

S. Lamar Study Comments

General Comments	Corridor Study Comments	Auto	Transit	Bike	Ped
	Break up super-blocks with traffic lights, shorten light cycles during off-peak hours to break up large blocks of traffic, add more turn signals, get rid of right turn lane southbound at Oltorf, Get rid of pedestrian by button at Bluebonnet, lengthen ped cycles and through traffic signals, throughput isn't everything				
	The only solutions will have to entail limiting the number of cars and the distances traveled by automobiles. If this is not done, all other action will be a total waste of time (and money).				
	Improve Connectivity but don't cut down heritage trees to do so. Stay out of 1/2 of the critical root zone. New trees that are planted should have enough soil volume so the trees can grow to heritage size.				
	Balance connectivity with preserving existing protected and heritage trees without impacting them or encroaching in their 1/2 critical root zones. And plant new trees along Lamar with proper soil volume and canopy spacing so that they can grow to the next generation of heritage trees. Potting trail outside of Lamar instead of bike path along Lamar is a good idea, like using the railroad track. Don't plant trees in planters along Lamar - those will never grow to be heritage trees. If needed, reduce number of car lanes to allow room for trees and bike lanes, but don't encroach on trees. COA's urban design guidelines require new buildings close to sidewalks but that removes existing heritage trees. And requires 2 rows of street trees for great streets, but trees need appropriate soil volume and spacing to grow to be heritage trees- Use better guidelines.				
	We need a plan for separated bike lanes along S. Lamar before the corridor becomes built out. I am concerned that there won't be any room for them with condos built right up to the street. Plan now for dedicated bus/rail lanes s transit moves quickly.				
	Re-direct S. Lamar commuter traffic to Mopac and Cesar Chavez				
	Safety on South Lamar is very important to our family!! Biking and walking are currently very unsafe! We have nearly been run over at Bluebonnet/Lamar and Manchaca/ Lamar intersections. We need to slow down traffic on South Lamar! We need to increase safety for peds and bikes on South Lamar. We need barriers between the cars and peds + bikes. We need drivers to pay attention and stop being on their phone (texting/ emailing) while they drive. Austin drivers are very distracted and that causes unsafe conditions for peds and bikes!!				
	Beacon pedestrian lights at Treadwell, W. Mary, Oltorf				

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	<p>Improve safety for pedestrians and cyclists crossing Lamar, especially at Bluebonnet, Manchaca, and Hether/Mary - have seen several near totalities at those intersections. Unsafe to walk and bike along Lamar - need safe sidewalks and bike lanes - safe for children. Lack of green space and parks along the corridor. Key opportunities include the public land behind the fire station on Collier and the row on S. Lamar. Cut through traffic on Kinney and Bluebonnet - need to slow down traffic on these streets to deter cut through. Safe routes to schools - safer routes for kids to be able to walk and cycle to school along the corridor including Zilker and Ann Richards. Eliminate driveways where possible, to make on S. Lamar. It's safer to walk and cycle. Assess how to make new development along the corridor help contribute to enhanced infrastructure.</p>				
	<p>Intersection and reliable transit should be focal points! Vial for ALL USERS!! Especially pedestrians! Please! Make intersection SAFE for pedestrians and coordinate with bus transit to make bus a reliable option for all!!</p>				
	<p>Sidewalks too small, as well as bus lanes. Shade trees are needed! Work with CMTA - more frequently busses please.</p>				
	<p>W. Mary/Heather intersection (very bad intersection) need to revamp - reconfigure. Need traffic signal at Collier/S. Lamar (it's a wide street- no residences, only a strip mall and office buildings)</p>				
	<p>Better public transit. Safer walking/biking environment would be great!</p>				
	<p>Better sidewalks, more crossings, and increased pedestrian/bike connectivity to side streets and neighborhoods, must be the absolute priority especially with so many new residents. This is urgent work as the danger will only increase as more housing is completed. Finding ways to connect across the railroad is especially important as there are more employment, entertainment, and dense residential in that direction. Thank you for hosting this event and getting our input.</p>				
	<p>I would like to see jitney buses moving people up and down S. Lamar. Central Market South to Barton Springs Rd or even Whole Foods. Carrying 10 people moving every 10-20 minutes!</p>				
	<p>Speed limit is too high! Need more lights to allow peds and bikes to cross Lamar. Traffic is dangerous and chaotic. See near accident/collision multiple times a day throughout the day (not just rush hour). Bikes/peds need to be able to go from neighborhoods to grocery stores-need safe bike lanes and sidewalks. More commuter traffic to Mopac. Double-deck that thing! Increase safety for bicyclists/pedestrians. Increase buses. Park and ride at Central Market and/or Oak Hill. Leave the commuter cars outside the city. Shop before they go home.</p>				
	<p>The elephant in the room is transit. Unless we as a community choose otherwise, buses will incrementally consume street space and travel lanes and preclude the better option, urban rail. Once we invest heavily in bus infrastructure, we will</p>				

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	<p>have made a choice that will take decades, if ever, to reverse. Transit decisions will drive the design on Lamar.</p>				
	<p>Thank you for hosting this event. I am concerned about the number of people who are not willing to reconsider driving alone. They look so angry!</p>				
	<p>We need a protected left turn for those turning west onto Treadwell from northbound Lamar. Also, the traffic coming out of the Alamo's parking garage onto Treadwell is turning that street into a major corridor. Residents have trouble getting out of Okie Heights part of Zilker. Also, Treadwell between Lamar and at least Ethel needs to be a no street parking zone. Residents pulling out of Okie Heights (Josephine, Jessie, and Ethel) onto Treadwell can't see the traffic because of all the cars parked there.</p>				
	<p>I live on Westrock, convenient to Wheatsville, Target, etc. I try to walk as often as possible. However, S. Lamar is not designed for pedestrians. There are places without sidewalks, few cross walks, etc. Worse, cars, that is, drivers are mostly not paying attention to pedestrians. I believe the speed limit should be lowered to 35 on all of S. Lamar, as it is near downtown. As for biking, the bike lane on Lamar is a joke. I own several bikes, and bike downtown via BH Drive and the hike and bike trail. S. Lamar is too dangerous to bike. As a driver, I try very hard to be aware of bikers and allow 3 feet. That is very difficult to do given the traffic, speed limit, and aggressive drivers. Too bad this study was not done BEFORE all the apartments were built. The nicest place to walk is in front of the new buildings.</p>				
	<p>I saw few changes in this event at Zilker Elementary that capture how Lamar feels like a canyon both upper, near Spoke, and lower, near Alamo. Protected bike lanes are my number one priority. All new dev needs sidewalks, BIG ONES. Prefer mixed use commercial on ground floor. Occurrences that happen once a month or more: turning left on Lamar, cars from Hether pull out in front of EW bound traffic and hits, almost, a car on Mary. Cyclists use crosswalks at intersection of Mary and Lamar. Cyclists get pinched on Mary near Lamar.</p>				
	<p>I'm most concerned about all the development in South Lamar. Traffic congestion is horrible and will only get worse. I work at Whole Foods Market across the river and it can take me 30 minutes to travel 3-miles. We should halt development projects until these issues are reserved.</p>				
	<p>I live on 1500 block of Juliet St. and own 2 rental properties on that block. I worry about Lamar Union and other traffic taking Jessie or Josephine or Ethel to Juliet to Lamar to avoid Treadwell traffic lights (and possible back up) No sidewalks on these now peaceful streets. Juliet to Lamar from West is a blind intersection - not suited to cut through traffic.</p>				
	<p>Consider better bike, ped, and transit improvements. Create a menu of options and allow public and stakeholders vote on preferred options. If you can consolidate turning movements to signalized intersections, the median lane can be converted to a</p>				

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	peak-hour reversible lane (either for carpool or transit). The era of free-flow single-occupant vehicles is over. We need to maximize lane capacity to move the most people, not the most cars.				
	Concerned about cut through traffic through the Lightsey 2 project. This will be the only route for inbound traffic to get around the Lamar/Manchaca choke point. The route is windy, has no sidewalks and is narrow. It is not an appropriate street for connectivity, but that was not considered by the city in approving it.				
	Please release the Hether impact analysis for stakeholder review prior to releasing the report.				
	More connectivity for pedestrians please!! Then bicycles... Encourage small office, retail and restaurant development.				
Expanding metered parking as a parking benefit district could help pay for some improvements while managing on-street parking supply. Gibson and Treadwell streets are perfect candidates! If parking is underused in some areas, the excess street width should be used for sidewalks/separated bike lanes or simply depraved and returned to green space. Most streets are way too wide and encourage speeding.					
COA's Urban design guidelines require building all the way to the edge of the sidewalk, but this is bad for trees. Plant trees far away from building so there they can grow straight. Plant one row of trees instead of 2 as required by the urban design guidelines.					
We need more parking for business. The 20% parking discount is trashing our neighborhood!					
I am very concerned that once all the condos open on South Lamar we will be stuck in our neighborhood- traffic will be so bad we won't be able to leave!! There aren't enough ways to travel out of South Lamar once more cars get on the road!! Safety for our peds and bikes need to improve immediately! Safety, safety, safety! Traffic in our neighborhood. Quality of life in Austin is changing because we are stuck in our cars. If you have a family and need to transport children to different parts of Austin it takes so much longer than it used to. We can't bike or walk to these activities, we must drive. Safety needs to improve!					
Lightsey 2 development is NOT code compliant. We should NOT connect Aldwyche with Lightsey for cars. It is NOT SAFE. It needs to be a connection for peds and bikes that IS code compliant and preserves ALL heritage trees.					
Yesterday (12/9/14) the planning commission approved the Lightsey 2 project, which includes a "connectivity" component that violates Austin's (adopted) Complete Streets Policy, by disregarding the safety needs of Barton Oaks residents, as a result of making our neighborhood a traffic relief valve for Manchaca/ South Lamar. Because our neighborhood has no sidewalks, pedestrian safety will be compromised, in the name of traffic relief. What happened to balancing the needs of all					

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will remain in limbo and unaddressed as part of a comprehensive network for transportation. Thanks.					
Please articulate the watershed issues from all the new development.					
Pedestrian access across RR tracks to South Austin Park please!					
	<p>I was wondering when and where interested parties could view the results of the input from the online surveys and the Zilker Elementary meeting from last night. I had planned to make the meeting in person but had two other meetings in E. Austin last night that ran over and I was unable to make it to the corridor meeting.</p> <p>I have heard several concerns from people who were unable to make the meeting because it was not a transit-friendly location, and was timed/located near enough the Trail of Lights to cause concerns about being able to find parking. One note on the S. Lamar Health Impact Assessment Survey: For some reason, the Galindo Neighborhood is cut off south of Cumberland road. I'm not sure what the reason is for this, as my neighbors are just as invested in accessing S. Lamar for commuting, entertainment and restaurants. There are many active people who enjoy (or would enjoy, given better conditions) biking and walking to destinations on S. Lamar. Certainly the railroad tracks and limited "safe" crossing points are inhibitors to non-car transit, but that doesn't mean it should remain that way. Both Galindo and Bouldin should have better pedestrian and bike connectivity to S. Lamar's emerging and vibrant district. (Pedestrian bridges at Lightsey/Corbin and at Gibson Rd. would significantly help this connectivity).</p>				
<p>1) Developments on S. Lamar near my home over the past few years are causing parking into the neighborhood. There are two places in particular where we need 3-way stop signs (no other types of "traffic calming" devices PLEASE). 1. The first is at Iva and Kinney Rd. cars are parked along the south or southwest side of Kinney for a block and more. Because of the angle etc. of the street it is impossible to see vehicles traveling on Kinney until one is out in the street. Also due to large bushes in the ROW or city easement at Kinney Rd and Iva (SE corner) and dip in road plus cars parked near corner on that side plus fast traffic on that stretch of Kinney it is dangerous. 2. The second place we need either a 3-way stop and/some "No Parking" zones to increase visibility of on coming traffic is at Bluebonnet and Del Curto. Another issue is cars backing out onto Northbound outside lane of S. Lamar from Patika Coffee Bar at 2159 S. Lamar. There is a high concrete wall there up to the sidewalk obstructing visibility and not enough space in front of business for cars to get out without backing onto Lamar. Very dangerous situation. I've witnessed this twice since they have opened only a few months ago.</p>	<p>May I suggest some infomercials on TV in both English and Spanish warning people not to cross in places other than at protected crosswalks whether on busy thoroughfare itself or around corner from it on intersecting street with busy thoroughfare. 1. I am thoroughly opposed to encouraging the "complete" street design as presented at the open house. We need to preserve the flow of traffic by having safe places for pedestrians to cross. 2. In as many places as possible have city buses pull off the street to load and unload. 3. At intersection of S. Lamar and Bluebonnet install traffic lights that match (above street & at corners) ; and put protected left turn from southbound Lamar onto Bluebonnet east; and have pedestrian cross walks on all sides of this intersection.</p>				