

From: [Friddle, Kathryn M](#)
To: [Daniels, Keith](#)
Subject: FW: HPCA-23-00089
Date: Tuesday, August 1, 2023 2:55:56 PM
Attachments: [Survey-Output 5-9-2023 330pm.pdf](#)
[CHEH May 31 2023 Meeting Notes.pdf](#)

Comments and attachments for 23-00089.

From: Halley Reeves [REDACTED]
Sent: Tuesday, August 1, 2023 2:05 PM
To: Friddle, Kathryn M <kathryn.friddle@okc.gov>
Subject: Re: HPCA-23-00089

Apologies. I failed to include my attachments. Please find the attached first survey output and the meeting minutes from the second meeting. The subsequent vote included 291 people who voted in favor of the option that is before you now.

Best Regards,
Halley and Patrick Reeves

On Tue, Aug 1, 2023 at 1:59 PM Halley Reeves [REDACTED] wrote:

Greetings Katie and HP Commissioners,

We are writing in support of the proposal to create a safer walking environment on Shartel avenue. We are homeowners directly on the corridor and have had a front row seat to the process in the neighborhood over the past several months (and know this project has been in the works for many years). Attached is evidence of this extensive community engagement process (with multiple community meetings in the neighborhood, a poll and a voting process that included hundreds of our neighbors) to this email for your reference.

Thank you for your time and effort on this matter.

In Gratitude,
Halley and Patrick Reeves

--

Halley Brunsteter Reeves
[REDACTED]

--

CHEH Sidewalks Community Meeting #2

May 31, 2023
Meeting Minutes

The community meeting at 6:30pm on May 31, 2023 was an opportunity to collect opinions about and review the resulting, vetted options for sidewalk improvements on the Shartel Corridor.

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Introduction:

Molly McBride, Crown Heights-Edgemere Heights neighborhood president began by introducing the topic and establishing the general ground rules for the meeting. Molly explained the following:

The city designated Shartel as a Pedestrian Priority Area and budgeted funds to improve the safety on Shartel. Initial concerns about sidewalks running through steeply sloped and highly landscaped yards have been heard, and the city is no longer considering "traditional" easement sidewalks on that corridor. However, the dollars are still budgeted for infrastructure improvements related to safety and connectivity on Shartel through CH-EH (Walker is not on the table currently).

Following the first community meeting on 5/9/2023, the neighborhood board voted during the 5/16/23 board meeting on a process that is as follows:

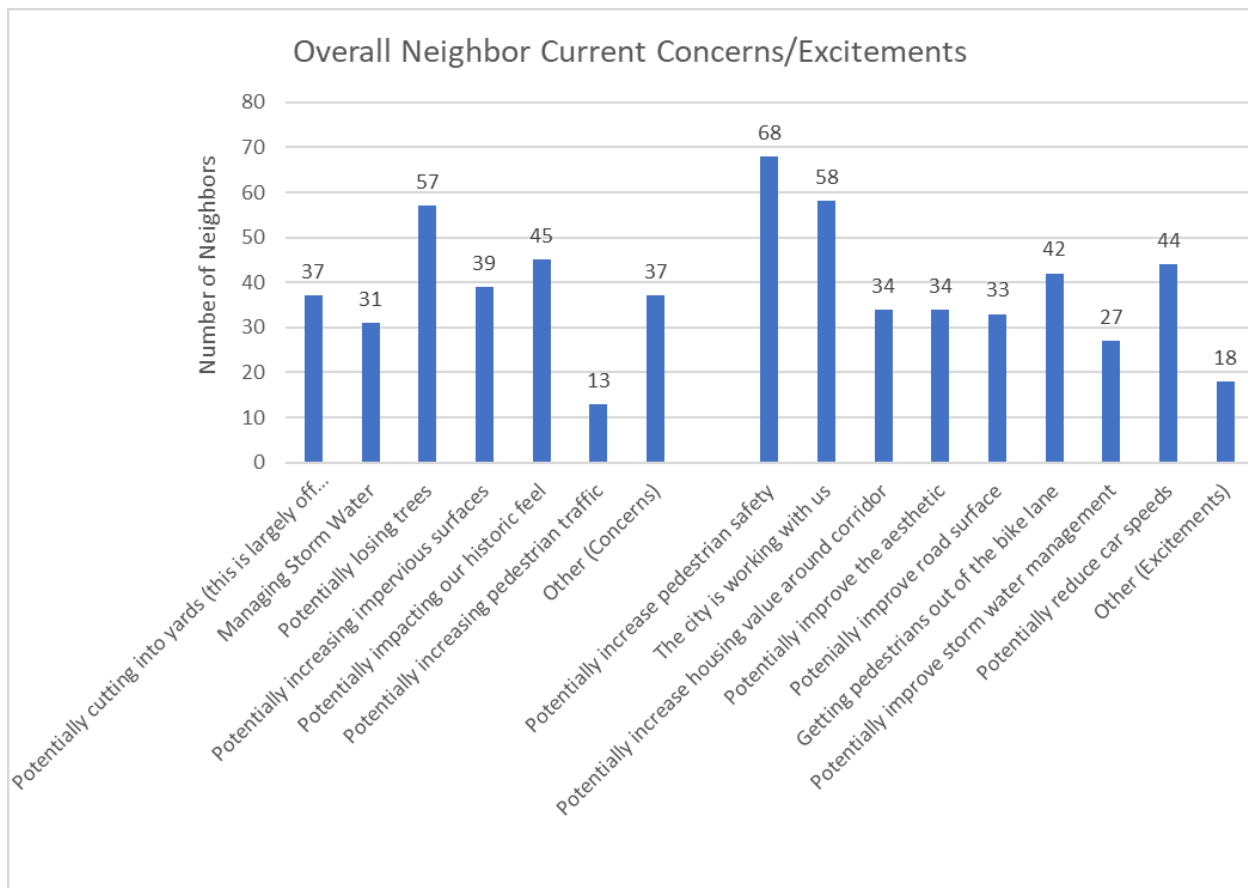
- Generate Ideas - 5/16/23 – 6/1/23
- Meet about Ideas - 5/31/23 6:30-7:30pm
At Westminster Presbyterian Church - 4400 N. Shartel Ave
- Distribute Information about Generated Options
- Early Electronic Voting - 6/6/23 – 6/13/23
- In-Person Voting - 6/13/23
At Westminster Presbyterian Church - 4400 N. Shartel Ave.

Molly continued to describe the board's development of a Walkability Committee to put together options and vet them with different groups to ensure anything voted upon is viable. She then introduced Halley Reeves, a neighborhood board member, who has been leading the committee of volunteer neighbors. These neighbors are all professionals in different, but related fields include city planning, engineering, public health and law.

Background on the Vetting Process:

Halley Reeves began by reviewing the output of the first survey of neighborhood residents establishing shared values for the type of environment we would like to see in our community. Of the 109 neighbor responses included in the analysis, the excitements and concerns about what respondents wanted to see on the Shartel corridor through the neighborhood were described.

Below is a graphic that illustrates the volume of respondents who called out the specific concern or excitement:



Below please see the top 5 outcomes and the number of votes for those items:

Top 5 Concerns and Excitements	
Concern / Excitement	Number of Neighbors Expressing It
Potentially increase pedestrian safety	68
The city is working with us	58
Potentially losing trees	57
Potentially impacting our historic feel	45
Potentially reduce car speeds	44

More information about the output of this first 'concerns and excitements' survey can be found at www.ch-eh.org/walkability

Following the 1st survey's overview, Halley Reeves began to describe the process by which the walkability committee landed on the three options. First, the committee released a 2nd survey that was open to all neighbors seeking ideas about options for sidewalks. There were 19 responses – 18 unique responses - to that survey and all ideas were explored for viability. Suggestions included no change (which is an option), a cycle track – which is where bike lanes are on one side of the street only, and a serpentine path in the median (which is an option). Of the aforementioned options, the cycle track option was not viable because of the width of the road needed for such a

street design. All ideas generated were conceptually drawn by the committee vetted with a number of stakeholders to assess feasibility. The stakeholders included the following:

- OKC Beautiful
- City Engineers
- City's contracted engineers
- Historic Preservation
- Oklahoma Historical Society
- Westminster School (regarding the school's Lower School carpool line location)
- Oklahoma City Memorial Marathon (regarding the route of the Oklahoma City Memorial Marathon and Gorilla Hill)

All of the options included in the meeting were vetted for construction feasibility, stormwater conflicts, maintaining as many trees as possible (only one option remains that impacts trees), pedestrian and bicycle safety, potential issues with historic preservation and feel, and connectivity. There was concern expressed by the neighbors present that the committee did not have an arborist on it.

The committee was asked by the CHEH neighborhood board to create a criteria matrix for each of the options. Using the output of the Concerns / Excitements Survey (the first neighborhood survey), the team then rated each of the resulting option using these criteria. An example of such a criteria matrix is found below. This was an average of the responses from 5 committee members – **Please note: this is an example of what 5 people understand and not representative of the entire neighborhood's thoughts.**

	No Change	Serpentine Path	Elevated Walking Path	Painted & Separated
Safety				
Protect Trees				
Historic Feel				
Reduce Car Speeds				
Separating Pedestrians from Bicycles				
Impervious Surfaces				
Cutting into yards / Landscaping				
Increasing Housing Value				
Aesthetic				
Road Surface				
Storm Water Management				
Volume of Pedestrian Traffic				
Regular Maintenance Costs				
Short-Term Disruption during Installment				
Bicycle Safety				
Continuity with Corridor outside CHEH				

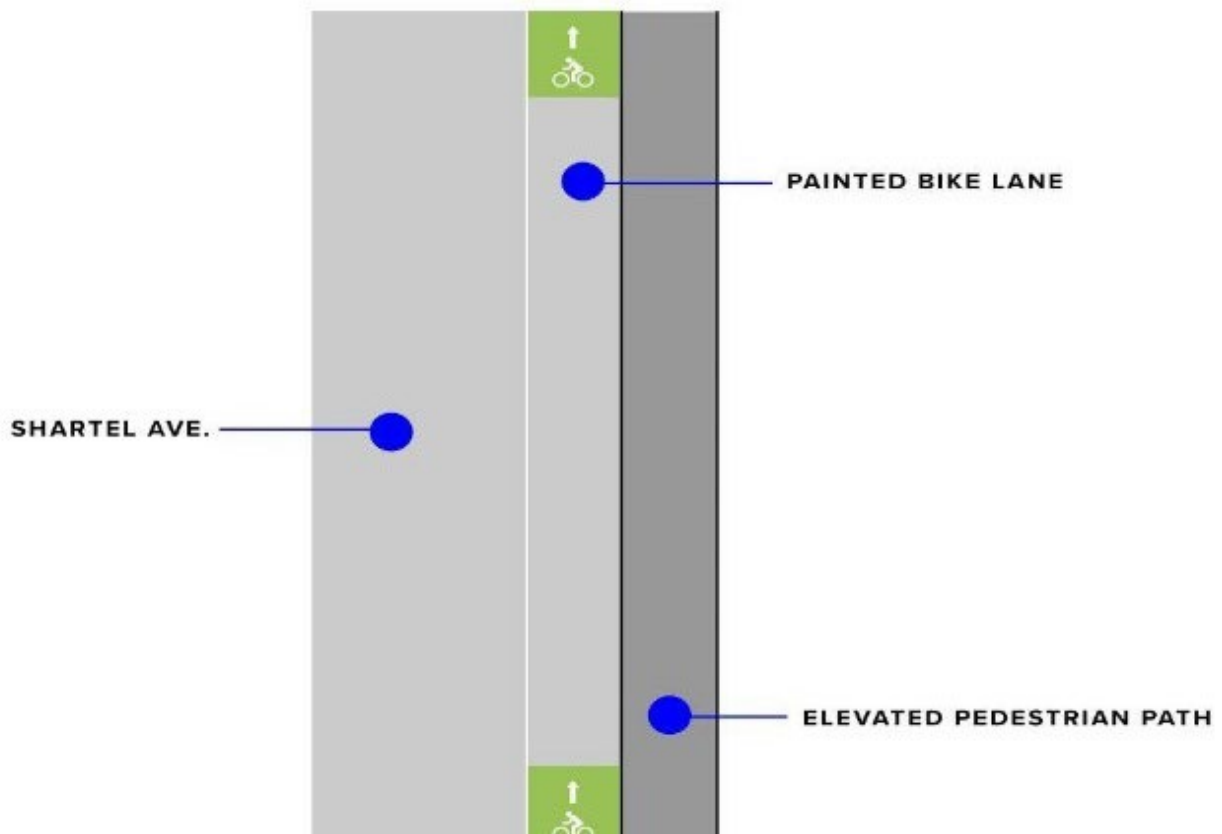
Following the description of this criteria matrix example, the people present at the meeting were asked to present their own thoughts about strengths, weaknesses, opportunities or threats (SWOT) for each of the resulting options. Neighbors who were present were given sticky notes and dot stickers to add to the conversation about each of the options. Everyone was broken into 4 groups and spent 5 minutes examining and responding to each of the options for a total of 20 minutes exploring options.

Below are descriptions of the options and the opinions of the participants of this meeting.

Vetted Option Exploration

Elevated Sidewalk on the Roadway Option

Description: from existing Northbound east curb – outward into the roadway. A raised sidewalk (using the same footprint of the road but elevated) and a bike lane (on the existing roadway). The elevated sidewalk option is one that separates pedestrians, bikers and cars. It remains within the footprint of the existing roadway while providing a new curb. This would be substantially safer than the existing bike path as it would provide a level of protection for pedestrians not currently offered. Additionally, the elevated path option has the potential to reduce car speeds by reducing the road width but not impacting the OKC Memorial Marathon route. There were two illustrations presented at the meeting. (1) The below conceptual illustration was presented as well as (2) an illustration of the entire corridor adjusted to not place the raised sidewalks over any existing storm drainage inlets and man holes.



Elevated Sidewalk on the Roadway Present Neighbors' Feedback

Below are the thoughts and opinions of the participants of this particular meeting. Some may be misunderstandings.

Strengths

- Increased safety for Pedestrians (*Emphasized*)
- Increased safety (*Emphasized*)
- Overall best Idea (*Emphasized*)
- Only on one side of the street
- Doesn't disturb current drainage
- No trees harmed

Weakness

- Greater short-term disruption
- Limits evasive maneuvers for cyclists (*Emphasized*)
- Only on one side of Shartel (*Emphasized*)
- Affects historic drainage drop-off (*Emphasized*)
- Greater expense [for city] (*Emphasized*)

Opportunities

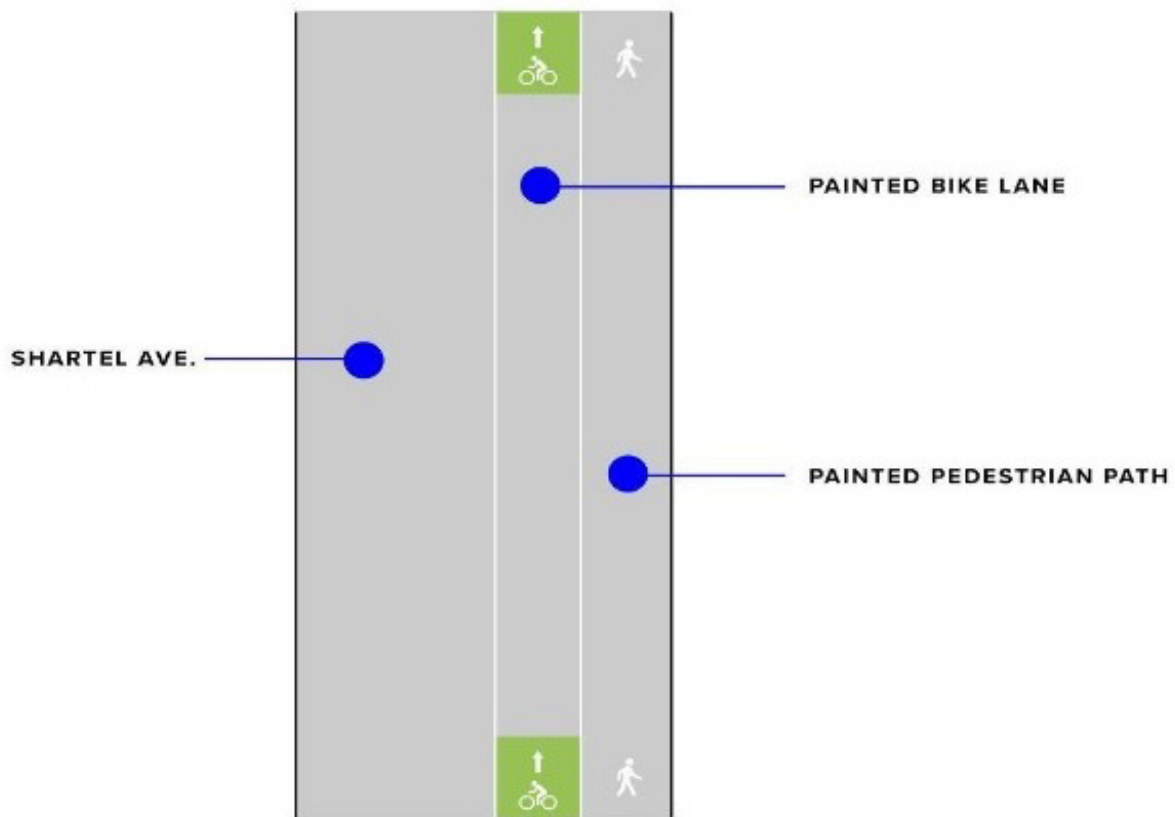
- Need crossings and stop signs! *Emphasized*
- Increase safety for Pedestrians – Yes. Add Stop Signs on each crossing Street... Cameras to enforce that.
- If we are going to have a sidewalk, this may be the best issue.
- On West side, make a combo walk/bike re-stripe without raised sidewalk.
- Added texture on street on inside of bike lane to notify cars if they leave the lane.

Threats

- More dangerous – could fall off curb / bicycle could hit curb *Emphasized*; Safety issue with the elevation *Emphasized*
- Higher level of injuries due to elevation changes.
- Drainage?
- More disrupting for driveways *Emphasized*

Painted Bike and Walking Path Option

Description: The painted, separated path would simply be a repainting of the bike path to separate a space for pedestrians and bicyclists on the existing road surface. While this does provide for a pedestrian right of way, it may not meet ADA requirements. This option would be on BOTH sides of Shartel.



Painted Bike and Walking Path Option Present Neighbors' Feedback

Below are the thoughts and opinions of the participants of this particular meeting. Some may be misunderstandings.

Strengths

- Includes both sides of Shartel
- Least Disruptive to our neighborhood
- May be opportunity as it will slow traffic
- Minimal Impact. *Emphasized*
- Wider – Clarifies bike lane
- No trees are harmed – doesn't hurt the trees

Weaknesses

- Not materially safer than what we currently have – changes nothing.. no added safety
- Pedestrians are still on the street
- Not necessarily adequate for disabled persons
- Waste of money as bike lanes were just recently painted
- Would need to negotiate with Westminster as carpool lane narrows
- Street is too narrow – trees will be affected no matter what is done

Opportunity

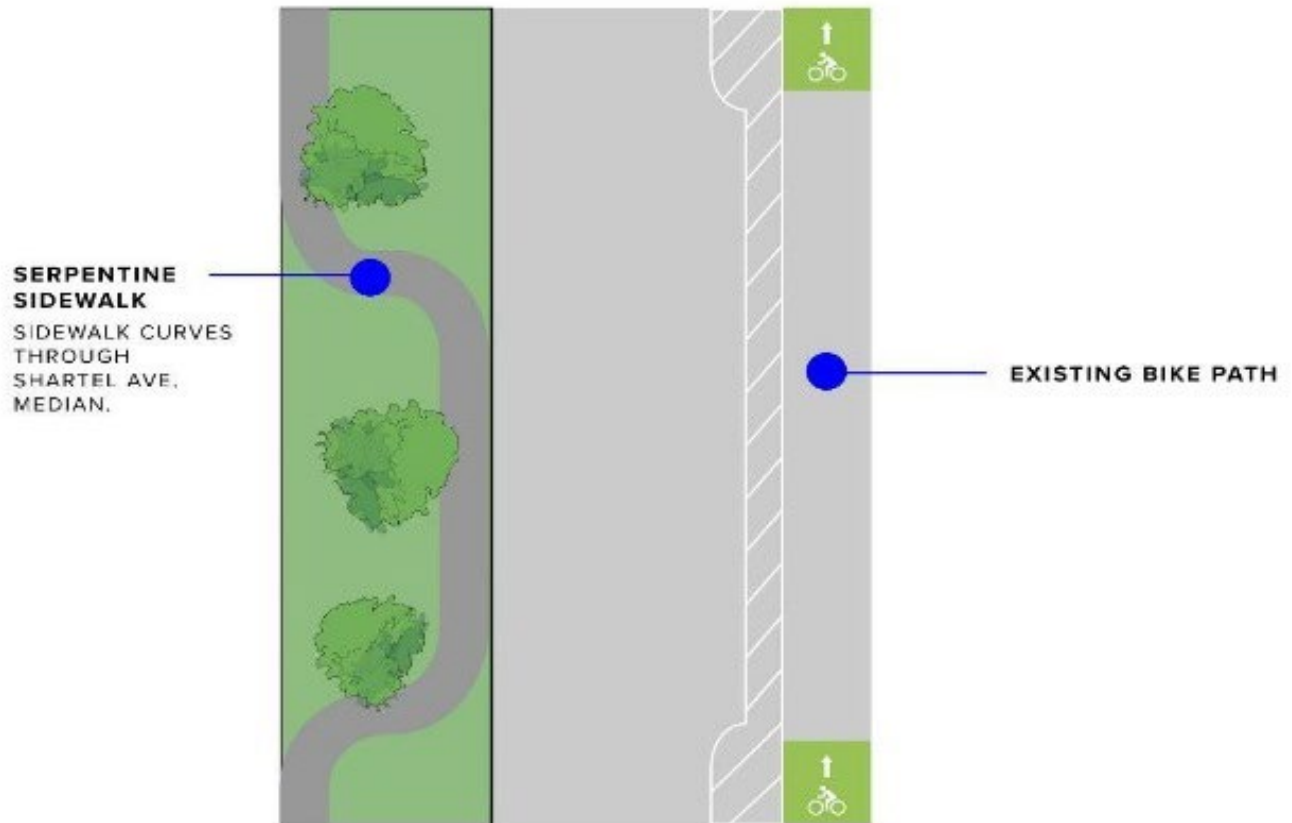
- Adding a bumper strip on outside of bike lane to signal automobile drivers to pay attention
- Add automated traffic speed sign to slow traffic

Threats

- Needs to re-pave pedestrian area because it is not level
- Not effective as safety improvement *Emphasized*
- Ugly

Serpentine Path in Median:

Description: The serpentine path is a concrete, meandering path through the median. This is safer than existing because it separates pedestrians from cars and bikes but would not likely impact car speeds on the corridor. This option would require pedestrians to cross traffic in order to access the path. This option increases impervious surfaces and will likely impact trees.



Serpentine Path in Median [Present Neighbors' Feedback](#)

Below are the thoughts and opinions of the participants of this particular meeting. Some may be misunderstandings.

Strengths

- Leaves existing Bike Lanes as is.
- Safety for pedestrians and bikes – gets pedestrians out of the street.
- Allows for walking when median is wet and water is puddled in the bike lanes.
- Increased safety for kids walking to/from school, general pedestrians, family walks, strollers, etc. *Emphasized*
- Adds function to Shartel median, which is otherwise only aesthetic. *Emphasized*

Weaknesses

- Unnecessary
- Kills trees; Not an option – Loss of trees as threat; Would disturb tree roots; Certainty of damaging many trees
- Losing our beautiful green median and trees which are very important part of our neighborhood. *Emphasized*
- Forces kids to cross Shartel to get home.
- Just how ADA Compliant will this option be? (Crossing Streets) Will ramps occur at every intersection?
- Median is too long for a serpentine sidewalk
- No imperious surfaces discussed

Opportunities

- Protected for walkers
- More options for gardens (flowers)
- Can always plan more trees

Threats

- Serious loss of green space and killing Trees. Loss of Historic feel. *Emphasized*
- Loss of green space
- Maintenance plan?
- Very strong possibility of tree loss
- Will path be wide enough?
- You can walk on the median without a serpentine path.

No Change Option – Existing Bike Lane to Remain:

Description: This option would not make any change to the current situation on Shartel. Pedestrians will continue to share the painted bike path with bicyclist.

No Change Option – Existing Bike Lane to Remain: Present Neighbors' Feedback

Strengths

- Keeps trees *Emphasized*
- Status Quo.
- Keep Crown Heights a beautiful historic neighborhood it has been; Keeps beauty
- Do not disturb our lovely medians and trees – trees are more important than sidewalks
- Working as is
- Keeps children safe since don't cross lane of traffic; Safer for children because don't have to cross lane of traffic.
- Does not increase run-off.

Weaknesses

- Doesn't take advantage of City Funding
 - Trying to fix a problem that doesn't exist
- Not safe for pedestrians
- Not taking advantage of working with the City. We've said no to park improvements and if we continue to say no, we would potentially lose opportunities to improve our neighborhood.
- No improvement in safety and accessibility. *Emphasized*
- Unsafe for our kids. *Emphasized*

Opportunities

- Steer the monies to neighborhoods in more need *Emphasized*
- Need speed bumps
- Add stop signs on each street
- Need to re-pave because inner path is very uneven

Threats

- Perpetual dysfunction
- Pedestrian Safety
- ADA?
- City may eventually force the issue!

Expanded Comments provided beyond those attached to the Option Boards:

Provided by: Carlisle

Comment: suspect you have thought of this that new concrete should not be bright white! HP commission wants Dall, gray pavement (driveways, etc) (ask Elaine Hardwick)

Provided by: Van Cain

Comments:

- Parents under represented at both meetings (safety concerns)
- For option “elevated path”, we should ask for a walking path on the other side (un-raised)
- Serpentine path lacked some design options for permeability

Provided by: Kearny

Comment: Make it clear how the voting will work – it wasn’t clear how the scoring of a 0 to 5 will work. Thank you.

Provided by: Bull

Comment: Nothing in the median. Trees are the answer.

Additional note about meeting:

Bull also spoke at the end in front of the group during the meeting describing his perspective regarding the options. Bull described how he owns a tree farm and recognizes that anything in the median will kill trees. He stated that the serpentine would be disastrous for the trees in the median. He doesn’t see a problem with any of the other options.

Provided by: Armstrong

Comment: Don’t do anything steer the money to more needy neighborhoods.

[Handwriting unclear - may say ‘mourn 80 neighborhoods.’]

Comment: Do you nothing. Leave it alone.

Provided by: Reeves

Comment: With sidewalks on medians trees, will be lost! Probably many trees will be lost over a period of time!!

Comment: Thank you, committee for the hours you have spent on this. Its important to value all of the important concerns in our community. Personally, I am hopeful to have a safer environment for my children that doesn’t get rid of any trees.

Additional Comment Submissions Provided Following Meeting

Additional Submission Provided by: Reeves

Article: Site Disturbance and Tree Decline <https://extension.okstate.edu/fact-sheets/site-disturbance-and-tree-decline.html>

Additional Submission Provided by: England

Article: Investigating the correlation between sidewalks and pedestrian safety <https://doi.org/10.1016/j.aap.2021.106548>

Photo: Taken May 15, 2023



Output of Neighborhood Survey on Walkability on Shartel Avenue

Contents are as of the morning of May 9, 2023

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Background

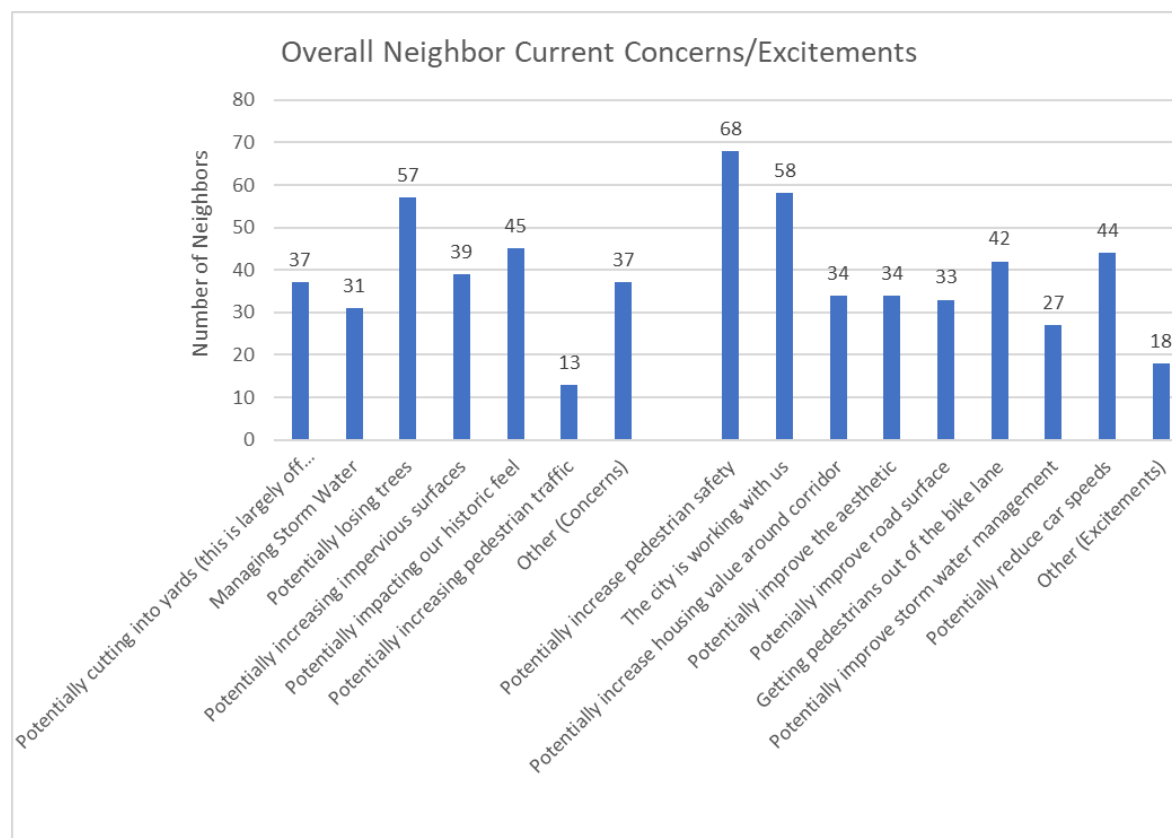
Number of Unique Respondents: 109

Days that survey was open: 10

Survey closed on 5-9-2023 at 10:30am to provide sufficient preparation time for meeting

Overview Neighborhood-Wide Concerns and Excitements

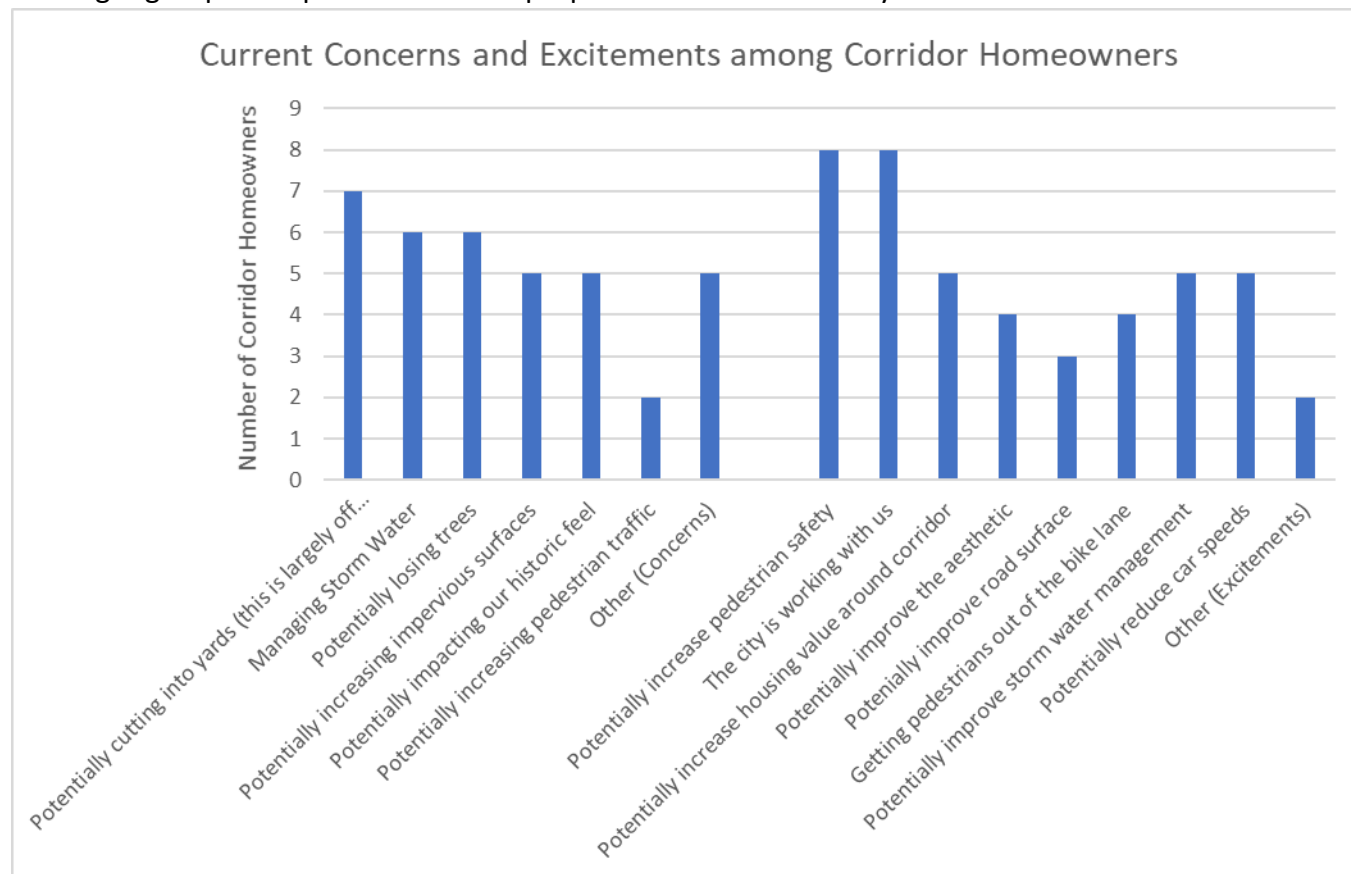
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Corridor-Specific Residents' Concerns and Excitements

Methods

Using the county assessor's data and the CHEH neighborhood census data, a subgroup within the larger group of respondents whose properties would be directly affected were identified.



Open-Ended Concerns from Residents Living Directly on Shartel Corridor

Safety Concerns:

- I love safe walking environments. I grew up on the corridor and now own a home there. Due to the time I have lived on this corridor, I have witnessed at least two automobile-related pedestrian / bicycle crashes in front of my home and several near misses. A few years ago - when I was a certified EMT, I was able to aid a bicyclist after a car crash and get him to an ambulance; his bike was totaled and he was extremely disoriented – I don't know what happened to him once he was taken in the ambulance. I can't wait to know that my family is provided a protected environment separated from moving vehicles while we walk next to our home. Thank you for the investment!
- As a homeowner on the corridor, I am not concerned. Only concern I have is about the safety of my family members. Of course, I don't want to lose trees and the historic feel of the neighborhood but I am encouraged that we will have some informed discussions and hopefully find a good solution.

Encroachment to the Yard:

- Main concern is encroachment into yards, though I know that's been taken off the table. Definitely concerned about any tree loss, as old, established trees are integral to neighborhood aesthetic. Hadn't considered impacts on drainage, but that's obviously important. Increased foot traffic is also a concern.
- Our yard on 37 and Shartel is approx 8 feet from the street. We don't want a 3-4 foot wide easement in our yard putting people closer to our house. We love the sidewalks and parks but don't feel a sidewalk on Shartel is necessary and would be disruptive
- As a homeowner on Shartel, my concerns are mainly related to the impact on yards and more specifically existing irrigation systems and drainage pipes and whether retaining walls would have to be installed (and who would bear the cost). I don't believe the historic nature of our neighborhood is impacted by sidewalks. In fact, I would posit that increased walkability (and safety) further enhances the historic feel. I am in favor of exploring whether weaving sidewalks through the median can be done without significant impact on existing trees.

Loss of Trees:

- We are concerned about our large trees and driveway (that faces Shartel) being impacted.

Historic Feel:

- Main concern is historic feel/aesthetics
- Changing the look of our historic neighborhood.
- Sidewalks on Shartel are unnecessary. There is enough room in the biking lane for walkers. Further, our neighborhood is historic. The addition of sidewalks will ruin the historic feel and aesthetic.

Storm Water Management:

- I live at the bottom of the valley at 38th & Shartel. Water was too high for us to get out of the drive this week. Anything that could increase run off concerns me.
- I do not want my yard disturbed or the drainage from my yard that runs into Shartel negatively effected.
- Concern about anything that increases flooding at 37th-38th and Shartel, concern about impact to trees. Plus don't feel we need them.

Like Existing:

- The bike path is great. We should stick with that.

Other Concerns:

- I hate to see the lane for cars become smaller. I rarely see bike lanes being used, other than for walking. Perhaps we have east side "bike lane" become for pedestrians and west side for bikes. No one will honor either one, but at least we are acknowledging we have both.
- None [This homeowner responded that they do not have concerns]

Open-Ended Excitements from Residents Living Directly on Shartel Corridor

General Assessment:

- I think this is an idea that has potential as long as it's done right. I like the safety advantages, although I'm perfectly content the way things are. I don't want to waste the opportunity for meaningful investment of earmarked money. I've listened carefully to both sides, and I think cogent arguments are being made by both pro-sidewalk & anti-sidewalk folks. I also like the idea of sidewalks on Walker, as I think it presents a much more pressing safety concern, but I would like to hear from those that live on Walker before forming an opinion on the subject.
- I would love to see a safe, dedicated place for walkers and people who are living with a physical disability.
- Frankly, I think if we don't start implementing sidewalks throughout the neighborhood we need to start allowing alternative parking arrangements (circle drives, etc) as we love being able to walk in our neighborhood but safety, especially with respect to our neighborhood children, should be a paramount concern. From a historic perspective I think sidewalks have much less of an impact (if any) on historic feel when compared to parking solutions.

Safety:

- I recognize the direct impact on my property and that there are risks. There are so many reasons this would be good for our neighborhood! Most importantly, it will provide a safe way for my children to walk to and from school and their grandparents' homes. I have witnessed a few and have heard about more crashes and near-miss pedestrian/car crashes on the CHEH Shartel corridor; I don't want my child being hit to be the reason we make environmental improvements - I want to take this opportunity to create a safe environment before someone is more seriously injured.
- I would love to see a safe, dedicated place for walkers and people who are living with a physical disability.
- Improved safety is my biggest excitement.

City is working with us:

- I'm excited the city is working with us to improve our already amazing neighborhood and welcome the opportunity to discuss and hopefully implement viable solutions to enhance walkability as well as the aesthetic appeal of CH-EH. I look at the park as a prime example of how sidewalks can truly work and not distract from the beauty of the surroundings.

Reduced Speed:

- I am also deeply excited about solutions that can reduce car speeds. We are concerned about car speeds with children on the corridor. A previous owner of this house told me about a police report that was filed a few years back. Someone drove so fast and lost control on Shartel hitting a tree in our front yard and almost hitting our house. We live on a hill so the speed at which the driver must have been going is quite concerning – anything to help that on the street would be great.

Limited to No Excitement:

- Nothing about this particularly excites me.

- I am not excited about sidewalks on Shartel.
- I think storm water management would be worse unless someone can show otherwise. Our grass keeps water from reaching our house. I think bikers and walkers coexist well in the new lane and there are limited safety issues I notice. Road speeds can be excessive on Shartel but I think this would make road speeds worse not better.

Community Cohesion:

- People walking and active outside makes our neighborhood friendlier and more inviting!

Walker:

- On the Walker question below, we lived on Walker for 14 years and I strongly believe sidewalks are necessary for the safety of our neighbors and the walkability of our neighborhood, especially considering the lack of bike lanes. I'm assuming statistically both streets have greater traffic now than they had in years past. We have a responsibility to respond to that appropriately.

Comments of All Respondents Categorized by Themes

These themes are based off of the vote of the concern/excitement and organized by those votes in descending order by those votes.

Potentially increase pedestrian safety (68 people indicated this excitement)

- I would LOVE to see sidewalks within our neighborhood. I frequently go on walks and there have been multiple times I have almost been hit by cars who are traveling too fast and because I have to walk in the street.
- Sidewalks would provide a level of safety that we currently don't enjoy.
- This would be amazing for our young family. It feels dangerous to walk on Shartel as that is our neighborhood's primary thoroughfare and the walking lanes have bikes and are so close to the road. Our two young boys would absolutely love a walking trail through the center median and it would give me much comfort concerning their safety on our walks.
- I am concerned about the safety of pedestrians under the new striping systems in our neighborhood. With the new system, bikers appear to have an improved position relative to safety. However, pedestrians are now moved toward traffic as a cyclist passes on the left and vehicles pass on the right which is totally unsafe for pedestrians. As I understand it, cyclists now have the right of way while in the bike lanes and pedestrians must move into the white arrow - striped lanes when a cyclist approaches. The white striped lanes are too narrow for pedestrians and are dangerous if cars are approaching head on. I recently saw a mother pushing a baby stroller while holding the hand of a child while moving into the striped lane. I thought she was in trouble, not that she was simply following the new rules. Common sense would say that was a dangerous option. She was totally vulnerable to any driver who might not be paying attention and there would have been no way she could have protected her children. This is untenable! The city has not improved safety for pedestrians. Besides parents who walk with children and push strollers, walkers also have pets with them while walking in the neighborhood. In the mornings whole families are walking to Westminster School with the family pets. Under the new system they would be most vulnerable to the dangers now created. Whoever designed the current system knows nothing about the unpredictable nature of children and animals. Pedestrians must be the first priority. They cannot be forced into oncoming traffic should a squeeze-down occur. And it will. One option might be to give the area closest to the curb back to pedestrians. Create a porous path in the median for bikers.
- I think this is an idea that has potential as long as it's done right. I like the safety advantages, although I'm perfectly content the way things are. I don't want to waste the opportunity for meaningful investment of earmarked money. I've listened carefully to both sides, and I think cogent arguments are being made by both pro-sidewalk & anti-sidewalk folks. I also like the idea of sidewalks on Walker, as I think it presents a much more pressing safety concern, but I would like to hear from those that live on Walker before forming an opinion on the subject.
- To provide a specific place for walking instead of walking in peoples yards and walking in the street. A safer place for our young people to be separated from cars and bikes.
- I'm excited for improved safety on Shartel, you bet!
- Walkability! I would love to not have to share the bike lane when jogging on Shartel. But more importantly I think it is a great way to improve the safety of all pedestrians in the neighborhood.

- My kids go to Westminster. We like to walk from school and eventually would love for them to be able to walk themselves as they get older.
- Safety
- For a neighborhood that prides itself in community-driven values, we must walk the talk. It doesn't make sense to have to move to a side every time a car comes by and moving in and out of parked cars. As a father of a newborn, I feel unsafe bumping along my stroller that holds my newborn in the street. I'd love to see connected sidewalks to our community's gathering spaces - Our parks and districts. This will do wonders for the neighborhood and increase property value. This will also bring a greater sense of community and allow people a safe experience walking in our beautiful neighborhood.
- I would love to see a safe, dedicated place for walkers and people who are living with a physical disability.
- Sidewalks will make the neighborhood more family friendly - making it more aligned with the family friendly atmosphere that Crown Heights has put a lot of effort into creating. I've only lived in the neighborhood for a year and had so many cars race past me and my 2 year old son. It does not make me want to venture out into the streets with a young child to enjoy the effort that has been put into landscaping, etc. and does not make me feel comfortable letting him learn to ride a bike in the road. I would like sidewalks on Shartel AND Walker.
- Pedestrian safety and connectivity to other nearby neighborhoods
- Sidewalks promote safety and health for a community but important for extra consideration in maintaining aspects of the 'natural' environment. A plan that includes preservation and incorporating with trees and nature, and minimizing impact of added concrete.
- Would improve safety and health of community.
- I actually think Shartel is very walkable right now, at least through Crown Heights/Douglas Park. I run frequently along this route and have never felt unsafe or uncomfortable.
- As a homeowner on the corridor, I am not concerned. Only concern I have is about the safety of my family members.
- Short term pain will be worth the long term gain in safety and property values.
- Installing sidewalks in Crown Heights will improve pedestrian safety, especially for children walking to and from school. It will also significantly improve property values by increasing walkability. I do think that sidewalks on Walker would prove to be even more beneficial due to the current lack of any median or bike lane while Shartel does have these in place. However, I am excited for both of these to be done in the future and am grateful to the city for encouraging walking!
- I just don't see the point in adding sidewalks on shartel at this point. We have the updated bike lane that feels very safe.
- We love walking in the neighborhood but are always scared as it feels very dangerous and feel that we desperately need traditional sidewalks to get pedestrians off of and away from the roadway. I know folks have concerns but the long-term value will be worth the short term pain
- I love safe walking environments. I grew up on the corridor and now own a home there. Due to the time I have lived on this corridor, I have witnessed at least two automobile-related pedestrian / bicycle crashes in front of my home and several near misses. A few years ago - when I was a certified EMT, I was able to aid a bicyclist and get him to an ambulance; his bike was totaled and he was extremely disoriented – I don't know what happened to him. I

can't wait to know that my family is provided a protected environment separated from moving vehicles while we walk next to our home. Thank you for the investment!

- Improved safety is my biggest excitement.
- It is dangerous to walk with young kids in our neighborhood. And the neighborhood is one of the best family friendly neighborhoods in the city, it only makes sense to make it safer for pedestrians.
- Increasing safety for pedestrians.
- Increasing the walkability of our streets is incredible important for pedestrian safety, property values, and building a better community that's less dependent on cars. We owe it to ourselves and our children to make our neighborhood more walkable.
- As a homeowner on Shartel, my concerns are mainly related to the impact on yards and more specifically existing irrigation systems and drainage pipes and whether retaining walls would have to be installed (and who would bear the cost). I don't believe the historic nature of our neighborhood is impacted by sidewalks. In fact, I would posit that increased walkability (and safety) further enhances the historic feel. I am in favor of exploring whether weaving sidewalks through the median can be done without significant impact on existing trees.

The city is working with us (58 people indicated this excitement)

- I'm excited the city is working with us to improve our already amazing neighborhood and welcome the opportunity to discuss and hopefully implement viable solutions to enhance walkability as well as the aesthetic appeal of CH-EH. I look at the park as a prime example of how sidewalks can truly work and not distract from the beauty of the surroundings.
- I'm excited to hear what the city has to say about including our neighborhood in this plan to improve walkability while preserving the historic charm.
- Glad we are engaged with City.

Potentially losing trees (57 people indicated this concern)

- The benefits far outweigh the concerns but it would be ideal to preserve as many trees if possible while adding sidewalks.
- Very few concerns, but taking down mature trees is always disappointing. The positives greatly outweigh the negatives!
- We are concerned about our large trees and driveway (that faces Shartel) being impacted.
- Cutting down healthy trees to add concrete is wrong, period. There are other parts of the city that need sidewalks or need existing sidewalks refurbished much more than we need sidewalks on Shartel.
- I'm interested in hearing any plans to build sidewalks along Shartel. I feel that it is already very walkable, and I don't think we should, nor would it be feasible to, encroach further into the yards that line Shartel. However, a winding sidewalk that runs through the median has the potential to make the neighborhood even more walkable. I would hope the design of a median sidewalk would not disrupt the abundant landscaping currently in place in the median.
- As a member of the younger generation that lives in CH, I LOVE the idea of bringing in more sidewalks that connect us to gathering spaces (parks, neighborhoods and districts). My only concern is losing trees and I know this can be avoided.

- My only concern would be losing trees, but I don't think this should have to be an issue. We need better walking infrastructure in our neighborhood!

Potentially impacting our historic feel (45 people indicated this concern)

- I am thrilled about the prospects of sidewalks! I am hoping we can communicate with the city to preserve our neighborhood's historic charm while being a part of improving walkability of our great city!
- Heritage Hills has sidewalks. However, they are along the front yards of the homes.
- This is legally a Historic Preservation area. Any new passageway should feel like it was there 80 years ago.
- Main concern is historic feel/aesthetics
- No concerns - there are sidewalks throughout Mesta Park and Heritage Hills making them more family friendly in my opinion. I'd love for there to be sidewalks in Crown Heights. The lack of sidewalks is what I dislike the most about the neighborhood. What's concerning is that I feel like I'm being pressured by a few people in the neighborhood to agree with not putting in sidewalks because they'd be going through their yards. I'd gladly have a sidewalk through my yard to protect children and other pedestrians even if it took away from the "look" of my home. The letter that went out and this survey feel like they're swaying one direction rather than being neutral.
- Losing our historic neighborhood feel.
- I have always liked the sidewalks in Heritage Hills. They have managed to preserve their historic feel while having sidewalks throughout their neighborhood.
- We don't need them and if sidewalks are installed our neighborhood will look like any other city neighborhoods
- New sidewalks need to be thoughtfully planned and laid out to minimize impact to existing landscape, trees and homes and enhance this lovely historic neighborhood.
- This disrupts the historical area....inconsistent with a historical preservation area. No excitement. [Respondent name not found in neighborhood census or county assessors page]
- Frankly, I think if we don't start implementing sidewalks throughout the neighborhood we need to start allowing alternative parking arrangements (circle drives, etc) as we love being able to walk in our neighborhood but safety, especially with respect to our neighborhood children, should be a paramount concern. From a historic perspective I think sidewalks have much less of an impact (if any) on historic feel when compared to parking solutions
- The city recently painted pedestrian and bicycle lanes. Everything seems to be working fine. Adding sidewalks could degrade CH to the point that the city could withdraw HPC from CH-EH and end up allowing developers to build cookie cutter houses that are being constructed north of 42nd street.
- Leave EH-CH alone unless you want to take care of the streets.
- Lose the charm of the neighborhood. Do not want to cut into yards nor the beautiful median. Not necessary as we have updated bike/walking lanes already along Shartel.
- I think there is plenty of room along Shartel for pedestrians with the extended bike/walking lanes. I don't think a bike lane is necessary and I think it would make it feel less like a historic neighborhood.

Potentially reduce car speeds (44 people indicated this excitement)

- I would like to see measure taken to reduce car speeds. If that means sidewalks, great. As a whole, I would like to see speed reductions through our neighborhood especially on 37th where sidewalks were added in the park. Cars use it as a through street to skirt the light at 36 and western and get to the highway and I have seen multiple people almost hit as they utilize this part of the sidewalks addition.
- Maybe instead of full sidewalks (exactly WHERE are we going to put them??) we can just put a 4-6 inch curb on the street side of the bike lanes and make them multi use for bikers and walkers. We don't have THAT many bikers and the split second they're going past a walker the biker can share the space. This might slow drivers down and offers a little more protection from drivers veering into the bike/walk lane
- People just drive too fast around here. It's not safe for the kids.
- Increased traffic and speed along Shartel is a hazard. Sidewalks are needed to reduce pedestrian traffic in the bike lanes and place more distance between humans, pets, and motorist.
- Anything to reduce car speeds and increase pedestrian friendliness
- CH is already eminently walkable. There is no substantial need for intrusive sidewalks. The City could better improve walkability and pedestrian safety by installing speed reducing features on the various side streets.
- I am also deeply excited about solutions that can reduce car speeds. We are concerned about car speeds with children on the corridor. A previous owner of this house told me about a police report that was filed a few years back. Someone drove so fast and lost control on Shartel hitting a tree in our front yard and almost hitting our house. We live on a hill so the speed at which the driver must have been going is quite concerning – anything to help that on the street would be great.

Getting pedestrians out of the bike lane (42 people indicated this excitement)

- Sidewalks promote walking and physical activity while not impeding the bike lane, posing great health benefits for the community. It's not technically safe for families and individuals- especially those with dogs - to walk in the bike lane.
- The only positive I could see would be the separation of bikers and walkers. As someone who walks, I'm not bothered by the bikers though.
- Not necessary. Bike lanes are wide and protect pedestrians as well

Potentially increasing impervious surfaces (39 people indicated this concern)

- I'm vehemently opposed to the installation of sidewalks in our historic neighborhood. Crown Heights and Shartel have been here for more than 90 years without incident or injury, as far as I know, to walkers or cyclists. It has a unique, casual, and historic charm to it, and that's why people move here, and pay the prices and taxes they do, to live here. Sidewalks would add more concrete to our neighborhood and take away green space from the beautiful median. And we need more "safety" measures? Why were the walking/cycling areas in each direction of Shartel just recently expanded and enhanced, which we were told would "improve the safety for walkers, bikers, and children"? I can't believe newer homeowners would prefer concrete to our beautiful green space oasis. If they don't like the lack of sidewalks, why did they move here in

the first place?! It's actually the LACK of conventional sidewalks that makes CH a refuge from, and exception to, highly trafficked areas. That's what we need to preserve.

- There is nothing exciting about a concrete sidewalk.
- Concern about anything that increases flooding at 37th-38th and Shartel, concern about impact to trees. Plus don't feel we need them.
- I want sidewalks. If neighbors are concerned about increasing impervious surfaces, how about a gravel path in the median?
- I do not want our quiet, beautiful neighborhood to have more sidewalks, impervious surfaces as I think it is not going to improve our historic appeal. Since the city improved the walking/biking routes on Shartel, it seems like a waste of money.
- Enough space with bike lanes that to preserve the history would prefer not to have concrete sidewalks.
- Nothing about adding more impervious surfaces, which would increase water runoff excites me.

Potentially cutting into yards (this is largely off the table) (37 people indicated this concern)

- None, so long as they do not significantly impact personal lawns! I personally would be happy to give up part of our front lawn if it meant adding a sidewalk!
- None now that I know cutting into yards is mostly off the table.
- Main concern is encroachment into yards, though I know that's been taken off the table. Definitely concerned about any tree loss, as old, established trees are integral to neighborhood aesthetic. Hadn't considered impacts on drainage, but that's obviously important. Increased foot traffic is also a concern.
- Don't want to disrupt major Yard / flower beds / trees
- Potential loss of lot size and trees due to sidewalks.
- I recognize the direct impact on my property and that there are risks. There are so many reasons this would be good for our neighborhood! Most importantly, it will provide a safe way for my children to walk to and from school and their grandparents' homes. I have witnessed a few and have heard about more crashes and near-miss pedestrian/car crashes on the CHEH Shartel corridor; I don't want my child being hit to be the reason we make environmental improvements - I want to take this opportunity to create a safe environment before someone is more seriously injured.
- Our yard on 37 and Shartel is approx 8 feet from the street. We don't want a 3-4 foot wide easement in our yard putting people closer to our house. We love the sidewalks and parks but don't feel a sidewalk on Shartel is necessary and would be disruptive

Other (Concerns) (37 people indicated this)

- I really have no concerns.
- I don't have concerns about adding sidewalks to Shartel, in fact I welcome them. What this neighborhood truly needs are sidewalks, etc. on Walker. Those funds should be shifted to Walker. Anytime our family walks in the neighborhood, we try to avoid walking on this street, but at times, it is inevitable, especially at 38th heading to the park. It can be dangerous. Thank you for the consideration!
- Threatens the peaceful, low density quality of the neighborhood.
- None- safer with sidewalks [in reference to concerns]
- I feel like the expanded bike lanes provide a substitute to sidewalks. I don't feel that sidewalks are necessary on Shartel

- Need more information to give definitive answer
- I have no concerns about sidewalks in our neighborhood
- None [in reference to concerns]
- None [in reference to concerns]
- None [in reference to concerns]
- None [in reference to concerns]
- None[in reference to concerns] [There were several “None” responses to the question about other concerns]
- I don’t have any concerns about sidewalks.
- The bike path is great. We should stick with that.
- If there were more bike traffic, I’d be more likely to support walk ability improvements to Shartel. As it is, the bike lanes seem adequate to me. I walk regularly on Shartel and I am rarely passed by bicycles. The bike lanes, especially with the most recent improvements, feel like plenty of room to keep me and my dog out of traffic.
- I don’t like the idea of more concrete being added to the neighborhood; I don’t like the way it looks or feels. We need green spaces!
- Above [concerns listed] + construction disruption
- None- safer with sidewalks
- I think the expanded bike/walking lanes on Shartel are already adequate.
- None, other than what was mentioned above.
- As one who has made major investments in landscaping (preserving green space and adding trees), I would be very concerned about the impact of added sidewalks.
- No major concerns at this point. I’ll need to see a proposal to know if I’ll have concerns.
- No other concern
- Not opposed to a multi use path but really feel like we should leave Shartel as is
- None [Context: the resident said there are no concerns]
- Those set out above. [referring to concerns listed above]
- My block has no sidewalk/protected lane to the park, so I have to push a stroller either through someone’s yard or for a block on Shartel where there is no bike lane. I look forward to feeling safer walking my toddler + baby to the playground.
- Not necessary / not wanted
- I am concerned we will not get needed sidewalks
- No concerns. I would like to see sidewalks
- No sidewalks.
- I hate to see the lane for cars become smaller. I rarely see bike lanes being used, other than for walking. Perhaps we have east side "bike lane" become for pedestrians and west side for bikes. No one will honor either one, but at least we are acknowledging we have both.
- No concerns, sidewalks are needed.
- Improvements have already been made with bike path. Sidewalks are not needed.
- Sidewalks are unnecessary and unsightly, and we hope that the city can use our public resources more efficiently somewhere else.
- I don’t really have any concerns with sidewalks along Shartel. I’m fully supportive of adding more walkability to the neighborhood.

- I have no concerns in regards to increase/adding walkability/sidewalks.
- I have no concerns with a potential sidewalk, but I am concerned with the local busybodies who sent out letters encouraging folks to protest against this improvement, ostensibly due to their love of automobiles and children walking in streets. I would hope that our neighbors would be less concerned with getting upset about clear wins for our neighborhood.
- I don't have concerns with potential sidewalks along Shartel.
- No concerns. We need the sidewalks.
- We just feel that with the wide, newly marked bike and walking paths on Shartel that the project is not necessary.
- No concerns; I love sidewalks, put them all over the place.
- I do NOT want side walks in crown heights period.
- My concern is that the sidewalks will not be constructed.
- I have no concerns with this project. I have concerns with NOT considering this project.
- I don't have any concerns.
- My concerns are mainly in favor of having sidewalks...see below [Referring to list of excitements]

Potentially increase housing value around corridor (34 people indicated this excitement)

- They increase walkability in our neighborhood and better connect us with other adjacent neighborhoods and commercial districts.
- As an owner of a company that helps cities across the nation form placemaking, urban design and branding implementations, I know firsthand the economic and quality of life improvements sidewalks can be! This is a big deal! The younger generation wants to walk places rather than drive everywhere.

Potentially improve the aesthetic (34 people indicated this excitement)

- My wife and I bought a house in Crown Heights because of the neighborhood's beauty, parks and felt a sense of community here. Our biggest qualm with Crown Heights is that there are no sidewalks. From an outside perspective, it gives the appearance that we're an automobile-dominated and unwelcoming neighborhood, and from a 'in the neighborhood' perspective, we have to walk daily in a bike lane or the middle of the street. It's not safe, it is unattractive and it doesn't reflect the neighborhood that we say we are. I want to stay in this neighborhood and be able to walk. I want to raise a family here without having to worry about my kids walking in the street. I want Crown Heights to lead the way of transforming OKC into a lovable city that you can experience outside of your car. We don't need to be afraid of sidewalks, they will make our neighborhood safer, prettier and improve our daily lives!
- Adding more features to the Shartel thoroughfare between 37th and 42nd would detract from the landscaping and historical feel of it. It's already starting to look too cluttered with the assortment of lines that have been painted recently. I walk it frequently and have never had an issue with traffic. There simply is not enough space to keep adding features without losing the beauty.
- Crown Heights is one of the best neighborhoods in OKC to live which is why my husband and I have chosen to live here and start our family here. The one downside we have always noticed is that there are no sidewalks which makes walking in our beautiful neighborhood dangerous. Other top historical neighborhood such as heritage hills, mesta park, and nichols hills all have sidewalks throughout. I would like to see sidewalks on every street. I would gladly give up some of my front yard for this. I do not understand the concern from some about their front yards as everyone in this neighborhood has very large yards and if anything sidewalks will improve curb appeal greatly!
- Shartel thru Crown Heights is possibly the prettiest boulevard in OKC. It is a part of our very desirable historic neighborhood and it should be conserved as such.

- Sidewalks are great if properly located. Nichols Hills added lots of sidewalks. Everyone loves them. We need more sidewalks to get people out and walking.
- We've lived here since 1977, and do not see the need for sidewalks on Shartel, especially since the bike lanes have been put in place. In addition to being unnecessary, it would reduce the attractiveness of the neighborhood.
- It would be great to get pedestrians off the road. A well designed and landscaped sidewalk in the median could add visual appeal to the primary neighborhood corridor. John Fluit would be my recommendation to handle the landscape design as he has worked extensively in the neighborhood and understands the aesthetic.
- Sidewalks are an important part of a safe, healthy, and walkable community. They provide a safe place for people to walk and run, and they can help to improve air quality and reduce noise pollution.

Potentially improve road surface

(33 people indicated this excitement)

- Being a historic area we are required to maintain the “feel and look” of the historic area as it was when homes were originally built. We would lose this look if sidewalks were added. Currently, many pedestrian groups already use this street, including these which are not Crown Heights sponsored groups; Red Coyote fall and spring running training group, the landrunners fall and spring training groups, and bicycle teams to list a few. What is needed is street resurfacing, not only on Shartel where water drainage has caused the street to buckle, but also on Francis and Walker.

Managing Storm Water (31 people indicated this concern) &

Potentially improve storm water management (27 people indicated this excitement)

- My major concern is drainage. We already have water coming out from under the streets.
- I live at the bottom of the valley at 38th & Shartel. Water was too high for us to get out of the drive this week. Anything that could increase run off concerns me.
- We already have water draining issues on our street, wouldn't like to see it improve.
- Managing water runoff and losing trees

Other (Excitements) (18 people indicated this excitement)

- It would be wonderful
- The streets are relatively narrow, and since people often park on the street it regularly reduces the walkability of the neighborhood. I would generally be more in favor of sidewalks throughout CH-EH.
- See above. [Context: The resident is referring to the above list of excitements]
- Nothing excites / I honestly can't think of any pros.
- Let's do it!
- People walking and active outside makes our neighborhood friendlier and more inviting!
- It seems like an all around good thing, though I know that some are hesitant.
- I am not excited about it.
- I am not excited about it at all.
- Above [referring to excitements listed above] + feeling more connected to neighbors etc
- I'm a big fan of James Cooper and support his push to make the city more walkable.
- Creating a more pedestrian friendly corridor on Shartel will be great for the neighborhood in more ways than one.

- nothing about this particularly excites me.
- The reasons [excitements] listed above.
- Not excited
- Anything that encourages people to get up and move is a plus for our neighborhood.
- I am not excited about sidewalks on Shartel.
- There are many pedestrians on Shartel, who should not have to walk in the street.
- Not excited at all
- Pedestrians need safe walking space. I like being out among pedestrians.
- Are the walkers really in the bikers' way? Can't we share the road?
- Not excited about sidewalks on shartel. Need more info
- I am NOT excited about this; I oppose it, as explained above.
- I am not excited about these sidewalks.
- I think the sidewalks at the park are an amazing success, and I would love to leverage that success into adding even more places to walk in CH-EH.
- I don't feel that Shartel would greatly benefit from having more sidewalks at this time, so I wouldn't make that a priority. But I'm also not opposed to it as a concept, I just feel like it shouldn't be our current focus.
- Do not want sidewalks. Waist of money that can be better utilized elsewhere.
- Bad idea. Will look terrible aesthically

Potentially increasing pedestrian traffic

(13 people indicated this concern)

- Could potentially increase the homeless traffic. I don't think there is a big need to add sidewalks on shartel since the roads are wide and bike lanes have been widened. Walker needs sidewalks much more than Shartel. Our parks need improvement more than we need sidewalks on Shartel.
- Sidewalks are a plus unless it increases homeless and vagrant traffic.

Process Concerns

- While I live in the neighborhood, I do not live on Shartel, so I recognize that the concerns may look different for those that live on or closer to Shartel and may need to be weighed differently than those that do not.
- I would like to know why the city would like to add sidewalks here when so many areas of our city actually need the extra dollars for sidewalks and other beautification.
- How much of the massive citywide sidewalk program has not had the type of review we are seeking. I see sidewalks put in places that will get little if any use making me wonder whether the concrete/construction folks lobbied to get the work, jobs and money regardless of need.
- There is nothing that excites me about the prospect of sidewalks. To be fair to us homeowners just learning about all this (shame on us for not keeping up with MAPS4, but shame on the board's lack of communication for not letting us know about something this important), this survey should've asked a simple Yes or No question: "Do you want sidewalks along Shartel?" instead of presuming that we do want them by asking about our "Excitement" ... gimme a break, talk about gaslighting. I'm extremely upset by the biased tone of this survey, and by the lack of communication to ALL CH-EH homeowners about this proposal. Why was there no communication in The Chronicle?? Why have meetings gone on with the MAPS4 subcommittee without the neighborhood's awareness?? I'm as upset about the lack of communication about this as I am about the proposal itself.

- Have all the 630 CHEH homeowners been notified of this project & the meeting? NO way sidewalks are going to reduce car speeds going N & S on Shartel Ave. How in the world can sidewalks improve road surfaces? THERE would be an Increase in storm drainage NOT an improvement. They would be paving our beautiful median and putting in TONS of concrete-- How does that improve the aesthetic of our CHEH historical district? No way sidewalks are going to keep people from running all the stop signs! Any sidewalks on beautiful Shartel median would drastically change the historic look& feel of our neighborhood!
- I do not want sidewalks on median along Shartel in CH. You say above that the City heard OUR concerns about sidewalks on yards but we have heard nothing about sidewalks and we are longtime CH residents! Everyone I have spoken to about getting sidewalks on Shartel are furious that they have NOT been officially notified about this. Sidewalks are unnecessary because half of Shartel going North and half of Shartel going South are already dedicated to bike and walk lanes AND our beautiful median is available NOW for walking without losing any of our beautifully landscaped median that is currently an oasis. CHEH residents have NOT been notified that we can say NO to putting sidewalks in CH along Shartel but instead have asked for our concerns. I think that there are other neighborhoods that actually need this money for parks and other improvements. Just because the city has PROPOSED money in MAPS4 for sidewalks on Shartel does not mean we MUST have them. We can decline to have sidewalks whether on our neighbors' yards or on the Shartel median. I strongly think that CH residents must be officially notified that having sidewalks is moving forward. Regarding below Sidewalk Excitement: I can see no validity to increasing pedestrian safety when they are already free to walk on the median. I do not think replacing beautiful landscaping with more cement could possibly improve housing values or improve the aesthetic value. I see no way that sidewalks would improve road surfaces OR improve storm water management OR reduce car speeds. As I said previously a few days ago when I became aware that sidewalks were being planned on Shartel in your first survey: sidewalks on our median is unnecessary because I already walk on our median 2 times a day everyday as well as on the walking and biking lanes that are clearly marked -- with no problems. Further, half of Shartel in each direction is marked with wider biking and walking lanes creating a strong visual for safety. Sidewalks add more concrete creating more runoff that would flow down hill from the median in different directions. A few days ago 42nd Street flooded with the heavy rain. I do not want to lose any landscape that makes the Shartel median beautiful and unique. Shartel is unlike other large cities (i.e. San Jose) because of the landscaped median, clearly marked biking and walking lanes, and stop signs 3 blocks up from 36th at 39th and 3 blocks up from 39th at 42nd and 1 block up from 42nd that slows traffic down. No comparison to most city streets anywhere. I am wondering why you have NOT asked CHEH residents their opinion about having sidewalks on Shartel as you have done below for Walker? That should have been your first question months ago -- if you wanted the opinion of all CHEH residents. No excitement. I do not want sidewalks in CHEH. My previous comments detailing why none of the above sidewalk boxes apply, in my opinion, remain the same.
- Putting sidewalks on our beautiful oasis median of Shartel Avenue are totally Unnecessary. The Median is available for walking without sidewalks. We just completed an exciting project for CHEH that improved safety for walkers, bikers & children. Therefore, NO need for sidewalks. Shartel Avenue has been marked with designated bike & walk lanes going N & S. It concerns me that the CHEH board has been in communication with MAP and the City for months and yet 3 days before the May 9th meeting with the engineers to discuss where and what the sidewalks would look like. Yet the meeting flyer was only passed out 5/5 on our block. When I go to the link, the Whole thrust is how exciting sidewalks will be--Without giving residents a box to check if they DO NOT want the sidewalks.

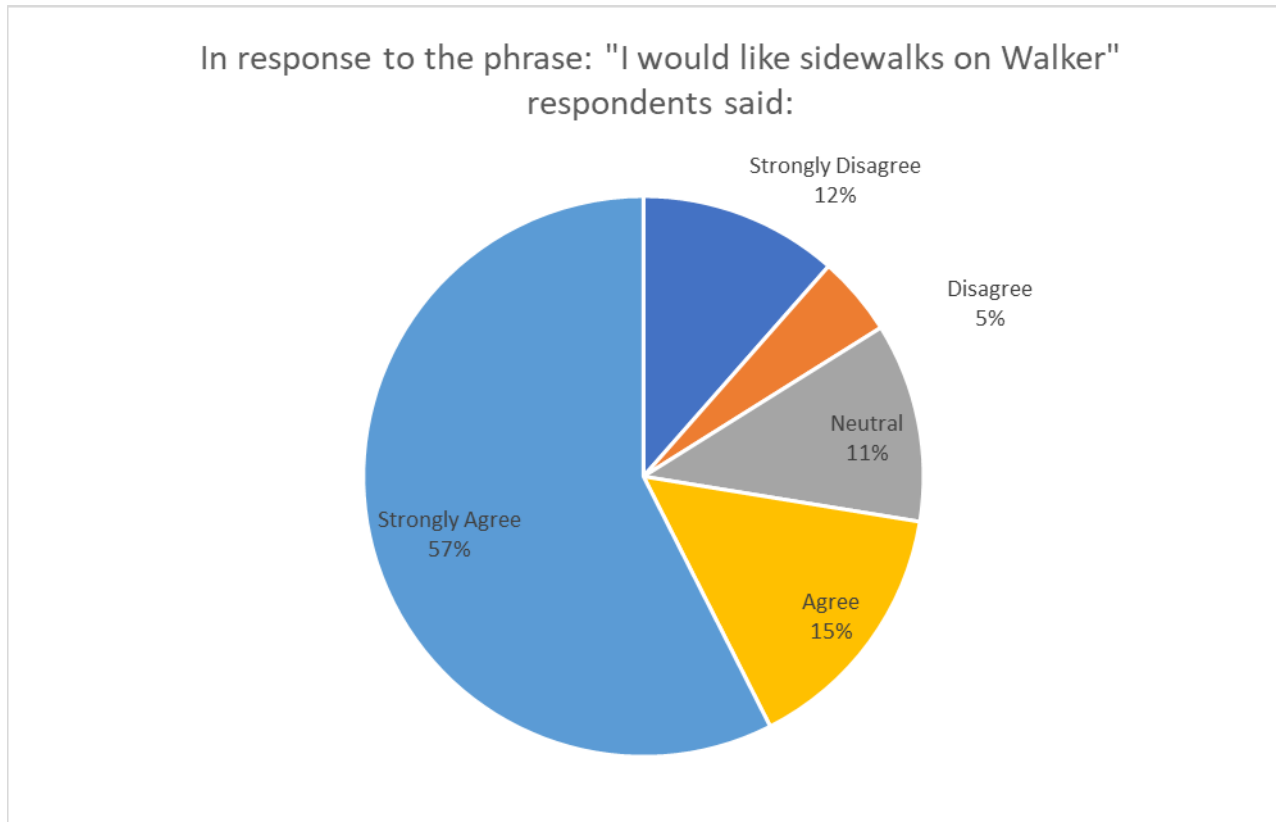
- Are they considering sidewalks just on Shartel or throughout the entire neighborhood?
Honestly, I don't know enough about the project yet. With the new, designated bike lanes on Shartel, I really don't think sidewalks are necessary.
- Collaboration is important for citizens and governments.

Median-Specific Comments

- I don't have many concerns. We would love this addition to the neighborhood. The idea of a meandering path through the median is amazing!
- Could sidewalk go in median?

Sidewalks on Walker

During the survey there was a clear theme that emerged about sidewalks on walker. A question was added midway through the survey to capture that information.



Walker-Specific Comments

- Walker more so than shartel needs sidewalks due to the more narrow road, no bike lane, or median.
- Shartel is extremely walkable. There are two large bike lanes. Walker is the street that needs walkability addressed. I hope we can improve Walker and our parks with city funding since those are more critical than sidewalks on shartel.
- Walker is a dangerous place to walk. Most people avoid it opting for Shartel or Harvey Parkway.
- Would be more excited if this discussion is about Walker. It is more dangerous to walk on Walker than Shartel.
- Shartel is already walkable! The bike lane is used by pedestrians also. Walker needs sidewalks.
- Walker would especially be a good road for this. It's something of a main road all the way through to downtown, and being able to walk down it would be great.
- I think the Shartel thoroughfare is optimum in its current state. Money would be better spent on improving Walker, or on park improvements.

- Sidewalks would be great for us to feel safer walking with traffic, however Shartel already has the bike lanes on both sides, sidewalks would not be necessary. The suggestion for sidewalks on one side of Walker, like Western, would be a better option.
- On the Walker question below, we lived on Walker for 14 years and I strongly believe sidewalks are necessary for the safety of our neighbors and the walkability of our neighborhood, especially considering the lack of bike lanes. I'm assuming statistically both streets have greater traffic now than they had in years past. We have a responsibility to respond to that appropriately.
- For the most part I'm satisfied with Shartel regarding walking and biking, and find it aesthetically pleasing overall. I would like to see less traffic and the speed limit lowered. Walker OTOH is a blight on our neighborhood!
- I think they should focus on Walker. It's dangerous as you are forced to walk in the yards due to cars/traffic
- Shartel no longer needs sidewalks because of the new designated bike lane. There's plenty of room for bikers and pedestrians. Walker desperately needs sidewalks. The paths added around the park are great. We use them every day.
- I am not excited about sidewalks and I don't understand why we would need them. I think they will significantly impact the look and feel of the neighborhood in a negative way to fix a problem that doesn't exist. Possibly they could improve Walker because that is a much less safe road on which to walk, but knowing the houses and yards along that road, I am not sure how you would do it without a large outcry from the people whose yards would be significantly altered.
- I walk the neighborhood daily and walking in the street, competing with cars and bikes isn't safe. Current bike lanes aren't built for pedestrians and bikes. Shartel isn't bad so long as no cyclists, but Walker is very dangerous for pedestrians
- Walker should be completely resurfaced from 36th to 50th..terrible dangerous major artery that was destroyed during I244 construction.
- Put the sidewalks on Walker. Only on Walker where they're needed.
- I think Shartel is already very walkable and safe for pedestrians. We need walkability (and speed) addressed on Walker.
- I'm not excited about this idea and feel the money could be better spent on Walker.

Neighborhood-Wide Complete Concern List:

