

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
1	Mary Harris	4/26/2020	Email	Please try to include linking the Cumberland Estates subdivision in south Tyler to the proposed bike trail system. Looking at the brochure that was mailed to me, the closest spoke would be 5A. Another option would be to construct a bike path which leads to the new Cumberland Park mall which is literally adjacent to our neighborhood. Residents could bike to the Mall and Super 1. We could cross Broadway there at one of the lights and access all of the Faulkner Park trails. It would be wonderful for the residents of our area! Many of the other areas in the proposed bike system already have sidewalks, etc. Cumberland Estates has none of this. We can walk on the streets in our neighborhood, but cannot safely walk or bike beyond our small neighborhood because we cannot safely ride on East Cumberland Road, Broadway, or Paluxy. When West Cumberland Road was constructed, the city was able to put in sidewalks. East Cumberland has nothing. Please don't overlook our area.	This project is adding bike lanes/bike routes to existing streets where street width, volumes, speeds, and grades were accommodating. At this time, Cumberland Road east of Broadway did not fit those conditions. Unfortunately, we are not building sidewalks or separated trails at this time with this project. The connections which are pointed out are excellent and something we will try to take in consideration in future projects.
2	Lisa Beaird	4/26/2020	Email	I live on what is being considered for Bike Lane Route 7 that zigzags unnecessarily through the middle of my neighborhood. Looking at the map, I don't understand why this route would't take the most direct route from Old Jacksonville Hwy. to Dueling Oaks all the way directly to Hollytree Drive and continue North to Reick Rd. as planned. This would simplify the route and take the bike lane onto wider, more desirable roads for cyclists. I realize that Dueling Oaks does not go through to Hollytree Drive on the map provided but it most assuredly does go all the way through, as I am sure you know. Your attention to and consideration of this minor change would be greatly appreciated and would make a major difference to those of us who live along the planned route and do not want it there. Thank you for your time. Please feel free to contact me if need be.	When the original plans and design were completed Dueling Oaks did not extend all the way to Hollytree Drive. As pointed out in the comment and upon physical location check, it now does. Upon evaluation, the decision has been made for the bike lane to go from Dueling Oaks to Hollytree Drive. Thus Pinehurst Street and Hollytree circle will be avoided.
3	Chris Raasoch	4/27/2020	Email	6811 Hollytree Circle: I have been a homeowner on the corner of Pinehurst and Hollytree Circle since 2001. This particular corner has seen increased vehicular traffic since. Further this particular section is very narrow with much foot traffic with people walking and walking dogs. When there are vehicles parked on these streets it increases the risks to walkers of all ages and their pets. There are NO SIDEWALKS in this neighborhood to walk. The very sides of these streets or, what I call gutters, slope down from the street itself which make it even more difficult for folks to walk and or ride bikes so they walk and ride more into the street - which are already narrow. Vehicular traffic here is constant and people speed as this is a gateway between Hollytree Drive and Jacksonville Highway,	Sidewalks are not within the scope of this project. Furthermore, bike lane at this location was altered. Now the bike lane will not go through Pinehurst and Hollytree Circle.
4	Mary Harris	4/27/2020	Email	Please do look at our area of Cumberland Road and see what you can do to let families and individuals hop on their bikes without having to load the bikes up in a vehicle and take them somewhere (which is such a hassle that you don't wind up riding your bike). We can't walk or bike	This project is adding bike lanes/bike routes to existing streets where street width, volumes, speeds, and grades were accommodating. At this time Cumberland Road east of Broadway did not fit those conditions. Unfortunately, we are not building sidewalks or separated trails at this time with this project. The connections which are pointed out are excellent and
5	Neal Barton	4/27/2020	Email	No bike trails on Fair Lane. The street is too narrow. Hardly anyone rides a bike on this street. We need speed bumps because it's a "cut-through" and people drive 50 mph. Every now and then, there is a need to park a car on this arrow street. DO NOT take this away from us. We are NOT for it.	No parking restrictions will be instituted or enforced. If you need to park in the proposed bike lanes, you may park in the bike lanes. Furthermore, Beechwood Dr. will now be utilized instead of Fair Lane since it has less traffic volume and similar width as Fair Lane.
6	Tom Maddox	4/27/2020	Email	Please reconsider the bike lane sections on: <ul style="list-style-type: none"> • S. Bonner from W. Erwin south to W. Elm St. • W. Elm St west to Vine Ave. Alternatively, consider the simple solution of using Vine Ave. between W. Erwin and W. Elm. The above alternative would avoid our commercial business operations of our service and installation vehicles and delivery truck traffic on the above sections of Bonner and Elm at our location. These activities do not exist on that one-block section of Vine and should be safer for all concerned, particularly any bicycle traffic. Secondly, it appears that there is conflicting information between the actual Hub Vicinity Map and the Hub description on the Virtual Public Hearing mailer since W. Elm is not even mentioned in the mailer text.	Vine Ave. can proceed straight towards W Erwin St. This will create the necessary connections as before and at the desired width.

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7	Rnee Barton	4/27/2020	Email	<p>I want to register my extreme displeasure with the proposed plan on putting a bike lane on Fair Lane between Old Jacksonville Hwy and Sunnybrook. Fair Lane has already become an extremely dangerous thoroughfare between the two major roadways. It is already very narrow and many times only one direction of traffic can get through at a time. People drive this stretch at high rates of speed, especially for a residential street. The volume of traffic has increased exponentially since we moved onto the street twelve years ago. We have many children living on the street and many animals which crisscross it. We are all in need of the parking the street affords those who live on it. Many families and friends who come and visit need the additional parking. Any additional narrowing of the road would only increase the frustration of drivers which would suggest that speeds would increase, as well.</p> <p>To add to the safety issues listed above, there are multiple driveways on this stretch of road which would make it extremely dangerous for bicyclists. With the high traffic volume and the high speeds, it is difficult enough now to pull in and out of our driveways safely. As a resident and driver, I for one, do not want or need that added kind of responsibility. Backing into a bicycle lane is a disaster just waiting to happen. I don't know of any bicyclists who'd deliberately want to put themselves in that position either. To back that up, we have lots of families who walk in the neighborhood, but we do not have that many bicyclists who ride up and down our street. So the idea of a bicycle lane on Fair Lane is gratuitous, at best.</p> <p>The city really needs to re-think planning of these lanes on small residential streets. There just isn't anything inherently safe about a 3,000 pound vehicle backing into the path of a bicyclist. And you can multiply that danger by the number of driveways on Fair Lane.</p> <p>Thank you for your consideration.</p>	Beechwood Dr. will now be utilized instead of Fair Lane since it has less traffic volume and similar width as Fair Lane.
8	Ron Shultz	4/28/2020	Email	Just a quick note to express Gwynn's and my strong support of the proposed bike trails! We are especially excited that the Spoke 7 proposal will include the 5600 block of Hollytree Drive where our home is located and will hopefully serve as a caution to some of the fast vehicular traffic that is occurring between Grande and Rieck Road!	Comment noted.
9	Ron Shultz	4/28/2020	Email	In reference to my previous email to you below, I would strongly encourage the consideration of a reduction of the speed limit to 30 mph (from the current 35 mph) between Grande Blvd. and Rieck Road just as it is on Hollytree Drive through Hollytree Country Club south of Grande. With the additional traffic flow that has resulted from the utilization of Hollytree Drive from Cumberland	A speed study would be needed in order to consider lowering this speed limit along with an ordinance change. The City can evaluate this in the future.
10	Edwin Maddox	4/29/2020	Email	I own property on South Bonner and West Elm. I received previous information about the Bike Trails. After seeing South Bonner and West Elm were not mentioned in the description, I discarded the information. When I received the information again, I confirmed that South Bonner and West Elm were not mentioned. I then went to the website and looked at the proposed routes and was surprised to find a route going by my property. There are three parking lots, an alley, and head-in parking spaces on this property. Bonner is narrow and has a left turn lane. Service trucks, construction trucks, freight trucks, and personal vehicles are in and out of the location. It would seem safer and less congested if the bike route which is already going down West Erwin would exit south at South Vine. There would be much less congestion on that route.	Vine Ave. can proceed straight towards W Erwin St. This will create the necessary connections as before and at the desired width.
11	Wayne Elliott	4/29/2020	Email	The map is too small to read. Can we see a map large enough to decipher? I do hope decisions have not been made without resident input. This is not a good idea. It serves a small percentage of special interest people and does not consider the safety of persons living in quiet neighborhoods.	More detailed information has been provided on the City's website. The safety concerns have been noted.
12	Joe Sarder	4/30/2020	Voicemail	Route 9, down Chilton, is going through a part that has 20 to 30 cars that require curbside parking. Wondering if anyone has looked at it or done anytime of assessment of this.	No parking restrictions will be instituted or enforced. If you need to park in the proposed bike lanes, you may park in the bike lanes.
13	Charlotte Ploesser	5/4/2020	Letter	Please confirm that Spoke 3 is where my 2 adjacent lots are. It would be an extremely inconvenience if parking in front of my home was limited. I am not opposed to bikes or bike riders; however, in front of my home any restriction of parking would be unacceptable. Please refrain from striping in front of my home (and if possible, my block) in any way which restricts parking in front of my home.	Yes, Spoke 3 will go in front of your home. No parking restrictions will be instituted or enforced. If you need to park in the proposed bike lanes, you may park in the bike lanes.

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14	James Wynn	5/5/2020	Email/Letter	I support the City's Development of the 11 bicycle lane routes and the centralized hub in the	Comment noted.
14	James Wynn	5/5/2020	Email/Letter	I would like to also see a lot of education components as part of the project.	The City will consider preparing education materials to accompany the rollout of the additional bike lanes in the City.
15	James Volberding	5/5/2020	Email	The City should make the necessary firm and public commitment to bicycle transportation. Presently, the City's support is tepid. The City supports cycling and lanes only when uncontroversial and unopposed by any drivers or residents.	Comment noted.
15	James Volberding	5/5/2020	Email	The City should embrace the marketing and image benefits of creating a cycling infrastructure and culture. A city committed to improving cycling transportation conveys a vibrant, younger, progressive, dynamic image. Perhaps the Bike Stripe Projects reflects this belief.	Comment noted.
15	James Volberding	5/5/2020	Email	The City should conceptualize cycling and bicycles not merely as something done occasionally by a few residents seeking a little exercise, but as routine transportation for some and a rewarding way of life for others. Think in terms of "cycling infrastructure," and "bicycle transportation," not merely "recreational cycling," or "exercise," though that these are useful too.	Comment noted.
15	James Volberding	5/5/2020	Email	The City should conceptualize the City as a whole when planning and considering changes to accommodate bicycles. Don't think merely about one street, or one block, or one road, or one striping project. Think about the entire city. Consider how cyclists and transverse the entire city and what obstacles are in their way that the city can alter and improve.	The Tyler MPO completed an Active Tyler Plan in 2019 which evaluated the holistic nature of bike and trail connectivity in Tyler Area. Please see that document on the City's website.
15	James Volberding	5/5/2020	Email	The City should think carefully from the inception about bicycles when modifying or building roads and not leave bikes as an afterthought, if at all. An example is Rice Road. Rice Road used to be two lanes with some space for a cyclist. The City instead modified it to three lanes, with a squeezed in center lane. The center lane, however, is rarely used by vehicles. But the outer two lanes take up all space, leaving no space at all for a cyclist, and rendering Rice Road dangerous for cyclists.	Comment noted.
15	James Volberding	5/5/2020	Email	If the City paints unprotected bike lane stripes, it would be best for the City to paint the bike lane entirely blue. If the City simply paints a white barrier line, that is insufficient to inform and deter drivers from driving into the bike lanes. You will see this on Sunnybrook Drive and Donnybrook Avenue. Cars weave in and out of the bike lanes, over the white line. If the City paints the entire space blue, the color will serve as a psychological signal to drivers not to enter that space, increasing	Green paint is used for bike lanes in other parts of the country. This has specific applications and would indeed help delineate the bike lanes; however, at this time the original grand and project budget does not allow for the solid painting of bike lanes.
15	James Volberding	5/5/2020	Email	<p>The City should think about how bicycles and cyclists are impacted or obstructed by other conditions in the city. For instance, a cyclist cannot cross the intersection of the Loop and Broadway. This is because the crosswalk lights have long been broken. The crossing buttons do not prompt the light to change to "walk." No one from the City tests the crosswalks, it appears. Similarly, a number of crosswalks throughout the City are non-functioning.</p> <p>Or consider the debris, rocks, glass, along the gutters and intersections throughout Tyler. Such debris punctures tires. The City could and should clean all intersections.</p> <p>Or consider that the motion detection cameras at Tyler intersections do not recognize pedestrians or cyclists, only vehicles. Consequently, a cyclist at an intersection, say Fourth Street and College, must wait for a car to pull to the intersection to trigger the motion detector, or look both ways and then cross against the red light.</p> <p>Or consider the City's concrete walk and run path from Loop 323 along Grande Boulevard to the Troup Highway. Portions of the path are washed out by mud, dirt and water. The City evidently ignores this path or defers to property owners.</p> <p>Or consider the structure of intersections, and how a cyclist can or cannot cross them. For instance, neither a cyclist nor a pedestrian can cross from the north side of the Loop onto Kinsey Drive. Although there is a traffic light, no one thought to install a crosswalk. Or consider how far a cyclist must reach to press a crosswalk button. The crosswalk buttons are attached to light structures or sign structures away from the cyclist on her or his bike. The cyclist is forced to get off the bike, carry it from the road to the crosswalk button, press the button, then move the bike back to the road.</p> <p>Or consider the danger posed across the City by sidewalks. Sidewalks in Tyler often have broken or uneven pavement, which can throw a rider. Often power line pole guidelines cross over sidewalks.</p>	These items are noted for the City to further evaluate (i.e. maintaining of traffic signals/pedestrian crosswalk signals, sidewalks, ect.). These items are not within the scope of this project but they are underst

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15	James Volberding	5/5/2020	Email	Lastly, I recommend that the City Council and Managers, and Department Heads get their bikes and ride from one end of Tyler to the other a few times. Besides a fun ride, they can take note of the easily correctable obstacles along the way. Observe what a little paint and a few barriers can do for the City.	Comment noted.
16	James Wynne	5/5/2020	Email	<p>I support the City's development of the 11 bicycle lane routes and the centralized hub in the downtown area. During the pandemic I have talked to more and more neighbors and friends who have gotten back out on their bikes for exercise and to get out of the house. A lot of these people have asked about bike lanes and areas to ride. I have passed on to them exciting information about the Tyler Bike Stripes Project.</p> <p>With the recent tragic accident that occurred between the cyclist and vehicle on what would be Route 7, bike lane striping and signage is needed. I would like to also see a lot of education components as part of the project. Cyclist and drivers need to know the rules for the rode. With the potential for more cyclist on the road, all of us need a greater understanding of the rules of the road. It would be great to put rules on the City website, in the paper and even PSA's on local radio and TV.</p> <p>I for one have been more vigilant while driving since I see more cyclists on the roads. But I have witnessed some confusion from cyclist and cars at intersections, along the street and crosswalks on who has the right of way. So, education needs to be a key part of the project so we can hopefully avoid any future accidents.</p> <p>Look forward to the upcoming virtual public hearing on May 11.</p>	Comment noted, the City will take into consideration creating material to help promote safer operations by bicyclists and motorists.
17	Sally Harper	5/5/2020	Email	My address is 5106 Cloverdale and I have a concern about the Bike Lane. I am not against Bike Lanes, but have a concern about the one planned that includes Cloverdale. It is two blocks away from Rice Elementary School and during the school year there is a lot of traffic in the mornings and then again in the afternoon when school is let out. Not sure it would be a safe place for a Bike Lane.	Comment noted. The routes were selected based on criteria that included consideration of traffic volumes, posted speeds, lane widths, and street grades. For connectivity purposes as well as the aforementioned considered factors, Cloverdale Dr. was the optimum option to continue Spoke 7 further to the south.
18	James Volberding	5/11/2020	Transcript	4902 Barclay Drive: First is you undoubtedly know the spokes appear to be routes to nowhere. They just simply go different directions and take awkward turns, and they're not straight lines. And so, that tells me that this is not intended to be an integrated bike transportation and community network. And obviously, you recognize this. This would have been something that you would have discussed. So, it suggests to me that there are some impediments to an integrated transportation and community network. I suspect that there are three: One, TXDOT controls the main arteries of the city; two, you may anticipate neighborhood opposition; three, you may consider they're a danger to be caused by straight roads, like Donnybrook in a higher speed limit, like cars and more traffic in those you would attempt to avoid. So, at some point, my request is that you attempt to explain some of the practical impediments that you've encountered to a bike transportation and commuting network.	The bike lanes have been discontinued as multiple locations due to crossing existing at-grade railroad crossings which created coordination/approval barriers at this time resulting in some of the spokes not connecting. The City will work to resolve these issues in the future.
18	James Volberding	5/11/2020	Transcript	4902 Barclay Drive: My second point is this:- There appears to be an excellent effort to make certain that the bike levels are safe, and the buffer zone -- buffer zones is a brilliant concept. The white lines are excellent, but there appear to be some defects in the safety construction that could be easily remedied. Number one, we all know, by looking at Sunnybrook, that the white line is not enough to keep cars out of the space. I wish you'd consider filling in the entire bike lane with blue, with a color. A color will deter a vehicle driver from entering that space, because it communicates that it's for a dedicated purpose like bike lane. And number two, there has been no discussion about barriers, physical barriers, like curbs, or trees, or some other barrier that would prevent a car from entering the space, which is a key to making a safe bike lane.	Green paint is used for bike lanes in other parts of the country. This has specific applications and would indeed help delineate the bike lanes; however, at this time the original grand and project budget does not allow for the solid painting of bike lanes. Providing separated bikes lanes (i.e. physical separation) would absolutely increase safety. Those applications are not within the scope of this project but something the City will look to implement in the future.

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19	Carolyn Allen	5/11/2020	Transcript	2706 Amy Lane: Is there any plan for adding either a bike lane or a share to University Boulevard, from Loop 323 to Old Omen? I know along the Spur 248, or University, there is a bike lane past Old Omen, but is there any one from the Loop to Old Omen?	There are currently no plans to add bike lanes along University Drive from Loop 323 to Old Omen Road.
20	Madelyn Jolley	5/11/2020	Transcript	213 Heritage Circle: ·The first one is, with all due respect, this sounds like someone's pet project. I -- I've lived in Tyler for 15 years. ·I've never seen enough bikers on the road to merit a project like this.....Again, I don't believe, or I'm not convinced, that the need merits the cost here, and I certainly do not plan to pay for it, which is my main issue. (see full transcript)	Comment noted. One goal of this project is to provide more opportunities, as well as awareness, of existing cyclists in Tyler and also increase use of cycling as a mode of transportation.
20	Madelyn Jolley	5/11/2020	Transcript	The second point is that if we're going to do a project like this, that caters to transportation outside a vehicle, wouldn't it be better to add something like sidewalks instead, which can be utilized by joggers and pedestrians alike, A/K/A a higher percentage of the people who are actually paying for it. And also, let's remember that unless you're going to take a whole list of measures, like the gentleman two calls ahead of me was mentioning, sidewalks are more safe than bike lanes, because even bike lanes don't protect people from being hit by cars. I feel like in general they pose more a false sense of security, than anything else. No one in Tyler is used to bike lanes. And let's be honest. ·We all go into auto pilot mode at times when we drive. ·And there will be bikers who are hit, because people won't be paying attention and will drive on the roads that they're familiar with, without thinking about moving their car 4 to 5 feet further than they're used to. And I'm -- I'm worried about that, not just as a driver, but as a citizen. ·I don't want to see anyone getting hurt. I mean, if you're going to force us to pay for a project, I just really feel that it should be something that we can all use, that is safe, and that we actually want. ·So, I would -- I would highly recommend you guys think about sidewalks instead. ·I really feel like, again, if this has to be a thing, give us something that we can all utilize and that is safer. And, again, I really do not see any ·evidence -- maybe it is. ·I haven't seen any evidence that the need merits the cost. ·And as a taxpayer, I am concerned about that.	This project was initiated through the 2017 SET-ASIDE Grant through the Texas Department of Transportation and Federal Highway Administration. The intent of that original grant application was the implementation of bike lanes and routes. As such the focus of this project is bicycle lanes and routes as opposed to sidewalk infrastructure.
21	Weldon Lee	5/11/020	Transcript	7306 Whitehorse Cove: So, I'm new to the bicycle route planning here. ·I wondered, in addition to the Hub and Spoke system that I see on the map, that has consideration been made to completing like an inner bicycle loop of the city? It looks like Spoke 3, the southeast corner could be connected to Spoke 1, with a less than one-mile addition along Golden Road. And I guess Spoke 9a over Spoke 4 would be a little bit longer. But those two additions would just about circumnavigate the city with an inner loop for bicycles.	The bike lanes have been discontinued as multiple locations due to crossing existing at-grade railroad crossings which created coordination/approval barriers at this time resulting in some of the spokes not connecting. The City will work to resolve these issues in the future.
22	Marilyn Covey	5/11/2020	Transcript	1604 Terre Haute: So, it appears just to be going right in front of my house, and so I just had a couple of questions. Is the bike lane two-way, or is it going ·to be one on each side of the road?	There will be a bike lane on each side of the road.
22	Marilyn Covey	5/11/2020	Transcript	And my question is: When they're coming down Terre Haute, they're going to be coming downhill, so they're going to be picking up speed, and they're going to be turning left onto San Jacinto, and there's no stop sign at that corner for the cars at the intersection. ·And I'm wondering if they're going to be installing a stop sign also, so that the cars have to stop when the bicyclists are coming down the hill.	There are currently no plans to install a stop sign on San Jacinto. Basic traffic laws still apply to vehicles as well as cyclists on the road in that vehicles on San Jacinto should yield the right-of-way to vehicles or cyclist on Terra Haute.
22	Marilyn Covey	5/11/2020	Transcript	The other question I had, just generally, is: ·Will there be signs or anything put in my front yard? ·I just wanted to get all the information about it.	There is one Bike lane sign propped on the west side of San Jacinto Drive just south of Terra Haute Drive. The sign will face south.
23	Joe Sartor	5/11/2020	Transcript	904 South Chilton: I have a few concerns with this area on South Chilton. ·I know, between Houston and 4th or 5th Street, there's a lot of street parking. I've counted into possibly 30 cars in the evenings and on weekends. ·So, it's probably going to make -- not only are the bicyclists going to have to ride in the street, they're also going to make visibility difficult to see them, particularly backing out or coming out of driveways.	No parking restrictions will be instituted or enforced. If you need to park in the propped bike lanes, you may park in the bike lanes. Motorists and cyclist both have a responsibility to be aware of their surrounds and yield right-of-way as appropriate.
23	Joe Sartor	5/11/2020	Transcript	The second point I want to make is that the grade on this thing is very steep from Houston to 4th or 5th Street with no stop signs, so they could pick up some pretty good speed by the time they get down to 4th or 5th Street. ·So, I think safety needs to be -- you know, could be an issue.	The grade of the street were taken into consideration in the selection of the routes. Other options were also explored, but this street was found to be the safest one.

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23	Joe Sartor	5/11/2020	Transcript	The other thing I want to make a point about is the pedestrian traffic during the school year. We have a middle school that's about two blocks over on Broadway, and there are a lot of -- there's a lot of pedestrian traffic from the kids leaving school, which should also impact safety.	Comment noted. Safety is a priority and the route selection took into various factors to help provide bicycle lanes on streets that provided a better environment for them to operate than other streets.
23	Joe Sartor	5/11/2020	Transcript	So, I'm just -- you know, my concern is safety not only for the bike -- the bicycle riders, as well for pedestrians and anyone else using the streets.	Comment noted. Safety is a priority and the route selection took into various factors to help provide bicycle lanes on streets that provided a better environment for them to operate than other streets.
24	Jennifer Hoitsma	5/11/2020	Transcript	2051 West Cumberland Rod Apt 714: I was just calling as a member of the Tyler Bicycle Club and also a member of East Texas Athletes, I guess, partly with a question, partly with commentary. I think there was a comment earlier about not a lot of people or bicyclists in Tyler to warrant the bike lane. So, I thought, as an avid cyclist and as someone who is aware of hundreds of cyclists in the area, I just wanted to say hello and let you know that there are a lot of us that are eager to see the project move forward. And part of the reason that we're not out on the road or highly visible is in part because of the lack of safety in the area. So, we're encouraged by this project and what's happening. But also just to share the feedback that there are cyclists and are cyclists that are hurt in our area, and so, we see this as a -- as significant progress.	Comment noted.
25	Carolyn Allen	5/11/2020	Transcript	2706 Amy Lane: I live very close to my work, less than 2 miles, and so, I try, when I can, to ride my bicycle; however, it is kind of difficult to do so, because I have to take a very winding route for -- to use the bike lane. So, I'm very pleased with the increase of bike lanes, because I find it kind of silly to drive less than 2 miles, unless it's like a severe rainy day. But I just am hoping that the City will open up and have more bike lanes, because, per my understanding, we're not allowed to ride our bikes on the sidewalks, so bike lanes is really the only safe way to be able to enjoy the city and commute to work, or just see all the beautiful outdoors on our bicycle. So, I'm hoping that this is the start of a larger project for more bike lanes.	Comment noted.

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26	Marianne Park	5/11/2020	Transcript	915 East Grande: ·I've been participating in your live meeting.· So, I did want to let you know that I'm an avid cyclist, and so I have ridden on the sidewalks in town, Grande going east and west.· Most -- some of the time, the sidewalk is rough.· There are patches that ends up being gravel.· So, as a cyclist, I would say that I prefer to ride on the smoother surface of a road. When I try to go west, over towards Owens or Fresh, I've tried a number of routes.· But as I cross from Grande over Broadway, that does seem to be a dangerous intersection.· And my question on that intersection is:· Would one of our routes help it out; and, second of all, if you have to cross on the crosswalk, that pedestrian crossing is never long enough.	Current plans do no provide additional bike lane connectivity east/west on Grande at Broadway. Cyclist would be encouraged to use the pedestrian signal at this location if they do not feel confident traveling in the roadway and utilize the sidewalk/trail along Grande west of Broadway. The City will review the pedestrian crossing times at Grande and Broadway to see if changes should be made. The utilization and implementation of increased crossing green time can address the issue.
26	Marianne Park	5/11/2020	Transcript	The second intersection is also at Cumberland and 2493.· We recently had a cyclist die at that particular intersection, and so I know well trying to get across, or even to go south to eventually get over west, is a problem area as well.	Comment noted.
26	Marianne Park	5/11/2020	Transcript	So, the other crossing that I've also attempted is from Hollytree.· And you mentioned it was going across Grande.· And it does have a pedestrian crosswalk there, but it does not seem like cars would be slowing down on Grande.	Proposed Spoke 7 on Hollytree will go north/south across Grande within the roadway and will cross Grande with the traffic signal.
26	Marianne Park	5/11/2020	Transcript	So, those are three areas, as we do try to connect our routes, I'm wondering about those.	Comments noted.
26	Marianne Park	5/11/2020	Transcript	My other issue is I teach at the middle school on Devine Street, and so I also know the traffic on Devine.· And so, I was wondering if there are going to be -- the barrier that Dr. Souliman mentioned, because I can speak from personal experience that we do have a lot of traffic on De -- Devine, not only getting over to Tyler Junior College, but from the school	No buffer zones are proposed on Devine Street. The buffer zones are proposed on streets with posted speeds of 40 mph or higher, Devine Street has a posted speed limit of 30 mph.
26	Marianne Park	5/11/2020	Transcript	I'm in favor of the bike routes.· I think it will help increase real estate prices and our investments in Tyler, as a homeowner. I think that bike routes will elevate the health of Tylerites and also our investments	Comment noted.
27	Karen Burke	5/11/2020	Email	Far too much expense to benefit too few.	Comment noted.
28	Patrick Harrington	5/11/2020	Eamil	The bike route would be inconvenient to the residents who rely on the street for parking. It also seems like a danger for bike riders because many residents on my street (McDonald rd) back out of their driveways onto the street. The street is not wide enough to accommodate street parking and bike lanes. McDonald rd has moderate traffic as well, increasing chances of an accident. I'm against the bike lane proposal for my neighborhood.	No parking restrictions will be instituted or enforced. If you need to park in the propesd bike lanes, you may park in the bike lanes. Motorists and cyclist both have a responsibility to be aware of their surrounds and yield right-of-way as appropriate.
29	Lakesha S. King	5/12/2020	Email	First thanks for considering to make more and hopefully better plans for bike riders. With that please take in consideration of holding bike riders accountable for not utilizing the sidewalks and bike trails that we have now ---it's insane for them to ride on roads such as saline creek road (a one way lane road) and the old Palestine road which is also a one lane and narrow road -this is very dangerous, careless and it backs up traffic because there is no room for them to get over. The bike riders park at Owens Elementary and ride on a one lane road which Is very wrong ---we have a trail that starts right behind Whataburger at the four way that goes all the way down near fresh. I believe bike riders should be fined for not using the given bike trails that we have in place here in Gresham and Tyler, such as the Rose Rudman Park. Thank you for your time.	A person operating a bicycle on a roadway who is moving slower than the other traffic on the roadway shall ride as near as practicable to the right curb or edge of the roadway. Under the following conditions bicyclists may take the full lane of travel: The person is passing another vehicle moving in the same direction The person is preparing to turn left at an intersection or onto a private road or driveway When there are unsafe conditions on the roadway, including fixed or moving objects, parked or moving vehicles, pedestrians, animals or surface hazards that prevents the person from safely riding next to the curb or edge of the roadway The lane is of substandard width (less than 14 feet wide and not having a designated bicycle lane adjacent to that lane) making if unsafe for a bicycle and a motor vehicle to safely travel side by side Tex. Transp. Code § 551.103. Note: When on a one-way street, a bicyclist can ride to the far left instead of the far right. Additionally, persons operating bicycles on a roadway may ride two abreast. Persons riding two abreast on a laned roadway shall ride in a single lane. Persons riding two abreast shall not impede the normal and reasonable flow of traffic on the roadway.

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
30	David Orchard	5/12/2020	Email	I love the bike plan, but I would like to encourage the connection of all the spokes to each other. I think leaving gaps between the spokes will discouraged the use of the bike lanes and reduce their effectiveness.	Comment noted. Crossing existing at-grade railroad crossings created coordination/approval barriers at this time resulting in some of the spokes not connecting. The City will work to resolve these issues in the future. Previously, all the spokes were connected with appropriate connections.
31	Gary Smith	5/12/2020	Email	In my opinion, The stripes just need to be repainted white for drivers to see .	Some existing bike stripes within the city will be re-striped as part of this project.
32	Chelsea Hochman	5/12/2020	Email	1203 Carol Lane: The city of Tyler absolutely needs bike lanes, but safe ones. As someone who has friends and a partner who rides for fun and also as their main way of transportation I can't tell you how many horror stories I've heard. For example however I'll tell you one. My friend rides a bike everywhere, he doesn't own a car. In the last 6 months he has been struck by 3 cars. I know that sounds extreme but he has no other choice but to ride. Every day he is terrified of what will happen. He has put reflectors and lights on his bike and wears a bright orange vest when he rides. If actual bike lanes are going to be put in, make them safe! Many people of Tyler ride for all sorts of reasons, especially during this pandemic. It's time to let our bike riders feel safe and heard when they say they need safe bike lanes.	Comment noted.
33	Mitch Henderson	5/12/2020	Email	PO Box 132945: Keep them out of neighborhoods and on main streets. Last thing we need is some biker getting hit by a car as biker isn't paying attention.	Comment noted. Safety is a priority and the route selection took into various factors to help provide bicycle lanes on streets that provided a better environment for them to operate than other streets.
33	Mitch Henderson	5/12/2020	Email	Put them on loop 49	Due to volumes, speeds, and lane widths Loop 49 is not deemed an appropriate facility for a bicycle lane/route at this time. Also, the current project only proposes bicycle lanes/routes on City controlled facilities, Loop 49 is not a City controlled facility.
34	Angus Lemon	5/12/2020	Email	13594 State Highway 64E: I was able to view the virtual public hearing on Monday May 11th. I would like to commend the City of Tyler for the work already completed and on-going work to support bicycling in the community. The increase in number of bike lanes in recent years has enabled me to better utilize a bicycle to commute to work and to ride for exercise. I fully support the Tyler Bike Stripes project. Thank you. Angus Lemon	Comment noted.
35	Danielle Altic	5/12/2020	Email	7312 Hearthstone Lane: I love the idea of making Tyler more bikeable! It would be great to have a little physical separation of the bike lanes from the traffic lanes like a guard rail or something to similar effect, just like a sidewalk and curb separates foot traffic from road traffic. Would help make bike lanes more accessible to less experienced riders and families too. I think the recent unfortunate spate of bike and pedestrian accidents also underscores a need to ensure safety when hitting the streets by bike or foot, especially at key intersections. So it would also be helpful to put in a cycle on traffic lights adjoining the bike lanes and legacy trail areas for just the crosswalks, during which cars can't turn across; ideally with a count down on time remaining to safely cross. Right now on Grande and Old Jacksonville it's near 50/50 whether I can cross without waiting for cars turning despite supposedly having right of way from the pedestrian light at the crosswalk.	Providing separated bike lanes (i.e. physical separation) would absolutely increase safety. Those applications are not within the scope of this project but something the City will look to implement in the future. The City can evaluate additional signage and signal timing modifications to assist at existing pedestrian/trail crossings such as Grande and Old Jacksonville.
36	Benora Jenkins	5/13/2020	Phone	Owns property at 607 S. Englewood, not in favor of the proposed bike lanes due to cost.	Comment noted.
37	Chris Raasoch	5/20/2020	Email	6811 Hollytree Circle: I gave my comment to you on 4/27. Today I listened to the public meeting and looked at the engineers plans for the striping with respect to my neighborhood. I am now, more than before, concerned about safety on this corner as well as the narrowness of the section directly in front of my home. I do not understand how 2 - 5 foot bike lanes leave enough room for what your engineer considers 2 additional lanes for vehicular traffic. There also is the concern of pedestrians and pets walking and service vehicles parking on the street. I have also experienced the bike club folks biking through this neighborhood over the years and I'm sad to say they are not very mindful that the streets here are shared by walkers, pets, golf carts as well as traffic and too often are riding 3-5 abreast . In my opinion this is not a good fit for this particular route. I would welcome someone to come visit this corner and speak to folks living along this route and/or section.	When the original plans and design were completed Dueling Oaks did not extend all the way to Hollytree Drive. As pointed out in the comment and upon physical location check, it now does. Upon evaluation, the decision is made for the bike lane to go from Dueling Oaks to Hollytree Drive. Thus Pinehurst Street and Hollytree circle will be avoided.

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
38	Donna Volberding	5/20/2020	Email	4902 Barclay Drive: Thank you for all the time and effort into making cycling in Tyler an everyday reality. I bike from Timberwilde to Old Bullard and to the center of Tyler on Sundays, so I was happy to see spoke 7. My question is why you would have a cyclist turn left from Timberwilde onto Old Bullard without a light. This is a difficult intersection for turning left even with a car. On Sundays, the traffic is reduced and safer. Instead, could the route go from Timberwilde, left onto Richmond and right onto the Loop 323 in the area where there is grass? Could payment and a curb be laid from Richmond to the intersection of Old Bullard and the Loop 323 to make this a reality? Also, instead of turning left at Shelley Drive from Old Bullard, I find it safer to turn at the light at Old Bullard and Sunnybrook. Could a flashing light be placed at Shelley and Old Bullard? Thank you for addressing my questions.	The proposed project kept to City street right-of-way and the scope did not include the construction of sidewalk/trail infrastructure. Implementing the proposed route at this time would require work within the ROW of Loop 323 which is State of Texas ROW and infrastructure improvements and therefore outside the scope of this project. The recommendation is something the City could consider for the reasons provided in the comment but they would need to be considered by another project.
Route Modification Comments					
39	Toni Hibbs	6/18/2020	Phone	1401 Spyglass Court: In favor of bike lanes and has no issues with the proposed route modifications	Comment noted.
40	Toni Hibbs	6/18/2020	Phone	1401 Spyglass Court: Concerned about speeds on Hollytree Drive. Would like the City to consider speed humps or some other solutions. Traffic volumes and speeds have only gotten worse since Hollytree Drive connected to Cumberland Road. There are additional sight distance concerns at Hollytree Circle and Hollycreek Drive	Comment noted. The City will need to evaluate and consider traffic calming along Hollytree Drive as part of a separate project.
41	Jenny Weaver	6/22/2020	Phone	2009 Hollystone: Asked if on-street parking can be grandfathered in for properties along Dueling Oaks. Concerned about on-street parking being taken away.	The City is not restricting on-street parking with this project. Any parking restrictions in bike lanes would require a change in City Ordinance which requires approval by City Council.
42	Eric Dampf	6/23/2020	Email	2010 Dueling Oaks Drive: Concerned about speeding on Dueling Oaks Drive and Hollytree Drive. Requests that speed humps be considered.	The City has not utilized speed humps in the past but will evaluate the speeding concerns on Dueling Oaks and Hollytree Drive as a separate project.
43	Jimmy Evans	6/25/2020	Phone	2014 Dueling Oaks: Mr. Evans is not in favor of bike lanes. Residents use on-street parking for family, visitors, and service personnel. Mr. Evans does not think the additional striping on the street is necessary for bicyclists.	The City is not restricting on-street parking with this project. Any parking restrictions in bike lanes would require a change in City Ordinance which requires approval by City Council.
44	Monty Whetstone	6/26/2020	Phone	1986 Dueling Oaks: Not in Favor of the bike lanes	Comment noted.
44	Monty Whetstone	6/26/2020	Phone	Concerned about cutting down width of street by 10', could create more of hazard than a help	The proposed design allows for a minimum of 9.5 foot lanes in each direction.
44	Monty Whetstone	6/26/2020	Phone	There is a lot of parking on the street	Comment noted. No parking restrictions will be instituted or enforced. If you need to park in the proposed bike lanes, you may park in the bike lanes.
44	Monty Whetstone	6/26/2020	Phone	It will push more bicycle traffic through the neighborhood	The goal of the bike stripes project is to provide more cycling facilities within the City of Tyler and provide connectivity to different routes. Dueling Oaks is a Collector Street on the City's master thoroughfare plan and is an integral piece of the city's transportation network for all modes of transportation including vehicles, cyclist, and pedestrians.
44	Monty Whetstone	6/26/2020	Phone	Bicycle traffic should be directed to the major thoroughfares	Comment noted. Safety is a priority and the route selection took into various factors to help provide bicycle lanes on streets that provided a better environment for them to operate than other streets.
44	Monty Whetstone	6/26/2020	Phone	Markings on the road will likely not look very good and could decrease property values	Comment noted. No studies have been conducted to determine if the bike lane markings would increase or decrease property values.