



APPENDIX K: SHOAL CREEK PROJECT HISTORY



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Shoal Creek Boulevard was resurfaced in March 2000 triggering the re-striping of the bicycle lanes and installation of parking restrictions in accordance with the existing Bicycle Plan. However, there were stakeholder concerns regarding the on street parking restriction.

In response to the concerns alternative roadway treatments were explored in an attempt to address stakeholder concerns while still recognizing Shoal Creek Boulevard as a bicycle route. Serpentine chicanes, done with pavement markings (no curb and gutter), were piloted on Shoal Creek Boulevard from Greenlawn Parkway to Pioneer Place from November 2, 2000 to December 7, 2000. The test case was removed after data showed that a large number of drivers cut across the centerline and/or bicycle lane lines. Chicanes are an effective traffic calming device when installed with curb and gutter rather than just striping.



On March 29, 2001 the Austin City Council approved resolution number 010329-55 directing the City Manager to conduct a transportation analysis for Shoal Creek Boulevard for a pilot traffic calming program. The Shoal Creek Boulevard Transportation Project was implemented following a five-year public involvement process to develop a solution which would accommodate stakeholders by calming traffic, providing a safe route for cyclists and pedestrians, and maintaining unrestricted on-street parking. Since construction began on the project in February 2005 and subsequently at a public meeting after the project was completed, a significant majority of citizens has voiced opposition to the project.

On September 29, 2005, the City Council recommended removal of the curb islands and directed staff to present options to Council for re-striping the roadway between Foster Lane and 38th Street. On March 2, 2006 the Austin City Council approved the striping plan for Shoal Creek that includes two 10' wide travel lanes and two 10' wide shared use parking and bicycle areas.

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