

#	Comments
1	#6 will not accept MY numbering order----I live near River Road----drive it nearly everyday---several years back, after construction complete, I kept a survey during my drive time----for a year, I only saw 41 bikes---mostly on sidewalk----more people walking than pedaling---and an average of 9 cars on road per day during my trip-----quite trying to legislate rules/laws/etc that you 'think' is best----in my youth I used a bike for a number of years for college and exercise----
2	A good fitness ride for me includes riding from home (Canyon Road) to Schulle Canyon, Ringtail Ridge, Purgatory/Prospect, The Hub/Smoothie Warriors, Spring Lake, and then back home. I also mix it up and ride down Old RR 12 to downtown for fun. My concern is road/erosion debris in the bike lane/shoulder. It is uncommon for me to get flats since I ride tubeless (tubeless tires and sealant only), but I believe many non-enthusiasts are discouraged from riding by having to walk their flatted bike since many don't have the knowledge, time or materials to fix their own flats. Reducing the chance for flats is important. The downsides of street sweepers is the financial cost and the polishing of the road surface by the metal bristles over time makes for hazardous stopping in wet conditions. One alternative is there could be a volunteer-human-powered, vinyl-brushed sweeper fabricated to patrol the bike paths. Another issue of bike lanes might be having to ride over the lane paint in the wet to enter the lane or during evasive maneuvers. A regular height curb/island separator and bike-only/pedestrian-only lanes is a good compromise. One problem as a pedestrian and a cyclist, is others walking/riding multiple-abreast just to converse and being less aware and/or caring of others. I know some cyclists take the lane or ride abreast to prevent unsafe passing by cars depending on road conditions and in cases of view-hindered side-streets where cars often poke their noses into the road in order to check traffic (e.g. the Moore Street section of SH 80).
3	A shoulder or a dedicated bike lane will help indicate to drivers than bicycles have a right to use the road. We need signage, at least; even something like the painted bicycles on the road on Bishop. A dedicated lane will also be safer for children traveling by bicycle.
4	Although I do not walk or bike on Old RR12, I live along this stretch of the road and see vehicle traffic as well as walkers and bikers from my house and when I come and go. My priority rating in #6 is based on observations of relative numbers in the three categories.
5	Although I don't live in the area, protected bike lanes that separate bikers and pedestrians with physical barriers are my preference to encourage more TxSt students and staff to leave their cars at home. This road improvement, with bike lanes, was approved by the voters in 2004. I would like all city streets to be "complete" streets to increase alternative transit during this period of extreme population growth.
6	Another great place to put bicycle lanes would be through downtown on Hopkins street to RR 12. Also another attempt at being ahead of the curve in bicycle promotion would be to put a bicycle lane on the I 35 access road from exit 206 (Aquarena Springs) to exit 200 (Centerpoint). This would provide access to bicyclist that travel to work on the other side of the city.
7	Another part of the project should be educating - or rather reminding - drivers, that bikers and pedestrians are a part of traffic. Examples: Drivers turn right - without any hesitation - when pedestrians/bikers have green-go-ahead signal. And when waiting for green light stop the car on the crosswalk. Most drivers in San Marcos act as if they always, in all situations, have right to go first. Strangely, it was easier/safer to bike when I lived in Dallas!
8	As a driver I have seen total disregard by bicycle riders and skate boarders using the road to vehicles and traffic signs. If a bicycle rider is hit by driver of a vehicle it will be the drivers fault. I feel the city has made a very dangerous situation by not holding riders to a certain standard also. By being able to use the ENTIRE lane for riding is completely ridiculous. Riders seem to have an overly confident attitude about it now and it seems to be a recipe for disaster. I would put this right up there with the back in parking and what a failure that is and how much did that cost??
9	As far as question 5 goes both options work as long as there is a way to navigate intersections. I have experienced both forms in my biking and any formed of well marked other traveling option is great. In Sydney you might also see a sidewalk on one side of the road's side walked striped with directional arrows for bikes and pedestrians to use and pedestrians only on the other side of the road. There are lots of options and we are excited y'll are doing this type of work for transportation in SM!
10	Before additional funds are expended for bike/pedestrian lane construction please conduct surveys on existing roads where those amenities have been constructed. If there is not sufficient use don't build when vehicular traffic is in such a quandary. If bike enthusiasts want more paths let them pay for their construction, I am paying my share in gas tax and the ridiculously high property ownership taxes in Texas. Question #3 was answered although it is not applicable-I am retired and DO NOT DRIVE, RIDE A BIKE, OR TAKE A TRAIN TO WORK. There are few job opportunities for 75 year old men in the Buda area.
11	Before you engineer the road for the second time. Keep the bikes off the road way install A sidewalk/bike lane to share. Would you walk on RR12 bike lane if it was built on the road. Rember the city has a 6 foot comerial passing law for bike lanes. The first engineer failed to know this. Safety is first. Don't for the Seven Day school and a built in school zone mustt be planned 20 mph when flashing. Plan on more lighting most bicycles have no lights. Call me i will tell you more.
12	Bike lanes are a MISS USE of TAX DOLLARS. The bikes pay NO ROAD Tax, NO GAS Tax, NO LIC. FEE to contribute to road and sidewalk construction. The only way you (the city) get away with this MISS USE, MISS APPROPRIATION of PUBLIC FUNDS is the prohibitive cost of Litigation!!!!!!
13	Bike lanes are a waste of tax payer money and a waste of good asphalt that could be used for automobiles. Bicyclist pay no gas tax or registration fees for the use of our roads.
14	Bike lanes everywhere!!!
15	Bike routes are heavily influenced by slope, so Old RR 12 might be unfavorable even with bike lanes. But it is nearly impossible now because of safety, even though I would probably use them if they were there. Having a buffer between the cars and bikes is good for non-fearless riders, but it also is better for water quality, air quality and urban heat effect with the added vegetation breaking up impervious surfaces. Thanks!!
16	bike/ sidewalk lanes are needed on Stagecoach Trail between Hernandez school and the Post Office; Also between the post office and the CTMC underpass I 35

17	Bikes and there users are currently a nuisance on our roadways there is a need for seperate lanes for bikes and predestians. The revenue to build them should come from a road tax much like vehiclur traffic pays now, licence plates, and registration. the bikes should be held to a safe standard, as well as there riders, the public should also be protected by requiring bike riders to accuire liability insurance.
18	Bikes have been and will continue to be a problem in this town. We have lived here for over 10 years and they NEVER EVER obey traffic laws! They put themselves and motorist in danger and regardless it's the motorists who are forced to take the blame. Putting in bike lanes is a band-aid on a growing problem that is ignored by every law enforcement officer. This household will not stand behind improvements for bikers until they are held accountable for violations such as running stop signs, red lights, and cutting off MOVING vehicles (just to name a few).
19	Bikes impede traffic as it is now. I ride my bike, but I would never consider riding on RR12, due to the dangerous curves and sharing such a small space with vehicles. Can't you find another route to build those lanes on???
20	Bikes lanes would be an excellent addition to rr12 but if they are built it is vital that they are swept with the streets. The bike lanes in San Marcos are often filled with debri.
21	bikes should be kept OFF the road away from vehicle traffic
22	Bikes shouldn't be any where near the road. They can ride on the sidewalk. There is enough construction going on in the city to begin with. Leave well enough alone and start fixing the roads we already have especially the ones around campus with the most traffic. Anyone who has the bright idea to screw up anymore intersections ie: Aquarena/35, and hwy90/35 ought to be horsewhipped. There has never been a bigger waste of money. It's confusing and dangerous!
23	But I drove on RR12 frequently, many people do.
24	Comments
25	don't anticipate using RR12 bike lanes now, but might in the future - we haven't found our permanent residence which might be out RR12; like both shared use and buffered; if shared use sidewalk, it's nice to have a designated bike lane - prefer to be out of vehicle traffic; would like bike or shared use on Post toward Blanco Vista neighborhood where there is barely a shoulder is most parts of the roadway
26	don't put bike lanes in the road thanks
27	Every road constructed or rebuilt in the City of San Marcos needs to include on-street bicycle facilities. Reduce the number of driveways / curb cuts on RR12. How will this project improve vehicular traffic flow at the intersection of RR12 and Holland? New TxSt dorms will result in lower LOS. How 'bout a roundabout? What plans are being made to improve RR12 from Hopkins to Holland?
28	For the "Buffered Bike Lanes"- The path between the car lane and bike lane should have a physical barrier, where appropriate, such as 6in. in height and 4ft. in width. or 3ft. tall metal pieces.My recommendation, research the bike paths in Holland and Denmark because they are the best in bike paths. Encourage more people in San Marcos to walk and bike. Let's make San Marcos the cycling capital in the U.S!
29	Forget RR12 bike lanes/ped lanes. How about sidewalks for West Sierra Circle. People must walk down the middle of the street. What about putting sidewalks in the established neighborhoods first?
30	Glad to see that San Marcos is becoming a world-class and pedestrian friendly town. Before long people will flock to San Marcos rather than Wimberley or New Braunfels for their weekend getaways. Proud to call SM home.
31	Good Luck!
32	Great. Glad to see it coming!
33	I also drive a vehicle and ride my bike to work.
34	I am a competitive cyclist and the most preferred bike lane among the majority of cyclists is the buffered bike lane. Please engineer it this way!
35	I am a graduate student at Texas State and I really enjoy the bike lanes that are currently in use. Adding more bike lanes could relieve traffic from the student apartments on RR12 and allow locals to explore outside of the city center
36	I am a road biker. I like that the city is putting in bike lanes where they can.
37	I am a strong and confident rider, but San Marcos is DANGEROUS to ride in because THERE ARE TOO MANY CARS for such a small town. Plus, in areas around the university there is such a diverse mix of traffic: peds., cyclists, cars, construction vehicles, etc. Where you guys should also be doing something is the entrances to campus; especially over by Wood street and the area around the Alkek parking garage and the McCoy parking garage. Someone is going to get hurt here. It is absolutely terrible.
38	I am not a bike rider; however, I believe it would add a safety feature when the lanes are added.
39	I biked 2-3 times a week and would greatly appreciate more bike lanes.
40	I commute everyday by bicycle on this stretch of roadway. It is in desperate need of improvement. I am a committed cyclists, but I do feel endangered on this segment of roadway. Thank you for taking bike/ped needs into account.
41	I do not cycle; however, my loved one only travels by bike in San Marcos. He has a vehicle, but he lives close to campus and rides his bike to and from Texas State. He is also on the cycling team and travels on Hunter/Hopkins, RR12, McCarty Lane and several other roads in San Marcos. I am always scared that drivers are not courteous because I don't see a lot of bike lanes. He is safe and uses lights, but I am always worried that there aren't enough bike lanes in town. The width of the bike lane is also a concern. Previously mentioned, I am not a cyclist so the width of the lanes might be fine to someone who cycles. Cycling is something I would like to do, but safety is an issue for me. I appreciate the time you all are taking on this matter.
42	I don't always ride a bike, but when I do I like to stay out of heavy motorized traffic.
43	I don't have a bike
44	I don't live by that area, and I do not currently have a bike. However, I think it is a great idea to have a designated bike lane or bike/pedestrian lane on any road. It definitely would make me feel safer on my bike.
45	I don't live on that side of town but I like having a more pedestrian friendly city with more ways to commute around.

46	I feel a Shared Use Path is great for both serious cyclists and overall city appeal. It is safe, promotes health, makes San Marcos more progressive and provides for people on the edges of town to be connected. It's a reminder of the San Antonio River Walk and trail or River Legacy Park of Arlington; San Marcos can have a beautiful bike trail through town. I am always concerned about cyclists in downtown Austin and with our rapidly growing population I feel more drivers and cyclist can be put at ease knowing that there is less danger of blind spots and traffic flow issues with a separate path.
47	I feel bike lanes are very important for future growth as this allows people to utilize other modes of transportation over automobiles thus reducing traffic in town. Continue the great work.
48	I feel if adequate bike lanes were installed many students would have the opportunity to bike to campus than ever before. I personally wouldn't use them because I plan to walk to school, and my bicycle is in sad shape. However, I do feel the community would respond well to adequate bike lanes for those who do bike around town.
49	I have family that lives off this street. Better/safer access for bicyclist and pedestrians to the bit of neighborhood commercial that actually does exist would be a great thing for the neighborhood. It's right there currently, but very dangerous to try and get to. Also, feel for the students that are trying to do the right thing and walk/bike to campus.
50	I have used Old RR 12 the past four years in parts of my running routes. As do many others. Any type of extra pedestrian lanes would be great. Thank you
51	I know this is a seperate issue, but I think the bike lanes on comanche and cm Allen should be on the right side of the parking spots. Cars always cut into the bike lane at the top of comanche.
52	I live on Franklin St. and am excited about the idea of these bike lanes - I would definitely use them. Currently I don't feel comfortable/safe enough to bike in that area.
53	I live on Old RR12 and am much more interested in the removal of the culverts which do absolutely no good at all and making our driveway less steep as the way it is now, and the culvert are a definite safety hazard. Whoever designed the last "improvement" on this road messed up royally. Please do a better job this time! Could care less about the bicycle lanes. We're the taxpayers, not the students. Serve our needs for a change!
54	I live on OldRR12 and am more concerned with the contour of the road and the the steepness of our private driveway than bicycle lanes. Access to the road now is difficult and must be improved for our safety as we are senior citizens. We are just as important as students so please take that into consideration and contact the residents along this road prior to start of construction!
55	I live on Sierra Circle and notice the need for bike/walk facilities every time I drive down RR12.
56	I live on Uhland Road and this street also needs signs that say share road with bikes. West Ave. needs bike lanes on both sides of the street also. Way too many cars park on the side of the road and make it hard to see people crossing or cars coming out of apartment parking lots.
57	I look forward to the completion of the bike lanes. They will make my travels easier when the buses aren't running.
58	I love all the bike lanes we now have and noticed the more we install, the more bicyclists and less vehicle traffic. We need more bike lanes, Guadalupe, LBJ & Cheatham St. The more bike lanes the better. I believe this creates a more attractive town for young professionals / college grads.
59	I once used my bike for most of my in town travel, but the intersection of Sessom and Comanche became much too dangerous. I hope we can extend bike lanes all the way down Old RR 12 so Comanche can be avoided.
60	I only ride on RR12 during very light traffic with no busses. Mostly ride other side streets even when the distance is greater as a result. If old RR12 was a wide 4 lane road with 2 shoulders I might be inclined to ride a bicycle on it.
61	I prefer buffered lanes, but because of the speed limit and reckless driving of students in that area I would prefer a shared path for this area. Lower the speed limit and I would be okay with buffered lanes
62	I ride a bike along this route when I do ride my bike to work (a few times a month), and currently I use the gravel path laid down by the Retreat apartments. It is less than optimum, and I would really like to see this project of a bike lane along old RR 12 done right. I would probably ride my bike more often if there was a bike lane or shared use path along it.
63	I ride from Oak Heights neighborhood to west Campus daily as a bicycle commuter. I work at the University and do not own a parking pass, so bicycling is my only form of travel. Currently, I must navigate through fast moving traffic on Old RR 12 with no lane/shoulder for a bicycle. I ride in the center turn lane. This is a very HIGH priority for me! Would also like to see a bike lane added to Franklin.
64	I ride in my neighborhood where there is plenty of room. I do not support bike only lanes to be ADDED! There are not enough bikes to require the amount of space already provided!
65	I ride on ranch road frequently. Often I do not feel safe enough riding on the road its self and resort to using side streets or other alternatives. A bike lane would greatly improve this tension and allow for smoother transportation via bicycle on this stretch of road.
66	I run the crushed granite path on Craddock between Old RR12 and Wonder World regularly and very much appreciate the path. The more space for pedestrians and bike riders the better.
67	I think it is great you are interested in improving the bike lanes in this town, but what we really need is a mass-transit train system to get to/from Austin and San Antonio.
68	I think this is a great idea. Old RR12 from Holland and Craddock is easily the most dangerous stretch of road in San Marcos to travel on.
69	I used to live off of Old Ranch Road 12 and know there are difficulties between bikes and cars as it currently exists. I don't live along that street now, so I don't think I would use the lanes myself, but it would be nice to have them.
70	I will actually be moving to Austin in a few months, so although I won't be using them, I do see that they could be very beneficial to the students in the area. This section of roadway has quite a bit of pedestrian traffic but is not very safe. Installing bike lanes and sidewalks is a great idea for the area.
71	I would really appreciate bike lanes on Ranch Road 12. I do cycle on this road at the moment (when the buses are not running), but don't feel 100% safe as there is not always much of a shoulder to cycle on.
72	I would seldom travel on Old RR 12

73	I, along with many other cyclists in San Marcos, would definitely feel much more comfortable riding my bike to and from campus along Old Ranch Road 12 if there was a consistent bike lane the whole length of the road. Let's make it happen!!
74	if I lived on ranch rd. I would use them on cool days.no bus on wk. end to get up the hill.
75	I'm fine with making a sidewalk on old RR12, bicyclists don't need an entire lane to themselves though. I am an avid cyclist in San Marcos and have been for years. Bicycles dont take up the entirety of the sidewalk, there is plenty of room for both pedestrians and cyclists with just a sidewalk. On a related note, finish the current construction before you start tearing up another road, PLEASE!!! YOUR POOR DECISIONS HAVE MODE NUMEROUS BUSINESSES CLOSE!! I know that this city is growing at a tremendous rate but having half the city shut down from road work does not help. Focus on one project at a time, and finish it in a timely manner like an adult. Instead of the current tear and leave methods I've noticed in the past where workers tear the road apart and start working on a different road. like north LBJ for example, how long has that road been messed up for? Focus your resources so the people and businesses don't have to suffer. Work smarter, not harder. Finish existing projects before starting more, please. There is no need for a bicycle lane or RR12.
76	I'm glad the city is working on this situation, it will increase safety on a heavily used cyclist and pedestrian area, and would give many, like myself, the confidence to bike instead of drive to the University w/ the increased safety factor.
77	I'm looking forward to a safer ride! Thanks.
78	i'm retired but that wasn't an option on #3. i ride in the area daily. 150-200 miles a week. we need bike lanes and better maintenance on the ones we have. and the shoulders need to be swept more often.
79	I'm very excited to hear that San Marcos is finally taking some initiative on making this town more open-minded towards cycling.
80	In certain areas of San Marcos, bike lanes inconveniently end and begin randomly. Knowing whether to get within vehicular or pedestrian traffic on sidewalks when bike lanes end is always confusing, especially in and around campus. Biking around San Marcos in certain areas is quite scary frankly. Many drivers don't know what to do when a bike is near. For example, they may not know what to do when a bicyclist is waiting alongside them at a busy four-way stop to cross. The reverse is also true though. So perhaps the city could address how to drive along bicycles and vice versa. What is acceptable and what is not for bicyclists and for drivers. As a regular bicyclist, it would be helpful to have some universal expectations and for people to be aware of them. Many bicyclists end up following different rules, most of which are there own. Part of that I believe stems from our tendency to identify with both cars and pedestrians, on roads and on sidewalks. But it's entirely confusing and hazardous. I know this is somewhat off topic. I do appreciate though that San Marcos is attempting to be more biker friendly. I just thought I'd mention this so that it could possibly gain momentum or at least be brought to attention.
81	In question #4 Under "Interested but Concerned" change "they" to "you". What about capturing sex and age range
82	Is there a plan to put in motor vehicle speed reduction measures going down the hill from Holland on Old RR 12? Cars get going way too fast going into the "S" curve.
83	It may surprise you to know we have a large population of retired people living in San Marcos, as well as Students!
84	It seems to me this survey should be redone. Question 3 should allow for more then one option, the current set up is going to produce inaccuracies.
85	It will be so great. I bicycle this road several times each day.
86	Its good to know , the project
87	Just asking for lawsuit when someone gets hurt.
88	Just because bike lanes are installed does not mean RR 12 is safe in its current state. The traffic is too fast and not enough street lights to make biking or walking safe. In addition pedestrian and bikers cannot safely cross RR 12 at Franklin because of the high traffic volume. A light at Franklin would help greatly with the speed problem. We live on Franklin and cannot walk or bike to the neighboring businesses because we cannot safely cross the street.
89	Keep up the good work adding bike lanes. Please consider public information for automobile and truck drivers on how to navigate near bicycles and their lanes. Driver's ed, defensive driving, on line, and as many other venues as possible for dissemination.
90	Make the buffer a concrete curb (http://streetsblog.net/2014/04/15/dc-inspires-bike-lane-envy-with-curb-protected-cycling/). Driver's who are often distracted, drunk, or hold a negative attitude towards cyclists in general pose a grave threat. To provide the most conducive conditions to cycling, this hazard must be thoroughly mitigated. Cyclists, like me, who locally homeowners/rent, pay sales taxes, and also drive one or more vehicles provide the funding for road improvements. The misconception by the most "haters" is that cyclists don't pay for the road. That should be actively ameliorated through widespread advertisement on a local, state, and federal level. Thank you.
91	More bike lanes could be used down hunter into hopkins.
92	more likely to use side walks at first to walk the area and see how traffic flows with bikers
93	Most of the traffic alongside old RR12 is pedestrian, so shared use would be best. Speed isn't really relevant, all pedestrians and cyclists are going to the university, which is only 15 minutes away even by walking. Either way, it's long overdue. We've begun wondering exactly how wide cowpaths need to be for the city to put in sidewalks. The same goes for Aquarena. Enforcing the speed limit on old RR12 wouldn't go amiss either.
94	My husband and I are both employees at Texas State and live off RR12. We enjoy riding our road bikes, but RR12 is too dangerous to ride after 7 a.m. on weekends. We think this is a great idea, but we hope it is done correctly the first time, and isn't like other projects in our city that have had to be re-done because of large errors. Also, until cyclists are ticketed for not observing traffic rules, this could be dangerous as a lot of cyclists in this city REFUSE to use stop signs, stop lights, signal, etc. and RR12 is way too curvy for this kind of behavior.
95	Nearing retirement; have other exercise options.
96	Need light at old rr12 and franklin
97	Need speed bumps on Craddock Street due to excessive speeding traffic from both apartment complexes at both ends of Craddock/RR12 and Craddock/Wonder World bypass.
98	Need to bring city's alternative transportation options such as bicycling, to be safe, functional and aesthetically pleasing. Many, many cities in the US have functional and miles and miles of bicylce-walk--shared use paths in and out and though the city, usually along river banks etc.
99	None

100	Not everyone is 21
101	Old Ranch Road 12 is still a busy street with cars, I think making the travelling safety of the cars is just as important. Many cyclists think they own the right of way to do whatever they want & feel they do not need to obey any laws. I have no problem installing biking lanes but not at the expense of vehicular traffic.
102	Open-Ended Response
103	People using Bikes or any means of rolling transportation should have to be licensed. Their vehicle of choose should be licensed though the city if they ride any where in the city. Since they do cause accidents they need to be insured. There is no reason the people that drive cars should share the expense of the people riding none motorized vehicles for roadway for them.
104	Please bring more bike lanes to San Marcos. I would love to bike to school but there are certain streets where its extremely dangerous to ride alongside vehicular traffic.
105	Please keep bicycles off the roads that vehicles use! The bicyclists are reckless and they're going to get hurt.
106	Please please please bike lanes for Aquarena Springs Dr
107	Reducing the need for vehicles must be the highest priority. Increasing the options for both cyclists and pedestrians will help greatly to achieve this. Thank you for considering these and including them in your planning.
108	Riding bikes in San Marcos can be very hazardous. I've known friends who have been hit before do to cars not looking while turning. I find that any efforts to improve safety in this community are positive and well appreciated.
109	RR12 from Craddock to Holland is not one of my usual travel routes. The images above (particularly the non-shared bike+ped path) look great! They will improve the roadways.
110	Seeing as how construction does not begin until (hopefully?) 2017, I will not be here to appreciate them.
111	Separate sidewalks for pedestrians and timid cyclists. 6' wide, plainly striped shoulders (not designated bikelanes) The constant reference to "bikelanes" is annoying to people who actually study vehicular cycling. Bikelanes are not universally accepted as being helpful to motorists or cyclists.
112	Shared use paths are great; however, there is NO scenario in which the City should undertake a roadway reconstruction project that does not include continuous, on road, bicycle facilities. Please also consider cyclist safety in the design of storm sewer inlets. Thank you!
113	Shared use paths unsafe for bicycle travel because everyplace they cross a drive or roadway is an opportunity to get nailed by motorist who is not expecting cross-traffic. On-road bike lanes are safer and more efficient for bicycle transportation.
114	Sharing Lanes with Vehicles or bike lanes crossing to the middle of the street are still dangerous. Most vehicle drivers are too careless, get angry, or are distracted on cell phones to pay attention to bikers crossing or sharing lanes. I prefer a separation between the two to feel much safer.
115	SO excited to see this being planned out! This was a very dangerous stretch of road for cyclists. I never rode it myself (always rode my bike in smaller roads around it to avoid it), but I saw some braver cyclists come dangerously close to cars several times. Kudos!
116	So far the city has put bike lane in drive lanes. That is a receipt for accidents because car drivers must follow the bike riders at their slow pace. Bike lanes should be separate from car lanes. You may have to rethink for the bike that are already put in the middle of car lanes. I have not seen those in any other place in the country. Whoever did that was not thinking at all about the consequences, esp. on heavily traveled roads.
117	Thank you for investing in alternative modes of transportation!
118	Thank you for this survey - SM is moving toward bicycle-friendly status!
119	Thanks for asking!
120	The only reason I don't anticipate using these particular lanes/paths is because I don't have much reason to visit that part of town and don't have a safe route to get there by bike. I do feel really strongly and enthusiastically about shared use paths and would like to see them all over town. If there were shared use paths between my neighborhood (Dunbar) and anywhere I was going, that would make me choose my bike over my car. It's not that I'm not a strong or confidant rider, it's that I think drivers are not conscious enough to pay attention and that bikes should not have to 'share the road' with cars because they simply cannot offer as much protection or as much presence on the road. I've known of too many people who have been hit by cars while riding on roads, even in heavily bike trafficked areas where drivers should be used to looking out for them.
121	The shared use plan should have been used all over town to keep the cyclists safe and away from traffic.
122	The site utility and drainage improvements should be the priority of this project! Sidewalks and bike lanes should ONLY be considered if monies are available upon completion of the utility projects. If monies run short, sidewalks are preferred over bike lanes. Additional funds should only be considered upon approval by the voters.
123	The traffic system near Old Ranch Road 12 is confusing. I would like to see more actual sidewalks in San Marcos. I work from home and would actually walk/ride a bike more if I felt safe doing so. I am from California where bike/pedestrian areas are very clearly marked. Trying to cross highway 80 anywhere other than at River Road is asking for an accident.
124	There has to be a safe pedestrian crossing of rr12at Franklin.
125	This needs to be dines ASAP before someone loses their life. I have seen numerous close calls at night particularly with college students walking right at the edge of the road sometimes wearing dark clothing, almost impossible to see
126	This project will only be a costly boondoggle used by very few people and creating additional traffic problems during construction and perhaps afterwards.
127	This section of road is majority traveled by cars, bikes and pedestrians both. I forsee commercial/retails spaces along the street which is why I would prefer a shared path vs bike lanes on either side. Reduces the number of times bikes and cars intersect. This relies on the sidewalk being on a certain side of the road. The flow of pedestrians and bikes is similar in direction based on the time of day so conflict and reduced speed by bicyclists will be minimal in my opinion.
128	Use for biking or walking for general exercise.
129	We continue to see the student population benefit from the taxes that locals pay every year. Where is the survey to benefit areas that are more populated with people that have lived and will continue to live in San Marcos?
130	we just moved to the area and are looking for safe places to do some recreational street cycling! we have ridden in 6 MS 150's but are still not fond of riding in crazy traffic! thanks for involving us in this project!

131	We NEED bike lanes on old rr 12. The drivers drive soo fast on this road that it is unsafe to bike. I am forced to walk to school. we also need a walk sign at the corner of Old Ranch 12 and Holland, so that people are not inclined to Jaywalk. Please, please, please, make this happen. I am absolutely sure residents of San Marcos will be willing to suffer more construction over making the roads unsafe for cyclists.
132	We need to continue a strong effort in San Marcos towards implementing complete streets programs!
133	When and if this finally happens, it will be awesome!
134	Where is the section that says "NO BIKE LANES AT ALL" This is no survey this is a joke and item 6 doesn't let you vote
135	Why is the city wasting time and money creating and maintaining bike lanes? Do bicyclists not have to abide by the same road regulations as motor vehicle operators? The city should concentrate on completing current road projects rather than catering to a very small minority of bicycle riders with "feel good" projects. Even though there are no bike lanes on Bishop Street, why did taxpayers pay to paint the "Bike Lane" emblems on the street? Yes, I understand there are federal matching funds, but it is all still taxpayer money. Have more fiduciary responsibility to try to lower the tax rate. City utility rates have increased with no noticeable improvement in services. The city should maintain roads and utilities, and quit spending tax dollars on projects that seem like a good idea to a city planner, or because some other city did something "different".
136	Why is there no place to simply say "no bike paths on RR12." When are we going to stop spending gobs of money on a hobby for perhaps 1/10 of one percent of SM's population?
137	Why is this just about bicycles? Look at the need for pedestrians to travel safely also. They've worn pathways on both sides of Old RR 12 indicating a strong need to accommodate their transit also.
138	Why not take the improvements all the way into town?
139	With heavy traffic, both bike and pedestrian lanes should be separated from traffic lanes. Safety should be a priority. Also, the current "walk" lights at traffic signals are too short.
140	Without connectivity to other dedicated shared use paths it would be difficult to choose that option. Craddock has crushed granite making them less desirable for bike transportation. Please don't utilize that in the future. Bike lanes are a better option if connected to other on road facilities. With so many options of bike facilities (examples: sharrows on Charles Austin, narrower bike lanes on Riverside, bike lanes with parking on CM Allen, share use paths on E. McCarty and Craddock, large shoulders on Wonder World and Hunter, and light traffic roads like San Antonio st) it takes hefty public education for cyclist and motorist to understand appropriate use. A comprehensive bicycle master plan is necessary to proactively plan an effective and efficient bicycle and pedestrian transportation network. Would either option be maintained to keep debris free. Other bike facilities are rendered obsolete by glass, gravel and other debris.
141	Would like bike lanes on Hunter road new part! need them there a lot.
142	Yay! bike for lanes of any kind! :)