

SHOAL CREEK TRAIL PILOT PROJECT (W. 31ST ST./ SHOAL CREEK BLVD.)

PHASE 1 PILOT PROJECT - PRELIMINARY RESULTS
EXTENDED PILOT MODIFICATIONS AND
EVALUATION PLAN

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Funding for this project is available from the [Local Mobility Program](#) of the [2016 Mobility Bond](#).

PILOT PROJECT BACKGROUND

- Initially part of the North University-Heritage-Rosedale Neighborhood Bikeways project.
- Missing connection for the Shoal Creek Trail.
- Creek right-of-way for a trail is not publicly owned.
- Street serves access to St. Andrews Episcopal School, residences and businesses.
- Existing park trail is substandard in terms of width and highly environmentally constrained and incomplete.
- Initial public process offered several alternatives, with trade-offs for trail comfort, access and overall street function.



SOLVING FOR MULTIPLE NEEDS

- Feedback from the initial comment period in December of 2020 revealed multiple street needs, including residential and business access, school pick up and drop off, and comfortable trail connectivity through an existing gap.
- **Common concern:** motor vehicle speeds were not comfortable for all street users.
- **Pilot Project Concept:** Test a yield-flow street design that connects the Shoal Creek Trail, addresses shared speeding concerns, offers two-way access for motor vehicles and maintains on-street parking.



PILOT GOAL: CONNECT THE TRAIL



Before

5 ft shared walking/bicycling eastbound lane, 25 ft for two-way motor vehicle access and parking on north curb*



Pilot Condition

Generally 8.5 ft trail width, 1.5 ft buffer, and remaining space for two-way yield-flow motor vehicle access and parking on north curb.*

*Street width varies between 25 and 30 feet.

PILOT GOAL: MAINTAIN PARKING & ACCESS



School Travel

Morning and afternoon pick up and drop off for St Andrews Episcopal School routes along W. 31st and Shoal Creek Boulevard.

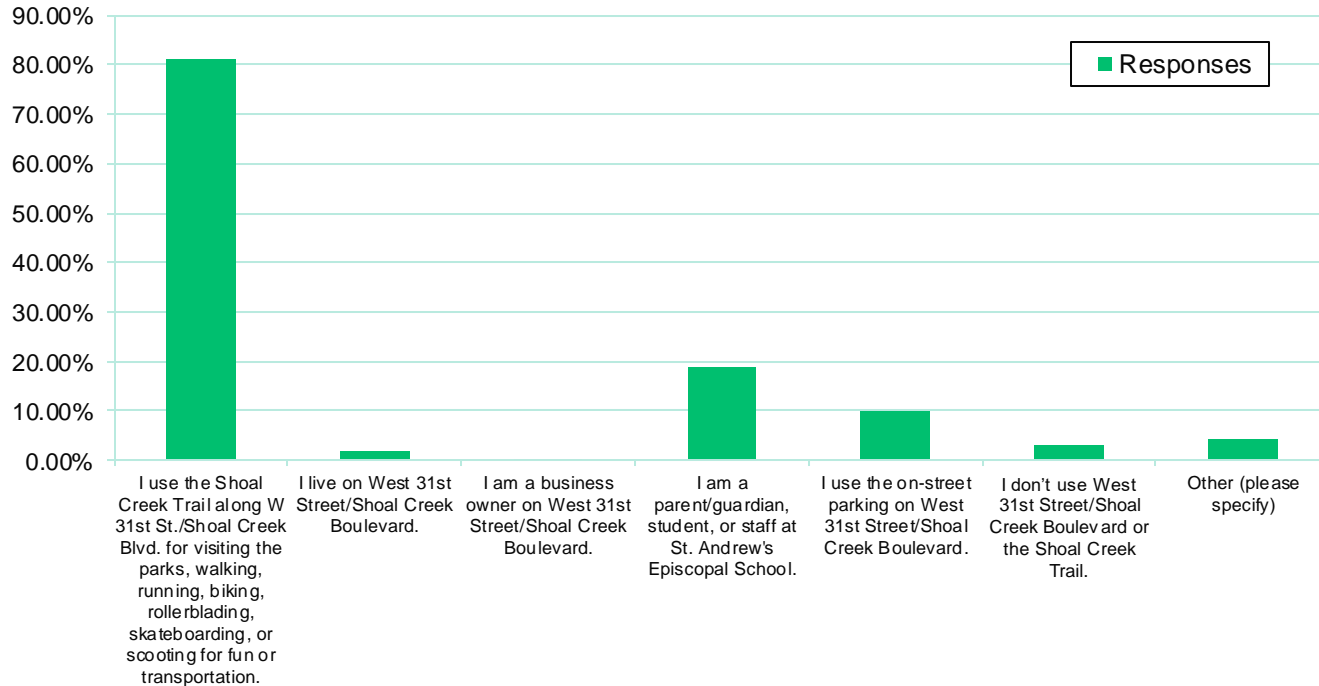


Parking Pockets

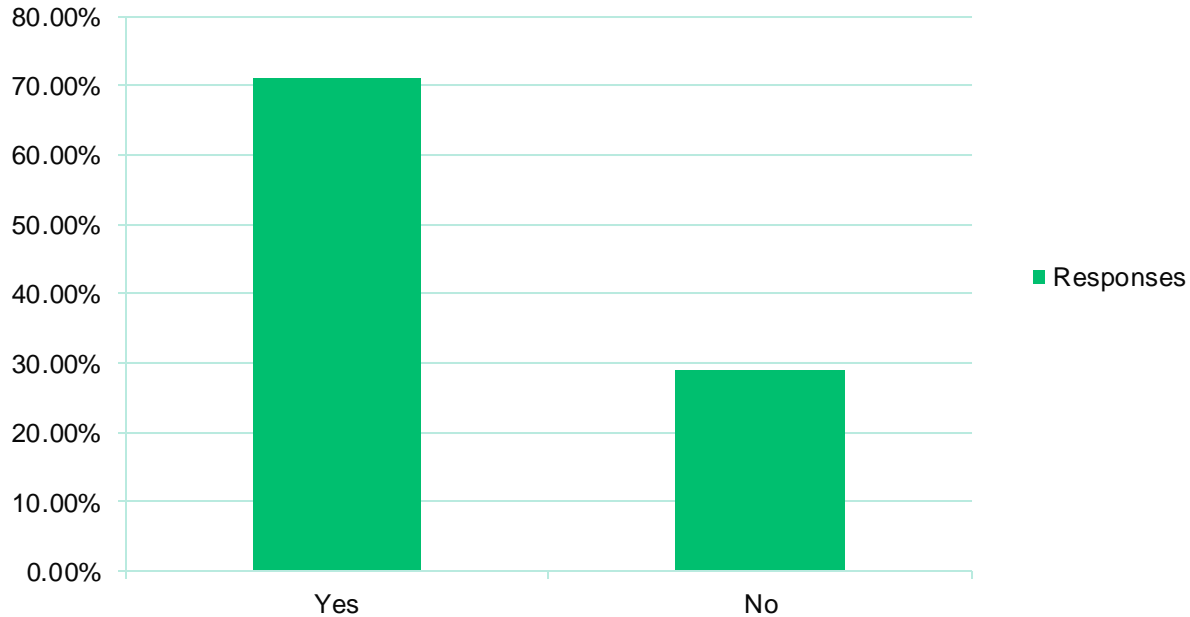
Parking pockets that define areas where parking is and isn't permitted helps to provide pull out space along the street to enable two-way travel and provide for on-street parking in select locations.

PRELIMINARY SURVEY RESULTS

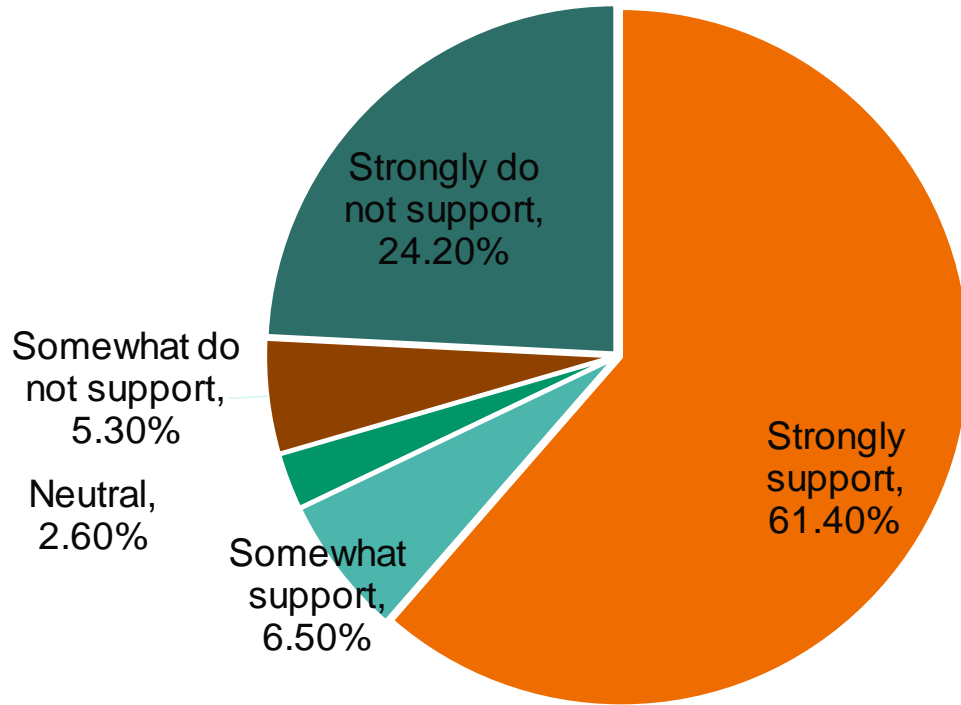
How do you use West 31st Street/Shoal Creek Boulevard and the Shoal Creek Trail between West 34th Street and North Lamar Boulevard?



Have you experienced the current pilot project on West 31st Street/Shoal Creek Boulevard in person?



Level of support



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SUMMARY OF INITIAL FEEDBACK

- Strong support for the trail connection
- Concern with traffic flow / yield flow particularly around curve with limited sight distance and during school pickup and drop-off periods
- Concerns with narrow width of trail
- Tampering with traffic control devices leading to inconsistent use patterns
- Concern with the trail routing through trees, including a lack of clear wayfinding.



EXTENDED PILOT: NEXT STEPS AND EVALUATION PLAN

NEXT STEPS: MODIFY PILOT CONFIGURATION

Based on feedback received, the pilot project will be modified and extended through 2021 while the project team continues to evaluate potential permanent solutions. Planned modifications to the current setup include:

- **Upgrading the temporary, in-street shared use path's boundary from cones to flexible bollards and concrete buttons** to better define the path, increase comfort for path users and address operational needs including school bus access, mail and trash service.
- **Modifying locations of on-street parking spaces** to optimize visibility and improve the two-way yield flow for motor vehicle traffic.



NEXT STEPS: EXTENDED PILOT EVALUATION

Austin Transportation will be extending the pilot through 2021 to further evaluate the yield-street configuration and include additional evaluation methods including:

- ✓ Counts and observations of people walking and bicycling along the street and where they choose to route to and from;
- ✓ Repeated motor vehicle speed studies;
- ✓ Motor vehicle, bicycle and pedestrian counts;
- ✓ User intercept surveys to get feedback as people are using the street; and
- ✓ An online survey to understand comfort, connectivity, operations and access by everyone that uses the street.

