



GREENVILLE AVENUE

Mobility Improvements Testing and Demonstration



User Experiences and Public Comments

As of November 11, 2019






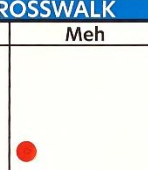


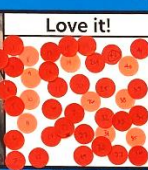
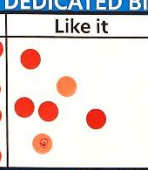
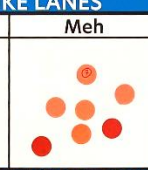
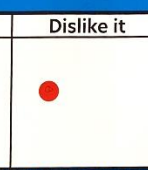


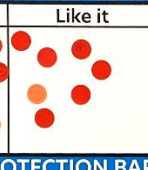
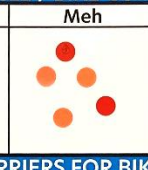
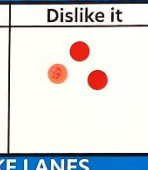

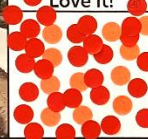
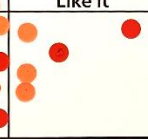
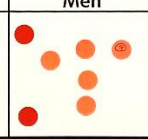
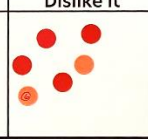
Road Reveal Event


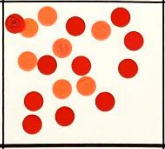
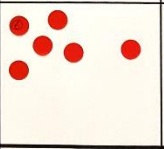
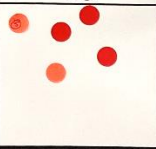

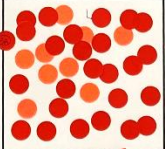
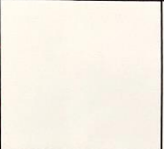


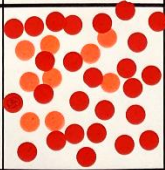

October 17, 2019 | 4:00-6:30pm

Exhibit A

Greenville Avenue Testing & Demonstration

TELL US WHAT YOU THINK!

PEDESTRIAN CROSSWALK					
	Love it!	Like it	Meh	Dislike it	Comments
					More activated flashing lights Bright street lights in crosswalk area Need flashing lights when crossing Better signage in the parking lot directing people to the bus crosswalk Very nice!!! <i>Francisco Serrano</i>
DEDICATED BIKE LANES					
	Love it!	Like it	Meh	Dislike it	Comments
					Separation curbs.
USE OF GREEN PAINT FOR VEHICLE / BIKE CONFLICT ZONES					
	Love it!	Like it	Meh	Dislike it	Comments
					Different shade of green or use reflective paint Confused - did not know what it was as I drove on Greenville & right turned at 400 I turned right into the DART lot, crossing over the "green" lane.
VERTICAL PROTECTION BARRIERS FOR BIKE LANES					
	Love it!	Like it	Meh	Dislike it	Comments
					More space! DART - more please go less space between poles

I WOULD LIKE TO SEE...				
		YES	MAYBE	NO
	Additional transportation options (bike share, electric scooters) at the DART Arapaho Center Station.			
	An artistic mural design for the temporary at-grade crosswalk become permanent.			
	If the Greenville Avenue mobility demonstration project is a success, I would like to see these types of bicycle safety improvements tested and potentially installed in other areas of the community.			phone charging station

OTHER:
Recycle bins at the DART stations.

Greenville Avenue Testing & Demonstration

TELL US WHAT YOU THINK!

	Number of Dots				Comments
	Love It	Like It	Meh	Dislike It	
Pedestrian Crosswalk	68	10	1	4	<ul style="list-style-type: none"> • Motion activated flashing lights • Lights! • Bright street lights in crosswalk area • Need flashing lights when crossing • Better signage in the parking lot directing people to the new crosswalk • Very nice!!! • Thank you
Dedicated Bike Lanes	42	6	7	1	<ul style="list-style-type: none"> • Separation curb
Use of Green Paint for Vehicle/Bike Conflict Zones	36	9	5	3	<ul style="list-style-type: none"> • Different shade of green or use reflective paint • Confused – did not know what it was as I drove Greenville and got honked at as I turned right into the DART lot, crossing over the “green” lane.
Vertical Protection Barriers for Bike Lanes	41	5	7	6	<ul style="list-style-type: none"> • More poles! • Ditto – more poles so less space in between poles.

I WOULD LIKE TO SEE...

	Number of Dots			Comments
	Yes	Maybe	No	
Additional transportation options (bike share, electric scooters) at the DART Arapaho Center Station	18	6	5	
An artistic muraled design for the temporary at-grade crosswalk become permanent	38	0	3	
If the Greenville Avenue mobility demonstration project is a success, I would like to see thee types of bicycle safety improvements tested and potentially installed in other areas of the community.	35	0	0	<ul style="list-style-type: none"> • Phone charging station
OTHER	<ul style="list-style-type: none"> • Recycle bins at the DART Stations 			

What street improvements might encourage or enable you to walk or bike more along Greenville Avenue? Please pick three.

	<p>More / better sidewalks</p>	<p>For wheel chairs</p>
	<p>More frequent safe road crossings</p>	<p>very user friendly Good crosswalk markings esp near rail stations Need crosswalk lights (flashing light when crossing)</p>
	<p>More safety enhancements at existing road crossings</p>	<p>Flashing Yellow Light</p>
	<p>More bike lanes or off-street shared use paths</p>	<p>More bike lanes not so many paths</p>
	<p>More bike parking</p>	<p>love this! @platform</p>
	<p>More shade/Street trees</p>	
	<p>Better lighting at night</p>	
	<p>Reduced speed/volume of traffic</p>	

Exhibit B Results

What street improvements might encourage or enable you to walk or bike more along Greenville Avenue. Please pick three.

	Number of Dots	Comments
More/better sidewalks	33	<ul style="list-style-type: none"> • For wheel chairs
More frequent safe road crossings	38	<ul style="list-style-type: none"> • Very user friendly • Good crosswalk marking especially near rail stations • Need crosswalk lights (flashing light when crossing) • Second this! (<i>referring to crosswalk lights</i>)
More safety enhancements at existing road crossings	18	<ul style="list-style-type: none"> • Flashing yellow light
More bike lanes or off-street shared use paths	23	<ul style="list-style-type: none"> • More bike lanes • Not so many paths
More bike parking	9	<ul style="list-style-type: none"> • Live this! • @ platform
More shade/street trees	24	
Better lighting at night	47	
Reduced speed/volume of traffic	25	

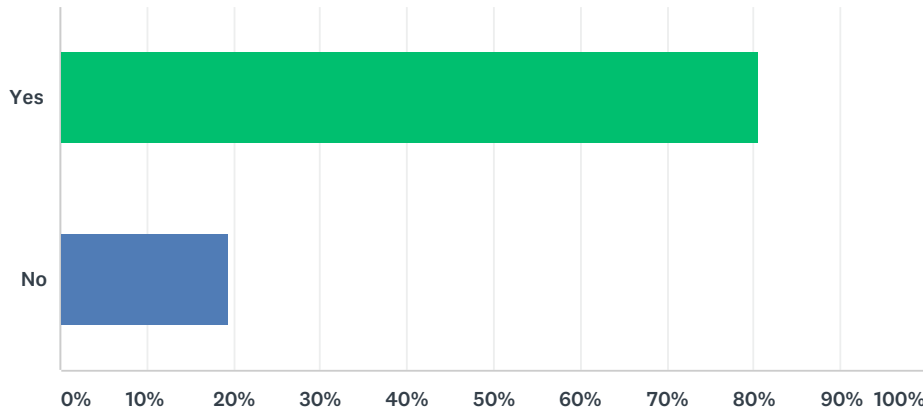


Online Survey Results

September 27 - November 11, 2019

Q1 I have seen/used the new temporary crosswalk on Greenville Avenue at the DART Arapaho Center Station.

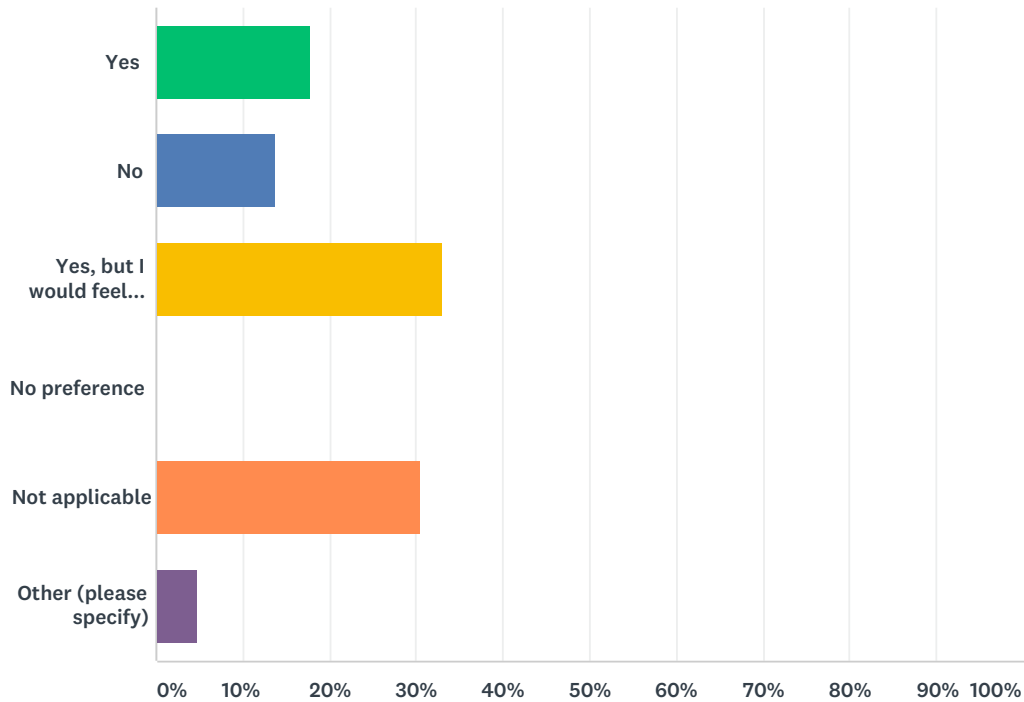
Answered: 129 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	80.62%	104
No	19.38%	25
TOTAL		129

Q2 If you have used the new temporary crosswalk on Greenville Avenue at the DART Arapaho Center Station, did you feel safe crossing the street?

Answered: 124 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	17.74%	22
No	13.71%	17
Yes, but I would feel safer with additional pedestrian improvements warn drivers of the crossing	33.06%	41
No preference	0.00%	0
Not applicable	30.65%	38
Other (please specify)	4.84%	6
TOTAL		124

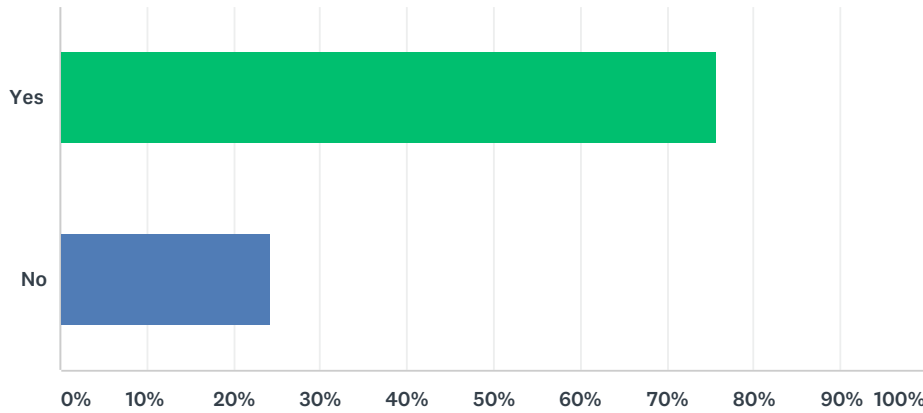
#	OTHER (PLEASE SPECIFY)	DATE
1	I've seen the cross walk but not used it.	10/30/2019 11:38 AM
2	Almost hit a pedestrian at midnight at the Arapaho Dart Station Crosswalk as I didn't see them until I was right on top of them. Very poor lighting here. Don't under why this street-level crosswalk was placed here in lieu of using the tunnel in place here. Very dangerous!	10/27/2019 4:50 PM
3	I car sped through right as I and another pedestrian started into it. Couldn't tell the driver noticed us.	10/18/2019 2:18 PM
4	I drive through that area regularly and the pedestrian traffic is a hindrance to traffic and dangerous because traffic travels at higher speeds	10/11/2019 5:42 PM

Greenville Avenue Mobility Demonstration Project

5	I just rode bike by it but would be nice to include flashing lights with a button for use. In Michigan, when you press the button for similar walking crosswalks, there is a stop light almost immediately for the cars.	10/4/2019 10:01 AM
6	Please do not install a blinking light for pedestrians to hit as they cross such as the trail crossing Arapaho between Plano Road and Yale Blvd. the blinking light is not needed. Pedestrians should learn to cross without the light.	10/2/2019 5:36 AM

Q3 I have seen/used the new temporary bike lanes on Greenville Avenue from Campbell Road to Jackson Street.

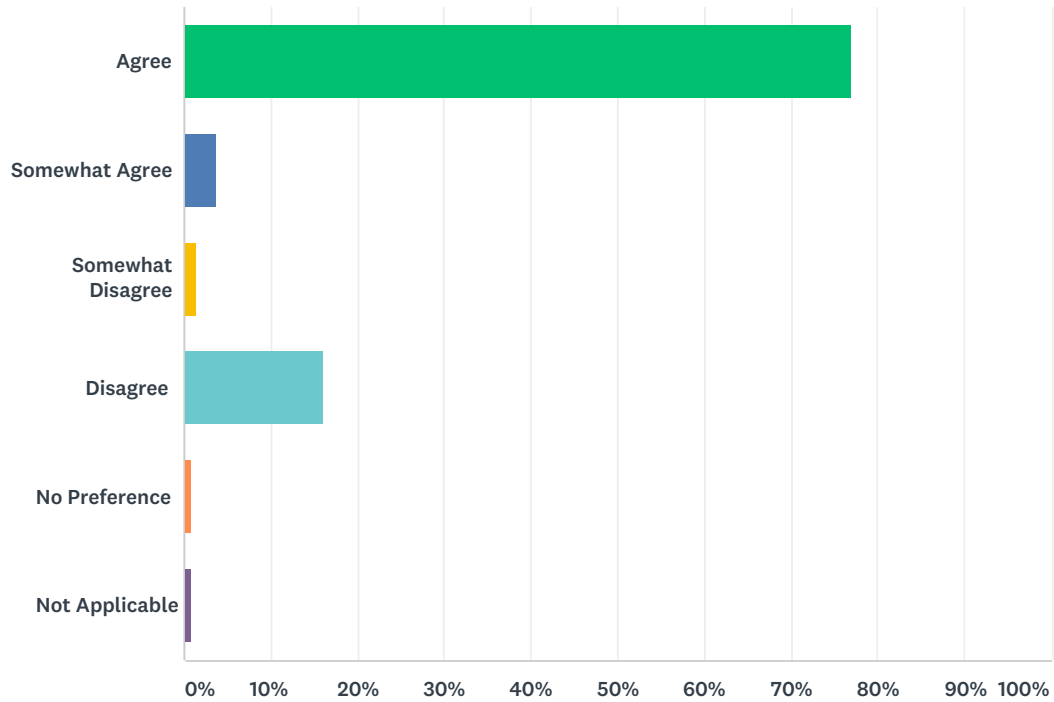
Answered: 128 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	75.78%	97
No	24.22%	31
TOTAL		128

Q4 Greenville Avenue should be designed for all modes of transportation (walking, biking, vehicles, bus).

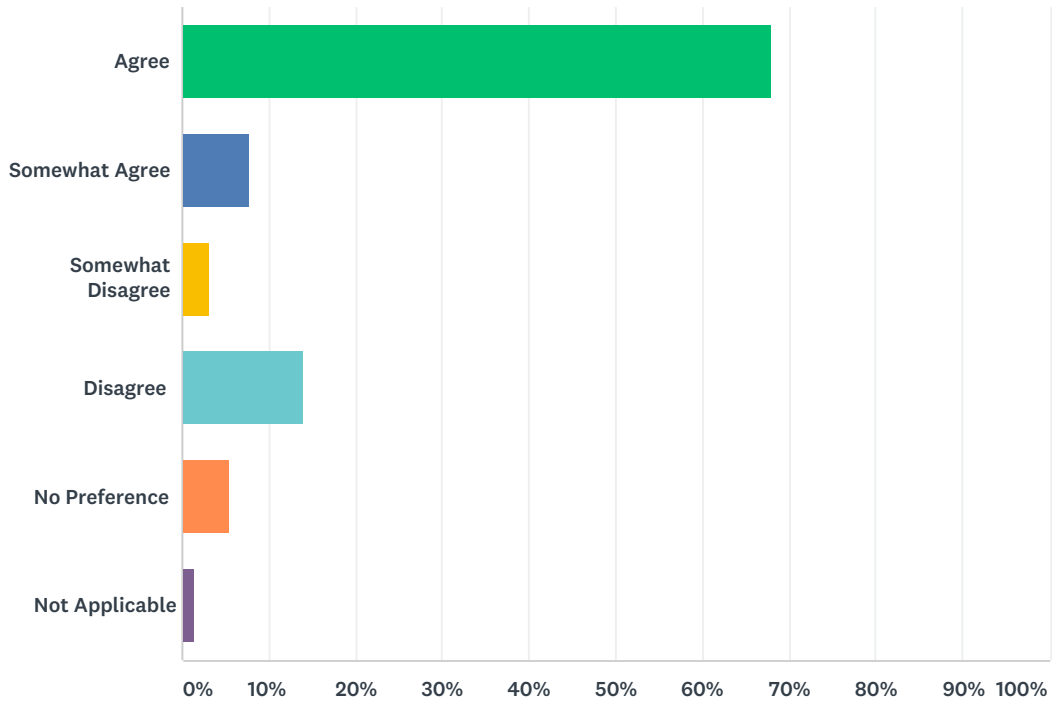
Answered: 130 Skipped: 1



ANSWER CHOICES	RESPONSES	
Agree	76.92%	100
Somewhat Agree	3.85%	5
Somewhat Disagree	1.54%	2
Disagree	16.15%	21
No Preference	0.77%	1
Not Applicable	0.77%	1
TOTAL		130

Q5 I would like to see the temporary crosswalk on Greenville Avenue at the DART Arapaho Center Station become permanent.

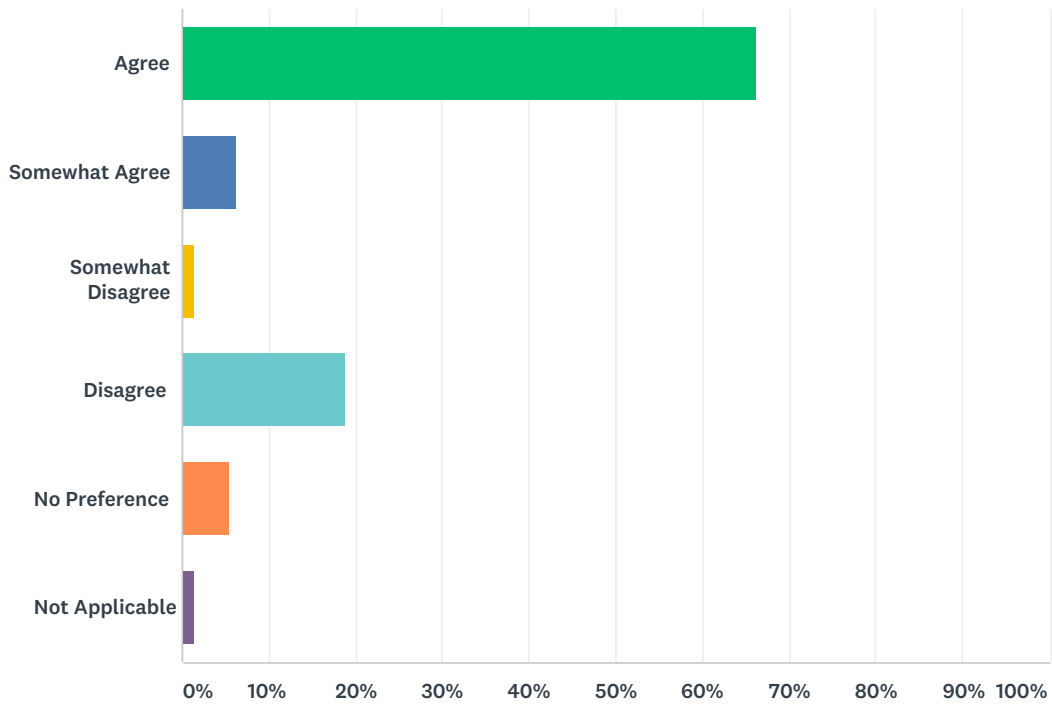
Answered: 128 Skipped: 3



ANSWER CHOICES	RESPONSES	
Agree	67.97%	87
Somewhat Agree	7.81%	10
Somewhat Disagree	3.13%	4
Disagree	14.06%	18
No Preference	5.47%	7
Not Applicable	1.56%	2
TOTAL		128

Q6 I would like to see the temporary bike lanes along Greenville Avenue from Campbell Road to Jackson Street become permanent.

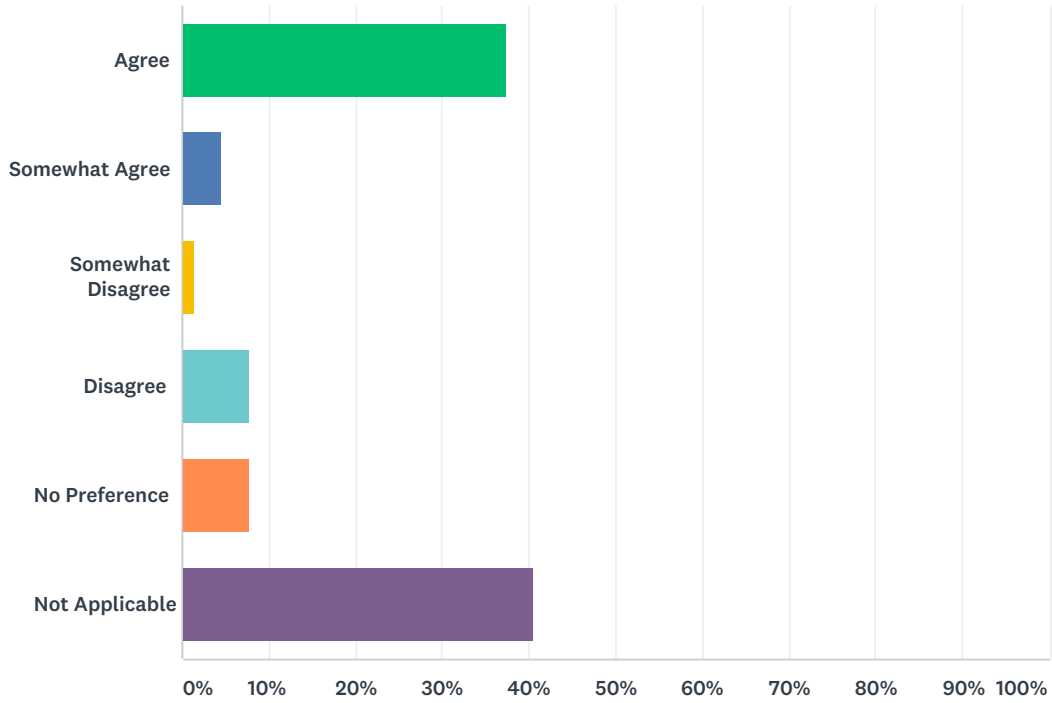
Answered: 128 Skipped: 3



ANSWER CHOICES	RESPONSES	
Agree	66.41%	85
Somewhat Agree	6.25%	8
Somewhat Disagree	1.56%	2
Disagree	18.75%	24
No Preference	5.47%	7
Not Applicable	1.56%	2
TOTAL		128

Q7 I have used the new temporary bike lanes and prefer the sections where vertical pylons/lane dividers have been installed for safety and comfort.

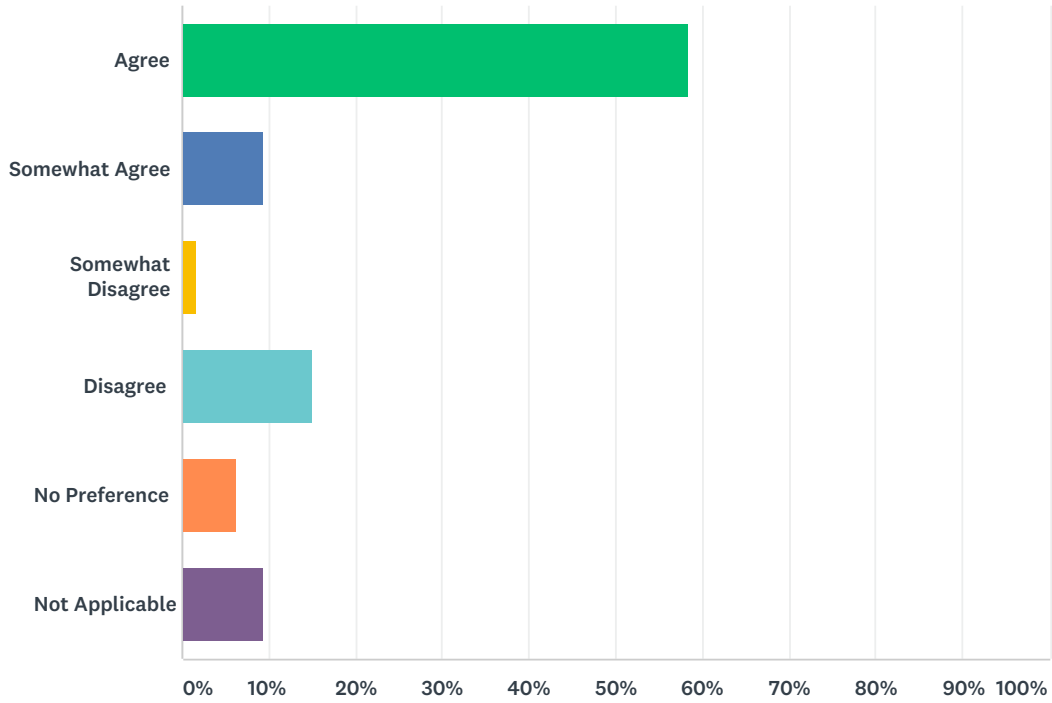
Answered: 128 Skipped: 3



ANSWER CHOICES	RESPONSES	
Agree	37.50%	48
Somewhat Agree	4.69%	6
Somewhat Disagree	1.56%	2
Disagree	7.81%	10
No Preference	7.81%	10
Not Applicable	40.63%	52
TOTAL		128

Q8 I like the sections of the temporary bike lanes that are physically separated with vertical pylons/lane dividers and would like to see this, or another form of physical lane separation, permanently installed.

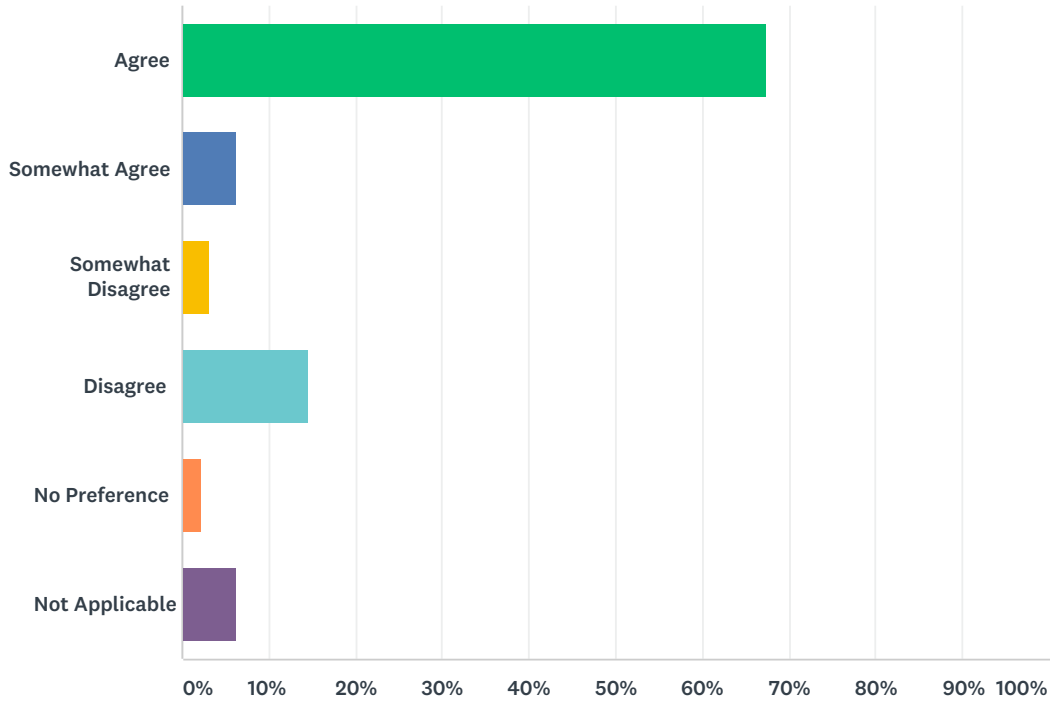
Answered: 127 Skipped: 4



ANSWER CHOICES	RESPONSES	
Agree	58.27%	74
Somewhat Agree	9.45%	12
Somewhat Disagree	1.57%	2
Disagree	14.96%	19
No Preference	6.30%	8
Not Applicable	9.45%	12
TOTAL		127

Q9 I like the use of the green paint within the temporary bike lanes to help highlight conflict zones between the bike lanes and vehicles and would like to see this permanently implemented.

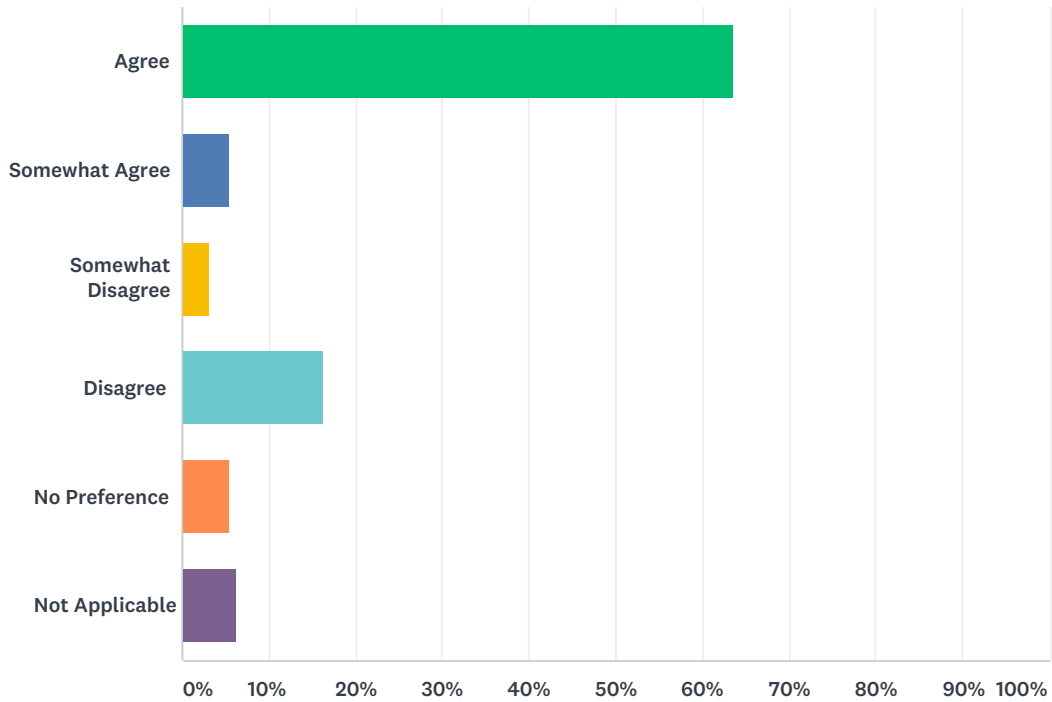
Answered: 129 Skipped: 2



ANSWER CHOICES	RESPONSES	
Agree	67.44%	87
Somewhat Agree	6.20%	8
Somewhat Disagree	3.10%	4
Disagree	14.73%	19
No Preference	2.33%	3
Not Applicable	6.20%	8
TOTAL		129

Q10 I like the artistic muraled design for the temporary at-grade crosswalk and would like to see it become permanent.

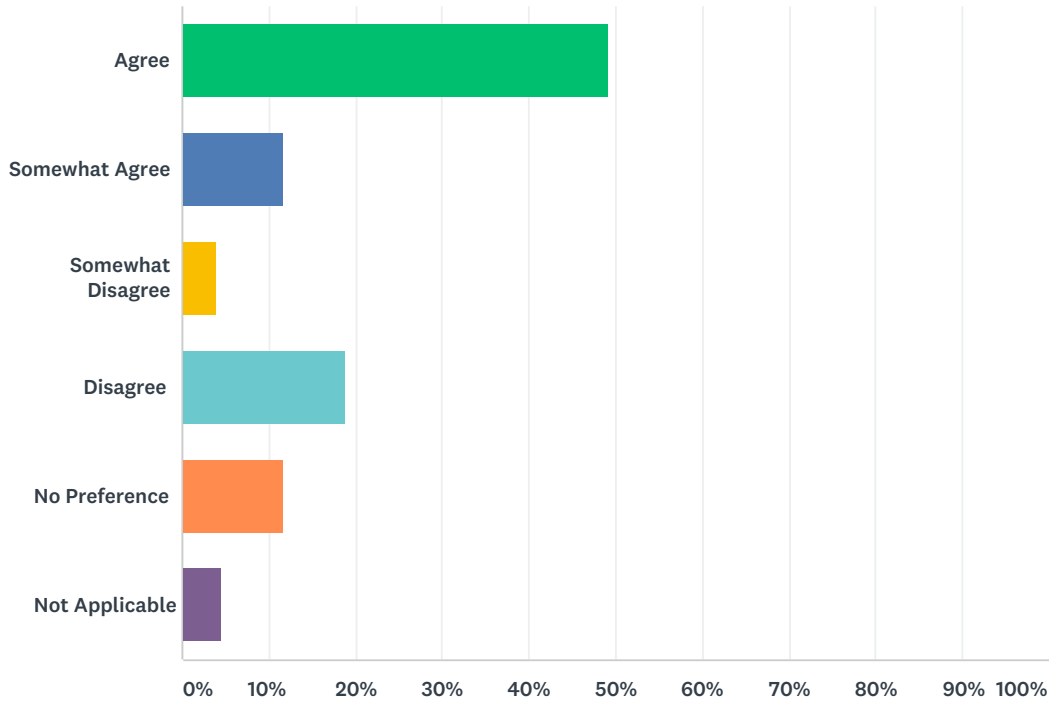
Answered: 129 Skipped: 2



ANSWER CHOICES	RESPONSES	
Agree	63.57%	82
Somewhat Agree	5.43%	7
Somewhat Disagree	3.10%	4
Disagree	16.28%	21
No Preference	5.43%	7
Not Applicable	6.20%	8
TOTAL		129

Q11 I would like to see additional transportation options (bike share, electric bikes, electric scooters) at the DART Arapaho Center Station to help employees within the Telecom Corridor® get to and from the transit center.

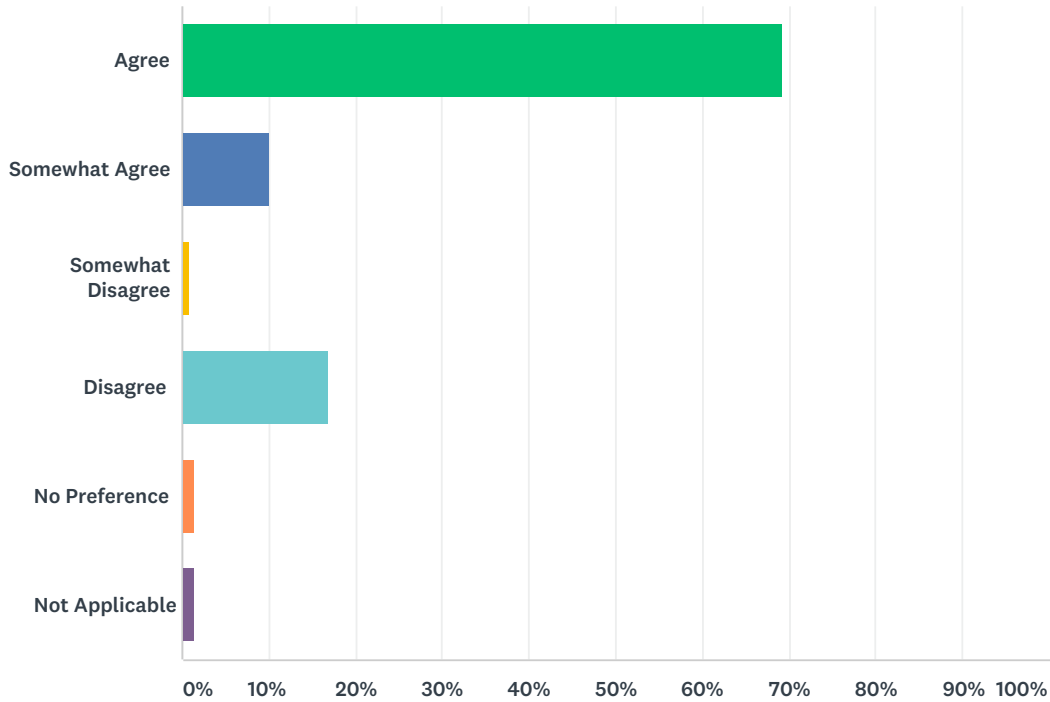
Answered: 128 Skipped: 3



ANSWER CHOICES	RESPONSES	
Agree	49.22%	63
Somewhat Agree	11.72%	15
Somewhat Disagree	3.91%	5
Disagree	18.75%	24
No Preference	11.72%	15
Not Applicable	4.69%	6
TOTAL		128

Q12 If the Greenville Avenue mobility demonstration project is a success, I would like to see these types of bicycle safety improvements (green paint highlighting conflict zones; physical separation lane dividers) tested and potentially installed in other areas of the community.

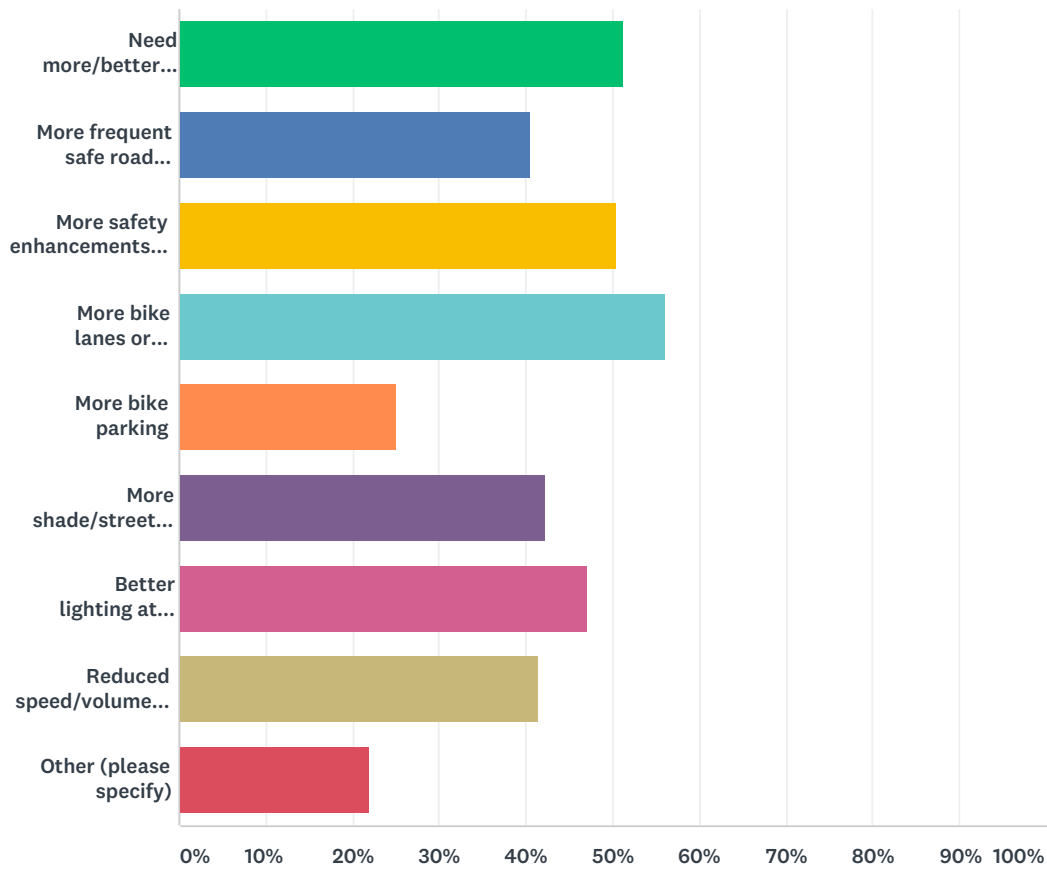
Answered: 130 Skipped: 1



ANSWER CHOICES	RESPONSES	
Agree	69.23%	90
Somewhat Agree	10.00%	13
Somewhat Disagree	0.77%	1
Disagree	16.92%	22
No Preference	1.54%	2
Not Applicable	1.54%	2
TOTAL		130

Q13 What street improvements might better encourage or enable you to walk or bike more along Greenville Avenue? (Check all that apply)

Answered: 123 Skipped: 8



ANSWER CHOICES	RESPONSES	
Need more/better sidewalks	51.22%	63
More frequent safe road crossings	40.65%	50
More safety enhancements at existing road crossings	50.41%	62
More bike lanes or off-street shared use paths	56.10%	69
More bike parking	25.20%	31
More shade/street trees	42.28%	52
Better lighting at night	47.15%	58
Reduced speed/volume of vehicular traffic	41.46%	51
Other (please specify)	21.95%	27
Total Respondents: 123		

#	OTHER (PLEASE SPECIFY)	DATE
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Greenville Avenue Mobility Demonstration Project

1	One suggestion I would have on this project if it becomes permanent would be to change the right left turn lane on North bound Greenville at Campbell Rd from a "Left Only" to a left and straight lane. I have witnessed numerous cars going straight there when they shouldn't.	10/20/2019 9:04 PM
2	The green conflict zone right after the crosswalk going north really confused me as a driver. I wasn't sure what to look for. If there had been both pedestrians and cyclists at the same time I'm not sure I wouldn't have hit one or the other. I feel that interchange needs to be reworked. It was way too cluttered and I was a volunteer that helped paint the bike lanes and knew to look at it.	10/18/2019 2:18 PM
3	Better connection from Greenville to the west side of Richardson	10/17/2019 2:21 PM
4	Flashing lights that alert motorists to slow down and stop when someone enters the crosswalk. We have these at other crosswalks in Richardson (eg along Yale Ave).	10/17/2019 6:41 AM
5	More lane separators or concrete curbing, between bikes and motorized vehicles.	10/16/2019 5:27 PM
6	I'm not comfortable crossing Greenville without a light to control traffic, I think adding a flashing pedestrian light (like the one on Renner near Alma) would make it much safer. I would like this as a driver as well as there is confusion about what to do when there are pedestrians waiting to cross at the new crosswalk. Some traffic stops, some doesn't, some just slow down. You don't want to stop and have cars honking at you or whipping around you (which is unsafe for the pedestrians). If the bike lanes are not made permanent, I would like to see the side walk between Alma and Colins upgraded to match the rest of the trail.	10/16/2019 9:43 AM
7	Reducing the curb cuts at intersections causes cars to slow down more before making a turn, increasing safety. Also consider "no right turn on red" at intersections.	10/15/2019 9:22 PM
8	Once I know it's there, I'll start to use it.	10/15/2019 2:32 PM
9	Please remove all bike lanes, and replace them with wider, better sidewalks.	10/15/2019 2:09 PM
10	Bump outs at cross walks. The signs "State law to stop for pedestrians" at crosswalks.	10/15/2019 11:25 AM
11	Scooters, EV bikes, and other non-auto options help support walking by giving folks more options-- e.g., walk short distances but take bike/scooter for longer distances that otherwise would require a car.	10/15/2019 9:35 AM
12	None. I would not bike or walk on Greenville.	10/13/2019 10:04 AM
13	Why is it 40 MPH here? Should be 35 (or lower) like south of Arapaho.	10/12/2019 3:51 PM
14	Rode my bike Northbound on Greenville today from Belt Line to the Central Trail plaza. I like the physical dividers at Arapaho Rd but I think the DART crosswalk is a bad idea, pedestrians should use the tunnel and the stairs. The N-bound left turn from Greenville @ Alma onto the Central Trail plaza is weird for a bicyclist. The physical markers are there and a road sign indicating u-turn and left turn prohibited. So how is a bicyclist supposed to get onto the plaza? Stop, dismount, use the crosswalk? There needs to be a left turn options for cyclists to get onto the Central Trail.	10/12/2019 3:42 PM
15	Off street shared use paths would be safer and more likely to be used than bike lanes.	10/10/2019 2:40 PM
16	NONE	10/9/2019 5:40 AM
17	Nothing would encourage me to walk or bike Greenville. Make it easier and faster for the majority (cars) to get around.	10/7/2019 8:16 AM
18	Sidewalks are good.	10/4/2019 3:23 PM
19	Some coordination with Plano for crossing under George Bush along Avenue K/Greenville Avenue	10/4/2019 10:01 AM
20	Nothing would make me feel better if it involves bikes and pedestrians in the street. I thought that was what the giant sidewalk west of Greenville was for.	10/3/2019 11:28 AM
21	Need flashing lights or public safety officer(s) to help drivers recognize and obey crosswalk laws and protect pedestrians. The crosswalk is a wonderful improvement. The Dart platform needs a few alternations (e.g. railings altered, etc.). PLEASE KEEP!	10/2/2019 7:00 AM
22	Button to push lights for cars to stop and let pedestrians cross at the DART Arapaho station	10/2/2019 6:49 AM
23	I think extending the trail paths throughout the city to accommodate bike traffic would be a better way to encourage cyclists. There was already a path from Chinatown to Arapaho when the sidewalk/path was installed from the corner of Arapaho/Greenville to the station. There just needs to be better flow/connectivity of paths throughout the city in my opinion to get from place to place.	10/2/2019 5:36 AM

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24	taking away a traffic lane in an already congested area is not a good idea. There has to be another way to add a bike lane/make biking safer.	10/1/2019 9:34 AM
25	I think there should at least be a flashing light to let oncoming traffic know there may or may not be pedestrians crossing so they can reduce speed. I walk my wife to the train every morning and it's really tiring for her to go down the stairs and up the stairs where now all she has to do is just cross the street. So thank you so much from the bottom of my heart for this huge improvement that will be beneficial to everyone with different needs in their lives and also it's a lot quicker to go straight from the parking lot to the train. be blessed	10/1/2019 6:30 AM
26	One of my biggest challenges is in finding a safe route from the west side of 75/Central to the east side. A bike lane along Collins would be helpful.	9/30/2019 4:06 PM
27	More wayfinding/trailblazing signage pointing to and marking safe crosswalk areas.	9/30/2019 2:29 PM

Q14 Let us know if you have other comments about the Greenville Avenue Mobility Demonstration Project

Answered: 64 Skipped: 67

#	RESPONSES	DATE
1	We have a perfectly good tunnel under Greenville. The crosswalk is unnecessary and dangerous.	11/7/2019 7:22 PM
2	I'm a huge supporter of the project; would love to see these types of improvements in more areas, especially those that neighbor downtown/Main Street. Using the bike lane along Greenville is amazing, although still a little unnerving as traffic is often traveling at high speeds. Would like to see more physical barriers and/or slower speed limits enforced. Overall - LOVE the way Richardson is thinking!	11/4/2019 8:40 AM
3	I have seen one cyclist and he was on the sidewalk-not the bike lane. Traffic is awful. Greenville ave needs three lanes for cars.	11/1/2019 6:50 PM
4	I really do not like the temporary "improvements" at all. Reducing Greenville down to 2 lanes for possibly 15 people that might use the bike lane each day seems ridiculous, especially since there is a very nice, wide path already there for their use. I take DART daily from Richardson to Akard for work. I really do not like the new crosswalk at all. It is perfectly fine for business hours when 20 or so people may get off and walk across together. What scares me is someone after dark or early in the am, by themselves, running to catch a train. I am very afraid that someone will get hit sooner or later. The underground passageway will become a place for the homeless or drug deals to take place. If it is kept, there is a crosswalk in here in downtown that when people are walking across, there are lights on the ground that flash, that at least would be helpful. I really don't like both new features and have suggested to my husband to go home at night up Arapaho to Plano Rd. instead of using Greenville as a shortcut. I don't want him to be the one to hit someone accidentally at night. I hope it doesn't happen to anyone.	10/30/2019 11:55 AM
5	The traffic clog is unbelievably bad due to the decrease from three to two traffic lanes. I can	10/29/2019 12:37 PM
6	Like the concept of this project, just disagree with the placement of the street-level crosswalk at the Arapaho Dart Station. I understand that we already had fence jumpers here crossing at peak times of the day, but they were few and far between, this is a major accident waiting to happen here in my opinion.	10/27/2019 4:50 PM
7	I bike to and from work once or twice a week and I ride on Greenville from Jackson to Glenville Rd. then continue on North to Plano. I was very excited to see these bike lanes! I can't express enough how much I love the bike lanes on Greenville and hope they become permanent and extend north of Campbell Rd. :) Thank you!!	10/20/2019 9:04 PM
8	We live nearby and it's a very welcome improvement. We like to walk/bike to the library and this makes us feel safe and that the city cares about people's well being.	10/18/2019 4:59 PM
9	I don't understand why a conflict zone would be green. Green means go. I would expect white or some other color that means caution. I would like to see some of these conflict points use much more than paint to slow traffic. I would also like to see dedicated bus lanes where possible.	10/18/2019 2:18 PM
10	LOVING the artistic integration of the crosswalk and green areas highlighting awareness for drivers. Is there anything being done to ensure those with color blindness are able to perceive it?	10/17/2019 9:19 PM
11	I am a big fan of the bike lanes, but I believe the segments of road that the bike lanes are built on need to be fixed and leveled before this gets implemented across the entire street.	10/17/2019 11:28 AM
12	Absolutely love the bike lanes. The Greenville Avenue Mobility is particularly useful because of all the amenities - work, apartments, restaurants, along the route. This makes the lanes a great improvement for alternate commuting and transportation options.	10/17/2019 7:43 AM
13	Nice job, now make it permanent!	10/16/2019 5:27 PM
14	I really appreciate the new bike lanes on Greenville! I often visit shops between Beltline and Arapaho and have loved being able to bike there. I wish I could attend the event on Oct 17th to show my support. I hope in the future the bike lanes might be extended further south so you could connect to the Cottonwood Creek Trail!	10/16/2019 9:43 AM

Greenville Avenue Mobility Demonstration Project

15	Love the direction things are going in with this project!	10/15/2019 10:55 PM
16	When driving northbound on Greenville, there is only one lane at Renner Road that can be used to drive straight right now, despite the fact that both sides of the intersection have the same number of lanes. Previously, we could at least use both the middle lane and the right lane to drive straight, but now the right lane only permits right turns, just as the left lane only permits left turns. If you absolutely must have a bike lane, then please change the left lane so that it can be used to go straight. As a driver and a pedestrian (downtown), I see scooters as a hazard both on the streets and on the sidewalks. Please do not bring them here to clutter up sidewalks and block access to ramps. They are a nuisance and I have regularly found them parked on handicapped ramps downtown. I also feel that having bikes on roads is a threat to both drivers and bikers, but I suspect the bike lanes are here to stay, no matter what I think.	10/15/2019 4:04 PM
17	I hate the bike lanes, and hope they are removed soon!	10/15/2019 2:09 PM
18	Good job Richardson city staff and city council for exploring how to make Richardson a healthier, safer, more livable, and more economically productive city.	10/15/2019 9:35 AM
19	I think that it's fantastic that the community is focusing on modes of travel that are more inclusive to all community members. Please consider also better lighting at night, and planting some trees.	10/15/2019 9:14 AM
20	Why do we need to redesign every road in this city for bikers and walkers? Greenville is a local highway that carries too much traffic and should not have lanes removed. Would you put sidewalks and bikes on 75? Why would anyone want to walk or bike on this street? You are slowing up traffic for no reason. That is why there is a tunnel to DART is to not slow up traffic.	10/13/2019 10:04 AM
21	Overall, a great project with my 100% support to become permanent. However, there is one major problem. The project description states that: "...a temporary at-grade crosswalk will be installed at the light rail station as a secondary point of access to the underground tunnel to improve the connectivity and access for transit riders of all ages and abilities." However, no ramp was provided at the station, so there is no way to use this crosswalk without climbing a set of stairs. This is most emphatically NOT usable by all ages and abilities. A ramp needs to be built here.	10/12/2019 7:29 PM
22	Thank you for doing your due diligence not just painting lanes without collecting data. Love this concept. Not a bike rider but I drive down this street every day and have not noticed any difference.	10/12/2019 3:51 PM
23	I posted some public photos on the facebook group "Bike Friendly Richardson" https://www.facebook.com/groups/BikeFriendlyRichardson/ This is a great project, well done and thanks!	10/12/2019 3:42 PM
24	Greenville is a busy street with a lot of vehicle traffic. The bike lanes are more appropriate for side streets like grove. The lane also causes more congestion by reducing available lanes.	10/11/2019 5:42 PM
25	As both a DART rider and biker, I am thrilled with the crosswalk and bike lanes. A lot of people struggle to get up the the ramp/stairs from the parking lot to the station. The crosswalk will help tremendously and will likely increase ridership, as might the ability to ride a bike to the station from Greenville Ave. Having a safe place to park bikes would be great as not all riders would want to take their bikes on the train.	10/10/2019 4:31 PM
26	The crosswalk needs flashing lights to warn drivers that a pedestrian is entering the crosswalk. Drivers seem to be confused by the non standard colors and striping. Dashed lines in front of driveways might be helpful. Some drivers are stopping in the center traffic lane before turning right into driveways while others are merging into the bike lane to turn right.	10/10/2019 2:40 PM
27	Please bring more of this across Richardson!	10/10/2019 1:40 PM
28	Great job! I hope this and other bike lanes becom permanent.	10/10/2019 1:22 PM
29	As a vehicle driver, I do not think the temporary crosswalk is visible enough. I was on auto-pilot on my drive home yesterday and the crosswalk didn't even register to me as something to watch out for. If the crosswalk becomes permanent I would like to see the flashing lights installed to help increase visibility.	10/10/2019 12:12 PM
30	thank you for trialing this -- it makes a huge difference getting to and from the train!	10/10/2019 12:05 PM
31	Please don't take away the crosswalk. The other option of crossing under the road is scary when it's dark and not patrolled by DART. I feel much safer crossing Greenville	10/10/2019 11:50 AM

Greenville Avenue Mobility Demonstration Project

32	LOVE the bike lanes! I am hoping t hat these become permanent. It makes riding along Greenville much safer as there are bike lanes on the busier street crossings i.e. Arapaho. The crossing going North via the Central Trail at that intersection is nothing but a death trap during busy hours.	10/10/2019 10:30 AM
33	I love the new bike lanes on Greenville... I've ridden them almost daily as my travels take me that way a lot, and I feel much much safer now along Greenville.	10/10/2019 9:17 AM
34	Changes are loony, make no sense, are dangerous, disrupt traffic for no benefit. I am 60 yr old living at post Eastside (campbell & greenville) and take that portion of greenville to work every day. I strongly vote against it !!! Why dedicated bike lanes ?? Only use I have seen is during weekend (I saw one biker). Just add signs that bikes have right of way. The barriers are especially onerous as reduce lanes at traffic lights and are already being run over. The crosswalk is a death waiting to happen. Original concept of an underpass is much better. Have seen several near accidents due to lane going away in front of China town. I had jury duty last week and took dart from arapaho to downtown. The underpass works well. It has ramp if needed. I put on on boots and urban hike 10K (2.5hr) every weekend. Usually I go north (galatyn, nature preserve,city line) but have gone south to downtown Richardson also. Not as nice. So.. Suggest wider sidewalks, more shade, not so close to road. Bottom line: Thanks for test. But I fail to see any benefit, see detriment to traffic, very dangerous to bikers and cars, does not improve mobility, prefer wide sidewalk/shade solution. Kill dedicated lanes, put up a few biker signs, improve sidewalks.	10/10/2019 12:46 AM
35	I would love to see this happen on Custer Rd north of Arapaho to Campbell Rd. My neighborhood needs bank lanes!	10/9/2019 5:58 PM
36	I go up and down Greenville Avenue a minimum of 2x a day. I have yet to ever see a bicyclist or anyone in the crosswalk. Leave Greenville Avenue to the cars.	10/9/2019 5:23 PM
37	Mid-street pedestrian crossings need to have a pedestrian traffic signal. I travel between Arapaho and Campbell 4 times a day. I've seen several instances where vehicles don't stop for pedestrians and then others aren't paying attention and almost collide with stopping vehicles. So from an anecdotal point of view, so kind of signaling and lighting is needed at the Arapaho station crossing.	10/9/2019 6:40 AM
38	These new lanes create more traffic, especially at Greenville & Campbell where there is only ONE lane that can go straight. I have driven this route for many years and have seen no bikes. NOT A GOOD IDEA!	10/9/2019 5:40 AM
39	Bike lanes are causing traffic problems. It is very confusing with all the markings and cones and paint on the ground. The crosswalk is unsafe on such a busy road. We need the bike lane for cars.	10/8/2019 7:03 AM
40	I have driven Greenville ave twice daily 8:15am & 5 pm for work for 10 years. I have NEVER seen bike or pedestrian traffic that would warrant loosing a lane of traffic for automobiles. I DO NOT feel a dedicated bike lane is the best use of this roadway. If you'd like a bike lane, I feel an off-roadway bike lane would be safest for bikers, pedestrians and drivers, and the best use of current roadways.	10/7/2019 8:13 PM
41	I don't think bike lanes in this area are practical, especially during rush hour. Arapaho and Greenville is one of heavier traffic intersections in Richardson, with its proximity to US 75. Adding permanent bike lanes could increase traffic accidents and be potentially fatal to bike riders.	10/7/2019 2:14 PM
42	I think it's a waste of time and money even though AARP funded it. It's a great source of frustration for most people.	10/7/2019 8:16 AM
43	As an avid bicyclist, it's encouraging to see the Greenville changes. The direct north-south corridor was a great, safe alternative for commuting. I would suggest potential conflict bike/vehicle conflict zones be highlighted in yellow instead of green (green does not denote a warning or hazzard). Otherwise, great project, and I sincerely hope this comes to fruition!	10/6/2019 9:20 AM
44	I really appreciate the improvements to the neighborhood. Anything to shift Dallas from a car-centric city to a pedestrian-centric city is best; especially with rapid growth/influx of people from other states...traffic will only get worse. Thanks again!!	10/4/2019 3:36 PM
45	I really appreciate the dedicated bike lane and the initial dividers which highlight that the bike lane is there. I have ridden this portion many times and using the bike lane especially improves entering onto Greenville and especially the Greenville/Arapaho interchange. Nice job!	10/4/2019 10:01 AM
46	I think the crosswalk is great but needs a blinking stop sign or something more visible when a pedestrian is crossing. I don't think the crosswalk is safe enough at this point. I do not like the designated bike lanes. I think there is too much traffic on Greenville to give up a full lane for a few bikers. This is a waste of lane space and since I drive this every workday, it makes getting to work much harder. I do not support the designated bike lane.	10/4/2019 6:53 AM

Greenville Avenue Mobility Demonstration Project

47	Please ensure drivers know and are held accountable to crosswalk laws (the need to yield to pedestrians waiting to cross). Improvements in other parts of the metroplex have been making progress, but safety also needs to fall on drivers having respect (for the law and for vulnerable road users).	10/3/2019 9:22 PM
48	I would like to emphasize that the at-grade crossing at the Arapaho DART Station may be safer for pedestrians if there were a button to turn on flashing lights that alert drivers to stop or slow down. Thanks!	10/3/2019 7:02 PM
49	Love the crosswalk at Arapaho station. The underpass was sketchy and when it rains badly there is a giant puddle you had to go through. This avoids those problems.	10/3/2019 6:06 PM
50	So happy this project is right by my job! I am going to try for the first time ever DARTing/biking to work but would definitely be way more likely to do it if I didn't have to bring my own bike (ie, bike share of some kind from Arapaho station to my job 1 mile East on Arapaho.)	10/3/2019 4:51 PM
51	In an area that is already highly congested it doesn't make sense to take away lanes for cyclists. Any normal person doesn't want to ride their bike in the street, even with bike lanes. This temporary project, that looks more permanent than temporary, makes it harder to get on my street and there is now no such thing as a quick trip to Valero.	10/3/2019 11:28 AM
52	I have both driven on the new walking lane and walked. As a driver, I was not aware of someone waiting to cross. He blended in with the paint. As a pedestrian, I DO NOT feel safe. Most cars do not stop unless there is a crowd of people. Lights are needed. Both way in front. Drivers need warnings about stopping.	10/2/2019 7:30 PM
53	I love the improvements and having a more direct path to the station makes my morning routine more efficient. I wish the train station also opened up to I75 as well. To get to the restaurants on the frontage road, a pedestrian would have to walk all the way to Arapaho and then all the way back up.	10/2/2019 6:29 AM
54	Crosswalk is nice/convenient but I don't understand why we needed it. I've been using the underpass for 15 years upon moving to Dallas and was a very safe passage under Greenville. We've now created a hinderance to traffic flow by creating the crosswalk above over 6 lanes. I also don't encourage the flashing lights but unfortunately I think it is needed. Currently, the pedestrians must yield to traffic which I whole-heartedly agree with on a 6-lanes road. But as a pedestrian approaches, a car in one lane stops but that one car has no control over the other cars in the lane. So the pedestrian must continue to wait until more cars stop. Meanwhile, the first car is getting agitated at the pedestrian as to why they are not crossing the road when they stopped. Meanwhile car number two and three in the same directional lane may never stop so you are at an empassé. The blinking lights similar to the trail crossing on Arapaho between Yale and Plano would alleviate and give all right of way to pedestrians, but I believe it's only a matter a time before there is a fatality when we had a perfectly safe underpass. In the same breath, I'll likely use the crosswalk and no longer use the underpass because I was taught to look both ways upon crossing a street.	10/2/2019 5:36 AM
55	This was a very great idea and I am thankful for everyone that put in for this project!!! I'm smiling now!!! Thanks!!! :)	10/1/2019 8:12 PM
56	Can we get the machine to tap before we get on the train by the actual trains and not all the way across the street	10/1/2019 5:08 PM
57	we need more traffic lanes, not less	10/1/2019 9:34 AM
58	I drive along Greenville Ave. daily and frequently see people crossing at Arapaho station across Greenville Ave (not crossing at crosswalk), so I agree that there should be a more visible crosswalk to keep pedestrians safe. Also, I've just returned from a trip to Boulder, Colorado and see that it is a very walkable/bike-friendly city, which encourages movement (better health for community). I see this being beneficial in other cities around DFW, as it is not currently pedestrian friendly. However, I'm concerned about traffic backups when decreasing lanes to 2 lanes to allow for bike lanes, as Greenville Ave. would become more congested (esp. if there is an accident on 75). Curious to see results of traffic study.	10/1/2019 7:29 AM
59	City need update	10/1/2019 4:45 AM
60	While it only just opened I love how much of an improvement it has made in biking to work. The cross walk entrance is especially convenient when biking to the DART station.	9/30/2019 8:39 PM
61	I have commuted to work by bus and train for many years and live off Arapaho. I love the cross walk!!	9/30/2019 5:28 PM
62	I think it is a really great start and hope to see more bike lanes throughout the city.	9/30/2019 4:06 PM

Greenville Avenue Mobility Demonstration Project

63	I have driven up and down Greenville a lot recently and traffic moved just fine with one less lane in either direction. The area around Arapaho Center Station to the dead-end at Plano road is plenty wide. Street improvements are needed in the area around Main where the line markings aren't clear and the sidewalks are poor.	9/30/2019 2:29 PM
64	There is talk about the project becoming 'a success', but I cannot find what metric will be used to determine whether it is a success or a failure. This metric should be balance against the inconvenience to the motorized traffic.	9/29/2019 3:34 PM

Email Comments

September 27 - November 11, 2019

Doug McDonald

From: Howard Maher <>
Sent: Thursday, October 10, 2019 10:30 AM
To: RichardsonRedevelopment
Subject: Bike Lanes On Greenville Ave

I love the new bike lanes on Greenville Ave. I ride them almost daily as my travels on bike about Richardson take me in that direction a lot. I feel much safer now riding that stretch, and am riding portions that I would never have dared ride before... Thanks for thinking of those whose mobility includes a bicycle!

Doug McDonald

From: Adrienne Grellner <>
Sent: Friday, October 4, 2019 4:42 PM
To: RichardsonRedevelopment
Subject: Improvements

Hello my name is Adrienne and I was on the website reading about the information that's going on around Arapaho Center Station. I would like to send this message say thank you for improving the area with sidewalks for those that take the public transportation because it's just easier to get to and from the station along with the sidewalks and in repair on the roads. So yeah thanks again.

Doug McDonald

From: Tricia Constandine <>
Sent: Thursday, October 3, 2019 2:59 PM
To: RichardsonRedevelopment
Subject: New Bike Lanes

Just noticed the new bike lanes and think they're great! Recently returned from visiting Montreal where they had them everywhere as well as the Bixi bike rentals all over town--SO convenient!!

I currently commute from downtown Dallas and would love to be able to take DART to work (Arapaho station). I wish there were bike rental stations so I could get from the DART to my office; a mile is very bikeable but probably wouldn't walk it unless the weather was good and it wasn't dark out yet.

Any chance you're considering some kind of bike rental/bike share program as well?

--

Thanks,

Tricia Constandine
Skyven Technologies
1201 International Pkwy Ste. #300
Richardson, TX 75081
214-228-9572

Doug McDonald

From: Holiwell, Cheryl A. <>
Sent: Wednesday, October 2, 2019 4:49 PM
To: RichardsonRedevelopment
Subject: New Crosswalk at Dart Arapaho Station

I like and appreciate the new crosswalk at Dart/Arapaho Station being tested.

It is convenient and faster to get to the rail platform.

I do think it should have flashing lights on the pedestrian sign so cars are alerted.

Thank you.

Cheryl Holiwell

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Doug McDonald

From: Adamson, Faith <>
Sent: Monday, September 30, 2019 4:42 PM
To: RichardsonRedevelopment
Subject: Greenville development at Arapaho DART Station.

First- I would like to say- Thank you! Thank you! Thank you!

I ride the train to and from my downtown office every weekday. The worst part of my commute is the path from the transit center, under Greenville Ave, and up the stairs to the train platform. It is a lengthy and cumbersome process. I have missed many trains due to poorly timing this transition. On the days I ride the bus home (maybe 1 time per month) I always miss the buss due to the travel from the train platform to the transit center. About a year ago I fell and suffered a horrible injury, a broken tailbone, torn muscles and double hip injuries. I am fairly young and doing all I can to recover from these traumatic injuries. Walking and climbing stairs can be excruciating. When I exit the train, I know I'm going to increase my pain going down the stairs and up another staircase to get to the parking lot.

Today when I exited the train and noticed the new crosswalk- I was amazed at how easily I was able to get across the street to the parking lot. It was fast, painless, well designed and really cool to look at too! I saw the sign encouraging feedback-and I am not the kind of person who emails feedback or writes reviews- but I love this so much- I just HAD to let your team know! Thank you!!

Sent from my iPhone

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Doug McDonald

From: John Hamlett <>
Sent: Monday, September 23, 2019 5:39 PM
To: RichardsonRedevelopment
Subject: Greenville RoadTest

Please tell me we are not going to be subjected to another unused bike lane in Richardson. In a city that is exploding in population and vehicles on the road the last thing we need is a bike lane taking over an already crowded street like Greenville. I travel this road everyday and the congestion is horrible, please don't take another lane away from a town that has too many EMPTY bike lanes. Thank you, John Hamlett 1637 Aurora , 47 year resident

Sent from my iPhone

Welcome to the City of Richardson Commendation & Suggestion E-Mail Form

Name *:Keith Lauterbach

Phone #:469-583-8501

E-mail:

Comments *:Thought I should bring to someones attention that the new crosswalk across Greenville Avenue to access the Arapaho Dart station is very dangerous. Early morning it is dark there and pedestrians cannot be seen very well. Poor lighting and signage in advance. I drive there every morning and am concerned someone will get seriously injured.



Karen Patel #1239

**Assistant to the Chief of Police
Richardson Police Department**

140 N. Greenville Avenue | Richardson, Tx 75081
972.744.4823 | karen.patel@cor.gov