood. I already see this- people turning off Barton Sprints onto Azie Morton and then onto Rabb Rd or Bluebonnet, often driving too fast and running stop signs. I see the stop sign at Azie Morton and Rabb Rd run at least once a day if I am out driving or walking. It's a huge problem during events when Barton Springs is shut down entirely. The portion of Rabb Rd that I live on does not even have speed bumps, unlike most of the street past my block. I know it's not the volume of people seen by the park, but the people who live here do walk down the street, often with their children and pets. This may just change the location of the safety concerns and I don't think the plan is taking into account the impact this will have on residents. A secondary concern is the impact this will have on my commute as well as my partner's.
12187	Nothing. Make it safe
12188	I think it should stay 1 car lane each side up until Barton springs drive, since I see a lot of people make dangerous jaywalks across Barton springs road between Azie Morton and the crosswalk by Barton springs dr
12189	I'd have rather seen a greater police presence to control speeding before implementing such a radical plan. The horrific accident cited in the proposal was fundamentally due to extremely excessive speeding. That's a law enforcement issue. I drive this stretch regularly and I'm skeptical that fewer car lanes will be feasible for the volume of cars. There are major backups when temporary lane closures are put in place for utility work. I'd like to have seen alternative solutions, e.g. re-routing bike traffic to Toomey.
12190	I don't think it should be a pilot; I think it should just be implemented fully. Things like wider sidewalks that require real road changes would be great.
12191	
12192	N/A
12193	Please consider concrete or water-filled plastic jersey barriers for the physical separation between the cars and the bike lane. The plastic bollards can easily be driven through by cars, these lead to dangerous accidents often involving the physical injury or death of people on bicycles.
12194	Merge to single lane east of Azie. Cars come speeding down Mopac through this light, then will need to merge into single lane, at the same time cyclists turning right from Azie still only have the skinny bike lane - concern conflict with merging cars may take on bike lane. This right turn is never fun, as visibility is super low of eastbound traffic coming over the bridge (suggestion - at least cut down that trash tree growing from below?)
12195	
12196	Everything. Taking traffic down to one-lane each way will result in huge backups, especially during peak traffic hours.
12197	
12198	I would like to see more durable protection for bicyclists instead of simple flex posts. A concrete jersey barrier or very high curb here and there would be wonderful.
12199	
12200	Removing traffic lanes
12201	It needs to create even wider lanes for bikes with more calming measures for traffic, such as chicanes and additional trees.
12202	
12203	It does limit the very few east west connection points in our city.
12204	I don't like how the sidewalk isn't widened. If the city chooses to adopt this permanently, they should build bigger sidewalks so more than two people can walk next to eachother at a time.

12205	No recognition of the reality that people in Central Austin who need to get to Rollingwood via car will have their passageway made much slower because of emphasis on bicycles.
12206	N/A
12207	
12208	Reducing traffic to one lane each way on a through corridor, and not using concrete curbs for protected bike lanes (like done on Slaughter Ln)
12209	
12210	Not necessarily a dislike, but I hope the city gets way out in front of communication, so that people, especially my neighbors, will understand the purpose of the project.
12211	From Barton Hills and Zilker neighborhoods, we have only two (2) ways to travel west - Barton Springs Road and Loop 360. Loop 360 is a mess - it frequently backs up beyond Lamar. Restricting our access to one lane on BS Road will greatly reduce our ability to get out of our neighborhood. One lane of 20 cars takes much longer to clear an intersection than 2 lanes of 10 cars. This is a disaster for our neighborhoods.
12212	It doesn't close all lanes.
12213	Lamar intersection is still awful, especially the east bound right turn lane. The bicycle lane leading up to it needs more of a buffer. The bicycle left turn box looks very awkward. The bicycle lanes look fairly constricted around bus stops too. Will bicycles in the bike lane turning left onto Kinney be able to trigger the turn signal? The Chuy's wide driveway needs to be narrowed significantly, cars drive all over that space.
12214	Are you [expletive] crazy taking a major thoroughfare down to a single lane.
12215	I'm not sure how this will slow down vehicle traffic inside of Zilker Park on Barton Springs Road. It seems as if speed humps, or some other type of road design could keep cars going slower as they get closer to MoPac, or as they get off of MoPac.
12216	
12217	I think it's going to be a huge bottle neck of traffic and miserable for the people that live in the neighborhood, especially on weekends, and starting late August. Why is this a 12 month project and not a 3 month project? I could be wrong but this seems like a mini ACL effect on my neighborhood for 12 consecutive months. The pedestrians have the nice shaded super wide trail around lady bird.
12218	I would prefer a slightly wider sidewalk for greater pedestrian comfort and safety.
12219	Physical curb should be put in place instead of the standing guard rails
12220	I hope the bollards separating car traffic from bike are sturdy and not the flimsy plastic ones that often are used in this city
12221	Nothing.
12222	The plastic posts really should be a hardened design for safety, but I understand this is a pilot program.
12223	It would be nice to have something stronger than flex posts as protection! Even if it was something like a bollard spaced throughout the flex posts at intervals or concrete buttons in between the posts like the North Loop vision zero programs
12224	1 lane of traffic for a major east west road
12225	
12226	
12227	-
12228	
12229	Love it!
12230	No dedicated space for transit
12231	Simpler measures would have been helpful (to date) and could still be considered as an alternative—for example, at interval speed humps would slow traffic.
12232	Ignores neighborhood and MoPac access
12233	Flex poles are pretty flimsy. Cyclists and pedestrians would be safer with hard barriers separating them from car traffic.
12234	N/A
12235	That it's only a pilot and not permanent

12236	I would be interested in seeing the flex posts turned into a concrete barrier in the future - although flex posts are an improvement from paint, I still will probably die if a car hits me through the flex posts.
12237	South Lamar intersection - going from 1 eastbound lane to eventually 5 seems unnecessary.
12238	I'd ojo temporary. Make it permanent!
12239	
12240	That it only lasts 12 months
12241	that it is only a pilot the bicycle lanes need to be curb protected not just plastic bulbs
12242	I'm a little bit concerned about bicycle facilities at Lamar and Barton springs given that all motor vehicle lanes will be kept.
12243	I know that we're limited to them for the pilot but we really need to upgrade from flexposts. Having real hard curbs will be far better for both safety and keeping the bike lanes free from debris. Also, maintaining protected approaches to intersections would be great for cyclists instead of sending them across right turning traffic.
12244	pylons are not very attractive
12245	
12246	while pylons are an improvement to the current implementation, drivers can still enter the bike lane to drop off passengers or to park which basically makes the bike lane useless when riders have to exit the bike lane to go around a car. Please consider a different, less porous and more protective barrier.
12247	I would like to see lane widths reduced in the park, with the addition of sidewalks and a curb separated bike lane on either side of Barton Springs. After all, it is a PARK! It is downright dangerous to cross Barton Springs Rd within the park due to it's width and high travel speeds. Simply reducing the speed limit without making physical changes to the street configuration will do little to make this roadway safer in the park.
12248	While I understand the design is temporary, when this is made permanent I'd like you to make these hardened concrete or metal bollards rather than flex posts. We should break cars rather than breaking people. Metal or concrete will help protect people. A half dozen people shouldn't go to the hospital because we don't want to scratch some paint.
12249	
12250	
12953	I wish that it included more built in shade on the sidewalks, trees or other canopy
12954	
12955	Seems wishful thinking that reducing lanes by half will maintain traffic flow.
12956	Closing a lane of car transportation would negatively affect every resident along the S Lamar corridor. It is literally the only way to access Mopac, and thus most of the city.
12958	
12957	Plastic guards between car and bike lanes instead of a curb, bollards, or plants.
12959	Reducing 2 lanes down to 1, and believing merging into one lane will not cause traffic slowdowns. Do you all actually drive? Anytime 2 lanes merge into 1, it causes a huge slowdown. Think of the last time you saw a "Right lane closed ahead" sign, and the slowdown.
12960	It makes the road unnecessarily dangerous. I drive on Shoal Creek. The changes have made it more dangerous. People drive as fast as the used to, just in a more dangerous manner. It's so scary! So many more people run the stop sign at Shoal Creek and Foster. I don't feel safe crossing at that intersection because people are so aggressive now!
12961	I wish/hope that the separation of car lane to bike lane is done with a physical concrete curb, not just flexible posts
12962	- taking lanes from very limited routes to Mopac - adding 20 minutes or more to commute time (pollution) by forcing cars to Cesar Chavez or southbound to Lamar) so people can travel south -lack of first and foremost making curbs or bollards along bike lanes -uses a jack hammer as a solution for something that needs a small hammer instead
12963	taking away another traffic lane is going to cause more headaches
12964	It's only a pilot and not permanent
12965	Dislike widening the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph Dislike flexible posts along the bike lanes – prefer stronger protection such as curbs or bollards
12966	
12968	

12967	There's a note about "additional lanes to be provided at intersections..." At some other places in the city bike lanes disappear at intersections, leaving bikers in a dangerous spot. If there are additional lanes at intersections they should be in addition to bike lanes, not replacing them.
12969	I understand that this is a separate initiative from the Zilker Park Vision Plan, but I would like to see a bit more of an explanation of how these two projects would be integrated.
12971	N/A
12970	Not happening fast enough.
12972	
12973	Bike lane does not have solid curbs to protect it
12974	
12975	I don't like the flexible barriers; that should be concrete at least as tall as a curb
12976	
12977	Well, I'm concerned about the equity of reducing traffic flow. A lot of people who don't live right here depend on this street to go through to the highway and/parks. Also wondering how its perception may further decrease local business traffic (folks already are avoiding the area out of perceived lack of parking). Finally, as someone who currently lives in the Talisman; backed up traffic on Barton (which already does occur and will likely occur more) can block us from the one way in and out of our complex. I feel like the city should buy property behind the complex and make that a second entrance. It's a safety hazard, I already had one time where a family member was at risk because we just couldn't leave.
12978	Elimination of one lane of traffic on each side of the road.
12979	I like all of it. The merging into a single lane is a little hairy. When that happens on a road unfamiliar to me, it's scary and seems very sudden. Please you CLEAR signage and give enough time for everyone to merge WITHOUT speeding up
12980	
12981	I often ride my bike and removing a vehicle lane will greatly increase traffic backup making it even mor dangerous along Barton springs. Terrible idea.
12982	I wish there were spaces do public transit or it was more public transit friendly
12983	One traffic lane is fine except for turning vehicles. Need dedicated turn lanes at ALL intersections. Soft barriers are insufficient protection for casual cyclists. Trucks routinely drive over them. Need stronger protection such as curbs or bollards
12984	There are no benefits. It's a huge imposition on the general public to make a handful of virtue-signalers feel good about themselves.
12985	The reduction of traffic lanes is terrible.
12986	Reduction of traffic to one lane.
12988	prefer stronger protection such as curbs or bollards
12987	
12989	nothing!
12990	
12991	Dislike flexible posts along the bike lanes – prefer stronger protection such as curbs or bollards
12992	
12993	I would prefer stuff bollards to the flexible ones.
12994	Dislike the preservation of on-street parking along the route. Could very easily block bike lanes
12996	I think the bike lanes need to be protected by a curb not the flexible posts.
12997	
12998	Enhancing sidewalks should also be addressed. With the volume of pedestrians, sidewalks should be wider and smoother for wheelchairs. Accessibility is an issue.
12999	I dislike the flexible posts along the bike lanes. I would prefer stronger protection such as curbs or bollards
13000	Potential traffic for all.

13001	Hard barriers (concrete) are preferable to soft barriers (plastic poles). While soft barriers raise visibility they offer zero physical protection.
13002	Reducing to one lane will create too much backed up traffic. This is a heavily used route.
13003	Dislike widening the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph Dislike flexible posts along the bike lanes. Drivers run over these all the time – prefer stronger protection such as curbs or bollards.
13006	Slower driving commute
13005	Needs signalized pedestrian crossing at Barton Blvd. NOBODY stops for pedestrians. I'm concerned that eastbound vehicles on barton springs turning right onto azie morton wouldn't slow everything down too much.
13007	
13008	Nothing
13004	one vehicle lane in each direction between Azie Morton Road and South.
13009	Increased congestion
13010	TRAFFIC CONGESTION REDUCED ACCESS TO BUSINESS
13012	
13011	Plastic bollards are intrusive to the right of way. Please leave the road open. Also, this road works well with 2 lanes - there's no need to change it.
13013	Bike lane protectors are flexible, not fully protecting bikers.
13014	Nothing
13015	Dislike flexible posts along the bike lanes – prefer stronger protection such as curbs or bollards
13017	i think the flex sticks should be replaced with concrete curb similar to Rio Grande St.
13016	keeping dangerous/polluting automobile lanes
13018	Would promote slow traffic.
13019	N/A
13020	I'm disappointed in how exposed the bike lanes remain as they approach the Lamar intersection. Specifically, the long stretch where the right-turn lane on the south side of BS crosses over the bike lane looks unimproved over today's dangerous arrangement. I also wish the plan went even further in reducing automobile capacity to nudge people into alternate routes and/or more sustainable modes, but I understand there are equity concerns and political forces that make that challenging. I'll take the incremental progress in the meantime.
13022	
13021	I don't really care about the same throughput for cars. In my opinion, better cycling and walking options should reduce the amount of people in cars.
13023	
13024	Dislike widening the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph Dislike flexible posts along the bike lanes – prefer stronger protection such as curbs or bollards
13025	N/A.
13026	Dislike widening the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph Dislike flexible posts along the bike lanes – prefer stronger protection such as curbs or bollards
12995	I can't tell if the single car lane west of Azie Morton will result in a protected bike lane across the bridge in both directions. If it does not, I would encourage that adjustment. I'm also not convinced that drivers will drive more slowly -- except when traffic is backed up.
13027	It should include connected and expanded sidewalks throughout
13028	
13029	
13030	I do not like merging into a single lane as I've seen that cause congestion in other parts of town during busier hours and some people do not understand how to zipper merge
13032	Dislike widening the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph Dislike flexible posts along the bike lanes – prefer stronger protection such as curbs or bollards

13033	
13035	Like it or not, Austin is a car city. Reducing to a single lane is a bad idea.
13034	I have no disagreement.
13031	1. I have serious doubts that eliminating one road of traffic is going to somehow improve traffic on the road as a whole. It's counterintuitive. Despite city traffic studies... I've worked with text on traffic studies, and they are often misleading. But you will not surprisingly, it seems that the city is proposing reducing traffic lines in this area, which is not surprising because the city is proposing, reducing traffic lines in many areas all over town. While I understand the desire to improve pedestrian and bicycle access, for the foreseeable future automobiles are going to be the dominant form of transportation! And it's simply absurd to ignore their importance. I believe we need a truly integrated multi-modal transit system, but that can only be achieved by integrating ALL forms of transit, rather than promoting one or two at the expense of another....
13036	The single lane could go even farther to the Botanical Gardens or Mopac!
13037	
13038	Removing a lane for cars? Where is the bus going stop with just one lane?
13039	The traffic congestion to get to Mopac would be absolutely brutal if having to go down to one lane. We do not have enough ways of getting to Mopac as it is, please do not do this.
13040	
13041	
13044	The proposed pilot design isnt fixing the problem. It will exacerbate the traffic in Austin without providing viable options. It should only be done in conjunction iwth providing viable public transport options in Austi. Otherwise it is just creating a bottle neck
13043	Provide one vehicle lane in each direction between Azie Morton Road and South Lamar Boulevard; I think this WOULD lead to more congestion
13042	Removing traffic capacity. This road is already a major bottleneck in the area for vehicle traffic. It will become a NIGHTMARE during peak times if you take it down to 1 lane each direction. There is nowhere else for the cars to go.
13045	
13046	Nothing
13048	Wide road for car, bike lanes and pedestrian lanes aren't protected by any physical barriers. Would love to see trees or cement barriers to protect them.
13049	The reduction to one lane is idiotic. This street already has significant traffic backup, and as a regular driver in Austin plenty of intersections are huge bottlenecks I do not trust the thoroughness nor accuracy of the "traffic models" referenced with little real data
13050	Dislike widening the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph. Keep the lanes narrow to encourage safer driving. Dislike flexible posts along the bike lanes. Drivers will often accidentally or intentionally drive over these.
13051	N/A
13053	I wish there were some greenery, and more substantial protection for the bike lanes.
13054	
13052	Not much honestly, looks like the right move.
13056	
13057	I wish they could go further, with more permanent protected bicycle infrastructure and dedicated transit lanes.
13055	The shortened crossings at side streets are probably unnecessary. Those crossing are not currently dangerous in my opinion.
13058	
13060	Should widen the sidewalk instead of keeping it narrow
13047	Sections of barton springs would really benefit from a total removal of personal vehicle traffic, but I understand thats a bit much for a pilot program.
13061	The single wider vehicle lane may promote drivers to travel faster (let's be real: drivers treat speed limits as suggestions)
13062	

13063	The temporary barrier may still allow drivers to pull into the bike lane for pickup/dropoff.
13064	Not enough protection for cyclists.
13065	I'm not sure Austin / Texas drivers will be capable of following this new proposal.
13066	none
13068	
13069	Wish the flexible bollards were true separated concrete for the bikes lanes or even grade separated.
13059	I couldn't find what the physical separation method would actually be in the plan, but I do not like flex posts since they are not substantial enough protection for the bike lane. They will not stop a distracted driver from veering into the bike lane. I'd much prefer a truly protected bike lane with something like curbs or concrete/metal posts separating the lane from traffic.
13067	Will traffic end up being even more congested as a result of these proposed changes?
13070	Bike connectivity is still lacking trying to get too downtown from Zilker. It requires a left turn on to Sterzing that crosses traffic.
13071	We all know how bad Barton springs traffic currently is and how it backs up. How will fire trucks and ambulances move along the road when traffic is *far* worse? Civilian vehicles will have no where to move to clear a path for first responders.
13072	no physical barrier between bike lanes and car lanes. I'm not counting on the plastic poles to save me from a distracted driver .
13073	Flex posts are not enough, reckless drivers can crash right through those and injure pedestrians. There should be a concrete curb separating the lane, similar to the new bike lane on William Cannon.
13074	Dislike widening the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph Dislike flexible posts along the bike lanes – prefer stronger protection such as curbs or bollards
13075	Potential backup of traffic at peak times, since that's a major way to get from downtown to Mopac
13076	
13077	
13080	Bikes should not be on roads.
13078	losing a car lane may be rough for traffic but it looks like it was accounted for in the overall proposal
13081	It's not obvious if the bike lanes are protected by curbs (best) or bollards (not as good). Huge preference for curbs.
13079	Reducing car lanes to one is ridiculous! There will only be 2 ways in south Austin to get to Mopac if the city goes through with this wishful thinking plan of action. There are too many people who rely on Barton Springs for normal travel in the neighborhood and that can't be replaced with alternative means.
13083	Honestly I don't want any cars left.
13084	need stronger protection than plastic tubes
13082	Widening the single car lanes will encourage faster driving. Would prefer a standard width lane to discourage speeding
13086	
13085	Nothing
13087	Dislike widening the single lane of traffic, which will encourage faster driving and counteract the recent lowering of the speed limit to 30mph Dislike flexible posts along the bike lanes – prefer stronger protection such as curbs or bollards
13089	People are going to complain about losing a lane
13090	
13091	Removes lanes of traffic from already congested road. Pedestrian traffic should be encouraged to use Toomey where there are sidewalks and park area for overflow.
13088	The reduction to one car lane will create a challenge for residents in the neighborhood south of Barton Springs to access the road during busier hours. I also don't believe that using a main automobile route road is the best option for biking or more vulnerable forms of transportation. In some cases it makes sense, but there are other routes through the area that are less utilized by automobiles that can be enhanced for safety, no?
13092	
13093	The flexible posts for the bike lanes. Should be permanent and immovable to actually protect cyclists.

13094	That the renderings show only a bars being between traffic and cyclists. There should be barricades. Also, this plan does not address a much riskier part of Barton Springs for cyclists. Conducting a road diet between South Lamar and Mopac would make the proposed changes more effective.
13095	I want real, permanent bollards that would actually protect me from death by car by stopping the car from running me over.
13096	None.
13097	I don't like reducing car lanes.
13098	You're going to choke the only east-west arterial in the area. Will the ensuing congestion and vehicle idling be safe or healthy? Answer: No.
13099	
13100	The flex post are not enough because the flex posts on Congress regularly get ignored. Namely by cars/Ubbers dropping people off, service trucks, and even police cars.
13101	Why do you hate cars?
13102	Dangerous, limits traffic.
13103	Not sure if barriers are sturdy enough or just flex poles.
13104	It has me thinking about more car traffic buildup, but anything towards a more walkable/safe city is worth it.
13106	concerned traffic will be delayed due to an increase in congestion
13105	Does not address crossing south first and lamar
13107	Changing a 4 lane road with serious traffic to a 2 lane road to accommodate an undisclosed number of bicycle riders. This appears to have no evidence based value, only an unproven rationale.
13109	Nothing
13108	Pedestrian and bike crossings on South Lamar are a critical part of the solution that this plan does not address. South Lamar is a mess and danger during every Zilker special event.
13110	The need to drive drive Barton Springs Road
13112	Someone said there would be parking lanes, which would be very unsafe, but I don't see that here. No parking lanes, please.
13113	
13111	
13115	Reducing to a single lane grossly limits safe commuting. I would prefer to see the bike lanes/sidewalks relocated off the road.
13116	
13117	
13114	We need to keep the two lanes going in both directions.
13118	keep 4 lanes for cars
13119	
13120	Taking away a lane of traffic for cars.
13121	Merging lots of drivers are [expletive] about this all over town.
13122	Bottlenecks are never helpful
13123	
13124	You are choking traffic on the only east/west road that allows residents out of our neighborhood to access Mopac. Traffic is already a disaster with all of the visitors to the area, you are making it worse for the people who pay \$30k in taxes a year to live next to Barton Springs. The traffic dividers for bicycles are SO UGLY, but what is worse, is that they are at handlebar height and cause cyclists to crash if they get caught.
13125	To go from 4 lanes to 2 lanes. This is a major road to get from mopac to lamar and downtown. This is not a park road even though there is a park. We already have a ton of congestion in this city those is only going to add to it!
13127	
13126	Reducing the number of lanes on a MAJOR east/west thoroughfare.

13128	It doesn't close it completely
13129	I hope there will be even more protection for cyclists by installing a concrete curb or barrier between the bike lane and road
13130	The area around Zilker is heavy with pedestrians and does deserve attention to those who are walking/biking. However, please do not turn the area into what has been done in the 78745. It is a mess and not thought out with regards to the traffic, commercial businesses, schools and ACC in consideration. I avoid the area and I do live in the area.
13131	I like everything about the pilot design - I think it should be permanent
13132	Less car accessibility, affecting traffic.
13133	
13134	It should be city wide.
13135	The whole [expletive] thing, leave it alone.
13136	
13137	it drops the car capacity for the benefit of bicycles, but bicycles are not regularly used for commuting especially in Austin heat, so this will create more traffic congestion, just like it has on Shoal Creek Blvd...
13139	Reduces the number of traffic lanes.
13140	Reduced lanes for through-traffic
13143	throughput is limited by the single lane
13144	
13142	"Although motor vehicle queues would become longer during peak traffic periods at Azie Morton Road, drivers are expected to still clear the traffic signal in a single signal cycle as they do today."
13138	it will mess up traffic and hazardous for pedestrians
13145	Making the road one lane.
13141	Three things I do not like about the design: FIRST, bikes are not the only alternative transportation: there are low speed electric vehicles, golf carts, trikes, scooters. The City needs to design streets inclusive of ALL alternative transportation modes because not everyone can ride a two-wheeled bike or drive a car. The protected lane needs to be much wider to accommodate those different modes that require a little more space (e.g., trikes). To get the wider space, use a more space-efficient and more effective barrier between the protected lane and the car lane. As a cyclist I found the wide buffer with the plastic sticks used around Austin to be ineffective for protection and space inefficient. LA Metro (Los Angeles) created a street cross-section plan that divides the street ROW into different speed lanes to accommodate a variety of transportation modes. See page 9 of LA Metro's "Slow Speed Network Strategy Plan" to see example of street-cross section by expected speeds for a wide range of : http://southbaycities.org/sites/default/files/Metro%20Slow%20Speed%20Network%20Study.pdf SECOND, the trees are shown planted in the middle of the street, providing shade to the cars, but not to the other users that need the shade more (e.g., pedestrians, cyclists, wheelchair users, etc). Can you design the road so that there are trees planted to focus on shading where those users are? THIRD, navigating the South Lamar intersection as a cyclist is "expert" level cycling and will scare away any non-expert cyclist. I consider myself an expert, experienced cyclist and it is tricky with the bike lane being crossed by vehicles and not knowing whether to just turn left with the traffic or use the two-step left turn box approach. If the goal is to give more vulnerable users a safer environment, do not leave the South Lamar intersection "as is." I am a traffic & civil engineer and experienced cyclist - there are ways to design that intersection to create a safer passageway for vulnerable users- perhaps even consider a "turbo" roundabout (instead of a 2 x 2) for the cars with Dutch style bike infrastructure around. The central part can be reduced in diameter to fit within the existing space as long as truck mountable curbs are provided.
13146	Overall, it looks like a good plan to me. However, it would be easier to evaluate if you had a simple mock-up of the overall plan on a map of the street.
13148	None at this time. It's a big improvement to safety for bikes and foot traffic.
13147	Everything
13150	Nothing
13149	
13152	

13153	vehicle queuing mid road (not intersection) to do left turn into business lots.
13151	The traffic congestion caused by reducing lanes will be insane, increased pollution and wasting of gas while cars pile up. Guess cars in traffic will slow them down.
13154	Nothing
13155	
13156	I like it
13157	Impact on emergency response and businesses in the area
13159	fewer car lanes
13160	
13162	wish more money was allocated to something so important for the big picture
13161	The reduction in vehicle lanes may make motorists more reckless.
13164	I do not like the separators on the bike lanes as I think that makes the bike lanes feel narrow especially when runners and walkers hop in there, which they do, and it makes them harder for the city to clean, which they don't!
13165	That this city isn't actually dense enough to take full advantage of bike/walk friendly designs and that attempts to make it more dense (CodeNext) died at the hands of NIMBYs. You can add more bike lanes, and I appreciate them, but unless a lot more people can live within 5 miles of those new lanes, they won't get much use. More scooters than bikes will probably use them.
13166	
13167	I am skeptical about reducing vehicle lanes, but open minded if it means safer bike lanes
13169	
13168	
13170	The bottle neck that will be created (maybe?) at Lamar going west as it turns into one lane.
13172	Flex posts are not particularly safe ways to protect a bike lane, as cars can simply drive through them with minimal difficulty, meaning it is possible for a car to enter a bike lane either while driving or to park. As such, the bike lanes should be protected by sturdier concrete barriers. Additionally, there is no need for signalized intersections, and those intersections should instead be four way stops with stop signs rather than traffic lights. There is also no need for increased vehicle lanes at those intersections
13174	The road has no shade for cyclists. The road could be premium, but with the strong Texan sunshine, it is very unlikely that someone will prefer to use a bicycle if there are miles of no shade.
13173	
13175	The reduction in car lanes. This is one of only a few E/W corridors through that part of the city.
13176	As long as wait time at lights is similar to now, I approve!
13171	No more trees or bus stops
13177	None
13180	
13179	
13181	n/a
13183	I think we should divert ALL car traffic from that area. Or make people pay a toll if they want to drive a car down that road. Use the money to maintain the park.
13182	It might put more pressure on 6th street to Mopac, which has a bottleneck at Lamar, but maybe we can improve that intersection too.
13185	Lamar needs improvement as well.
13184	
13187	
13158	Worried about congested car traffic
13189	

13186	Concern about increased congestion.
13178	I don't like that the bike lane is on the same level as the cars.
13192	May be more car traffic congestion due to single car lane.
13193	It didn't happen 10 years ago.
13194	Shade the people not the cars. Relocate the esplanade.
13188	I'm curious what merging to and from one lane to two lane traffic will do.
13195	Crazy ideas about reducing the number of lanes as if that would help move traffic more efficiently or more safely.
13196	Will automobile congestion increase with just one lane?
13198	
13197	everything that obstructs, reduces use, increases difficulty of using that artery through this crowded city. everyone isn't a techie millennial, there's still lots of originals here. & Texans will never stop driving their cars on BSR. do not allow scooters on sidewalks or buggies on the road.
13199	Nothing. Do it!
13200	I anticipate a lot of traffic for cars since this is now only one line for cars. This wouldn't really be an issue though if there was a train line there or other convenient options for public transportation.
13201	
13202	
13203	Do not like the white poles as separation. they are ugly expensive and dont do much
13206	More congestions seems impossible to avoid , which will create more pollution.
13205	
13190	
13207	I do not like taking out 2 lanes of traffic. It will be very hard to get into and out of the businesses over there, and it will be so unsafe with little room to navigate driving.
13209	
13191	expand trail access to Barton Springs - especially with signage.
13210	
13211	
13213	
13208	n/a
13212	Don't know yet
13214	
13204	longer queues at intersections
13217	
13218	Question the impact on business Along the corridor.
13215	Missing signalized cross walks in areas between.
13219	
13220	2 lane proposal
13221	Bike lanes could be more protected, flex posts are worthless. Needs more pedestrian crossings.
13222	
13224	
13216	I am not sure I believe that the changes can handle the amount of vehicular traffic and cars will back up at every instersection.
13226	

13225	
13228	
13227	
13233	
13229	Grade crossings
13232	It should go through the park. People already accelerate through the park, so we need to expand that. Other than that, I think it will be important for the safety of all users of the road.
13235	Nothing - it looks good to me
13230	I worry about the traffic piling up. For those who live on that side of town (west?), we use Lamar as North-South thoroughfare, because getting on and off I-35 is a hassle if your destination is the South Lamar area.
13234	I like the dedicated bike lanes, but reducing car traffic to one lane each way is dangerous and dumb.
13238	
13231	
13240	Leave it alone! I'm tired of Austin changing so much!!!! Austin is NOT what it use to be which is sad.
13242	focus is still on cars not people.
13245	
13239	The existing bike lanes have pot holes and debris, unless they are maintained and swept regularly, they'll continue to be dangerous.
13246	
13243	I would like to see protected bike lane infrastructure
13241	Looks like intentional gridlock to me. Additional lanes at signalized intersections will do little to avoid creating a solid line of unmoving cars.
13247	
13248	
13236	Only thing that would make it better is dedicated space for light rail or bus rapid transit
13237	I live off Azie Morton road and the wait to leave the neighborhood at this intersection is already too chaotic, long, and dangerous. While I understand there will be additional intersection lanes, the backups going towards Mopac will effectively reduce this intersection to a crawl. Existing light timings will not be changed which will only exacerbate the problem.
13163	No reason for it to be a pilot. Let's do it already. Pilots leave all the asphalt and look temporary.
13251	
13244	traffic will be backed up on BSR back to Lamar.
13223	No curb protection for the bike lane - still dangerous that cars might encroach on the bike lane over the physical separators.
13253	Single car lane causing additional congestion
13254	There might be more vehicle congestion
13255	
13256	
13263	
13261	
13258	
13259	possible increased congestion.
13262	
13265	It's already hard to get in and out of the RV Park during events

13252	Not sure about the west bound merge location.
13264	nothing
13249	Instead of signalized intersections, what about roundabouts at some intersections?
13250	The only thing I worry about is the merge zones, especially if the west-bound merge backs up into Lamar.
13257	Reducing the automobile lane down to one. There is a high demand to use the road as a thoroughfare to access areas west of Mopac, like Bee Caves Road and Barton Creek Mall.
13260	All seems fine.
13266	I realize the space limitations and think the proposal does a good job balancing interests.
13267	Honestly I think it's great. Bigger bike lanes are really needed.
13268	
13269	Limits auto traffic
13270	single lane will result in lines of traffic and more idling car exhaust that will affect walkers and bikers negatively
13271	I don't like it because it is gonna cause more traffic than we already have. Austin has gotten way out of hand with traffic. I have lived here for 45 years. And nothing has gotten better! I am against it!
13272	That it's just a pilot.
13273	Don't like the idea of losing a lane. If that is to happen would like to see concrete barriers instead of poles for bikes and also use light beacons for crossing pedestrians.
13274	Omitting vehicular traffic lanes in both directions. Physical barriers between vehicle and bike lanes which restrict access to businesses and make exiting businesses difficult and hazardous for riders and drivers.
13275	The single lanes for car traffic is a terrible idea.
13276	
13277	
13278	I absolutely do not want Barton Springs reduced to one lane. Local residence use it as a primary route to Mopa, to their homes and to their child care located in zilker Park. What I would like to see the city do is build morepedestrian and bike bridges, and leave the car lanes alone! Stop accommodating tourists and leisurely activities over the benefit of local residents, who live and work in the area! There's no reason why you can't build pedestrian and bicycle lanes, and bridges to accommodate those users. I also hate the idea of you destroying the original bridge. Please preserve something in the city! It has historical an aesthetic value.
13280	Protected bike lanes in Austin can create more problems than they solve bc there isn't adequate signage/markings to get drivers to pay attn to the bike lane when they turn. Do it right, please! The whole road should be one-lane and 25mph.
13281	That it's only a pilot.
13282	
13284	We should consider replacing signals with roundabouts in these dense urban intersections. An unobstructed stretch of road still allows for fatal speeds when uncongested.
13283	I think eventually this stretch of Barton Springs Rd should be car-free. This is a great step in the right direction.
13279	Nothing! It's great.

Do you have any additional comments?

Respondent ID	Response
13365	
13285	I strongly support these changes. Itâ€™ll make Zilker park more accessible for everyone in Austin. These changes will make it feel safer to bike and walk.
13286	Overall, I'm excited for these changes. Walking and biking will feel much more comfortable and the road will be safer for all users.

13287	
13288	
13289	
13290	Please don't implement this program as is. There are other ways to slow traffic w/ the severely negative side effects this proposal will cause.
13291	I believe that I am very much inside your target demographics. I live a stone's throw away from Barton Springs Rd and use it more than almost anyone. I actively walk, bike (cycle), and drive on the road daily—usually 2 of these methods daily. I never feel safe biking here on Barton Springs Rd, unfortunately. Changes are needed. If the city truly cares about its bikers/pedestrians, how about you take action in maintaining the road as it presently sits? 1) paint the shared bike lane lines on the Barton Springs bridge so that it is clear to drivers/bikers that it is a shared lane. 2) fix the VERY DANGEROUS seam in the bike lanes that separate the curb from the road, which make the bike lanes more narrow and more dangerous than they need to be. 3) trim the [expletive] trees at umlauf so that pedestrians walking on the southern sidewalk of Barton Springs Rd don't need to walk into the bike lane rather than hitting their heads (and do the same outside of shady grove on the other side of the street AND by your new sidewalks near the botanical gardens). 4) clear the debris, trash, and sediment that piles up in the bike lanes—especially after it rains—since the road is at the bottom of a hill. 5) fix the traffic lights and walk signals at Kinney Ave—the programming is terrible and erratic and often doesn't allow pedestrians to cross unless they push the button—which is ridiculous. And at times the stoplight turns green mere seconds after turning red, making it very dangerous to cross. Figure it out! 6) at least act and pretend that you care ON A REGULAR BASIS about MAINTAINING the safety of this road—it has been unsafe for YEARS! Just because a pilot program is launching, doesn't mean that you can't take these steps to make it safer NOW, before gathering all of your info for your eventual launch. I don't work in design or urban planning, but here is some food for thought (maybe these ideas work, maybe they don't—but hopefully they can at least spark something productive): 1) maybe demolish the very narrow sidewalks on both sides of the bridge, and instead install flex posts / some other safety barriers as protection from cars, creating painted bike/walk lines in each direction AT GROUND LEVEL. I've both walked and biked on those narrow sidewalks and they don't feel safe either way. (I know the bridge reconstruction is a longterm plan, but let's be honest, that isn't happening anytime soon so let's make it safer and more usable in the meantime.) 2) maybe make the bike lanes run both directions side-by-side on either the north or south side of the road (like it is on Bluebonnet Ln or stretches of Shoal Creek Blvd). I'm not sure if this is doable with all of the driveways and cars and traffic patterns, but it is worth considering, since this will make the bike lanes more of a visible focus to drivers. 3) not my favorite idea, but this is better than stealing 2 full driving lanes for a year—if you need to, based on eastbound vs westbound traffic counts, only steal one of the 4 driving lanes and make it 2 driving in one direction + 1 driving in the other. Then biking in each direction can be shared in that 4th lane. Unlike many people in this neighborhood, I am not at all opposed to change within the Zilker Park area. I realize the need for adaptation to the times—both here on the road, and with accessibility to the park. I am, however, opposed to short-sighted change that will create more issues than necessary. I personally like to walk and bike places as often as possible, but the reality is that Texas is predominantly a driving state and it will continue to be one due to its vastness and sprawl. Let's make it safe for everyone, but not forget that driving is likely to remain the primary mode of transportation here. Thank you for coming to my rambling, yet well-thought-out ted talk.
13292	
13293	
13294	
13295	
13296	None
13297	More bike lanes pls!!
13298	
13299	Safer pedestrian, bike + scooter crossings are needed
13300	The separated lane should extend all the way to the Mopac interchange.
13301	Keep communicating and education!!
13302	
13303	I feel very comfortable on the road after rush hour and somewhat uncomfortable on weekends and holidays. Things to keep in mind: 1) Tell people in performance vehicles that coming off the freeway and into the resort zones means slowing down to enjoy. A good marketing communication thing would be nice. Like "Weekend waltz across Austin", etc.

	2) Tell people (drivers) this is a pilot, show people pictures of wrecks. Show people pics of families crossing Barton w/ kids, inner tubes. 3) Tell people this is unrelated to the Zilker Vision Plan - right up front. They are pissed about the vision plan. 4) Can we try a pilot zero-car weekend once a month? Run shuttles only from mall like Xmas Tree of Lights Nights? 5) Show people how other park avenues have been made safer... Houston, etc. if these examples are available.
13304	What are the commercial plans along BS Road? Not in favor of car garages in Zilker Park & BS
13305	
13306	Find better solutions for Austin traffic with volume considerations
13307	
13308	
13309	
13310	
13311	Somehow create greater separation between bikes and pedestrians. Peds will often use the bike lanes, so adding smaller barriers to keep both peds and bikes safe is helpful. Striping alone isn't enough as we see at Manor and Cherrywood.
13312	
13313	None
13314	Thanks for this project, it is long overdue. Barton Springs Road in its current state is way too dangerous to be running through a major public park. I hope that this pilot is just the first step in making drastic improvements to walking & biking options through the park.
13315	Thank you for addressing the dangerous mix of cars traveling at high speed through a space where recreational activities are occurring. The area should be treated as park space, not as roadway with some open park space surrounding it.
13316	
13317	
13318	we need protected bike lanes
13319	Build it! As someone who primary drives this road, safer streets that save lives are more important than street parking or slightly faster commute times by car.
13320	The less cars and more pedestrian and bike friendly the better
13321	
13322	
13323	
13324	
13325	
13326	I'd like to see this in Oak Hill, too! Why is Scenic Brook left out in the cold with all the work trucks running through there?! Do you even care about anything other than the central core?
13327	n/a
13328	No!
13329	
13330	
13331	
13332	Barton Springs Rd is such a critical road to go north(Mopac) and to Rollingwood.
13333	Back off this elitist plan
13334	
13335	No
13336	
13337	

13338	This is a terrible idea
13339	
13340	How about a single two lane bike path so that room for a dedicated bus lane is opened on Barton Springs road? That's the hardest part for me about getting to Barton Springs: the walk from the 803 bus stop to the Springs is uncomfortable in the heat in addition to the presence of cars.
13341	
13342	Yes -- sidebar: what has happened to Shoal Creek. The bike lane is now treacherous with mixed matched road services, hard to see potholes and debris everywhere. If we improve the mobility, we still need to make sure that the tertiary construction crews for data lines or plumbers return the street to its previous condition or better - not ruining it. So sad -- please go look at shoal creek
13343	
13344	Thank you for offering this thoughtful design!
13345	
13346	
13347	no
13348	
13349	
13350	Honestly, if cars could be stopped completely here, that would be even better, with shuttle service into the park. I know that will never happen, but it would be nice.
13351	
13352	No
13353	Hope it doesn't increase car congestion Barton springs isn't a terribly busy road so I suspect it won't be a big deal
13354	has anyone investigated the complicity of the pedestrians in these accidents. many people in this area are not sober and that contributes to accidents.
13355	
13356	The flex poles separating bicycles from traffic are ineffective. Car can and have run over the poles. It makes it difficult to clean the debris from the bike lanes and thus renders them useless to bikers. I have seen the bike lanes on Spicewood Springs road so full of debris that the bikers are using the traffic lanes. This is not safer.
13357	
13358	Please evaluate and resurface the sidewalks if possible. skateboarding or using a wheelchair on the existing ones can be difficult due to the varying surfaces.
13359	There's value to be gained in addition to safety. There is also the potential reduced carbon emissions from more people choosing to walk/bike. For example, I will choose to walk instead of drive for a few reasons: if it is safer, if there is more space to make it more comfortable, and if there was more shade from trees making it a pleasant experience. Currently, there's simply too little width for me to take my dog and stroller at the same time on sections of that walk from Lamar to Zilker - especially if someone else is using the sidewalk coming from the opposite direction.
13360	This is a stupid proposal. the amount of daily traffic Barton springs has can not be support by single travel lanes. ATD act like everyone rides their bikes around town when in reality its maybe 1%. If this goes through it, people and business will sue over it.
13361	Stop screwing around with our streets please. Hire more law enforcement and ticket the [expletive] out of the [expletive] that are causing the problem. While this type of nonsensical convoluted plan definitely keeps you folks perpetually employed, this street by street destruction of our town is sickening...in my ever to be humble opinion.
13362	I think the public would be more comfortable when seeing the numbers to support your stance about the same number of cars being able to make it through one lane as two with longer traffic signal in one cycle. At first glance this idea sounds terrible because that is such a commonly used road heavy for commutes. When I lived in Buda and worked in Westlake I would use to backtrack and avoid mopac. The idea of precovid traffic in one lane is scary.
13363	I was hit by a bus in the existing westbound bike lane. Vehicle operators dont care about paint. Please consider protective bollards instead of flex posts. Drivers *should become nervous* when operating in an urban environment. You should design the road to be so narrow, and the bollards so sturdy, that people put down their phone and pay attention. (while still allowing for fire truck navigation)

13364	
12924	
12925	
12926	
12927	Every little bit of change counts. Thank you guys for making not happen!
12928	
12929	Any improvement will be great. That road is awful
12930	Please do this lane reduction!
12931	have you addressed electric scooters and ebikes? What lane will they be in?
12932	Don't do this.
12933	Increase budget
12934	Increase budget
12935	
12936	The intersection at Azie Morton / Barton Springs Rd is incredibly dangerous for pedestrians and cyclists, so that crossing needs to be given extra attention.
12937	
12938	
12939	No
12940	Barton Springs needs to remain a 4-5 lane road. It is bad enough when it closes for events and residents cannot use it for every day use. Limiting it to one lane each way will not motivate me to take an alternate route and minimize the trips I have to make thru there multiple times a day. There are too many tourists and gawkers that drive 10 miles an hour down BS to make it one lane each direction. Plus cars turning onto AM from BS going west often back up into the left lane and if it was only one lane, then the traffic is stopped. I walk, run, bike down there all the time, in addition to driving, and strongly oppose making BS one lane in each direction between Lamar and LN. Instead, focus on adding flashing ped crossings. The ones currently there are ridiculously inadequate.
12941	I am not fully against the one lane idea but I don't see how feasible it would be since traffic will be even worse during the busy hours. So the city should invest in more accessible public transit with more bus stops along with narrowing the lanes down, so people have more incentives to take a bus rather than drive. Adding a bus lane with one lane roads for cars would help this process tremendously so it wouldn't worsen congestion like it often does when buses stop for passengers.
12942	
12943	I live near Barton Springs road and use it every day. Traffic in this area is almost always congested already, the proposed plan will only worsen it. When lanes have been closed due to construction or an event the traffic backs up on all of the adjacent streets. How would the proposed plan prevent the incident where several people were injured which was described in the report? I would be interested to know what other solutions were considered.
12944	
12945	I was a witness to one of the high speed collisions on Barton Springs Road, and the sound alone was terrifying. I think these safety improvements are critical. There will be pushback at first, but what you're doing is important, and people will eventually buy in.
12946	
12947	Expanding the bridge over Barton Springs trib to allow for bikes and pedestrians while maintaining two west lanes would be a better option.
12948	
12949	I have been commuting on Barton Springs since 1974, and your proposed reduction to one lane each direction is ridiculous. I think this will result in road rage that will make the road much LESS SAFE.
12950	
12951	

12952	Ways to improve BSR: clean up the existing bike lanes, as they are littered with broken glass and other trash, in order to make them safe for bikers. Install a series of speed bumps from Lamar to Azie Morton. Folks hate them, but they do, if they are hefty enough, slow traffic down. Have a police presence often enough to make speeders and reckless drivers aware that there are consequences for their actions. Begin with sensible interventions, not just doing a complete senseless overhaul that will only contribute to and exacerbate the problem.
12589	
12590	I have homes in 78745 and 78704 - South First street (from Elizabeth to Oltorf) is also in desperate need of room for cyclists and proper SAFE sidewalks further away from speeding vehicles.
12591	This project is essential for meeting the city, county, and state's stated goals for vision zero, supporting small and local businesses, and combatting climate change
12592	Add in as much green stormwater infrastructure as possible, including trees, rain gardens, etc.
12593	I like this pilot program concept to see how single lane traffic flows will impact the area and traffic flows. I feel like there must be more signage and visuals for drivers when this change rolls out.
12594	
12595	Thank you for doing the work to make this pilot proposal
12596	
12597	This will be so much safer for bike/walk/bus access. It would be great if CapMetro would also increase route frequency through here, especially at popular times. That would be a better solution than the current shuttle since it would allow people to take the bus from where they live by using the rest of the CapMetro network for connections.
12598	
12599	
12600	
12601	
12602	Use road humps to slow traffic and metal road "turtles" to separate bike lane from automobiles. Increase police presence to ticket speeders and jaywalkers, as well as scooters and cyclists who don't yield right of way or obey traffic signs, and give enhanced fines. Install in-ground lighted, flashing crosswalks for pedestrians. Put large, solid concrete barriers at intersection corners, and have local artists paint them. And always remember that flex posts are ugly, confusing, and visually distracting.
12603	
12604	How will this design impact the bottle neck of cars that forms on Azie Morton when a lot of cars are trying to turn from Azie Morton onto Barton Springs Rd? Also, a lot of traffic occurs in this area during events from cars aimlessly driving while looking for neighborhood parking or for a place to drop off passengers before looking for neighborhood parking. For some events the city places "no neighborhood parking" signs but they are simply ignored. Addressing this parking issue with a real solution (e.g., neighborhood parking permits) will help the traffic issue.
12605	
12606	Strongly support the improvements and hope this becomes permanent ASAP.
12607	city of austin motto: we don't do anything for you, we just do things to you.
12608	
12609	Let's not over-react because of one single (very unfortunate) accident involving a driver that was not even supposed to be behind the wheel. Spend money and energy elsewhere.
12610	Why not do the land bridge as proposed in the Zilker Vision plan and widen the road to accommodate bikes and pedestrian traffic rather than getting rid of lanes?
12611	
12612	
12613	
12614	
12615	
12616	Please listen to an Austin original of 53 years... Our town has changed too much and not for the better sometimes. I honestly believe this will be an awful change to B. S. Road.

12617	
12618	
12619	
12620	
12621	
12622	It would be great to do an elevated walkway but that's expensive and maybe crazy. It sure would be cool though. Like linear park.
12623	
12624	I think you should spend some time there observing the traffic patterns. One lane seems optimistic. You have too many people living in this city and too many tourist to only have one lane. Maybe test out your theory by blocking off one of the lanes for a week and see how it impacts traffic. If your theory works then great, but where I see roads go down to one lane there is usually a backup. also at the lights people try to take off extra fast to get in front.
12625	
12626	
12627	I like the idea, however it is a quick fix and it's not a comprehensive solution to the entirety of Barton Springs Road. Which is a waste of taxpayer money if you compound a problem elsewhere while attempting to fix another.
12628	Sidewalks need to be wider
12629	
12630	Use the money to build homeless dwellings in and around town. Create programs that will ensure the homeless have the systems and support that they need to stay off the street.
12631	
12632	
12633	
12634	I wish the pilot design deployed movable planters with trees. There is nothing worse than being a pedestrian walking alongside a "naked sidewalk". Could this pilot include planter boxes and have the businesses volunteer to water the plants? or have a volunteers from Keep Austin Beautiful ensure the plants survive during the pilot? Perhaps tree nurseries could be sponsors of this pilot and bring trees to protect the bike lane. The location of the nursery could be marked on the planters inspiring people to plant more trees, support a local nursery and make this a virtuous cycle? (no pun intended) :o)
12635	I drive on Barton Springs to work each day. The only times it becomes difficult is during ACL fest and the Blues on the Green but that is because traffic is blocked off by barriers.
12636	
12637	This city is lacking when it comes to safe alternative modes of transportation to automobiles. This is a small piece of what could make the city better
12638	Get it done!
12639	
12640	
12641	
12642	
12643	
12644	
12645	In 'protected' lanes, it seems like road debris always ends up there.
12646	Huge fan of the proposed design. Need more changes like this in Austin.
12647	
12648	
12649	

12650	
12651	My guess is that this is a precursor to the insane Zilker park plan. Absolutely insane and typical of our Austin government to do everything possible to negatively impact our quality of life.
12652	
12653	Yes, but you don't want to hear them.
12654	Thank you.
12655	no
12656	Flexible barriers will not prevent accidents such as the high speed multi injury collision referenced in the proposal. The vehicle would have still entered the food stand area and hit the pedestrians. The majority of emergency response for the Zilker area comes from the downtown area east of this proposal. Reducing to one lane would severely restrict emergency access to thousands of patrons who utilize the park. One lane during peak traffic times will create gridlock. All of the extra idling from the congestion can't be good for the environment. Restriction will not change the behavior of those who rely on POV over public transportation. Traffic enforcement matters, fund a police initiative instead to change the speeding behavior. Businesses along the route will suffer when patrons choose not to fight the gridlock that will occur. Why would you restrict access to the crown jewel of the city?
12657	
12658	how will the bike lane be maintained? kept free of glass and obstacles? ensure potholes are addressed in a timely fashion?
12659	I would like to see raised crosswalks across Barton Springs to help pedestrians, especially those in wheelchairs, to be visible to drivers. It also helps slow traffic.
12660	More protected bike lanes all over the city please! The amount of times I have almost been hit by a car is terrifying.
12661	
12662	
12663	
12664	I generally support lowering speed limits through city streets and creating wide, separated bike lanes. The city should also study a public transit oriented option with at least one high frequency bus-only lane in each direction.
12665	
12666	This is long overdue!
12667	All for slowing traffic and creating shorter pedestrian crosswalks, as well as having a protected bike lane. That being said its going to reeeeeeally make traffic bad, and I'm not sure we have the public transportation options yet to counter that. My mother is in a power wheelchair and almost none of the sidewalks can currently allow her to move freely. Instead of solely thinking about bikes which is only a 4th of the people using the area, think of a wider sidewalk and keep the bike lane the same size. That way strollers, wheelchairs, little red wagons or whatever people are lugging can fit on the sidewalk...or even just two people side by side.
12668	I would encourage more visibility into the shuttle program and provide expedited access to the shuttles into Zilker park. This will make the shuttles more appealing than sitting in congestion on Barton Springs Rd.
12669	
12670	
12671	I walk on this road daily and live in neighborhood. Theses statistics seem chosen around a rare incident in 2022. The main things needed are: actual usable crosswalks to go across ENTIRE road at once, not just stressful segments leaving a pedestrian halfway over, and with traffic lights telling motorists to actually stop their cars (they ignore crosswalks almost always on this road unless by a major traffic light); and a sidewalk is desperately needed going north on west side of Azie Morton towards Barton Springs Rd.
12672	
12673	none
12674	
12675	Why not expand the side walks?
12676	Road designs like this should be adopted in all areas of the city where walking, biking, and other alternate transit is utilized consistently.

12677	N/A
12678	
12679	Traffic eastbound through Zilker Park is notorious for speeding and aggressive lane changes ahead of the bridge and Azie Morton intersection. Measure to slow traffic through Zilker Park - to set the expectations of urban road dynamics e.g. 30 mph - could assist. Again, thank you, I am excited for this improvements!
12680	
12681	
12682	I hope it's well designed so that traffic actually flows
12683	
12684	
12685	Honestly I don't understand why this is controversial.. I can tell it was framed very cautiously but people are getting life-changing injuries on this street and these changes seem like obvious quality improvements for all modes. More please
12686	There was way too much information to wade through to understand the proposal: vehicle lane reduction, winding bike lanes, moving bus stops, adding continuous sidewalks and lanes at intersections and that it is a year long pilot. Please make your future survey a true survey and not an interactive story map. It's not user friendly
12687	
12688	I am not in favor of this proposal overall if it means losing car lanes
12689	Think about putting in protected left turns on Dawson and Bouldin. Traffic is getting really bad on Dawson Rd.
12690	Do this on every street! Turn a car lane into a bike lane. That simple.
12691	Any additions to bike lanes should be just that, ADDITIONS only. Removing street lanes is the worst part of the park improvement proposals.
12692	
12693	I'm curious what the rationale is for the proposed change, aside from ACL/festival interest and walkability. What problem are we solving, and, who brought the problem to the attention of the city?
12694	
12695	Do more to reduce speeds. People go way above the speed limit when traffic is light. Maybe put speed bumps but please don't take out car lanes!
12696	Need more police enforcement for traffic violations. No Right On Red and all-way pedestrian crossings needed across entire city, or at the very least in Downtown Austin.
12697	Bike access from Azie Morton west to Lou Neff needs improvement. Please consider adding a ramp onto a bs bike lane from the trail.
12698	
12699	
12700	
12701	Currently there's a big safety gap on that stretch and it needs attention
12702	
12703	
12704	
12705	Austin Police Dept do nothing for cyclist and pedestrian safety; they need do their policy. Did the stupid driver who ran into the outdoor diners get a citation? Did they do a DWI test?
12706	There are many roadways that could reduce vehicle traffic and encourage multimodal transportation so keep up the good work!
12707	Parking enforcement needs to make sure the bike lanes and sidewalks remain clear.
12708	
12709	

12710	" Pilot success would consider changes in crashes and safety, speeds, multimodal access, public feedback, and motor vehicle operations." This might be included in "multimodal access" but I hope that success criteria will include volume do non-car traffic.
12711	
12712	N/A
12713	
12714	Barton Springs is in dire need of being repaved regardless of whether the safety pilot is made permanent.
12715	
12716	
12717	
12718	I'm glad that the city is making Barton Springs Rd a safer place to be.
12719	Wish y'all would consider improvements to 5th street to allow closing BS Road for good. It will create a hassle for some commuters but would be a huge improvement.
12720	
12721	The pedestrian crossing at Barton Blvd is 100% useless. Maybe I should say 99% because I estimate 1 in 100 cars actually stops. I use it 5 days a week. I've jumped up and down pointing at the signs. Sometimes that works. As a driver I can say the signs are a bit obscured by plantings. A beacon or flashing light is needed there.
12722	
12723	
12724	
12725	Tourists come second to the people that live here. Who owns you, clearly not the people!
12726	Make sensitive attention the first order of business
12727	
12728	No
12729	I worry that nearby residents will reject the proposal based on the likely traffic congestion it will generate
12730	
12731	I think members of the city Council should stand out on the street with signs taking blame for the mess that will be happening.
12732	
12733	
12734	
12735	as a pedestrian walking along barton springs the sidewalks always feel claustrophobic because they are so small and have many people walking in that area. if it's possible, consider widening the sidewalks if the pilot works out.
12736	
12737	I avoid riding my bike on Barton Springs at busy times of the day because it's not safe.
12738	not fond of matchstick dividers
12739	
12740	
12741	Better visuals of the proposed changes would help significantly.
12742	
12743	
12744	Maybe use more decorative planters and add more space fore pedestrians.
12745	The most dangerous place is crossing the bridge at the edge of Zilker Park. At a minimum, that has to be addressed.

12746	Thank you for prioritizing multi-modal transportation in urban design. Would like to see skate spots added where possible with ledges and banks.
12747	No underground parking at Zilker. Figure out a more effective shuttle system. Install hard barriers for bike lanes. And lastly, step up traffic enforcement on weekends.
12748	I hope that there will be good connectivity to the pedestrian underpass under Mopac, as well as to the Pflueger pedestrian bridge. Getting this all connected will allow more people to take alternative transportation to the park.
12749	
12750	
12751	
12752	
12753	
12754	Perhaps claim some median and reduce speed limit. Keep 2 travel lanes, finish existing sidewalks
12755	
12756	
12757	
12758	The city is doing great work with the Mobility Bonds. The new bike lanes at the corner of Barton Springs and South 1st are excellent. I use it multiple times per week.
12759	Looks great! Hopefully we can make it permanent
12760	
12761	
12762	Keep up the good work - safer and more comfortable bike routes and better transit options help reduce car culture.
12763	Pease make this a safer street to bike and walk down! This should not be a major thoroughfare for cars through a public park.
12764	
12765	I 100% better infrastructure for walking and biking!!!!
12766	We need viable public transit in addition to road improvements.
12767	
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12771	
12772	
12773	
12774	The safest I felt while biking the stretch of road was during the kite festival when parts of the road was closed to vehicles.
12775	
12776	
12777	
12778	Keep up the great work on the bike lanes and crossings all over Austin, we love it!
12779	My recommendations: Physical protection on Azie Morton from the turning cars for people walking and riding bikes south up the hill. Same at the southwest corner of Lamar and BS. Leading bike/ped signals. Designated rideshare and delivery zones AWAY from Barton Springs, and a stated and staffed commitment to enforce no parking in the bike lanes. Eliminate driveway cuts. Traffic and red light cameras. More robust physical protection that will stop cars from parking in the bike lanes.
12780	

12781	do this everywhere.
12782	Today there is a bike lane, but it's very narrow and bumpy and VERY close to cars. It also disappears entirely over the Barton Creek bridge, at the stop light.
12783	
12784	Paid parking in the area feels exploitative. Where's the free access to public spaces.
12785	
12786	
12787	even though it will be tougher on cars, i believe it is better to slow down traffic, reduce noise, and make eating at restaurants outside more enjoyable - and attract more foot traffic to retail and food.
12788	
12789	
12790	
12791	Why doesn't the city partner with the architects....or with the Austin Foundation for Architecture to create more beautiful separators from cars and peds? There are examples of more aesthetically pleasing ways to do this from all over the world.
12792	
12793	The traffic signal timings settings at Stratford need to be looked at. Stratford needs more time during the peaks on the weekends. Preferably this could be done before the project starts. I've only been caught in it once, but see it all the time. The split needs to be increased for that approach, drivers are too aggressive with peds there after waiting for too long. Other than that, looking forward to the project
12794	
12795	I appreciate what you're trying to do to improve the quality of life for the citizens of Austin.
12796	PLEASE, even if this doesn't go through, do something to make is safer for bikers crossing the bridge between Azie Morton and Zilker Park. its VERY dangerous when the bike lane goes away for that short distance.
12797	
12798	
12799	Thanks!!!
12800	The merging from two to one lanes only works if there are APD officers at the intersection enforcing it. I have almost been run off the road several times at the new merging from two to one lane on Woodward over IH35 westbound. Most people in the southbound turn lane there continue west and then almost run into the person in the westbound lane as it becomes one. What the city wants on paper does not work in the real world.
12801	
12802	
12803	
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12806	
12807	
12808	
12809	Thank you for piloting a program to allow more safe alternatives to transport in our growing city.
12810	Without enforcement, people are going to speed and use the bike lane for parking/drop offs like they do now.
12811	No
12812	
12813	

12814	I think the proposed design is good but can see a couple of things: 1) Some people will likely scoot or bike going the wrong way in the bike lane. 2) The city could also consider a design where one half of the road, e.g. the north half, north of the median, is converted just to walk, bike, scoot, & wheelchair, while the other half is kept for motor vehicles.
12815	
12816	
12817	The sooner the better.
12818	
12819	
12820	
12821	I have had too many close calls to count with cars while I'm riding my bike on Barton springs road, so I love the focus on improving safety and increasing separation. Hopefully then I can commute without worrying if I will be hit by a car!
12822	If the issue is speeders, put up a radar detector sign. Assign a cop for a couple of hours a week to ticket. Throw in a speed bump or two. The very LAST thing to be considered is limiting throughput. That stretch of road is how I enter Austin from Westlake (via Stratford) probably 5x a week and I cycle through there at least 2x a week. That usage seems minimal to me - I can't imagine how many people will be negatively affected by this ridiculous plan.
12823	Thanks for doing this, it needs to be done.
12824	Spend the money.
12825	
12826	
12827	
12828	
12829	
12830	
12831	you're over thinking the massive changes that will result in traffic backups
12832	I live in west Austin and travel to central Austin for work, shopping, recreation, dining, etc. Barton Springs Road is one of the only ways to get from west Austin to central Austin. Making this a 2-lane road will cause too much congestion. There has to be an alternate plan. Traffic is not going to get better...it will only get worse. People are not going to get rid of their cars. There has to be a plan for everyone including drivers, public transit, cyclists and pedestrians.
12833	it is incredibly unsafe to travel with death machines on the road less than 1 foot away from you, or with simple posts that can be run over in an instant. re-consider how you are creating a landscape that is prioritizing cars, and think of ways that prioritize people instead
12834	Lets make our wonderful park and possible people friendly thoroughfare a safe place for those that utilize its beauty and benefits, not those trying to pass through with no regard to the space.
12835	
12836	
12837	
12838	
12839	
12840	
12841	Bikes & pedestrians need to obey traffic laws and this should be enforced more so than is currently done.
12842	
12843	Love the changes to the city!
12844	I'm incredibly excited to hear about this project and I fully encourage projects like this throughout the city
12845	
12846	

12847	This is exactly the right approach. Please keep up the great work!
12848	
12849	
12850	I would visit this area more frequently if the proposed changes were implemented
12851	That small corridor could be easily converted to bicycle and foot traffic only.
12852	
12853	
12854	do this in more places
12855	I wish we could use the proposed design on more tight, current-four-lane roads like Enfield, Windsor, 15th, and 24th Streets.
12856	No
12857	
12858	
12859	Afraid this area will become very congested. This is a corridor for some people who commute through to work or nearby Rollingwood. Options are very limited for people east of Azie Morton who use this main artery to access businesses just east of Lamar. It will push traffic into the Zilker neighborhood to get around this area. Continue Barton Skyway over the creek.
12860	This will likely move traffic like mine to Cesar Chavez. Making access from Cesar Chavez to S. Lamar for cars easier should be considered along with this change
12861	
12862	
12863	Do not put bus stops in the bike lanes. Also, crossing the Barton Springs bridge on a bike today is life-threatening. So I fully support a protected bike lane on that bridge.
12864	
12865	Let's do this all over town!
12866	
12867	
12868	
12869	
12870	Have lived in this city for 15 years as a motorist, cyclist, pedestrian, and can say that [expletive] near every traffic issue stems from motorist behavior, and the only way to impact that is through incentivizing other forms of transportation, and/or punitive methods for those presenting risk to other road users.
12871	
12872	We have to make sure there is free parking available in the area for employees of the businessEs in the area
12873	This is great because even when I'm driving Barton Springs road is scary. Adding more division and reducing the road size will be safer and easier to manage.
12874	
12875	
12876	Nope.
12877	
12878	
12879	Not just Barton Springs Road but other roads in that area need to be safer for cyclists and pedestrians.
12880	
12881	

12882	
12883	A trolley would be nice
12884	
12885	
12886	
12887	Maybe make it a weekend only one lane road for vehicles
12888	
12889	
12890	very excited to see this happen. Would love to see it by the end of summer for blues on the green
12891	
12892	Thinking about traffic light issues are often overlooked in Austin - bike lights and automatic lights that don't leave people waiting 3 minutes in the sun if they make it to a light just in time are key.
12893	
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12901	
12902	
12903	The information presented on the project page was extremely well done! For the longer term (obviously beyond the pilot), please use higher quality protection such as concrete for the bike lanes and install wayfinding signage. Thank you again for this project. This is EXACTLY the right direction for Austin.
12904	
12905	This proposal along with the proposal to reduce lanes through park indicate that those with influence have already made the decision about what will occur.
12906	More protected bike lanes plz
12907	
12908	Look at other solutions.
12909	If Barton Springs is made into one lanes / way roads, the traffic will be at a stand still. This is not a feasible solution. We will be gridlocked. It would be a monumental disaster. Like trying to watch people backend park on Congress on steroids. This solution has clearly do not drive Barton Springs at all times of the day, everyday of the week!
12910	
12911	
12912	Traffic is already bad at times on Barton springs rd and I worry that anything that makes it even slightly worse will not be met with happy locals
12913	It is already extremely difficult during rush hour and the weekends to access the area I live (on Toomey Rd) as it becomes essentially gridlocked or extremely slow traffic during those times. I often already have to make the decision between either leaving early in the day and not returning until the evening, or to remain home to avoid getting stuck in traffic. Especially with the current building being constructed on the corner of Toomey and S. Lamar, this plan seems like it will make it even more difficult, if not impossible, to access Toomey Rd. I would be especially concerned if emergency vehicles could easily access the area as well during those times.
12914	

12915	
12916	Another project to choke the flow of traffic.
12917	Separate bike/scooter lanes & Separate Ped. trails are the WAY to Make this safer & keep traffic moving safely & effeciently. I've studied many models from many countries- Please research some more. Create another, brand new Ped bridge AT BS Rd.- across Barton creek. This is obvious- where it should've been all along. Don't you agree?
12918	No
12919	Just that I like the measures that you have taken so far. Can't you wait and see if the lower speed limit, the new lane posts, etc work before doing something as drastic as removing a lane. Thank you.
12920	It seems like you could make more room and safety if you put up the flex posts and made the bike lane/pedisterian pathway be one level, same as street level. One of the biggest issues that happens is that bikers and people on scooters use the side walk bc they don't feel safe with the bike lane. And it's not only because of cars, it is also because of the transition of the asphalt and concrete curb - it's so easy to catch a tire in it and at best feel unbalanced and have to realign quickly. So if you leveled it all out and painted well maked for wheeled traffic vs. walking traffic it would flow much more safely and would create more accessibly. The middle grassy areas with grass & flowers are nice BUT reducing the space they take up could create more pedestrian space without having to go to one lane. I've lived on Azie Morton for 11 years and still live in Barton Hills area. I have used this road in all capacities for over 13 years and it's painful to think of how this road going to 1 lane will be benefiicial to all involved. For sure will help the pedistrians but the fact that cars that live in Zilker/Barton Hills have very limited options as it is to access to go East/West feels like this design is only thinking of the pedistrians that utilize zilker park and not the picture of the area.
12921	
12922	
12923	There is only one East-West corridor south of the river and before 360. It's already busy and crowded with cars. Since there's no other way to get across town, I think this will be a nightmare.
12375	We need more cops or other designated parking meter officers to write tickets to speeders and users that stop illegally.
12376	I'd look to other options, including making turns safer. (There's a lot of cross traffic, especially in the evenings.). I'd consider banning scooters, which are a distraction to drivers and increase danger/risk.
12377	There obviously has not been a usage study nor input from the neighborhoods that require Azie Morton and Barton Springs to be able to get out of our neighborhood.
12378	The flex poles and narrow lanes on Barton Skyway are dangerous and infuriating. If an oncoming car accidentally swerved into my lane, I have nowhere to go to avoid it. Please replace them with the "bubbles" or "bumps." Better yet, please take out one of the bike lanes and create a little bit more space for cars.
12379	I don't understand why millions upon millions of dollars are being used for these large scale projects to bring more money to an already wealthy city, instead of helping other bigger issues at hand. I respect that change is part of life but the rate at which Austin is changing and becoming unfamiliar to many original Austinites is heartbreaking. So many wonderful things about the city are disappearing and being replaced by large corporations plans, to make way for more lucrative and greedy projects. I truly hope those in charge of changing the city are really thinking of and listening to the citizens.
12380	
12381	As a bike rider I think the bike lanes are perfectly adequate. Bike riders can slow down if they're feeling unsafe.
12382	
12383	I am assuming that the sidewalks and road will be leveled (Azie Morton intersection). Also, will the bridge sides be redone?
12384	
12385	
12386	
12387	This will cause a HUGE mess where emergency vehicles can't get through and it will amplify the traffic that will build up through the neighborhood worse than it already does
12388	
12389	Please do not do this!
12390	

12391	
12392	a recent article in the chronicle says "data from this year shows many drivers still go at least 15 mph faster than that" on barton springs road. that being the 30mph speed limit. I drive 30mph on barton springs road. and I rarely see anyone driving that speed. as for the 15mph over the speed limit I always see folks driving that fast and faster. years ago - maybe four or five - there used to be a little presence of an officer sitting on the side of barton springs road, checking speeds and giving tickets. I've not seen that in years. bringing this back would go a long way to slowing folks down. a speeding ticket, having to pay some money and possibly take a class on how cars can kill people might make a dent in the situation.
12393	Our city is growing rapidly and our infrastructure is severely lacking to support the cars that we already have, let alone the thousands that are moving here. Reducing the number of lanes for vehicular traffic to move across town is a huge mistake. The town and the climate is not set up for bicycle travel (it's too hot or it's too cold and it's way too spread out). We don't live in a condensed city like New York where bicycle travel makes sense.
12394	The intersection of Azie Morton and Barton Springs on the north side is very narrow and feels unsafe when bikes are passing while one waits to cross southbound.
12395	It's unnerving driving in the right hand lane along Barton springs with the narrow bike lane and people on bikes, segways and scooters. Would it be possible to make more of a bike/pedestrian Blvd like the one that runs in front of the botanical gardens and also near the long center? I know the intersections of Sterzing and Barton Blvd are close to the light at Azie Morton, but maybe away to add some kind of pedestrian/car light signal there. The cut across at Sterzing is SO busy at all times of the day. I drive through the area no less than 6 times a day, 7 days a week and see so many near accidents, which I don't think the actual accident/injury reports really represent how dangerous that area is for all
12396	I believe that reducing Barton Springs road to one lane would negatively impact the capacity of through traffic for vehicles between South Lamar and Azie Morton, including Emergency Services, due to drivers blocking the lane of travel while they wait to turn into a crowded business parking lot, or for pedestrians to clear an intersection. The City should implement the use of flex posts to separate the bike lane from vehicle traffic without reducing traffic to one lane in each direction. This would also be more cost friendly and take less time to implement. The city should also consider installing large planter barriers or bollards around pedestrian crossings, or any area where pedestrians could reasonably congregate on a regular basis near the road, such as near the food truck park where a crash created a mass casualty event. The pedestrian bridge should be replaced with a much wider bridge to accommodate trail use and commuters. The City should redesign the bicycle, and pedestrian walkways across the Barton Springs road bridge to the trail pedestrian bridge similar to the Lamar bridge over town lake and the pfluger pedestrian bridge.
12397	NA
12398	I live on one side of the greenbelt and work on the other. This is my only commute option. It is also the only option for cyclists in this area. If this plan truly makes the road safer with no real loss in auto traffic capacity then I'm all for it.
12399	While I'm skeptical that providing one vehicle lane won't affect traffic that much as stated in the proposed pilot design, it doesn't hurt to test all the proposals to see which ones will make the road safer for all who use it.
12400	
12401	These changes may be justifiable, but it is irresponsible to use a single high-impact crash over a five year period - accounting for ALL of the serious injuries - as preface to the introduction. This anecdotalism is a typically "Reaganesque" rhetorical technique. It is an obvious outlier that could occur at any number of locations in the city. Any responsible analyst would not use this as preface to the justification. Also, have you ever considered the effect of actually having a police presence in the area once in a while (not just during festivals)?
12402	Might you consider completely separate bike and walking paths rather than continuing to try to share the road with cars.
12403	
12404	I can't see how this will help with flow of traffic. BSR is congested more during rush hour, summer months, festivals, cars making left turns on both sides of the street (any time of the day). How will reducing to one lane make it any better?
12405	Nothing nice.
12406	Install speed cameras to catch those going over 40mph, or crossing a red light, which happens often
12407	This is already a curvy road with manholes which is fairly tight to drive. Most of the road (if not all has sidewalks). If speed is an issue, speed mitigating measures are the answer not the closing of a lane. Going fast on this road is already difficult due to all of the lights.
12408	More shuttles and less cars. Find mass public transit instead of these cement bandaids.
12409	Glad it's reversable

12410	The rumored extension of Barton Skyway from Lamar to MoPac would violate the SOS ordinance and make a mess of neighborhood traffic. No thanks!
12411	
12412	Can't wait for it to be implemented!
12413	
12414	
12415	I don't drive this during early morning often but seems like congestion would increase.
12416	One crash by a drunk does not justify the need to reduce traffic lanes. Find other ways like planters on sidewalks
12417	Born and raised here. Leave Barton Springs alone.
12418	
12419	Craziest idea I can imagine. Four lanes off commuter traffic squeezed down to two would ve insane bottleneck.
12420	Please do not change the existing lanes!!!!
12421	Enforce existing traffic laws. The crash was due to the racing and speed at night not every day traffic. Check Riverside if you need more info.
12422	
12423	
12424	
12425	
12426	Shorten the pilot to 3 months. Do a full traffic study of the surrounding area
12427	
12428	Why why why are the residents who live in Zilker/Barton Springs neighborhoods -and pay a premium to do so -being penalized? There is simply no other efficient route to get to Mopac and south of the river at peak times. This is also going to force more traffic through the neighborhood- making it even less safe to be on foot!!
12429	The real issue is the need to widen the bridge over Barton Creek, which was part of a bond mobility plan many years ago. The bridge should be widened before lanes are narrowed.
12430	Stop this [expletive]
12431	I heard that the NIMBYs are spamming this survey, so I thought I should chime in. I support this project very much and as a longtime Austinite who has recently begun biking again as my main form of transportation, I very much look forward to visiting this area when this has all been implemented.
12432	Stop trying to change things that work. Just lower the speed limit.
12433	Did I mention that reducing the road to one lane each way is a TERRIBLE idea??!
12434	Recent lane redesign in the Zilker and Barton Hills neighborhoods.jas lead to individual lanes that are too skinny leading to several near head of collisions. I'd suggest not making the lanes that skinny.
12435	
12436	
12437	Make Barrón Springs a tolled road
12438	Please find a different solution to protect pedestrians. This approach will be unfair to those of us that currently travel that stretch of BS by car.
12439	The pedestrian crosswalk at Barton Blvd is useless and dangerous. It needs a light or removal.
12440	
12441	
12442	I hate that Barton Springs Rd as currently utilized is an arterial for cars right through the crown jewel of Austin, Zilker Park. I support any effort to change that.
12443	Redact the plan to just fix the bike lane situation on the bridge over Barton Creek. That way the greatest problem is fixed without creating a larger problem.
12444	

12445	Please don't make the cars one lane in each direction.
12446	
12447	Given how close it is to the MoPac rail line, it would be nice to have rail access.
12448	
12449	
12450	Yes leave it alone
12451	
12452	
12453	Please respect everyone's property. Also, included in the change we need to rid Barton Springs Rd the street people need to be moved away.
12454	Crossing the river to travel north is only possible with the two current access paths along Barton Springs
12455	
12456	
12457	I am against this pilot project or any proposal that decreases the number of lanes.
12458	
12459	
12460	Put the walking path/sidewalk more into the park, which puts it more in the shade of the trees, leaving room for the bike lanes and two car lanes.
12461	
12462	
12463	
12464	Make things better, not worse!
12465	Why aren't you people listening to the people. Please tell our district city councilman and new mayor(both of whom we voted for) that we will never vote for them again,solely based on this terrible plan.
12466	
12467	Install lighted crosswalks. Vehicles don't stop for pedestrians
12468	None.
12469	Traffic will just go past that and into the neighborhood posing danger to people walking, jogging and pushing strollers in the neighborhood.
12470	
12471	Build a pedestrian bridge on park land so cars on people don't have to compete for the space
12472	both of the one lane should be moved to the current 2 east direction road. the current west direction road would then be divided by the natural medium for a nice bike & pedestrian area
12473	
12474	Azie and BS Road is a dangerous intersection for pedestrians and bicycles. The road narrows at the bridge, and the right turn onto BS from AM is blind.
12475	I wish the pilot would last longer!
12476	
12477	Please do not do this, it is a horrible idea.
12478	I'm so sick of this messing with Zilker park. People will not accept it. Stop trying to "improve" the park with these incredibly unpopular ideas. Your demographic question based on income is sus. Should not matter.
12479	You need to add more alternative transportation options before complicating the options that currently exist.
12480	Next please improve bike crossings at Barton Springs Road and South Lamar
12481	Don't remove a lane of traffic. It already is so congested. Making one a bike lane just means we'll have a relatively empty bike lane there

12482	Thanks for making BS safer. Long time coming.
12483	Make it more difficult or impossible for drivers to achieve an illegal U-turn at Barton Springs at Azie Morton. You may want to consider extending the one lane traffic pattern past Zilker Botanical gardens as drivers will accelerate aggressively at Stratford once the light turns green.
12484	If the city of austin goes through with this project it's clear they don't care about improving the lives of citizens.
12485	This is a bad plan. Keep Barton Springs Road two lanes in each direction, FOUR LANES TOTAL with allotted and thoughtfully placed left turn lanes and right turn lanes as needed.
12486	Zilker best stays as it is. Safety concerns are not related to vehicles as much as to bikers & pedestrians.
12487	
12488	As a person who mostly drives a personal vehicle and occasionally bikes and buses around Austin, I'd rather my car driving experience be slightly harder if we can make massive improvements to bicycling comfort and safety.
12489	
12490	Stop the Vision351 destruction of Zilker Park. This is our public green space and it should be protected NOT developed!
12491	This is a terrible idea and I think you have an underlying motive for this trial and I do not believe it is because of traffic accidents.
12492	I implore those entrusted with this decision to consider how negatively this will affect resident commuters. There are other ways to address those refusing to respect traffic laws than creating yet another bottleneck on Austin roads.
12493	will cause impatient drivers
12494	
12495	
12496	
12497	This is a bad idea.
12498	
12499	
12500	
12501	Making safer bike lanes is a great idea, the only part I agree with.
12502	This should be the future for all parts of Austin
12503	Where are the PSA's for safe driving in Austin? Where are the traffic cops to enforce driving regulations? I live on S. 1st Street and they are everywhere - like ants - why can't we have more police enforcement on Barton Springs Road to improve safety, rather than taking away necessary lanes of an important road?
12504	I do not understand how this pilot program will not cause traffic back up on Barton Springs. This road currently cannot withstand the back during busy commute times. This proposal will only cause more traffic and bottlenecking at this intersection as well as cut off the residents who live in the neighborhoods off of Barton Springs. I use Barton Springs to drop off my child at a daycare that is located on the service road of 2244. This proposal will make it difficult to travel down this road in the morning and the evenings. The only other way to access the daycare is for me to drive to 360 and exit Mopac or come down the opposite direction on Mopac. This proposal would essentially isolate the residents in the neighborhood and force us to get on a highway in order to access Bee Caves road or any of the businesses on the frontage roads of Mopac.
12505	Don't reduce barton springs road in lanes. Study other alternatives more thoroughly. This seems like it's attached to the zilker park plan to make it more of a private venue than a real solution to reducing collisions on a 4 lane street when the city population has doubled in recent years. This will adversely affect the 78704 neighborhoods, namely zilker/Barton hills and the quality of life there. Azie morton/Barton springs light is already backed up during rush hours to where it takes 4 changes of the light to get through it from the neighborhoods. Reduced lanes to lamar will make that to where the traffic on cross streets will be stuck for 6-8 light cycles, or will overwhelm Treadwell and send more commuters through the sidestreets.
12506	You will get a lot of pushback from people on this pilot, but I think it's great. I drive Pleasant Valley very frequently and saw the changes there -- they worked! Stay strong and recognize that Barton Springs road should also be for biking, running, scooting and walking!
12507	streets are supposed to move traffic, not slow it down.

12508	The biggest problem is the quality of the road. It's in poor condition making very hard for walkers and bikers. There has to be a way to widen the road for bikers and walkers without reducing the number of lanes. I suggest a total rehab of the street surface. Away with that cracked asphalt and install concrete
12509	
12510	
12511	
12512	PLEASE LEAVE BARTON SPRINGS ALONE!!!!
12513	DO NOT DO THIS RIDICULOUS PLAN.
12514	think about delivery trucks for food establishments along Barton Springs. Currently, they temporarily park in the right lane to unload and make deliveries but this would not be feasible if reduced to a single vehicular lane
12515	Stop with the social engineering. Respond to demand and not what you think transportation "should" look like.
12516	Enforce existing speed and pedestrian laws would reduce crashes and improve safety.
12517	If speed is the main concern, add road bumps on Barton Springs to slow traffic. Please do NOT reduce the lanes.
12518	Keep the bike lanes clear of debris that causes hazards for cyclists and/or makes them ride in the car lanes.
12519	I generally am supportive of making cities more walkable and making it safer for pedestrians, however, we have to acknowledge that 99% of movement is by car. That being said, the city needs to take both into account. Changing Barton to 1 lane will exacerbate significant vehicular traffic challenges on Barton Springs. The better approach would be to spend the dollars to acquire right-of-way to expand the sidewalks.
12520	Leave Barton Springs Road alone and make no changes
12521	Not a ton! This kicks [expletive]. Fix the lil' kid train in the park, though.
12522	Get serious.
12523	Why are you not looking to create a bike and pedestrian bridge that is separate from the current Barton Spring Bridge - this would do much of the same you are considering with out minimizing vehicular traffic.
12524	
12525	
12526	I swim at Barton Springs multiple times a week and use this road very often (5 times/week?). I rarely if ever see any wrecks although I know they occur there just like any other heavily travelled road. Our city lacks efficient east/west solutions to MoPac from downtown, particularly south of the river. This is simply an awful decision that I am confident does not have major support from our community. It's being driven by a very vocal minority.
12527	
12528	I abhor the flex-bollards, but those are at least moderately successful at slowing traffic down. Have you been monitoring the effects of those since Feb 23 install? Perhaps consider switching to a cobblestone or paver road through there? Would look nice/unique and also help slow traffic down - Speed humps. How about just a few good old speed humps?
12529	
12530	Leave the road alone.
12531	"The plan for Barton Springs is expected to maintain the corridor's vehicle capacity and not significantly harm traffic flow, according to the city's own studies of the area." Dream on.
12532	Have to consider BS is still main thoroughfare to get west accessing mall, Lakeway, Westlake and Bee Caves for persons living south of river and east of mopac.
12533	I'm curious to know what is meant by "additional lanes at the lamar light". Where on barton springs will the one lane merge into several lanes?
12534	Sometimes I thin the city is out of their mind. Now I know for sure. This idea is insane. Just like all this ugly white stick bike dividers that were not needed. Especially on Barton skyway and both sides of bluebonnet.
12535	PLEASE don't ruin our oasis!!!
12536	We need a parking solution on Azie Morton. I live extremely close to the Springs. The parking gets out of control and people park all over the grass.
12537	
12538	Figure out a way to dramatically improve your public outreach way in advance of proposing such drastic changes/trials. ...then share that process with PARD (ZPVP) and all other COA entities.

12539	
12540	
12541	Improving ADA access will benefit everyone. If a wheelchair can easily maneuver through then most anyone can.
12542	Why do you habitually attempt to reduce lanes? It's just dumb!
12543	Leave it alone.
12544	In the future, it would be nice to eliminate cars from the park altogether. Perhaps the extra space could be converted into food truck spaces and outdoor seating and/or public restrooms. Zilker desperately needs more convenient concessions options on this side of Barton Creek. The revenue from this could benefit the APF!
12545	The backup of traffic this plan would generate will only ADD to Austin's traffic woes.
12546	There needs to be a pedestrian crossing signal at Lee Barton Drive. I understand that is expensive. However, that is the safest way. It is not OK to leave that crossing unprotected. I believe all the other crossings in that stretch have either a traffic light or pedestrian signal. My husband was hit at that crossing while standing in the median with his bike, he was hit by a car that was driving fast and swerving and he ended up with a concussion. Thank you for all of your hard work.
12547	
12548	I work at Austin HS & using Barton Springs Road is pretty unavoidable for me. I'd like to see public parking (for Zilker) at Barton Springs Road & Lamar. Frequency of shuttles (to Zilker) would need to be every 5 minutes. I regularly use Zilker, Barton Springs, the trail, and Austin Nature & Science Center
12549	Maintain the roads instead. Manhole covers on Barton Springs Rd. are a hazard. This ill conceived idea will kill the restaurants there.
12550	
12551	I visit my daughter in Spain in April (Fulbright scholar, teaching English) what I'm bout to say here I'm not trying to bash Austin transportation, but when it comes to public transportation in Madrid, Spain is light years ahead of Austin . the one lane on Barton Springs Road (the lanes that you propose to shut down,) should be reduced to 30 km with a speed bumps ! That way, cars, electric bikes, electric scooters, and gasoline scooters can use the right lane but they can't go no faster than 30 km (20 miles) they have this in Madrid, Spain . The biggest problem I notice when I drive or at night (uber) there's a lack of proper street lights in the City Of Austin ! lotta these areas is were pedestrians have been seriously injured or been killed by auto ! Little over a week ago, a pedestrian was killed in front of Saint David's Hospital South Austin and there's no street lighting in that area. It's pretty dark there.
12552	
12553	Reconsider this plan and do not implement it. It is possible to make improvements for bicycles and pedestrians without impacting automobile traffic.
12554	
12555	City of Austin staff - please eat your own dog food and go do this to the arterial streets in your neighborhood and leave our streets alone. Thanks!
12556	If Austin's leadership had not defunded its police department, perhaps there would be enough officers to enforce the speed limits on Barton Springs rather than hobble the number of lanes it has.
12557	
12558	Bad idea for an already crazy road Try to make the current road more passable
12559	I can't imagine trying to get to Chuys, green mesquite etc with that road choked down. I bet you kill their business.
12560	Don't change Road but increase sidewalk width and add better lighting
12561	Please stop doing things to make Austin traffic and travel work. The public transportation in this city is nowhere near close to allowing us to use it on a regular basis instead of cars. Making car travel harder just makes residents mad. Please stop.
12562	If the City wants to improve safety put a cop on that block ticketing speeders every weekend. If they ticket enough they can cover the cost AND make money! Don't make Austin unaffordable with half baked ideas like this! PLEASE DO NOT DO THIS!
12563	I think this is also a ploy to shove the park change proposal which is not approved.
12564	If you're trying to drive residents out of Austin, by all means, continue with these types of disastrous ideas. Leave the road as is!
12565	Again. Please please please don't do it!

12566	
12567	This plan needs to be reviewed. It's faulty
12568	
12569	PLEASE STOP CHANGING THE LAST THOROUGHFARE IN SOUTH AUSTIN. The city has killed too many thoroughfares
12570	Will this address the drag racing?
12571	Planning to get my neighbors to resist this plan.
12572	
12573	
12574	
12575	Please do not reduce traffic lanes
12576	
12577	Please provide space between bike lanes and car lanes at crosswalks so that people don't wait in the bike lane to cross.
12578	I 100% support the adjustment of traffic prioritization from automobiles to non-car-mobility for this road
12579	
12580	
12581	Please add protected bike lanes on South Lamar. I live on South Lamar, and it is very scary trying to ride on the street. People do not drive safely. I love seeing more protected bike lanes!
12582	Please reconsider and do not mess with Barton springs road or zilker park.
12583	
12584	Please do not reduce Barton Springs Rd down to 2 lanes, especially if there is going to be parallel parking! The road would become a huge bottleneck!
12585	
12586	Is there any other way to make the road safer than cutting it down to one lane in each direction? What about speed control? There is no better speeding deterrent than a police officer with a radar.
12587	
11610	The proposed pilot aims to use flex post bike lanes. Flex posts do not provide any actual protection to a bicyclist from a car. A concrete curb or jersey barrier would create a protected bike lane that more users would be comfortable using.
11612	I bike commute from my home on Dexter Street to downtown, 4 to 5 times a week. I cross Barton Springs Road at Steirzing. January 11th 2023 10:15 pm on my way home from work, while i just crossed the west bound traffic at the cross walk, looking for the east bound traffic to cross, my bike's back tire was hit by a west bound car and I was thrown off my bike. Minor cuts, scrapes and bruises, some lingering pain on my left side and a real good concussion. A hit and run. I had lights, helmet and vest on. I am glad to hear of this plan and it makes a lot of sense to me, but I am concerned about any crossing at Barton Springs if there is not a traffic light. I feel that if there is a cross walk there needs to be a signal for people to cross, even if that means there is a greater distance between crosswalks.
11613	Don't make Barton one lane anywhere. Instead do hybrid sidewalks or something.
11614	lowering speed limits was a good idea though it does not appear to have slowed people down!
11615	If the issue is motorists and speed, try some traffic enforcement rather than eliminating traffic lanes. You are making many pay for the sins of a few. I feel safe biking along there (except at the bridge just west of Azle Morton).
11616	Share additional color sketches (other than birds eye view) of what the pilot design will feature. Or images, once they become available.
11617	
11618	
11619	
11620	There really needs to be another roadway to carry traffic between S Lamar and MOPAC through the Barton Hills area, but you never caught that early enough.
11621	

11622	Projects like this have failed the people of Austin lately. Lane pegs failed on Westgate Blvd and caused for more harm than safety. They could not keep up replacing the pegs either. It didn't help that the crew rushed that project and placed half of them in the actual roadway rather than the sides/ fringe of the roadway. Slaughter lane is an absolute nightmare now with the reduced lanes/ lane width which makes the barriers a dangerous object. It was already narrow enough, now some parts and bends on slaughter are only wise enough to fit a smart car. I've watched multiple accidents occur with vehicles side swiping each other. I have multiple dash cam videos to prove it. One shows a vehicle just barely inching over into another narrow lane causing another vehicle to run against the bike lane barrier which led to the vehicle violently jumping over it into the bike lane. Stop this crazyness. This is now a top 10 city population wise. You need to start accommodating that and not holding onto a pipe dream of a bike/ pedestrian dominated city. This isn't the early 2000s anymore. I look forward to you going through with your frivolous plan under the guise of safety anyways. We all know these surveys are just for show.
11623	Prioritize protected bike lanes and pedestrian walkways all around Austin. Not everyone has a car (for a variety of reasons) and it's annoying that most people have to rely on having a vehicle to be a functioning adult in Austin
11624	
11625	The amount of traffic related to construction (ongoing and ad hoc) also needs to be taken into consideration.
11626	I suggest "guerrilla urbanism", also known as "tactical urbanism". Park some construction trucks on the street to narrow it down to 1 lane for a week and see the actual traffic flows. It will give you a much better prediction of what will happen than your models.
11627	Put more roads in Austin on a lane diet
11628	
11629	If you seek a nearby resident who bikes and drives Barton Springs Road, I'd be happy to help; [#####], [Name]
11630	Plan looks good. Worth trying.
11631	Come up with deeper side walks and easements into the existing properties and do not narrow the street any further- what a nightmare
11632	Scooters should be required to be speed governed to a max 10-12 mph
11633	
11634	
11635	
11636	The plan makes sense but more information about the reasoning should be better and more accessibly shared with the public.
11637	
11638	Post a 20 mpg speed limit and install speed bumps, especially a big one upon entry from Lamar.
11639	New to Austin? This is stupid.
11640	Traffic circles are needed at MoPac, Stratford Drive, and Azie Morton, and if possible at Lamar Blvd. This will maintain traffic capacity by eliminating some signaling. Put in an elevated planter for an island to prevent left turns and force traffic into a circulator pattern with the network of traffic circles mentioned above to enable people to first pass, then return to their destination in the park. Create some pedestrian bridges at Mopac near the Zilker Gardens, and the north bound bike trail to Lady Bird Lake, and again at Lou Neff road for getting pedestrians and bicyclists across Barton Springs safely without stopping traffic flow. ACL Fest should be considered in the design of such bridges. Add elevated planters between roadway and sidewalk to prevent jaywalking at dangerous places to cross. Add pedestrian crossing signals for additional crossing points at Stratford and near Azie Morton. Add crushed granite bike path next to the existing pedestrian sidewalks. Eliminating left turns and pedestrian bridges will do way more to improve safety than your concept.
11641	
11642	
11643	
11644	This road is the best way for me to access MoPac, as the alternative (S Lamar to 6th street) that is an absolute traffic disaster in the evening rush hour. I would love additional work on Lamar to 6th street bridge over ladybird to accommodate for the restricted traffic flow on Barton Springs.
11645	Please prioritize curbs and bollards over flexible posts.

11646	I very strongly support these safety improvements - I had only lived in Austin for a month when my girlfriend was nearly struck by a car running a red light on Barton Springs road as we were about to cross at a marked pedestrian crossing, with the walk sign on. If I had not noticed the car failing to slow down, and put my arm out to stop her from entering the intersection, she might very well be dead now. I say this not to be dramatic, but to emphasize that safety is a very real and important concern for this area - and that any "watering down" of these proposed safety measures by those who don't want to mildly inconvenienced while driving would have a real cost. And that that cost would be measured in human lives. I hope that the city supports and carries out this improvement plan, as currently designed. If any changes are made, they should be to further improve cyclist and pedestrian safety - not to improve car capacity in an already car-dominated city.
11647	I am so glad your finally making changes
11648	
11649	
11650	not really, car bad bike / walk / train / bus good. While our city can't get rid of motor vehicles I see no reason why we can't give other modes of transportation conveniences at the cost of motorists inconvenience. As well, yall should not put required fields in the "optional" section of these forms
11651	
11652	Please be clear w us as residents. Making statements stating that there aren't related doesn't ring true, and we are smarter than that.
11653	
11654	If it's acceptable to narrow westbound Barton Springs Drive to 1 car lane between Jesse and Azie Morton, why does it need to expand to 2 lanes through Zilker Park? There are no traffic signals west of there that would slow down cars, until the road widens going under MoPac. This should remain one lane, with more protection for the cycle lanes (curbstones!) to help enforce a lower speed limit to reduce the damages (human and property) when a car inevitably tries to speed or otherwise cause havoc via dangerous behavior. By expanding the scope of this project a little, we can improve the quality of cycling infrastructure all the way to and through our city's finest outdoor gem, and make it more accessible for more people.
11655	Please don't do this. Expand sidewalk on north side of Barton Springs Rd. Add additional flashing lights for pedestrian crossing. Build a walkway over or under the road. But don't do what is being proposed here please
11656	I feel like I'm going to die every day i bike in Austin, which is Monday thru Friday.
11657	
11658	
11659	in lieu of reducing traffic lanes on a major crosstown route that has no viable alternative, i would be in favor of elevated pedestrian bridge at zilker
11660	
11661	There is lots of land on either side of the road, use that!!! Add good bike lanes, sidewalks, use the land, not for parking lots, but people!
11662	Consider what emergency vehicles would have to do in order to navigate peak hour traffic along this road.
11663	It is great to see the city prioritize safety on this important street that connects so many human spaces.
11664	traffic is the lifeblood of commerce. allow free easy movement. why not make the sidewalks bigger?
11665	Is it possible to just close the street entirely? Making it an public extension of Zilker Park?
11666	Don't do this what the eff. I'm already not bringing my dog to Zilker on a daily basis anymore now that I can't park for free for my lil pup to pee
11667	Will the bike lane just remerge with cars at the main intersections? Defeats point of this if so. Is there any potential for raised crosswalks? People will still blast through intersections. Still this is such an amazing step in right direction!!! Thank you
11668	Please do not minimize the traffic to 2 lanes- it's hard enough to get from point a to point b in austin as it is - eliminating lanes will just back everything up - please don't do it!!
11669	Please consider expanding this pilot and projects like it throughout other popular corridors in Austin.
11670	
11671	

11672	
11673	Use speed enforcement, i.e. radar, police
11674	This is so overdue, especially for a heavily trafficked road that sees regular resident and visitor use.
11675	I would propose adding a dedicated two-way protected bike path versus removing vehicular traffic lanes.
11676	How does this impact traffic in Zilker Park if it becomes one lane with parallel parking. If someone stops to backup and parallel park, all traffic stops in that direction. This seems a little shady considering the current community outcry over the Zilker Vision Plan which is also adjusting lanes.
11677	How do you plan on accommodating the people who live in the neighborhood who drive this road several times a day? BSR is our only way east/west to mopac - these ideas are terrible. Figure out a way to put a pedestrian bridge across Barton Creek. Make a clear and easy to use bike route on Toomey.
11678	We need POLICE to enforce speed limits! You are punishing commuters who travel east/west on Barton Springs for access to MOPAC. It will make getting to MOPAC from Lamar impossible, forcing drivers to Ben White! This is crazy and stupid.
11679	Do more of this please
11680	I think this pilot is a great idea!
11681	I know it's a pilot program, but I am a little concerned that the flexiposts to separate bicycle traffic will be permanent, where concrete curbs or grade-separation will be far superior to help reach Vision Zero. That said, It's exciting to see this work be proposed and the pilot program taking effect. Thank you!
11682	
11683	
11684	This plan is stupid. Metro Access buses cannot get within a reasonable distance for the safety of its customers. City council thinks ridiculous ideas will take the place of a fully staffed police force.
11685	While driving, it's very hard to see people waiting at the unsignaled pedestrian crosswalk east of Azie Morton Road. This is especially true at night. Can you add flashing signals and/or other tools to aid in visibility? I've been thinking about biking to Barton Springs pool from Cherrywood but get intimidated about the stretch past the lake: that short stretch of South Lamar, then Barton Springs Road. I'm excited about cycling improvements to Barton Springs Road--please consider how to connect those to the Pfluger Pedestrian Bridge. On a current note, there's been some sort of lane change for left-turning traffic from Barton Springs onto South Lamar--maybe two left turn lanes begin later than they used to due to poles? That is confusing and should be better-signed, or people will be trying to edge into the turn lanes from the adjacent right lane during a light.
11686	
11687	
11688	no parking garages, less cars, provide public transportation
11689	
11690	
11691	One motor vehicle traffic lane designed to encourage slow speeds (25-20 mph) in each direction is more than sufficient for an area with this much bike and pedestrian activity, not mention going to and through a park.
11692	The pilot should replace anecdotal evidence with hard data about traffic on BSR. There is a lot of static about negative impacts on vehicular traffic that may be difficult to debunk. --Bridge project seems further ahead of the Vision Plan and this pilot (and any permanent changes to BSR that could come out of the pilot). Current bridge approach is to prioritize traffic and cars (take the kink in the road out is one of the top priorities in planning a new bridge, for instance).
11693	
11694	I am having a tough time really understanding the details based on the info provided, but I know the status quo is terrible.
11695	Drivers don't intentionally run over bicyclists unless their intent is murder. So, the best way to keep cyclists safe is to keep them visible to drivers. The farther off the right lane edge they are, the more they are out of the cone of vision and are invisible. Additionally, cars turning into driveways with pedestrians present will likely stop clear of the sidewalk and vehicle lane - i.e. in the middle of the bike lane - to yield to pedestrians. Cars pulling out will likely stop in the bike lane in order to get a better view (especially with excessive visual clutter, like wands), again in the bike lane. Standard "AASHTO" bike lanes without wands are, in my experience, superior to 'seperated' or 'protected' bike lanes or shared use paths.
11696	

11697	Anything the city can do to reduce the reliance upon individual car traffic, increase the safety & options for pedestrian & cycling traffic, as well as focus on future mass transit potential will help secure Austin's future viability and standard of living
11698	Make sure the electric bikes at the Metro bike stations are charged. Tired of going down there and not having a bike available.
11699	
11700	
11701	
11702	
11703	
11704	
11705	We need more vehicle capacity not less - we cannot move backwards as a city that is growing at the rate we are
11706	If this is a problem mainly at night when there isn't so much commuter traffic, could it be implemented only at night?? Another idea to slow traffic is to add speed bumps.
11707	
11708	No
11709	This is a solution looking for a problem, which it is sure to create.
11710	reduce the speed limit to 20mph, please.
11711	I just wish we could have better public transportation.
11712	
11713	
11714	What about adding speed bumps?
11715	NO to fewer car lanes in this heavily trafficked area.
11716	The evidence you use from the redo of Lakeshore was also convincing, though I think that street is not as heavily used as BS.
11717	
11718	The eastbound bike lane on Barton Springs Road near Kinney Avenue almost always has a lot of gravel in the road which can be hazardous
11719	No
11720	N/A
11721	
11722	This section of road could be compared well to Lakeshore Drive in terms of speed, crossings and traffic volume. The improvements there are fantastic and I would love to see Austin continue the trend. I would love to see the City come up with standard designs for all street types so these projects can be streamlined with pavement maintenance projects and in new developments.
11723	
11724	Remove the median and use that space to keep the 2 lanes going on each direction, and increase the width of the bicycle lanes.
11725	As long as there are no hidden agendas for large parking garages anywhere in the parks area... that commuting through bus or trams for larger events are used instead.. then i am pleased. I swim there during the week and find no problems with parking. I do wish for a more peaceful travel through the area...
11726	Thanks for doing this, don't let the commuters change your mind. Our lives depend on it.
11727	
11728	
11729	Separated bike lanes & elevated sidewalks everywhere
11730	

11731	Barton Springs can be bumper to bumper sometimes. One lane is not ideal. But I do love the safety improvements. Just might suck for anyone who has to do this drive daily.
11732	
11733	I strongly encourage you to think of other ways to prioritize safety and traffic control
11734	I support improving the strip of road but really need to watch traffic impact for those living in the neighborhood. Also what about putting an actual pedestrian bridge OVER Barton Springs for some areas?
11735	I wish the dirt lot to the North of Zilker was still free to park =/
11736	Further reduce the speed limit. Install additional signals that are times to ensure you cannot speed through the area. Step up traffic enforcement. Street racing is illegal. Respond to WHAT triggered the accidents without punching everyone else. This is a critical East/west roadway whether you like it or not. Very few roads on this side of the river.
11737	Is there a world where roundabouts could be utilized effectively on Barton Springs? Are there more creative ways to engineer this space? I don't know but I just worry about the congestion as I've seen more and more non-locals either driving or in the area that understand how this area operates.
11738	
11739	Overall I'm excited about this design and would love to see it on other roads in the area as well, such as South 1st Street.
11740	I think by adding speed bumps and/or more crossing lights will help control the speed limit. Also adding crossing signal lights between Kinney and Azie Morton Rd. like what they have between Barton Springs and 1st St.
11741	It eludes me that the answer to too much traffic is to make fewer lanes. Seems obvious it will create slower moving traffic causing people to avoid patronizing businesses on the stretch.
11742	
11743	Do not narrow this important artery in our city.
11744	
11745	
11746	
11747	This is way overdue, but I am happy to see it happening.
11748	If the issue is speeding, put some actual traffic enforcement on Barton Springs. One APD officer running a speed trap would accomplish more than this project.
11749	
11750	
11751	I think it's a great idea.
11752	
11753	
11754	
11755	I'd like to request that the bike lanes are not separated with the plastic white poles, but are instead separated with the concrete curbs that we see in other areas. This is more aesthetic and more protective of the cyclists. The white poles are easy to run over with a car and require more maintenance. I would also like to request wider sidewalks and more street trees in areas where there are none or few. And finally, if possible, consider burying overhead utility wires.
11756	The landscape and trees in the median need to be maintained. Austin cannot afford another treeless avenue.
11757	
11758	Leave the park alone
11759	If safety were the true goal here, instead of the fig leaf, then increased traffic enforcement would accomplish the goal. Of course, that would require the City to have an adequate police force.
11760	BS road is crowded during commute times and peak times in the summer. bringing it down to one lane in each direction is ridiculous.
11761	The city keeps pushing density especially in the 78704 area, yet infrastructure such as roadways, water lines and electricity cannot keep up. The city needs to bring this in balance. Public transportation would help, but even that is taking forever to just get off the ground. Also, I despise the "sticks" coming up from the roads. They ugly up the city of Austin. They fall down all the time and are not maintained and seem to be only in south Austin. The turn south from Blue Bonnet onto South Lamar is a joke in that the driver has to swing so far right just to turn left.

11762	
11763	Thank you for reducing car traffic instead of building more traffic lanes for cars.
11764	
11765	Really need to punch through Barton Skyway to create another access from Lamar to MoPac not take away capacity on already busy streets.
11766	Yes, fund the police and enforce the speed limit. It doesn't matter what the speed limit is if someone does 50 miles an hour in a 30 mile and zone people are going to get hurt and until you enforce the rules nothings going to change. Your article is a lie, if someone's at the bike shop, they only have to walk about 100 feet to a signalized intersection where they can cross the street under the protection of a signal. Quit lying to the public, tell them the truth and let them decide what's best for them because you're listening to the 5% and not the 95%. Do you want to grow the City of Austin , you're pushing people out because of the bikes that will never ride the way you want them to do. In 2030 when our population doubles, it will be on average 105° per day and they will not be riding their bicycles.
11767	
11768	PLEASE we must take care of the speeding and dangerously narrow lanes for cyclists and peds and this proposal has that potential!
11769	If you do this it will be the worst thing besides the morons who messed up the Barton Hills neighborhood roads. This is STUPID!!! How dare you take away more roads that cars need to give it to the 5% of bikes! If more people move to Austin you will not be able to move traffic. It's already bad enough and now you want to make it worse and take roads away! HOW DARE YOU!!!! I bet the idiots that are coming up with this don't use that road and don't use a bike either. Quit messing up our roads and make it easier for cars to get around and QUIT bowing down to THE BIKES!!!! MAYBE THIS CITY NEEDS TO FUND THE POLICE AND GET POLICE TO THE AREA!!!! Quit defunding the police for one bad officer! The rest of the officers care!
11770	Car drivers in Austin are very impatient. Removing a passing-lane results in road rage. I drove an 18 wheeler over 1.5 million miles over 20 years. I drove for Uber 80,000 miles in 2 years in the Austin area.
11771	Policing the area and issuing citations will cause traffic to slow and traffic incidents to decline. People who skateboard, ride a bike, walk, or use other means need to remember to look out for their own safety and not expect drivers to do it for them. Widening the bike lanes and going down to one lane will slow traffic. It will cause excessive traffic and there will not be a place for breakdowns or to utilize an egress, if needed, to avoid a collision or other issue. This also causes an undue burden on the tax payers. Widen sidewalks for those that ride, walk, run, etc. instead of using the roads. That's what they are there for, for those that are not registered motorized vehicles.
11772	
11773	great plan! Do it!
11774	N/A
11775	
11776	
11777	Do you really think traffic is going to clear that light in one cycle?
11778	I think bsprings road should eventually be phased to remove as much car traffic as possible.
11779	
11780	Barton Springs Road needs a lot of maintenance due to pot holes and poor patch jobs
11781	
11782	Would rather have stricter enforcements of speed control or posted police officers for that area
11783	NA
11784	Keep up these projects that make our pedestrians and cyclists safe! Safety should come first, and everyone should be safe in our community, not just those with cars!
11785	I appreciate the city trying to find a solution to the problem and support improved bike safety.
11786	
11787	
11788	

11789	I would love nothing more for cyclists and pedestrians to be able to move through this space; is there no way to establish west to east, bike or walking only paths through Barton Hills to make these kinds of movement possible--or is this mostly to keep people safe at ACL, an event that happens once in a year?
11790	A terrible proposal, don't do it!
11791	One year trial seems like a good approach
11792	
11793	
11794	
11795	Going to bed. Goodnight all
11796	
11797	
11798	Keep the improvements for bike an pedestrians coming. Change to permanent as soon as it starts working
11799	Build the subway
11800	One might consider that with many working from home (still and probably indefinitely) there really aren't "rush hour" times. I experience heavy traffic as early as noon al the way to early evening. Just something to consider
11801	Wider sidewalks
11802	See above
11803	
11804	PLease don't make this a one-lane rd. There is way to much car traffic to for this to go well. The lights at Barton Springs & 1st switch way to fast for a one-lane system. The recent constructions that shrunk it to one lane was an absolute nightmare of a commute. The parking lot at Brown's BBQ is a nightmare. The patrons are backing out blind and causing accidents almost every day.
11805	This stretch of Barton Springs road should be all about walkability and sidewalk life, not car through-traffic
11806	Please, please do not run this pilot and please put a stop to this proposed plan.
11807	Pilot is worth a try! Thanks!
11808	
11809	This is like what they did years ago to try to curb accidents on 2222 by straightening the road. There are still accidents and people still drive crazy and are not very nice in general. What is the solution for that? Speed cameras all over the place is what you need to do.
11810	This city has to acknowledge that it is growing fast and that means more cars auto atically. You cannot just keep removing lanes and expect this city to be more attractive. This keeps accelerating traffic problems
11811	
11812	Lower the the speed limit on Barton Springs Road starting at Stratford Road and at Lamar.
11813	
11814	
11815	I do not want Barton Springs to be one vehicle lane.
11816	I'm glad to see the city making efforts to improve safety for pedestrians, cyclists and drivers. Do Airport Blvd next, please!
11817	Turning left on Barton Springs Road is sometimes dangerous when you're exiting the pool. Hopefully more progress on Stratford Dr with the new sidewalk . Potholes are a ongoing concern around this area!
11818	
11819	
11820	
11821	if one car wants to turn, since it's single lane, does that mean everyone behind them has to wait?
11822	this is a low cost way to try something different and I'm all in favor
11823	

11824	The road itself is not level, there are various dips throughout so it needs to be leveled as well for all traffic
11825	
11826	Bus stops need to be of the type that pulls off of the streets
11827	
11828	
11829	It's important that people realize this is important but not attached to any bid by C3 to take over the park. The park needs to stay as-is and traffic and accidents must decrease. This is the first time I've seen this project advertised outside the C3 deal - which no one wants - so it's important for folks to realize this is Independent. And needs to happen anyhow.
11830	I am very happy seeing these changes. Austin feels very car centric right now, but I am generally happier being a pedestrian.
11831	Traffic and congestion are already terrible, please don't make it worse by reducing lanes. This is an overkill solution. You are penalizing the many good, law-abiding drivers because of the actions of a few.
11832	
11833	
11834	This is great! I love it!
11835	It's shameful that so many people have had to be seriously injured for the city to do anything about our dangerous streets.
11836	How does the narrowing of BSR east of Barton Creek fit with potential narrowing of BSR through Zilker?
11837	
11838	
11839	Stop the idiocy of trying to make Austin into bicycle city when the climate does not allow it.
11840	Definitely think this is a great idea! Any time it is busy on Barton Springs the road is just packed with standstill traffic while bikes and pedestrians have barely any room at all to move, so anything to improve the ability to use non-car transportation is great. Additionally, traffic calming will be good for when the road is NOT busy and cars are driving way too fast
11841	
11842	
11843	I have used BSR for over 25 years as an east west route for daily living to include school drop off, groceries, gas, dr appointments, etc. I am a careful driver. I know that the area requires that extra vigilance. I have seen peds crossing the road at every point on BSR from the Botanical Gardens to S. Lamar. I have seen bikes and scooters crossing traffic/driving unsafely. Cars cannot be held accountable for jaywalking and reckless drivers. The culture of our city does not support pedestrian rights and pedestrians act defiantly. A visit to the Pacific Northwest- Seattle, Portland, Eugene, etc will demonstrate a culture of norms for pedestrians and cars that works. Change the culture- not the roads. Texas and Austin require more creativity and dollars in significant traffic calming measures that are not blight on our beautiful city as are most measures in place now. Traffic circles and bike lanes are causing visual pollution. The city needs to step up their financial commitment for a real bike/ped friendly city. We also must realize that Texas is a state that requires the use of a car and that may not change. Pedestrians in Texas need to take some responsibility for their safety and choose less risky road crossings- at lights and crosswalks provided. The idea of a land bridge is a good one- with artists and designers involved instead of corporations dedicated to the development of Zilker as a venue for large scale events. People need to accept that there are simply limitations for the capacity at Zilker. Build a reasonable land bridge- find world class references for successful traffic calming and implement some of their ideas for safe ped xing through the park. Scrap the garages and the 5000 person amphitheater. Increase traffic patrols through the park. Dedicate a park team on bikes, mounted police, and 4 wheelers to patrol and hold cars and citizens on bikes, scooters, and foot accountable for their risky behavior before you destroy the park.
11844	While this all gets sorted out, I really think it would be beneficial to have the light at Azie Morton/Barton Springs have a 'no right turn on red' sign/light for those turning right onto Barton Springs from Azie Morton. As a pedestrian, I have almost been hit by vehicles multiple times as people try to gun it to make a tight right turn into traffic they can't see very well (so they speed up and go really fast, often not seeing the pedestrian coming from the right side). As a driver, I don't like to turn right until the light is green because I have a small car and can't see incoming traffic unless I fully have my car in the intersection. This often makes the drivers behind me angry, causing honking and then speeding around after it turns green. PLEASE PUT IN A NO RIGHT TURN ON RED.

11845	I'm really sick of this way of thinking. Why does the city favor visiting pedestrians over those of us who live here and pay the bills?
11846	I HATE reducing the vehicle lanes to one each way. If you want us to continue paying the insane property taxes here, you have to make it possible to get in and out of the neighborhood. To restate HATE
11847	
11848	
11849	Yeah, this proposal makes me want to move away from Austin after living here since 1998
11850	support the pilot
11851	
11852	I applaud you for trying to make things safer. Keep going.
11853	
11854	Would it be possible to conduct unannounced periodic enforcement of speed limits? So many drivers are aggressive and obnoxious now
11855	
11856	
11857	Looking forward to more cycling infrastructure!
11858	Pedestrians and cyclists enhance every venue in Austin and amplify what is special about Austin!
11859	
11860	Making traffic worse in this area is disruptive to the people who LIVE in the area. Have less parking in the area and force people to take the bus and other modes of transportation instead of everyone driving and parking when visiting the area. Reducing the car lanes to 1 is not going to reduce the amount of cars. There will now be worse of a backup of cars trying to go thru the area.
11861	I look forward to seeing the pilot implemented and make it much easier and safer for pedestrians and cyclists.
11862	
11863	This is a very bad idea and whoever proposed it should be fired or demoted.
11864	Nothing
11865	nope
11866	Please stop removing car lanes! When you do that and convert them to bike lanes, those bike lanes are very unsafe and hardly anyone uses them. If you want a bike lane, cyclists a. should pay for them and b. they should be much better separated from car traffic.
11867	
11868	
11869	More of these kind of projects need to be implemented around Austin
11870	When riding a B-cycle bike, I used to "take the lane" on Barton Springs Road because I felt so unsafe in the existing bike lanes. And people would shout "Use the bike lane!" but I just didn't feel like it was enough space for the speed of the cars next to me. I think I'll feel more welcome on the street now since the bike lanes will be less of a hair-raising adrenaline rush than it currently feels like. I love increased-width bike lanes. It'd be nice to bike side by side with a friend or significant other just as two people can sit side by side in a car. I like that the bus will stay in the car lane whilst coming to a stop so that I won't get crushed in the bike lane.
11871	All we are doing is avoiding mass transit as usual. Zilker Park, is OUR Central Park, so it should be treated the same way. People will get there one way or another...always have. If have to, shut down Barton Springs completely from Stafford to Aize Morton. Park people off Morton, and in ACL utility lot as arrive. Also, you have baseball fields behind Chuys that parks Dept owns and under Mopac. Plenty of space to just shut that sucker down. Boom, done.
11872	
11873	Reducing vehicular traffic to one lane in each direction will have drastic consequences for those trying to drive to points of interest from either the east or west of zilker park. I would explore other ways to slow traffic (speed bumps, increased police presence, etc) before throttling traffic to one lane.

11874	I was a bike that was hit by a car about 4 years ago. I wasn't badly hurt and my bike was ok, so I didn't report it, but I could have been killed and I should have reported it. I'm certain bike-car incidents are grossly undercounted.
11875	Can I get a job?
11876	Considering further placemaking here is a must. This is our city living room.
11877	
11878	I will probably switch my commute to local neighborhood streets to bypass Barton Springs if this plan gets implemented.
11879	Make it 3 lanes each way
11880	
11881	Reconsider other options to create better walking & biking alternatives. Such as enhancing or adding additional HIKE / BIKE trails. The purpose of the HIKE / BIKE trails was to accommodate WALKING & BIKING.
11882	
11883	I've always felt like the right turn from Azie Morton onto Barton Springs is incredibly blind, especially in the Summer with vegetation in bloom. Should probably be a no-right-turn-on-red or find ways to improve visibility.
11884	None
11885	Would be better to not allow cars to drive all the way through the park at all. Could have access from both east from Barton springs and west from rolling wood by mopac into park but should not be a car commuting artery at all
11886	We need to stop people from parking on parkland grass during busy Barton Springs weekends.
11887	Yes
11888	Consider a speed table while maintaining current lanes
11889	
11890	To close lanes of a major artery that accesses downtown seems ridiculous
11891	I have yet to see the city traffic department actually listen to the users, the neighbors of any road in the city. It always feels like they START with what they want and just repeat it over and over again until they get it.
11892	
11893	Please keep As is
11894	
11895	The city should complete Barton Skyway to provide an alternate route to Barton Springs Road.
11896	
11897	Create a ride share pick up spot or allow them to use the bus stops to prevent their dangerous stops in traffic lanes.
11898	Speed limit should be. 25 starting where Bee Caves comes out. Traffic is driving THROUGH a park. Same is true for Caesar Chavez from where Mopac empties heading east
11899	One line each way will impede the circulation out Azie Morton Road worsening the congestion.
11900	I hope of the pilot study goes well the city will consider: + building raised bike lines like on Airport boulevard near the crescent shopping center + keep bike paths raised in intersections
11901	Many people in my neighborhood (Barton Hills) are already against the idea of a narrower road, based on (mis/dis)information they received during the Zilker Vision Planning Process. Unfortunately, I'm not sure this pilot information will be easy for them to digest and understand. You all will need to do a lot of community outreach, including explaining things to neighborhood groups and people using the park, to bring people on board with any changes.
11902	Seems like a great proposal
11903	We in the surrounding neighborhoods are opposed to this plan-why do you ask if you don't listen??
11904	
11905	It's important to listen to people in the neighborhoods right there that use it regularly because it's direct access in and out and we see it regularly. We are a big city now and it's important to remember that when making changes. Please don't cause road rage to run rampant. Above all, please listen to and act on constructive feedback after it is implemented.
11906	Whatever happened to light-rail to the park? If that had been included, I would have liked that.
11907	

11908	The June 2 Tower article by James Rambin is biased for the project. It does not list the pros and cons of the project. It also only asked supporters to complete this survey, furthering the potential for bias.
11909	
11910	
11911	This is a non-starter. Terrible idea
11912	Thank you for your work
11913	There should be a clearly stated end date for the pilot project. Throughout the project, traffic flow should be monitored during peak times. Results should be shared with the public, and another public survey should be done that time to help determine whether this is a feasible long-term solution.
11914	Please make this happen! It will be a huge step forward for the safety, comfort, and accessibility for non-cars!
11915	
11916	I'm very excited for this pilot project!
11917	
11918	
11919	Yes, these are the same people who want to monetize Zilker Park for ACL and other corporate events by building parking garages etc.
11920	
11921	
11922	The changes seem obvious, and I wonder why they changes weren't made sooner. I am looking forward to the improvements to Zilker Park, and the Barton Springs bridge being replaced with something better and safer.
11923	I don't object to a new bridge. Sorely needed.
11924	
11925	To address traffic violations, station traffic cops to issue tickets to violators. Make it a "speed trap." Add a stop light by the Zilker Garden entrance to calm traffic, and allow for cars to safely turn left onto Barton Springs Road when exiting. To allow pedestrians and cyclists to safely cross Barton Springs Rd., provide a small tunnel under the road or a very simple elevated bridge over the road (not the massive concrete bridge in the Zilker Vision Plan).
11926	
11927	
11928	
11929	better protect existing sidewalks/bike lanes, reduce speed limit to 25, create protected bike/walk lanes on Tummey and riverside
11930	It does need the pot holes repaired , but to make it one lane is so dumb! I drive it daily and it needs to remain 2 lanes for safety purposes.
11931	
11932	If this project becomes permanent I would love for the bike lanes to be fully grade separated from the car traffic
11933	
11934	
11935	
11936	
11937	The addition of raised crosswalks at all pedestrian crossings would make a huge difference in the speeds at which cars go. Despite Barton Springs being a rather busy road, there are plenty of times with hardly any cars on it, the single car lane (especially since it looks like the proposed lane width is much wider than the existing lanes) will not be slowing anybody down. The raised crosswalks would make it much more comfortable for pedestrians, especially those with mobility issues traverse the area. If raised pedestrian crossings are not an option, a speed bump or hump just before the crosswalks would be a decent alternative for the pilot project, provided that permanent raised crosswalks be provided in the long term solution. The speed limit should be lowered to 25 as well. this would be enforced by the raised crosswalks/ speed bumps and perceived narrowness of the corridor, meaning more cautious drivers, and more safety for everybody. Additionally, the east-bound bike lane should be protected with posts all the way up to the intersection with

	Lamar. the area where the right turn lane crosses the bike lane should be minimized as much as possible. The way it was done at the intersection of San Jacinto and Duval streets feels much safer as a cyclist since there is only a small space where I have to make sure a car is not going to hit me. The spacing of the flex posts should be much more narrow than what appears to be the standard around town. specifically on Congress Ave. downtown, cars constantly park in the bike lane because gaps in the posts are large enough for a car to comfortably fit through. the entrances into the parking lots and perpendicular streets should have gaps in the posts that are as narrow as possible to make sure cars have to slow to nearly a stop to make sure that they are paying attention to people in the bike lane or on the sidewalks. The intersection at Manor and Airport is pretty decent in this regard. The intersections at most of the streets and Congress Ave. (downtown) are not great, there should be another 5-10 feet of posts at all the intersections.
11938	Pedestrian cross signals should not be dependent on pressing a crosswalk button to operate. You have relocated pedestrian crosswalks further from intersections causing line of site issues for vehicles turning right to notice pedestrians. The plastic ballards being installed everywhere create visual clutter making it harder for turning vehicles to notice pedestrians on crosswalks. I feel less safe walking to work along Barton Springs road than I used to due to changes made in the past several years and as a result commute by foot less frequently.
11939	Leave it alone.
11940	Thank you for explaining how traffic through-put could be maintained.
11941	Will create traffic jams with cars idling polluting the air and delay emergency vehicles trying to go east to west or vice versa.
11942	This use to be a nice place to live.
11943	In place of obstructing all traffic, please consider enforcing speed limits if the problem is gross high speed traffic?
11944	I hope that some day this stretch of road can become car-free and become a grand entrance into Zilker Park.
11945	
11946	In general I'm positive about the changes as long as it can still effectively handle vehicular traffic.
11947	please accelerate this (sooner) and extend it westward alongside Zilker Park
11948	
11949	There are other things you can do to help pedestrians like complete sidewalks. Find other ways to slow down traffic like speed humps or lights. One lane of traffic is going to be a nightmare for people who live here and who visit the business on Barton Springs.
11950	
11951	PLEASE NOTE: ONLY EAST WEST THROUGH STREETS SOUTH OF THE RIVER ARE BS ROAD AND BEN WHITE - SHOCKING. DO NOT LIMIT THIS STREET FURTHER.
11952	Keep the road at 2 lanes per direction. The logic for closing a lane is analogous to closing the road altogether. Any road that has fewer cars will be safer. But, we need the cross traffic lanes per demand of city residents.
11953	
11954	The area has potential to be a vibrant and walkable space while making the area significantly safer for both pedestrians and drivers. As someone who frequently walks, bikes, and drives in the area, I find it to be incredibly stressful due to the constant conflict between cars and pedestrians/cyclists in the area. Anything that can be done to give pedestrians and cyclists space while improving overall visibility for drivers would be beneficial.
11955	
11956	
11957	Seems like a great thing to give a try for a year or so. If it doesn't work out we can always go back! (and it will probably be great)
11958	if anything like the Barton skyway replacements and sharp turns from Barton hills Dr to Barton skyway, I have MANY concerns: bikers on Barton Skyway are very limited, especially compared with number of cars using both Barton Skyway and Barton hills Dr. Old bike design on Barton Hills is fine, but Barton Skyway is terrible and created many impossible turns for both cars and trucks, even at a very slow speed!
11959	
11960	As long as you can keep traffic flowing (mostly) through the one In section it would be OK. What will not be OK is the part of the Zilker Vision Plan that adds parallel parking to the one In section through the park, that would be a nightmare.
11961	

11962	The problem with safety has nothing to do with the design of the road, but instead with the lack of enforcement of traffic laws throughout the city. Why follow the speed limit when the road by design can be traveled at a faster speed and there are no consequences for exceeding the posted speed limit.
11963	Thanks for finally looking into this. Saving lives is way more important than saving a few minutes in a car.
11964	
11965	
11966	
11967	
11968	The redesign is great, and I hope it gets expanded to all of Barton Springs Road
11969	
11970	
11971	Thanks for this effort! This is an important cycling route that doesn't feel very safe today. I hope this direction is mad permanent.
11972	Please consider concrete curbs with flex posts on top for visibility, or a prefab curb like protected bike lines in Mueller and on 3rd Street downtown. These are truly more AAA designs, rather than flex posts.
11973	We travel by bike over the longhorn dam project and that is a perfect example of how this can work. It is a million times safer than before the sidewalks were widened and a lane of traffic was removed.
11974	
11975	
11976	
11977	
11978	Emergency vehicle access has not been properly address or spoken to in this plan.
11979	
11980	
11981	A better police response to those exceeding the speed limit
11982	I think installing speed cushions would be better at helping to slow traffic through the area, making it safer for everyone. Enforcing no scooters on sidewalks. I frequently push a baby in a stroller through the area and people riding scooters have been a problem at times.
11983	Looks like a good attempt. I'd do it.
11984	
11985	
11986	This type of all-user road design needs to be implemented everywhere in Austin.
11987	As much as this city may want to discourage auto use, we are a LONG way from having functional alternative mass transit, and with the climate here being as hot as it is and aging such that it is, you are NOT going to be able to force everyone to use bikes or scooters and with the population here growing as much and as rapidly as it is you should be doing things to help the traffic move smoother and faster instead of causing it to bog down and back up
11988	
11989	I'm curious if one lane could work on Barton Springs. I don't think one lane + parallel parking would work (from Zilker vision plan), that seems unfeasible and will be interesting to see data from this test period. I think the Barton Springs bridge project is critical as it is in disrepair and sidewalks on bridge are perilous. I feel like the bridge should be prioritized with this data before ZVP advances.
11990	Simply reducing the speed limit on roads (in general) is useless. We need to reduce lane width and add other elements to make drivers less comfortable at higher speeds. People will continue driving above the speed limit if roads are wide.
11991	It seems the main potential issue is speed of cars. If that is an issue there are a lot better solutions than dropping a lane. Speed bumps, as well as a whole host of other options.
11992	Please do this!
11993	I feel strongly that gutter paint is lazy bike infrastrucur

11994	We need to address homeless camps around Barton springs! How about zero tolerance for that?!
11995	
11996	
11997	The barton springs bridge needs to be repaired as well
11998	
11999	The number of driveways available along the north side of Barton Springs Rd can still cause conflict with cyclists depending on vehicular speeds and driver behavior (e.g. failure to slow down sufficiently to pull into a driveway).
12000	Yea, build Barton Skyway over Barton Creek!
12001	
12002	Please put raised curbs or medians between bike and car lanes. Like we have on 3rd street. Please make the decision based on safety and not on convenience.
12003	
12004	
12005	
12006	Making traffic worse is not going to increase bus or bike usage. It is just going to piss people off and create more congestion. Cars on the roads for longer, exacerbating climate change.
12007	
12008	
12009	Stand strong for the safest plan over the most convenient!
12010	While this may put a damper in some people's commute I have seen too many bikers and scooter rider get hit on that road even in the current "bike lane" because people are not paying attention. Most of the time they also end up speeding off and not stopping.
12011	We also need more enforcement of the laws in that area. If the speed limit is 30m/hr and no-one follows it, it's because they know the speed limit is not enforced in the area.
12012	
12013	
12014	
12015	Why is this just happening without any real listening to feedback?
12016	Do this as soon as possible
12017	Cars drive in the current lanes which forces me to use the sidewalk. The current street layout is unsafe for vehicles, bikes/scooters, and pedestrians alike. Given the increases traffic from out of town and suburban visitors in the area, it needs simplified and made safer.
12018	
12019	
12020	
12021	
12022	
12023	Either making left turns easier or getting rid of them (Lou Neff Rd and William Barton Dr) would make a huge improvement for road users. I don't think bike lanes need to be protected when the speed limit is 35mph or below. Speeding drivers do not justify changes: enforce the law.
12024	
12025	
12026	
12027	
12028	This is a great idea.

12029	
12030	This will cause a huge traffic jam at rush hour because there is no other way to go east/west between Ben White and Cesar Chavez. Slow the cars down with cushions or the like
12031	None
12032	
12033	
12034	
12035	
12036	Is there a good bus line or public transit connection from the Redline station? This would be wonderful to have for further traffic reduction.
12037	
12038	
12039	Add more lanes! I can understand that it can be a bit safer but the trade off is horrible for those who can't afford to live in the heart of the city. Taking away lanes is a really bad idea and this will inevitably result in very bad traffic and horrible bottlenecks. I can't afford to live in the area so I have to drive when I come there(which is about every weekend in the summers) but I love coming to the springs and eating at a few places near it after a dip. This will stop if the traffic becomes worse. You're just making this city a place that only the elite can have access to. There certainly has to be a better solution.
12040	
12041	I would like to hear how this design change fits into the plan to renovate the bridge over Barton Springs at Azie Morton. Would the proposed traffic design under discussion now change when the new bridge is built?
12042	I have personally had, and witnessed many near-misses in the crosswalk before Azie Morton road, as have friends and family. Without this change, many more dangerous crashes will occur.
12043	The Zilker Vision Plan should be junked, and Zilker should stay as-is.
12044	You (city transportation planners) have lost your minds--this solution is insanity. You can do all the traffic studies you want, but you don't live in the area and experience the situation firsthand, everyday. You could implement many other traffic-calming measures on the roadway without limiting Barton Springs to two lanes. For example, put a pedestrian-controlled crosswalk light at Barton Blvd crossing by Chuys. You should have done this YEARS AGO -- and I have asked the city to do this repeatedly. Install flashing speed-limit signs on Barton Springs and have APD motorcycle cops patrol the route to catch speeders. Much more can be done without this drastic change.
12045	Dumbest thing I've ever heard of! BSR is backed up often to MoPac during rush hours and that is with 2 lanes!
12046	
12047	Traffic along this stretch of Barton Springs is already either light or heavy depending on the time. During light traffic, the proposed solution will not achieve the desired result of slowing down speeding vehicles. During heavy traffic, the proposed solution will significantly affect traffic flow in an adverse manner. Traffic is extremely bad when there is an event at the events center and this proposal makes that situation a complete nightmare. I find it hard to believe a competent traffic engineer was even consulted on this proposed design.
12048	
12049	More like this, please. I am thrilled by the improvements the city is rolling out to make travel safer and more comfortable for pedestrians, cyclists, and mass transit users.
12050	no
12051	
12052	Please slow down car traffic on Barton Springs Road for everyone's safety and enjoyment. Thank you for all the work that has been done so far!
12053	
12054	
12055	Please limit the road to one car lane! Reduced crashes and better leisure for locals.
12056	

12057	Anything that we can do to slow down traffic is a win. Slower traffic means: - less noise - safer pedestrian crossings and sidewalks - safer bike lanes - more non-car trips to the park
12058	Yes, please do not implement this idea. The cascading backup of traffic into the Zilker neighborhood as well as the disruption of east/west traffic on Barton Springs Rd. is a given. A study is not needed. Look at what happens when even a small portion of a lane has been closed during repairs on the road. This design is a failure - trust those of us who use the road regularly.
12059	
12060	Forcing people onto alternative, longer routes to get to the Westside adds to pollution and harms the environment.
12061	I would love for the bike lanes to be protected by curbs or bollards of some kind, please no more flexi posts. And a more protected bike lane would make the sidewalks feel even safer and encourage more foot traffic
12062	
12063	
12064	Myself and many other Austinites strongly support the reduction of motor vehicle lanes all across the city, in order to create a more pedestrian and bike-friendly atmosphere around the city, as well as create space for future transit projects (bus lanes, project connect, metro, etc.)
12065	
12066	
12067	Just to say that I access this road daily, several times a day, in my car and on foot. I am terrified when on foot on the bridge that crosses Barton Creek and have to actively calm my nervous system in order to not panic. It's so easy for a car driving by to clip you if they stray near the edge of the driving lane even a little. And forget about people passing each other on foot on that bridge - they stumble or trip and they're dead. It's awful.
12068	
12069	
12070	
12071	Please keep going to level the playing field for walkers and bikers vs cars.
12072	Thanks for being bold and doing what is needed to make people safe! This is really important! I also like that you will be able to give concrete feedback on how people feel using the street after the pilot. Keep up the solid work y'all!
12073	Thanks for doing this. I've lived here for several years and I'm pleased with these types of projects. I think the City is very actively trying to achieve more transportation options.
12074	I believe there is a shuttle to get to the park from elsewhere with parking - this needs to be more publicized. As well as other ways to get to the parks
12075	
12076	
12077	Fully support doing this.
12078	Don't listen to the haters. A road diet has been needed for a LONG TIME. As an aside -- I would like PARD to reconsider whether putting parking garages in the MIDDLE of Zilker Park will really help us reach our ASMP goals and highest/best use of Zilker. If we *must* add parking structures, I would recommend we look at properties along MoPac and Azie Morton (and keep the vast majority of car traffic OUTSIDE the park).
12079	
12080	
12081	Vehicles NEED to travel east/west through the park to connect with major roads. The area surrounding Zilker Park was allowed to densely populate. The city counsel should have considered the effects that a more dense population would have on Barton Springs Road. Removing a lane of traffic will only further the frustration of nearby residents and visitors to the area. It feels like a first step in totally eliminating individual car travel through the park. Is that what's happening here?
12082	
12083	These are practical, evidence-based design solutions proven to increase road safety. Once these improvements are implemented, it will be difficult to imagine a Barton Springs Road without them. Everybody will LOVE them once built!

12084	I wish there were a way to get from Lamar to MoPac between 1st and 290 that didn't involve going through Zilker Park. BSR should be for park-goers! But there should be a way for commuters from the area to access one of our major freeways without interfering with park traffic.
12085	
12086	Do NOT SHRINK TO ONE LANE HORRIBLE IDEA. There is plenty of room to widen pedestrian infrastructure without shrinking to 1 lane from the bridge over Barton Springs to Stratford. And really from Chuys to Stratford could accommodate widening for pedestrian infrastructure.
12087	
12088	
12089	
12090	
12091	
12092	thank you for taking action! this area has been unbelievably unsafe and crowded for pedestrians for far too long
12093	
12094	Reducing traffic lanes in favor of bike lanes will only benefit a very same group of people. Unfortunately, this will impact way more people than it will help.
12095	Not at this time.
12096	
12097	
12098	
12099	please keep 4 lanes of traffic from Lamar to MOPAC
12100	
12101	Complete waste of money and unnecessary, please try to use our tax money on us full things around town.
12102	I would ride my bike there if it were safer (chicken and egg).
12103	
12104	Unfortunately, BSR is the only east/west road between the river and Ben White/290. I think this plan will lead to massive traffic jams, backing up into the park. Besides, didn't we already reconfigure this road this century.
12105	You are making it difficult for elder people and people with disabilities who can't just ride their bike everywhere, to get around, not just for pleasure, but to their jobs that are necessary to continue to live in the area.
12106	
12107	Crosswalk safety is a must. What is there now is minimum to what is needed. Increased speed control. Ticket speeders. Please keep park a treasure. Remove large events. Keep it the beautiful park it is. Move all large events elsewhere. Let us enjoy some quality peaceful time in our beloved Zilker Park. I've lived in Austin for 32 years.
12108	This proposed change will incentivize my family to visit Barton Springs far more often than we do. We have two small kids that we tote on bikes but I'm never wanting to go on Barton Springs Road because it feels far too unsafe.
12109	Barton Springs is a major thoroughfare from Lamar to Mopac and needs to remain two lanes.
12110	
12111	
12112	
12113	No, do the project.
12114	Am E-W corridor that many people rely on is just not something to do to make access easier. Overhead paths, more traffic control (used to be police presence to catch speeders). Unless you are planning to sequester the Zilker neighborhood, especially once people skip the garages and park in the neighborhood, this idea is devastating for the nearby neighborhoods. They should not have to forego their sanity for more events, more traffic and more making it easier for tourists, event goers, etc. Pandora's box of unintended outcomes. We live here, not visit. This park has been open to all for this very reason. It was not overrun with events. Now that that seems to fuel the vision plan, we are sunk. Just making ACL 2 weekends has had an impact. It is a park.

12115	no
12116	
12117	
12118	
12119	
12120	This is important to ensure public safety. Please implement the plan.
12121	
12122	
12123	
12124	The city must coordinate construction so that this project & the Brodie Oaks project at S Lamar & Ben White don't happen at the same time, leaving us trapped with no clean exit out of the neighborhood.
12125	
12126	
12127	
12128	One of the worse proposals I have ever seen in 40 years of watching city governments across Texas. Everything you are claiming about this proposal is a lie. Your studies are bogus.
12129	
12130	Don't listen to the revanchist road warriors who don't understand traffic science or street safety.
12131	Reduction to 1-lane each way is a horrible plan. If you see this road on busy park days (weekends all year, summer afternoons, etc.), one whole lane each way gets massively backed up with people entering the main Zilker entrance from each direction. The other lane remains for through traffic. If you reduced to one lane each way, then no one will be able to get through; all cars will get stuck in the backed up park traffic, making the road essentially unusable. I also bike frequently around this area. You can make a nice bike trail to get through that uses the park space rather than the road (as is done along Cesar Chavez near the town lake YMCA). Safe biking lanes are essential, but there is plenty of park space for that. I already bike happily through here using the Hike and Bike Trail, bridges under BS Road, and the park trails.
12132	It will be interesting to see if this causes any major complaints for traffic/delays in this area. If not, this could be a good test case for implementing similar programs in other areas.
12133	I live in 78704 nearby and have lived here for almost 10 years and protected bike lanes have been needed on that stretch of Barton Springs Road for at least as long as I've seen it. I fully support this pilot project and I hope that it is made permanent.
12134	
12135	
12136	
12137	I really hope that this successfully gets drivers to slow down! It honestly might help to set the speed limit lower
12138	This is a bad idea. This is the kind of thing that should be voted on, not shoved down residents throats. And you plan this pilot for a year? You are not thinking this through...
12139	
12140	
12141	
12142	Put the Vision Plan to a vote and consider real Austinite opinions.
12143	
12144	
12145	We desperately need bike lanes on Riverside Drive between Barton Springs and South Congress. I've seen many people almost have accidents there, because it goes from having bike lanes to nothing at the corner of where the old Threadgills used to be. PLEASE PRIORITIZE THIS bc there is not a bike lane at all in this block.
12146	Terrible idea.

12147	
12148	
12149	A tunnel under the road would improve safety so much
12150	
12151	Love this design! Thank you all for your hard work
12152	
12153	Please don't do this.
12154	
12155	leave stuff enough infrastructure stuff going on around Austin. It's insane. Leave this alone for a while. What's up with all the white sticks that make bike lanes? Barton skyway is a freaking dangerous mess. Put bike lanes on both sides of the street narrowing it down now traffic is backed up from Lamarr all the way to Barton Hills Drive all these plastic sticks with debris in the bike lanes UGG pay over \$20,000 a year in property taxes and this is what I get why sticks chopping up the park. Too bad I ain't leaving
12156	South Congress and other tourist-heavy streets would also benefit from this treatment.
12157	
12158	While you are at it remove the asinine bicycle barriers at the corner of Bluebonnet and S. Lamar.
12159	Don't do it!
12160	INVEST IN MORE PEDESTRIAN INFRASTRUCTURE AND DONT BACK OUT OF THIS PILOT AFTER A YEAR'S WORTH OF EVENTUAL DATA SAYING TO KEEP THE PILOT PROJECT.
12161	Reduce speed by posting traffic patrols and give tickets to speeders. Word will get around.
12162	
12163	If it isn't broke, don't fix it! It ISN'T broken!
12164	
12165	
12166	
12167	I hope to see similar projects in the future in other places around town
12168	
12169	It's just sad that the mobility department is really the anti-car department. You don't live in reality, and are just wasting tax payer money.
12170	Cities across the country and the world have reduced car traffic and deaths through similar means. It's important to remember that in doing this project Austin is not 'innovating', we're just catching up to the rest of the developed world. Instead of taking 12 months to "see if this works", use that 12 months to make this improvement to many of the areas in Austin that desperately need these changes.
12171	I understand this is a pilot plan (and it is a good one!). Still, I do hope that in the future the north side of the road will be considered for pedestrianization with a two-way bike path (protected from car traffic by the traffic island already in place today) and car traffic on the south side. I think it would be beneficial for safety and the businesses on Barton.
12172	Please do not take Barton Springs down to a two-lane road. It is a critical path for those who live in the neighborhood.
12173	No
12174	No
12175	
12176	Measures have been needed for decades. I hope this is quickly implemented.
12177	
12178	I really appreciate the city doing these initiatives. They allow me to have more freedom in the way I get around.
12179	In an ideal world, a major thoroughfare such as Barton Springs Road would not be placed directly between tourist hotspots like Zilker Park. What can be best done to mitigate this mistake is by providing pedestrians/cyclists with ways to

	cross the road, particularly West of Barton Creek. A bridge/tunnel for pedestrians near Stratford Drive would be particularly useful. However removing lanes won't solve anything.
12180	This rocks
12181	Great job, I hope the pilot is successful
12182	Please continue to prioritize projects like this. Even the two lane road near auditorium shores is dangerous for pedestrians. I want to feel like pedestrian safety is the first priority instead of car through way. Even to cross the road it's more often than not a game of frogger. These are steps in the right direction but it's not enough.
12183	
12184	
12185	No! Just gratitude. Hope these changes become permanent.
12186	The City should keep in mind the impact of this and any other projects/events in the Zilker Park area have on the people who live there full-time. For over a decade I have never seen any protections or concerns from the City for the people who live in the area- the concern seems to only be for the visitors. They're important, but the residents are too. It is also worth noting there are no residential parking zones right now on my street (Rabb Rd) and the signs the City puts up during events are ignored- to the point that I cannot park at my own house after work. Traditionally this has only been a problem during ACL, Blues on the Green and Trail of Lights. I fear this plan coupled with a lack of residential parking zones will push people to park in the neighborhood who wish to visit Barton Springs Pool and Zilker Park. This is already becoming an issue as the park and pool both seem to be seeing an increase in demand. There have been times I have not been able to drive down Azie Morton as people are parked illegally on both sides of the road and even stopped in the road itself trying to let people out or figure out where to park. City officials already don't do anything about that.
12187	Make it safer.
12188	I think the lane decrease is equally important west of azie morton, since that is where I see the most dangerous jaywalking
12189	The Azie Morton intersection has visibility problems for cars trying to turn. If turning right from northbound Azie Morton to east bound Barton Springs, it is very difficult to see oncoming eastbound traffic due to the brush, pedestrians, and bridge railing in the SW corner of the intersection. If turning left from west bound Barton Springs to south bound Azie Morton, the traffic light is too high and too close to easily see, especially for the car that is first in line.
12190	I'd like wider sidewalks as well. Places like the bridge near Azie Morton have way too small sidewalks. It'd be amazing if we could get big sidewalks and benches overlooking the river.
12191	
12192	
12193	
12194	I am a daily cyclist coming up and down Azie to BSP Road so this pilot is appreciated greatly! Azie, though residential, is very uncomfotable to ride, due to the sweeps, blind curves, lack of shoulder, hills, and impatient drivers. The sidewalk is not ideal due to heavy pedestrian use. The connection from Azie to Barton Springs Road is also terrifying with cars flying over the bridge. Excited to provide feedback on these changes, but would love to see dedicated bike paths adjacent to sidewalk on west side of Azie.
12195	
12196	This plan for a pilot has been sprung upon the community virtually last-minute, given it is meant to begin July 1. Safer bike lanes are needed, but can be done without encroaching into traffic lanes that are much needed for this east/west corridor. Pedestrian safety can be enforced with existing crossings that can be improved with better visibility (trim plants) and installing lights at crossings without them currently. Ultimately, widening the bridge at Barton Springs/Azie Morton to accommodate existing four lanes of traffic AND dedicated bike lanes, should be the goal of any Barton Springs Road safety planning project.
12197	
12198	I am very happy to see the City of Austin taking large steps to increase the safety of cyclists. I would like to see similar measures implemented across the city, especially on roads such as Parmer Lane and Lamar Boulevard.
12199	really happy about this plan!
12200	Remove bike lanes and stop increasing frustration level for drivers
12201	I would like the city to lead on these issues instead of kowtowing to drivers who insist on their use of public space with their private vehicles whatever the cost. This poll is an example. Who has time for this? You all know that reducing

	number of car lanes and actually protecting bike lanes with physical barriers, not just posts, reduces carbon and saves lives. Be a leader today.
12202	
12203	Austin is seriously lacking in a nice grand park entrance, that is beautiful to drive through and access easily. This area has needed improvements for years. And even then, the city parks dept cannot seem to maintain that corridor, leaving unkempt sidewalk grass, etc.... for things like ACL- Austin needs to put its best foot forward as the world sees and this can be a world class park.
12204	Thank you for making barton springs safer for everybody!
12205	Thousands of potholes in Austin streets, yet millions spent on bicycle lanes with flex sticks used by only a handful of people. This is so wasteful. You can't force people to stop driving by making their lives miserable. You'll just cause them to vote you out of office.
12206	Anything that promotes transit and walkability over personal car dependency is a huge WIN!
12207	
12208	
12209	
12210	See above. If people simply drove 28 mph down BSR, not braking, accelerating, swerving around other cars, traffic can flow smoothly in one lane.
12211	There is no alternative for us to get out of our neighborhood and head west. I am all for safety for pedestrians and cyclists, and it was poor planning that a major east/west road runs through a major park. But here we are. This tilts too far away from reasonable car access to heavily favor other modes of access.
12212	Zilker should be like Central Park, and ban traffic.
12213	The northern sidewalk needs to be wider, difficult for groups walking past each other in opposite directions.
12214	Get a refund from whomever you contracted out to put together this thoughtless proposal.
12215	I'm very happy to see these improvements. So many people bike and walk in this area, but so many more are afraid to do so because it's a bit of a [expletive].
12216	
12217	I encourage trial and error and respect the pedestrian but not at the cost of vehicle fluidity and likely negative impact on the businesses and tax paying residents as most will avoid the road to move around the city. Let's try reducing S Lamar down to one lane while we are at.
12218	Anything Austin can do to increase safety and multimodal means of transit is a good thing. Especially in our urban core, we should be prioritizing non-vehicular traffic and building a more vibrant, walkable, and safe streetscape.
12219	Improvements to the sidewalk
12220	If possible, connecting this bikeway to the pedestrian bridge on the other side of Lamar would be excellent for those commuting downtown via bike.
12221	
12222	The entire length through the park should be one lane each way. The remaining lane should have speed bumps. Would ideally be closed to private vehicles. The widened bike lane should have a cement barrier .
12223	
12224	don't do it
12225	This is an exciting pilot project and I'm glad the city is willing to try this out!
12226	
12227	
12228	
12229	Thank you for doing this!
12230	If possible, an off-street, curb-protected bike lane would be great, especially if the street space can be made a dedicated busway. Please avoid having bikes share lanes with cars or busses. Also: this is the most no-brainer spot for street trees I've ever seen.
12231	

12232	Lower speed limit, figure out lights at Azie Morton and Lamar
12233	
12234	This is a great idea! This stretch of road is very dangerous; I've seen very nasty accidents here, and it's always very nerve-racking bicycling in this area. Looking forward to it!
12235	Love this design concept from the city- much improvement over the current stroad that allows people to drive dangerously fast. We shouldn't have an auto-centric world right by our largest public park.
12236	Can't get this soon enough!
12237	Hope to see high-quality protection for the bike lanes eventually installed installed
12238	Please do this all over the city! Less cars, more bikes/buses/sidewalks!
12239	
12240	[Expletive] cars, make this permanent
12241	
12242	
12243	
12244	I hope this is successful, I anticipate a lot of pushback from the public
12245	
12246	Thank you for considering users of the road other than cars.
12247	
12248	This was overdue years ago. Lets get it done!
12249	
12250	I'm all for trying out this design and seeing if it works!
12953	
12954	This is long overdue. The fact that Zilker, a giant public park, has no protected bike lanes, and is more dangerous and uncomfortable to bike in than most neighborhoods in North and East Austin is absurd.
12955	Build a tunnel under Zilker Park for vehicle traffic. Austin is no longer a small town. We need to be innovative and make Austin a city that prioritizes quality of life. With one lane or six. the traffic will continue to ruin the park atmosphere and pose a threat to safety. With a tunnel, bike traffic can go on top of the tunnel on the new expanded park area. We need to stop the band aid approach to dealing with our new reality. Stop wasting money on studies and short term relief do something creative and long term. (We did not do that when 360 was built and look where we are now) Make the tunnel able to accommodate light rail in the future. Turn it into a public and private enterprise. Have a huge ad campaign to involve the public and seek donations to preserve and improve the park while acknowledging and improving the east west link Barton Springs Road is. Get businesses who want to stay in Austin and tout it as a great place to live to donate.
12956	There HAS to be a way to provide more protected bike access without negatively affecting commutes of so many citizens of 78704. As it stands, we need MORE access to Mopac, not less. You are catering to tourists and visitors over residents who need these lanes for work and day to day commutes.
12958	
12957	This is a great step forward, but if you really want to improve traffic, you need to make the alternatives safe, convenient and connected. Bike lane islands make the city look nice, but they aren't useful if they aren't connected.
12959	
12960	Quit trying to make fetch happen. Austin is too hot to consistently ride bikes in. Focus on public transportation to reduce traffic. Stuff like this makes traffic worse and drivers more aggressive.
12961	More bike lanes, fewer car lanes, hooray!
12962	In addition, when cars are turning in/out of businesses and Zilker park driveways, this will cripple through traffic as the one lane side of the road will be inoperable with small turning bays as cars are lined up to make turning movements. There are no busses where I live and the train runs ONLY north. This is absolutely ridiculous.
12963	improve the existing shoulder
12964	Barton Springs should not be a stroad! we need to turn it into a slow street. This will make the road more accessible and will be a benefit to the restaurants on Barton Springs that have trouble staying open

12965	
12966	
12968	
12967	
12969	Overall, I think it's a great design. Kudos to the project team. Please build more walkable streets with protected bike lanes wherever you can!
12971	
12970	Please implement these changes ASAP. In the meantime, please have the police ENFORCE the speed limit and traffic laws.
12972	
12973	I would love Austin to have more protected bike lanes all over the city. And access to public transportation like a rail.
12974	Do yourself a favor and study how many people ride bikes today vs cars. Give it grace because "it's not safe" and that Austin has two months a year when the weather is great for biking. Then stare at the data till you come to the right decision.
12975	
12976	
12977	I feel like there should be some other alternatives investigated if at all possible. Can we really not finish Barton Skyway? Or build more bridges? You'd need to do something like those in order to really make it safe and just dead-end the street at Zilker. The through traffic goes a bit insane speeding on this road, and yet that through traffic is important for equity. Good luck on this one!
12978	
12979	I am so happy with this plan. It feels very unsafe to cross the road and people def speed ALL the time... they see it often solely as a means to get to Mopac. And (as you have noticed) nearly everyone speeds. The literally have no concern for ANYone else. We need these changes and honestly I think we need to be giving out some traffic tickets to let people know you are serious about them slowing down. The culture of speeding CAN be changed, but it requires a lot of effort. People must accept the lower speeds and want to drive within the speed limits. and PLEASE HELP AIRPORT BLVD!!!
12980	
12981	
12982	Please continue to do this. We really need more Bike lanes on the streets and safer pedestrian Streets. Deaths are up a lot.
12983	
12984	You work for taxpayers. Stop acting vindictively towards them.
12985	Reducing traffic to a single lane will negatively impact my ability to use Barton Springs Road.
12986	No
12988	
12987	Make sure turn lanes remain so the single lane can continue to flow in both directions. Make sure right turn only lane onto Azie morton (eastbound) exists and thru traffic eastbound does not block right turning traffic onto Azie Morton during red light.
12989	
12990	
12991	
12992	
12993	This seems like a great chance to make biking and driving safer on this road!
12994	
12996	
12997	I currently drove along barton springs *because* it's so unsafe to bike or walk. I would love to take the bus, bike, and walk and ditch my car. These types of improvements would make that possible.

12998	
12999	
13000	Ban e scooters, they are a TBI waiting to happen. The intersection of azie morton and barton springs road is so dangerous.
13001	
13002	
13003	
13006	
13005	Concerned it might cause traffic backups around zilker park. There isn't a great alternative to this route to get to get west of barton creek without going all the way down the 71.
13007	
13008	Go with it
13004	This one lane each way makes no sense. it is a very busy route for people who commute, and those wanting access to south lamar and other streets. This is going to cause people to start driving through the neighborhoods and cause more traffic problems. I have lived here since 1974 and have seen the traffic in Austin get unbelievably worse, but this is not a solution.
13009	Speed remains an issue
13010	WILL BACK UP LIGHTS TO A NIGHTMARISH
13012	
13011	The road works fine as-is. Changing it might make it worse.
13013	
13014	
13015	
13017	I hope this is quickly implemented
13016	remove all public roadways passing through Stratford and South Lamar. Also, please remove roadway dividing Long Center from Auditorium Shores. EMS/Fire, park police and event trucks will still have paths to access.
13018	Could we limit the bike lanes to the side going towards S Lamar. The other side has enough back streets with slower traffic to ride on. Although, it still be nice by zilker park and beyond.
13019	Please do this
13020	
13022	yes to improving bike and pedestrian safety
13021	Barton Springs is potentially the most relaxing and beautiful street in Austin. It is my favorite place, but it is unfortunately ruined by the amount of vehicles and billboards on that road. This project is a big step forward in improving that.
13023	
13024	
13025	
13026	
12995	Thank you for addressing this problem. I live on Bouldin and my office is on Bee Caves, so I cycle this section of road 2-4 days per week, both directions. Competing with cars when I'm in the bike lane on Barton Springs, and especially entering the bridge to Zilker while riding west, is harrowing.
13027	
13028	
13029	
13030	
13032	Would love to see more car light or free streets downtown

13033	Please push this through. Barton Springs Road esp from Lamar to Mopac is essentially an entry way into Zilker Park and Zilker neighborhood. It is incredibly unsafe for bikes and pedestrians right now and driving isn't much better.
13035	
13034	
13031	If one of the justifications for narrowing westbound Barton Springs Road over the bridge to is to allow for a wider bike lane, it seems like it would make _much_ more sense to _create a separate bicycle bridge over the creek_ to the south of the existing roadway bridge, and then reconnect the bike lanes on either side of this new bridge. That would be immensely preferable to eliminating one lane of automobile traffic, which, despite assurances, will undoubtedly cause traffic to back up, cause traffic delays, create frustration, and probably increase driving speeds. I have no idea why someone hasn't considered a new and independent or separate bicycle bridge to cross the creek rather than to eliminate one lane of traffic. It makes obvious sense. ALSO— relying on flimsy little plastic white bollards to “protect” cyclists is foolhardy. Those things would not stop an average size vehicle from crashing through them and harming someone in a bike lane. **Bike lanes in Europe are typically raised above street level on a curb level with the adjacent sidewalk.** They don't use little plastic bollards for a good reason : those things merely provide _the illusion of safety_, without actually preventing automobiles from crashing through... **Again, if the intent is to provide true safety, _which is the stated goal_, then let's do it without relying on the _illusion_ of safety at best .
13036	Love this so much, dearly needed changes.
13037	
13038	Kill the median fools, and then separate the bike lanes from the traffic with greenery. It is literally pareto optimal - you get 2 lanes for traffic, 2 protected bike lanes, 2 strips of greenery, and 2 sidewalks without having to widen the road. Plus it also facilitates the bus. Slightly more expensive, but better for everyone.
13039	Please just expand the existing sidewalk to accommodate both pedestrians and cyclists without taking away road space for cars
13040	
13041	
13044	
13043	
13042	Yes—if you want to protect bike traffic better, then widen the road and remove the median to preserve traffic flow. This is a vital artery road for everyone who lives in this part of Austin, and for a lot of people who dont. I have live and work in this city as a car owner. I can't get to HEB on my bike, and I can't get to my job with one either. Punishing vehicle owners to promote bikes is bad policy.
13045	
13046	We need Barton Skyway to cross to MoPac
13048	
13049	While I like the goal of safer bike lanes and reduced traffic, this seems like a half measure Widen the roads to allow for the massive amount of pedestrian, cyclist, and vehicular traffic on the roads of central Austin
13050	
13051	
13053	Please include street trees, ideally between the car lanes and the bike lanes!
13054	
13052	I wish more of downtown/central had these proposals since traffic is a joke in this city. Alternatives are always welcome. Do South First/ South Congress/ South Lamar /East 7th next!
13056	
13057	
13055	None
13058	I bike on Barton Springs Road frequently to get to destinations in the area, and while it is often the best route available, the bike lanes are not safe. They are too narrow and too close to the right lane of traffic. The bike lane also ends at the Azie Morton intersection for westbound bikes, forcing you to merge with traffic frequently going 40 MPH or faster. Zilker Park is a destination, not a through way. The safety of bikes and pedestrians in the area ought to be prioritized over maintaining high speed traffic.

13060	
13047	I really love all the work that austin is putting into becoming more people centered. keep up the good work!
13061	I am completely in favor of the direction. If we can iterate in the future, it would be great if there would be better protection between vehicle and cycle lane (something akin to Jersey barriers). Due to the number of businesses with driveways in the northern side of the road, there can still be conflicts between cyclists/pedestrians and vehicles pulling into or out of a driveway; it would be nice if there were traffic calming measures to encourage drivers pull into or out of a driveway at a safe speed as to not endanger others.
13062	
13063	
13064	More protected bike lanes! The more we have a connected network of safe routes, the more they are used.
13065	
13066	no
13068	
13069	
13059	The reason I do not currently bike on Barton Springs Rd is that the current biking infrastructure is incredibly dangerous. This is the case in many places around town. The more good, protected, separated bike infrastructure that is built the better. The proposed changes will make me feel more comfortable biking on Barton Springs Rd. Please keep projects like this coming.
13067	
13070	Thank you for working to make small incremental changes that are inexpensive and fast to get results.
13071	A key point for this is safety, but accidents will still happen. We also often respond to Zilker for heat exhaustion and overdose. The amount of time it takes to reach a patient will rise exponentially. This is the opposite of safety.
13072	
13073	
13074	This area receives a very high level of foot, bike, and tourist traffic as compared to other parts of the city. If there is ever a area to prioritize walking and biking space and safety it is this area.
13075	
13076	Still concerned about illegal U-turns at Azie Morton still occurring.
13077	
13080	Stop pandering to bike lobbying.
13078	
13081	
13079	PLEASE DON'T REDUCE THE LANES!
13083	Go even further! More protections for bikes!
13084	
13082	We always need more, protected bike infrastructure in this city. The next step is removing curb cuts, eliminating left turns, and increasing pedestrian only streets.
13086	Dislike flexible posts along the bike lanes – prefer stronger protection such as curbs or bollards
13085	
13087	
13089	Happy to see this happening
13090	
13091	
13088	
13092	

13093	
13094	
13095	
13096	
13097	What if you took away some of the median and kept two car lanes on each side while also creating protected bike lanes.
13098	Fix the road surface, widen the sidewalk on the bridge and create a bike lane, improve the crosswalks.
13099	
13100	Have you thought about parallel parking as a bike lane protection? So the bike lane is not sandwiched between car lane and car parking
13101	
13102	Stop making all roads hostile to Austin drivers.
13103	
13104	
13106	
13105	
13107	
13109	No
13108	Redirect bus, foot and bike traffic down Toomey Rd. where it is safer for all. Improve the footbridge crossing to Zilker to separate pedestrian and bike traffic during festival periods. Funneling everyone down Barton Springs to Zilker does not work during SXSW and other events. Best to just close Barton Springs between Zilker and Lamar during events if you can't come up with a better solution. Failure to funnel festival attendance down an alternate route than Barton Springs will simply create the same mess as is currently experienced at Moody Center for every concert I've attended.
13110	
13112	Glad to see increased emphasis on sustainable transportation on Barton Springs Rd.
13113	Please give protected bike and scooter lane!
13111	Westlake folks will scream as will others who feel their commute is being affected by squeezing the highway that is BS Road. But, this plan is good and appropriate.
13115	I do not like reducing to a single lane in each direction. Limits access to parks and neighborhood and will make traffic worse.
13116	
13117	
13114	I think the park should be used as a park and not as a parking garage. That includes NOT allowing parking on the grass.
13118	keep 4 lanes for cars
13119	Protect the bike lanes!
13120	The paved road was originally designed for automobile traffic, and has worked well that way for at least 70 years. (It worked well as dirt road before that) There is no reason to change it to pander to a trendy scooter/bicycle fad, which should be left to children at the playground.
13121	
13122	
13123	I also drive BS Rd and am willing to wait a few moments longer at signals for this improvement for all modalities.
13124	As a long term resident of Zilker/Barton Hills, I am so disappointed in the direction the city is going with the local roads and especially the vision plan for Zilker park. Our taxes are so high, yet you continue to allow overnight camping, litter and the unhoused to ruin the jewel of the city - yet you want to focus on limiting traffic on BSR. Get your priorities straight. Clean up the park! Don't allow such disregard to our public spaces. Get bikes off of Barton Springs Road - create a better bridge at barton creek, use Toomey Road. Ban scooters.
13125	Please do not remove lanes!

13127	
13126	If the city feels compelled to make sensible tweaks to Barton Springs Rd. I can live with it, but we're better off doing ABSOLUTELY NOTHING, rather than doing something STUPID, STUPID, STUPID like reducing the number of lanes.
13128	Nope
13129	
13130	I suggest that those on the committee walk and bike the proposed modifications are several times during the day. Live the decisions you are making.
13131	
13132	
13133	
13134	
13135	Yea leave the way it is as it is you all have messed up the major roads in south Austin, please leave it alone.
13136	
13137	put bike lanes onto expanded sidewalks
13139	
13140	
13143	get rid of those silly scooter things. They are dangerous in congested areas.
13144	
13142	Barton Hills and Zilker residents are being inconvenienced yet again. ACL going to two weeks instead of one. Trail of Lights on the heels of ACL, Multiple Blues on the Green. With continued growth along South Lamar, there is no other way to MoPac.
13138	please lower the PHB buttons to reach from a chair.
13145	Reducing the vehicle lanes will increase traffic, air pollution, road rage incidents, increase traffic times.
13141	
13146	
13148	
13147	The city leaders are not listening to the majority of it's residents and does not care to. They choose to focus on a select few and themselves. It is extremely disturbing and am planning to look elsewhere to live as this continues. It costs too much to live here to be ignored so completely for a select few.
13150	Don't do it
13149	
13152	
13153	
13151	It's impossible to keep pedestrians from not crossing at designated crosswalks. Add additional crosswalks. To reduce speeding use police to ticket, add stop signs.
13154	
13155	
13156	On a bike it is scary when walking or running it is very scary
13157	
13159	
13160	
13162	
13161	Any movement toward less vehicle traffic is a plus, in my opinion!

13164	Keep on adding more one-way bike lanes that connect bike routes in the city. Don't add bike lanes that just end up dead-ending unless there's a connection plan. When are you addressing E 51st street? Airport BLVD?
13165	
13166	
13167	
13169	
13168	Interested to see the response, zilker vision plan proposal to go down to one lane was met with a lot of negative feedback.
13170	One lane of traffic is nice... commuters and through traffic will complain.
13172	
13174	Please, along with making the road, also plan on how the city will keep the road. Most of the current roads are in a deplorable state and make it very difficult to want to ride on such bad roads.
13173	
13175	Elevate pedestrians/bicycles or drop the vehicle lanes underground to completely separate the two. Issues arise because ped/bike traffic is N/S while vehicle traffic is E/W
13176	
13171	More in east side
13177	I like the protected lanes in other parts of Austin. It would be good to have it here as well since it goes through our main park!
13180	
13179	Please make this happen. Love.
13181	
13183	I am all for enhancing the park as long as the cars are banned from inside the park, including BS road, and as long as this is done by the city for its citizens, not for the benefit of private interests.
13182	
13185	
13184	
13187	
13158	In the area of Barton Springs that has already pyloned the bike path, I don't think the path ever gets swept by machine anymore. Maybe the path isn't wide enough to accommodate the sweepers.
13189	
13186	
13178	I would like to see wider sidewalks with designated bicycle and walking "lanes", like the ones further east of Lamar on Barton Springs Rd., in front of the Palmer Event Center. Implementing such an option would create grade-separated bicycle paths that are set further off from turning traffic, providing better safety for both cyclists and motorists. Furthermore, if the sidewalk were to be widened away from the streets, you could keep the current two lanes of automobile traffic going both east and west, instead of cannibalizing one lane of traffic. In short, I think it would be better to add a safer bicycle lane to the sidewalk (i.e., widen the sidewalk), while keeping the existing automobile lanes, instead of swapping a car lane for a larger bicycle lane. Although it may cost more than the proposed pilot design, it is the most "future-proof", so to speak, way of addressing the problems and needs of this area.
13192	Barton Springs Road should be more accessible for non-car modes of transportation. If it were, it may need less parking.
13193	
13194	Single lanes, how do EMS get by.
13188	
13195	Please change your name to Zero Vision as that is what it really is. I hate what you are doing to Barton Springs/Zilker. I know you are not native Austinites. If you were, you would not 'mess with Zilker.'
13196	

13198	
13197	stop coming to with developer-biased plans for this city. there's so much brain power here, why not utilize those ideas?!?!
13199	
13200	
13201	There should absolutely be no right turns on red from Azie Morton onto Barton Springs Rd. Visibility is impossible. I can't believe the city hasn't done anything about this yet.
13202	
13203	
13206	Would be good to advertise comparable travel times to people coming from MoPAC so that they can choose alternative routes.
13205	
13190	
13207	If you want to slow down the traffic, put speed bumps on the rode to slow drivers down.
13209	This is a model project to demonstrate how to design a roadway that will safely accommodate everyone on the road, and it should make the restaurant outdoor dining options along Barton Springs much more attractive places to visit.
13191	expand the sidewalk on the bridge over barton creek to be ADA compliant
13210	Make Barton Springs a SPEED TRAP. Pull over speeding cars with ZERO TOLERANCE.
13211	
13213	
13208	A multimodal city is a thriving city, but cars will always come out on top unless direct action is taken. Pedestrians and bicycle/scooter/etc. users need to be protected and feel safe in order for those modes to be a sustainable way to get around the city.
13212	Not at this time
13214	
13204	
13217	
13218	
13215	Keep up the good work on multi-modal efforts. Recognize that road warriors will be loud but not the majority.
13219	
13220	I bicycle for transport. each morning, i try to swim at Barton Springs. the traffic moves faster and faster on Barton Spring Road. Literally, I risk my life trying to cross the road sometimes. i'd like to see police stationed at stratford drive & Barton Springs Road
13221	
13222	
13224	Create an environment that prioritizes citizens ability to practice physical fitness over encouraging automobile access.
13216	
13226	
13225	looks good to me
13228	Will they move the bus stops?
13227	Reducing the number of lanes will help moderate traffic thru Zilker Park, so that's good, too.
13233	
13229	
13232	It should continue through the park, especially at pedestrian crossing areas.
13235	This is very long overdue. Without these modifications we're allowing vulnerable people to be put at unnecessary risk.

13230	I like that it's an easily changeable pilot. One other comment is that on weekends, I've seen a lot of scooter traffic on South Lamar, and I wonder if there is a way to make it safer for them too.
13234	Why not expand the design? Leave four lanes of care traffic and add a dedicated bike lane on the sides. There is plenty of land to do that!
13238	Bike and related type of lanes are really important and make Austin a better place. Let's do this!
13231	
13240	Stop being greedy!
13242	what took so long?
13245	
13239	
13246	Keep it like it is
13243	
13241	
13247	it would be nice to create more space for pedestrians on the sidewalks
13248	
13236	When I visited Zilker park for the Kite festival in April, I stood at a bus stop just feet from cars speeding by with my 2 kids, 7 and 5. The kind of accident described in the report easily could have been my family.
13237	Sticks, signs, and closure of turn lanes were good improvements - please stop here. 1 lane of travel on the busiest section of the road will be chaos, and drivers are already so bad about respecting the bike lanes that I won't feel any safer on the road with the trail right there.
13163	Please make it easier to walk and bike in Austin without always feeling like we're about to die.
13251	No parking garage
13244	Seems like most of the injuries are to peds not bikers. why not build ped tunnels or bridges and leave the 2 lanes alone. Or take a tiny bit out of the park to expand the bike lane.
13223	
13253	
13254	I am in support of this pilot!
13255	
13256	
13263	
13261	
13258	The sidewalks could be larger.
13259	Overall, I am very supportive of the plan.
13262	
13265	
13252	Just got back from Boulder Colorado. While not perfect, they clearly put a priority on alternate modes of transportation and SUPRISE people use them! The proverbial little old lady can get around safely. That should be the guiding light on all future road projects. Can my kid get there without occupying vehicle lane space? Not possible everywhere but should be rule 1 of new construction and any projects under review today.
13264	
13249	Instead of signalized intersections, what about roundabouts at some intersections? I find red lights, signals, and intersections are frequent places for close calls between pedestrians/cyclists and drivers. A roundabout forces drivers to slow down without stopping, and should also force them to look around their vehicle and be aware of their surroundings more so than at a red light.
13250	Not really. I support this project 100% -- I would love for my young daughter to one day feel safe enough to bike to Barton Springs. We're really far from that right now, but this project will get us a lot closer!

13257	I prefer the current road layout.
13260	
13266	
13267	
13268	dig the tunnels and build the bridges. first for pedestrians and bikers then for the larger vehicles and mass transit.
13269	
13270	This plan is OVERKILL
13271	
13272	
13273	
13274	
13275	The problem is not the cars, it is the idiots who won't follow traffic lights, signs and rules, on foot or on bikes. They are what makes it dangerous.
13276	
13277	
13278	
13280	
13281	Make it permanent and create a more hardened separation b/c vehicular traffic and active modes.
13282	
13284	
13283	N/A
13279	Adding bus frequency or service might further alleviate congestion, especially during big events at Zilker Park.