

Option A: Abram Street with 2 Thru Lanes

Comment Card #	What I like most about Option A	What concerns me about Option A	Other
1	Large sidewalks	N/A	
2	This is the best option and has the greatest potential of creating a "great street." This option has the least impact on traffic, provides wide sidewalks and buffer/landscaping area and provides a high degree of available on-street parking. This option will also benefit the City Center, and it will have a positive influence/impact on further economic development.		It is a mistake to do nothing.
3	Streetscaping. Center turn-lane	N/A	Voters approved this in 2008. Please get this done - majority have already voted for it!
4	N/A	N/A	
5	This option has the best potential to claim the traffic which creates the best opportunity for pedestrian based economic opportunity and growth.	N/A	Lack of bike lanes.
6	Much less traffic. Pedestrian-friendly.	N/A	
7	More pedestrian oriented. Less vehicular oriented.	Only minor design considerations. Missing in regards to improved pedestrian safety.	
8	Wide sidewalks. Street trees. Encourages pedestrian activity.	Not pedestrian friendly enough.	
9	Pedestrian friendly!	N/A	
10	N/A	N/A	
11	Nothing	Too narrow. No thru, left-turn lane. Blocks at manholes (no place to park, blocks traffic).	
12	Nothing.	Too much traffic for single thru lane will continue to be an issue. Division Street needs work itself and the other east-west street cannot handle the kind of overflow.	
13	N/A	This is a bad option. Not enough lanes for traffic.	Current design should be an option.
14	The buffer created between businesses and traffic will create the feeling of outside spaces for pedestrians.	I don't have any except that I would like to see accommodations for bicycles.	
15	N/A	N/A	
16	To me this seems to provide more pedestrian friendly space.	The lack of bike lanes.	
17	N/A	N/A	I would prefer to leave the lanes as they are, as much as possible. I would like prettier sidewalks, a lower speed limit, and nicer, wider pedestrian crosswalks
18	N/A	N/A	Existing is good but could improve appearance. Should not use the word "improvements" in describing any option of each concept. Could use some temporary "board walk" to simulate some options of A, B and C - before and after.
19	Option A and B have similar traffic flow times - both are better than Option C. Option A has the most pedestrian space. Therefore this is my best option.	I think that Option A would be better without parking. Parking would have to be off of Abram Street.	
20	N/A	5-lane option should have been an option for consideration	
21	Ease of use - turn lane is consistent. Good walkability. More visually appealing.	Don't like the rear-end parking. Curb cuts are a problem.	Need bike lanes.
22	Improved sidewalks hopefully will bring more foot traffic to area businesses and draw café/restaurant/shopping options.	N/A	
23	Pedestrian-friendly. It will attract businesses to this corridor - reminds me of Grapevine. It will create a nice buffer north of UTA.	Slowed traffic flow will increase the need for repairs and maintenance on Division Street.	Will it be safe for bicyclists?
24	N/A	N/A	Use street striping and "temporary barriers" to designate proposed lane/sidewalk configurations and other changes as a "trial" to see what format works best. Temporary barriers could be those yellow rubbery posts like ones used along toll lanes, or use concrete barriers which could be moved to different positions for a trial design. Figure out which "temporary option" works best before investing millions of dollars in design and construction. Also when results are decided, project can be done in stages to minimize effect on businesses. Construction on Cooper, Collins and other streets have caused many businesses to go out of business during long periods of reconstruction, or if they survived, struggled to make a profit for years. Check out the Better Block / Better City information for planning streets, etc.
25	Pedestrian buffer and vegetation. Simple and consistent traffic maneuvers. Raised medians will reduce/eliminate confusion and potential accidents - vehicles trying to turn across traffic during peak hours. Will bring people to downtown.	N/A	
26	Plenty of visual and functional space for pedestrians. Great for pedestrian traffic, protects and allows for safer walking spaces. Great amount of available parking (especially the protected parking). Could work for bikes too with its large pedestrian space. Great for UTA students. I like the grassy area.	Could cause trouble for traffic flow with reduced lane areas. Mid-block crossing needed, especially in center to east portion.	
27	Reverse-angle parking is very effective (i.e. Omaha, Nebraska). More parking spaces. More potential for foot traffic.	Need more mid-block crossings.	
28	Nothing	One traffic lane in each direction is insufficient and will cause increased unacceptable congestion.	Leave Abram Street the way it is now.
29	More pedestrian friendly. Provides a turn lane so traffic doesn't back up as much. Two minute + 30 seconds is not a lot of additional time from Collins to Cooper during peak time.	Needs additional highlighted crosswalks to draw attention to the pedestrian.	
30	Small impact on traffic. The street parking is safer. I like the walkways.	The parking still makes me uncomfortable, but less so.	
31	If the worst could be 25 seconds increase in travel time, then I am all for it. I like the room for green plants or bioswales.	I trust in reverse angle parking but I don't think people will accept it yet. I would like to see mid-block crossings.	I don't see bike parking on any of the designs.
32	The landscaping and trees. The ability to slow down traffic and make it safe for families, groups and bicyclists. One unique street in a city with too many ordinary streets.	Extra parking areas, re-routing of traffic to other streets.	Where are the bike lanes?
33	N/A	N/A	I just heard someone say that "pedestrians don't spend money." As an employed person who walks down Abram Street 2-3 times a week, I can assure you this is not true. I love Arlington, but you are fighting a losing battle with people who think the suburbs are the "American Dream" and that Arlington can even still be considered a suburb. The real economic downturns will occur when no one wants to come to Arlington anymore because it is an outdated mess.
34	While this is an option, I truly prefer and I believe that Option B is a better compromise for existing businesses and to accommodate reasonable traffic flow.	I am mostly concerned that it would create ???	
35	Best choice!	N/A	
36	N/A	N/A	I don't know which plan is better. It is important to me that Abram Street is a place to come for many reasons.
37	Nothing.	Traffic congestion	This is a very misguided and misleading questionnaire with no opportunity or consideration for Option D "Leave as is." It is clear that the city has no intention of entertaining that option. "None of the above" should always be an option. It's a major thru-way and traffic flow is paramount. Move pedestrian and bicycle traffic to less travelled streets.
38	I don't like it.	It reduces traffic flow and harms the businesses on the street.	
39	I don't like it.	It reduces traffic flow and harms the businesses on the street.	
40	Supports future "new development" in the central business district. Addresses the West to Jeffries "uses"	Nothing	
41	Very pedestrian friendly-my personal priority. Makes the most pleasing and desirable environment for people and businesses. Love this option. Outstanding for bringing more people downtown.	Not much concern at all	
42	Although I worry a little about losing too much vehicular traffic, I think this is the best option for all transportation modes. I would recommend the widest car lanes possible to allow for bikes on the street. Really like the streetscaping opportunities.	N/A	
43	Superior to any other option (B or C or inaction) Division St. needs some reclaiming from its state as 40-50 mph thoroughfare too, but Abram is the clear choice for reconfiguration to take role of slower downtown-central, people friendly & inviting "green" or "garden" street. Option A takes an already somewhat welcoming thoroughfare and transforms it into a venue for various "place-making" and development of local block character	N/A	pgreen.treehostia.com-perspective color views will sell the of back-in parking to skittish public
44	Functional for traffic with safety for pedestrians. Downtown will have a distinctive & appealing look. Should attract businesses, creating more patrons to area	There will be an adjustment period for local drivers, but signage for lanes is necessary with this plan.	
45	N/A	Impact to local businesses both during and after construction. Hopeful that the redirect of traffic is to adjacent parking not adjacent alternative business. Huge issue to consider with reverse back in spaces, since they are not anywhere else, fear of education on how to use outweighing usefulness.	seems like "A" was the only option that really made sense
46	Nothing	Unrealistic for how this area is traversed.	
47	Nothing	I have seen this area of Abram St congested all throughout the day. I do not believe this area needs any improvement. If the money has to be spent, spend it on fixing the area between Collins to New York. That area is one of the worst areas in Arlington.	

48	It makes Abram a welcoming central downtown space for Arlington much like Sundance Sq. in Fort Worth on the W. 7th corridor where I presently spend much more time than in Arlington because of these factors. As do many others. Lets quit sending everyone west & east.	N/A	
49	N/A	N/A	
50	I like this option the most for the purposes of walkability. I have walked along Abram Street to attend some of the businesses and I believe making it more pedestrian-friendly would promote more business in this area. Many students and city workers walk to the restaurants each day and the current sidewalks and crosswalks are not very safe. I like this option because it eliminates or reduces the traffic and will free up sidewalks for pedestrians	The only concern I have with Option A is the amount of drivers that may still want to take this stretch of Abram since it would increase traffic time during peak hours. I do not want the amount of traffic to interfere or hinder pedestrians as it currently does.	
51	Scouring of traffic peeks will force thru drivers to select another street	Grave concerns about back in parking. Many elderly people cannot back in. They go all over the road or driveway. I think you will see many scratches and unhappy people.	
52	It promotes a pedestrian style in downtown complementing the development of higher density residential and commercial projects. More peoples gives more opportunities for business to thrive downtown.	Provide improvements to parallel thoroughfares to give motorists options to travel east-west in the central area of town	
53	This seems to be the most appealing option for the largest number of users/drivers, bikers, and pedestrians. The slower traffic and wider sidewalks will make it a more pleasant place for people to spend time, increasing the economic viability if the street as well.	No concerns	
54	I prefer plan "A" with 2 lanes which seems better than other options	N/A	
55	Abram Street is currently and aesthetic disaster. Its looks and many of its businesses are totally incompatible with any workable/acceptable main street. I like this option because it will hopefully change the demographics making it pedestrian friendly and changing it from a rat race cut through to a fully accessible part of downtown Arlington. For all which this option offers will hopefully encourage more people friendly area for business and encourage the right businesses for a downtown that we can all enjoy.	That it will not be carried through as proposed to please the dissenters and we will end up with compromise that will be a failure. I feel this option meets the criteria of a downtown that people will want to visit compared with what we have now and the other 2 options or just leaving it be. I think it is the only one with any real prospects. No concerns at all	
56	This is the most effective for pedestrian friendly environment. The time is now to act...a 30 year decision for the benefit of this city	People who view this option need to realize that there are turn options.	
57	N/A	N/A	
58	Wider sidewalks, more room for street trees & other sidewalk amenities. I think this will attract new and better businesses downtown. First choice.	To work, need buildings 2+ stories on both sides-no 1 story buildings and no parking lots next to streets. Turn lanes, in general do not like center turn lanes, although these are better than the suicide lanes on other streets. Would prefer center median with trees.	
59	Nothing, leave Abram Street as is and work with what is there currently just like Center Street was improved by just leveling the street, no changes of any sort.	Parking and rush hour would be the issue. The road needs to be leveled and not be crowded as this option would make it.	
60	N/A	I am for Option D which I do not see on here. Are you seriously spending tax payer money to increase traffic? Don't do it! Maintain the system we have now and if you spend money to do anything spend money to decrease traffic congestion!	
61	Nothing. Develops over what the public wants	Back in parking. Hard for older drivers to do. You are more interested in increasing property values than serving the citizens.	
62	Nothing	Would restrain police, fire, and EMT flow. Poor traffic flow. Damage to businesses. Waste of taxes	
63	Nothing	will slow and back up traffic	
64	Nothing	This will create traffic and instead of dealing with traffic I will avoid the area altogether	
65	I do not like anything in this option. The idea of reducing the existing lanes from 5 to 3 only invites increased congestion, no matter whether it's 2017 or 2030.	See Above. Also: What concerns me about this study of three options is the cost Arlington has paid to the consulting firm; and they are not even a local entity. Why not have a design competition by ordinary citizens? We might just surprise you, since we do live & work here.	
66	Reduction of traffic speed	Left turn lanes? Otherwise bottle necks	I was not able to attend last week's meeting and found nothing on arlington.org, so my answers will not be as informed as I would like
67	This leaves room for parking at the businesses	There needs to be a turn lane	
68	This option in my opinion adds more opportunity for modernization of downtown. I really like the back in parking, but it is going to be trying at first to get locals to allow	Traffic flow in the AM. Currently the Donut place drive thru window creates a safety hazard by blocking the right lane of the street. While this should not be permitted to happen, I'm guessing under the new design they will just block the turn lane. A reroute of the drive thru should be considered. (Clockwise from Mary Street?)	
69	N/A	N/A	This Comment Card was damaged in post, so most of the information was not legible. The text that was visible is recorded but may not make sense.
70	More space for pedestrians to walk. In all 3 options, there are medians to reduce turning into businesses from the other side...such as McDonald's @ Cooper St where it backs up constantly	Turn right only lanes cause back up. People realize last minute that they don't want to turn & they try to switch lanes. Reverse Parking- People will see a spot, stop suddenly, then try to reverse with someone right behind them.	
71	I would like to cast my vote for Option A	N/A	
72	Allows for adequate flow for driving traffic to downtown business while greatly enhancing pedestrian traffic	Needs better visual renderings of street scape views.	
73	This is the best of all the options & the best for downtown's future	N/A	
74	Best option for Arlington!	N/A	
75	Fewer lanes may slow traffic, allow for more easier walking	N/A	
76	More pedestrian friendly. Invited people to stay and they will enjoy many downtown features. Good for the environment. More biking	N/A	
77	N/A	N/A	
78	It is pedestrian friendly and allows for bike lanes for students that do not own a car, they can ride downtown, hang out, eat, and have fun without going to Dallas or Fort Worth. It feels safer	More pedestrians-more security needed. Parking	
79	N/A	N/A	
80	N/A	N/A	
81	It looks nice but the traffic congestion will be horrendous. If you want a walkable boulevard, then close the street and make it walking only. It will end a mediocre mess with this plan	Tail end parking. I think there will be a lot of accidents. Too much weaving by cars. There will be a lot of accidents! Instead of making Abram St a mess. Take Abram & Main and create a one-way pair, just like Center & Mesquite. Lanes are too narrow at 10 feet.	
82	N/A	Money is being wasted on a part of Abram St that does not need work. East of Collins needs repaired. Also Mitchell and Collins south of Park Row	
83	N/A	Current configuration is best	
84	I like this one slightly more than "B". We need the turn lane, and we need the wider sidewalks-pedestrian flow and traffic flow and parking (I like the idea of "reverse angle back in") are all important to me and to the downtown area. We enjoy the Levitt! I would like to support the downtown restaurants and businesses and encourage more! Hope I see new library in my lifetime too!	N/A	
85	I like the wide pedestrian friendly feel and look that Option A presents. Larger sidewalks, room for trees, trash cans, benches, and landscaping. This option moves traffic almost as quickly as each of the others with the addition of walkability the other options do not have.	I would want to assure the current businesses along Abram that construction impact on their business will be well planned out with many options to allow business to continue and thrive during construction.	
86	Nothing	Current 5-Lane is better!	
87	N/A	N/A	We agree to any of the three options if: 1) Land is not taken from private property owners. 2) The plan does not contribute to the already existing serious problems with the "homeless folks". 3) The plan does not create any traffic congestion. 4) The plan won't have any ill affects for businesses or residents during construction. 5) There will be free parking available for all that want to take advantage and enjoy the benefits of this proposed Abram St project. 6) Please promote the history of historic Abram Street by placing plaques in the sidewalks or installing informational pole markers which would note the history from Cooper to Collins. Please consider scheduling a meeting for the property owners within the proposed project.
88	slower traffic, wider sidewalks, streetscaping, creating a pedestrian friendly downtown, future possibilities	backing in-not everyone is good in reverse. I would prefer the option of only 2 lanes, no turn lane, "the death lane" and no street parking. We have plenty of parking on side streets and those parallel to Abram.	
89	Need to slow traffic. I would support an option slower than Option A	That the city council won't choose Option A	
90	Nothing	Apartments on W. Abram & now proposed downtown. More traffic minus 2 traffic lanes = disaster!	
91	Nothing, absolutely nothing	see attached	This card was received with a 5 page word document of comments that is included in the combined PDF of all Comment Cards and on a separate tab in this spreadsheet.