

NOTE: THIS IS A DRAFT OF THE NORTH SHOAL CREEK PLAN MOBILITY AND CONNECTIVITY ELEMENT. THIS DRAFT CONTAINS ONLY TEXT. GRAPHICS, MAPS, AND PHOTOS TO BE INSERTED LATER ARE REFERENCED IN THE TEXT. TEXT MAY BE EDITED FOR CONSISTENCY OF STYLE IN FINAL DOCUMENT.

MOBILITY AND CONNECTIVITY

Transportation is a vital part of daily life. People walk children to school, drive to work, take the bus to see the doctor, food and other goods get delivered, and first responders work to keep us safe. These and countless other activities take place on city streets every day. Mobility and Connectivity are key elements in the *Imagine Austin Comprehensive Plan* and planning for a complete community ensures that Austin grows and develops in a smart and efficient manner. The availability of a range of transportation choices allows residents and visitors to move through the city safely and freely, while working together to improve air quality and reduce congestion.

People in the North Shoal Creek Neighborhood Planning Area want more transportation options. They want to be able to walk to local services and amenities using a complete sidewalk network. They also want to ride their bicycles while avoiding conflicts with traffic, and they want to reduce the time it takes to drive and use public transit on city streets.

Current Conditions

The planning area is well served by major roads, highways, and public transit. Two highways and two major arterial streets form the boundaries of the planning area: Mopac to the west, US 183 to the north, Anderson Lane to the south, and Burnet Road to the east. The residential core of the planning area is well served by public transit. The Capital Metropolitan Transportation Authority (Cap Metro) provides seven transit routes that serve the community: three local bus routes (#3, #5, and #19), two cross-town routes (#325 and #325), one special service route (#491), and the #803 Metro Rapid route.

There are two major commercial corridors in the area, Anderson Lane and Burnet Road. Both of these are home to small businesses, restaurants, retailers, automobile dealerships, and national chains. The planning area has several large employment centers concentrated on the western edge of the neighborhood along the Mopac Service Road and on Shoal Creek Boulevard. These employment centers and the activity corridors in the community contribute to the area's regional draw.

The suburban style development of the residential core is such that few roads from within the core lead directly to the commercial corridors. This limited connectivity funnels all traffic to streets such as Steck Avenue, Crosscreek Drive, Rockwood Lane, and to a lower degree McCann Drive. Although the majority of people who reside in the planning area use their cars to get in and out of the community, many residents would like to take advantage of walking to local destinations, riding their bicycle through the neighborhood, and using public transit for short trips outside of the neighborhood.

The need for street and sidewalk improvements was a consistent point of discussion throughout the planning process. Close to half of the sidewalks within the neighborhood are complete, yet not every household within a half-mile walking radius of a transit stop is connected to public transit via sidewalks. There are important connector streets completely missing both sidewalk path of the street; specifically Ashdale Drive and Penny Lane. The inconsistent and incomplete sidewalk network within the residential core makes it difficult for older or mobility-impaired residents to directly access the services and amenities on the corridors. The majority of the sidewalk network along Anderson Lane and Burnet Road is complete. Although activity corridors have sidewalks and are well served by transit; walking or riding a bicycle along these streets is less appealing than driving due to high traffic speeds, significant numbers of vehicles, continuous access driveways, and substantial distances between safe crossings.

The City of Austin's Department of Transportation Bike Map categorizes streets with bicycle facilities based on rider comfort levels. In the planning area, Anderson Lane and Research Boulevard are classified as having low-comfort riding conditions, while Shoal Creek Boulevard, Steck Avenue, and a large stretch of Burnet Road are classified as having medium-comfort riding conditions. Both medium- and low-comfort level roads may limit the type of bicycle riders who use these bicycle lanes to people who are more experienced and feel comfortable riding alongside traffic. The 2014 Master Bicycle Plan proposes upgrading the bicycle network by adding protected and buffered bike lanes in the area. These improvements will increase safety for bicyclists and provide a more comfortable riding experience for riders of all ages.

Map of traffic, pedestrian, and bike conflicts

Photos of work centers and commercial corridors

Photos of highway entrance/exit, major streets, buses

Photos of people walking on major corridors, residential core, etc.

Photos of missing/new sidewalks

Photos of drivers, traffic, curb cuts, etc. on major corridors.

Photos of traffic within residential core

Photos of bike lanes, missing/disconnected lanes

Relationship to *Imagine Austin*

Within the planning area, Burnet Road and Anderson Lane are both designated as Activity Corridors on *Imagine Austin's* Growth Concept Map. The Growth Concept Map illustrates a future development pattern of compact and walkable activity centers and activity corridors, as well as job centers within the city and its extraterritorial jurisdiction (ETJ). Corridors link many mixed-use centers to one another and

will allow people to more easily travel through the city using different modes of transportation. The high capacity transit on Burnet Road makes it an appropriate place for more intense redevelopment that can accommodate open space, walkable destinations, and increased bicycling.

In addition to highlighting areas of preferred growth, *Imagine Austin* also includes a vision to transform all major streets into vibrant, multi-functional, pedestrian-friendly places. In 2014, Austin City Council adopted a Complete Streets Policy to help realize the comprehensive plan's vision for a healthy, green, vibrant, compact and connected community.

Sidebars/Call-out box: Complete Streets. (Include an illustration if possible)

Goal: Improve connectivity for pedestrians and bicyclists.

Priorities:

Complete the sidewalk network, starting with key connections.

Actions (with Potential Partners):

- MC-1 Construct sidewalks on Ashdale Drive from Rockwood Lane to Burnet Road to allow people to walk from within the neighborhood to the commercial corridors. (Public Works)
- MC-2 Construct sidewalks on Penny Lane from Stillwood Lane to Burnet Road to allow people to walk from within the neighborhood to the commercial corridors. (Public Works)
- MC-3 Construct sidewalks on Primrose Lane from McCann Drive to Rockwood Lane to allow people to walk to the commercial corridor. (Public Works)
- MC-4 Construct sidewalks on Stillwood Lane from Steck Avenue to Ashdale Drive. (Public Works)
- MC-5 Construct sidewalks on Shoal Creek Boulevard from Steck Avenue to Crosscreek Drive. (Public Works)

Improve and promote transit to connect to other areas of Austin.

Actions (with Potential Partners):

- MC-6 Determine the feasibility of extending 325 Ohlen bus through Rockwood Lane and down to Anderson Lane. (Cap Metro)

- MC-7 Conduct a study on how to accommodate safe pedestrian crossing at the intersection of Burnet Road at Penny Lane/Doris Drive. (Austin Transportation Department (ATD), Corridor Improvement Programs)
- MC-8 Determine feasibility of installing a crosswalk on the north side of the intersection of Burnet Road and Buell Avenue to connect people to the 803 rapid bus stop. (ATD, Corridor Improvement Programs)

Complete the bicycle lane network starting with key connections.

Actions (with Potential Partners):

- MC-9 Improve bicycle facilities on Rockwood Lane from Steck Avenue to Burnet Road to facilitate movement through the neighborhood and out to activity corridors. (ATD)
- MC-10 Resolve conflict between bicycle lane and chicanes on Rockwood Lane from Anderson Lane to Steck Avenue. (ATD)
- MC-11 Determine the feasibility of installing bicycle lanes that will connect east/west across Burnet Road. (ATD)
- MC-12 Construct a safe crossing for walking and bicycling from Shoal Creek Boulevard to the sidewalk and bicycle network north of US 183. (TX Dot Mopac Improvement Project, ATD)

Establish paths to connect the residential core to nearby shops and services.

Actions (with Potential Partners):

- MC-13 Explore the possibility of acquiring an easement for the property behind Office Depot to build a pedestrian and bicycle path connecting Anderson Lane to Ashdale Drive. (Public Works, Watershed Protection)
- MC-14 Determine the feasibility of adding a crosswalk on Burnet Road and Rockwood Lane. (ATD, Corridor Improvement Programs)

Enhance the comfort and pedestrian environment along commercial corridors

Actions (with Potential Partners):

- MC-15 Install benches on Burnet Road to break up the walking distance between destinations and enhance the walking experience. (Corridor Improvement Programs, Public Works – Neighborhood Partnering Program)
- MC-16 Plant shade trees on Burnet Road in areas near transit stops and local shops. (Tree folks, Corridor Improvement Programs)
- MC-17 Install benches Anderson Lane to break up the walking distance between destinations and enhance the walking experience. (Public Works - Neighborhood Partnering Program, Corridor Improvement Programs)
- MC-18 Install pedestrian-scale lighting around public transit and local shopping. (Austin Energy)

Map of preferred sidewalk construction

Map of Sidewalk Construction Status

Map of the Ped Shed

Map of Proposed Bicycle Infrastructure Improvements

Map of Existing Bicycle Lanes

Photos of major corridors

Photos of bus and bus rapid

Photos of people walking in neighborhood

Photos of various transportation modes: cars, buses, bicyclists, pedestrians of all ages

Sidebars/Call-out box: Neighborhood Partnering Program

Goal: Make streets safer for all

Priorities and Actions:

Work to reduce traffic speed and volume within the residential core.

Actions (with Potential Partners):

- MC-19 Study the feasibility of calming traffic speeds on Steck Avenue between Shoal Creek Boulevard and Burnet Road. (ATD)
- MC-20 Improve pedestrian crossings on Steck Avenue near Briarwood Lane and Stillwood Lane to calm traffic and add a safe place for crossing. (ATD)
- MC-21 Study the possibility of calming traffic speeds on Crosscreek Drive within the school zone. (ATD - Local Area Traffic Management, Public Works - Safe Routes to School)
- MC-22 Study the possibility of calming traffic speeds on Shoal Creek Boulevard near multifamily complexes from Steck Avenue to Research Boulevard. (ATD - Local Area Traffic Management)
- MC-23 Complete installation of the traffic roundabout at Rockwood Lane and Stillwood Lane. (ATD)

Enhance safety for bicyclists.

Actions (with Potential Partners):

- MC-24 Install a protected bike lane on Shoal Creek Boulevard from Anderson Lane to Research Boulevard. (ATD)
- MC-25 Construct an off-street path for bicyclists from Shoal Creek Boulevard to Burnet Road along Research Boulevard. (TxDOT, ATD)

Make it safer for people to walk around the neighborhood and to nearby commercial areas.

Actions (with Potential Partners):

- MC-26 Install a Pedestrian Hybrid Beacon at the intersection of Ashdale Drive and Burnet Road as listed on the Burnet Corridor Improvement Plan. (Corridor Improvement Programs)
- MC-27 Determine the feasibility of installing a Pedestrian Hybrid Beacon near the intersection of Penny Lane and Burnet Road. (Corridor Improvement Programs)

Reduce conflicts between vehicular and non-vehicular traffic.

Actions (with Potential Partners):

MC-28 Install bicycle lanes and signage on Primrose Lane from McCann Drive to Rockwood Lane. (ATD LATM application has been submitted by community)

Photos of vehicles on residential streets, stop lights

Map of Proposed Bicycle Improvements

Map of Existing Bike Road Comfort

Map of Vision Zero

Map of sidewalks, bikes, and barriers

Sidebars/Call-out box: 311

Sidebars/Call-out box: Vision Zero is a traffic safety concept that aims to reduce fatalities and serious injuries on roadways to zero. (Include an area map)

Additional existing plans or concurrent planning processes

City of Austin Sidewalk Master Plan

2014 Austin Bicycle Plan

North Lamar/Burnet Corridor Development Program

2025 Austin Metropolitan Area Transportation Plan

Vision Zero Action Plan

MoPac Improvement Project