

# Shoal Creek Boulevard

## All Public Input

---

Source of Input	Page Number
Survey Results .....	2
Online Map Comments .....	113
Emailed Comments .....	178
December 12 Listening Session Map Comment Pictures .....	249
Additional Materials from Listening Session Participants .....	276

# Shoal Creek Boulevard Survey Results

---

## Shoal Creek Boulevard Survey (38th Street to US 183)

**How do you currently use Shoal Creek Boulevard? (Select all that apply.)**

Answer Choices	Responses	
Driving	80.28%	863
Walking	51.07%	549
Using a mobility-assistive device	0.47%	5
Running	23.72%	255
Bicycling	72.00%	774
Riding a scooter	5.12%	55
Walking or bicycling with children	17.58%	189
Utilizing on-street parking for yourself or others	13.30%	143
I live on Shoal Creek Boulevard	15.16%	163
Other (please specify)	4.93%	53
Answered		1075
Skipped		1

Respondents	Response Date	Other (please specify)
1	Jan 13 2019 06:02 PM	I use the Sidewalks for all children activity
2	Jan 13 2019 01:10 PM	Im one house off Shoal Creek. I have lived in the house since 1962.
3	Jan 13 2019 12:47 AM	children bike on the sidewalks only, never in the street
4	Jan 12 2019 03:51 PM	walking dog
5	Jan 12 2019 09:37 AM	This is the main corridor for me and all the families in this neighborhood.
6	Jan 11 2019 06:40 PM	I walk it daily with my dog
7	Jan 11 2019 01:27 PM	We walk our kids to school and cross the street at Shoal Creek & White Rock
8	Jan 11 2019 12:28 AM	Dog walking
9	Jan 10 2019 10:24 PM	Walk across street to Beverly Sheffield Park from the doggie park on Great Northern Blvd
10	Jan 10 2019 10:41 AM	family lives on shoal creek blvd
11	Jan 10 2019 06:26 AM	Walking my dog
12	Jan 09 2019 05:42 PM	I live on Hilwin Circle so not quite technically ON SCB but so close that I consider living on SCB
13	Jan 09 2019 05:12 PM	Not only driving for destination, but also driving to enjoy a more scenic pleasurable route.
14	Jan 08 2019 04:35 PM	Just to clarify, my on-street parking use is for access to the park at Great Northern dam.
15	Jan 08 2019 04:19 PM	i live off shoal creek at cross creek
16	Jan 08 2019 08:58 AM	Also use it to leisurely avoid MoPac.
17	Jan 07 2019 02:06 PM	Walk dogs
18	Jan 07 2019 12:09 PM	I don't live on shoal creek but live one house off of it
19	Jan 05 2019 08:38 PM	I live 2 blocks away from Shoal Creek Boulevard
20	Jan 01 2019 02:00 AM	Total Stakeholder! I live on the Creek side of the street
21	Dec 31 2018 06:23 PM	Live on Hilwin Circle

22	Dec 31 2018 06:02 PM	(I am a child, escooters should be illegal, parents use parking)
23	Dec 31 2018 05:49 PM	I live between Shoal Creek and Great Northern
24	Dec 31 2018 05:43 PM	Walking dog
25	Dec 28 2018 06:14 PM	Walking my dog
26	Dec 27 2018 05:05 PM	It is the backbone and connector of my neighborhood. City has never properly controlled speed or evaluated school child safety
27	Dec 27 2018 03:57 PM	I need to bike with children for transportation, but currently avoid
28	Dec 17 2018 04:24 PM	I live right off SCB
29	Dec 17 2018 04:14 PM	I live 1 block from Shoal Creek on W 40th
30	Dec 17 2018 01:07 PM	Walking or biking kids to school
31	Dec 16 2018 10:13 AM	parents live on SCB
32	Dec 14 2018 05:01 PM	live just 1 block off Shoal Creek
33	Dec 14 2018 04:10 PM	electric skateboard
34	Dec 14 2018 10:33 AM	Grandparents live on Shoal Creek so I park their frequently
35	Dec 14 2018 06:25 AM	Live on Bullard, one block off of SCB
36	Dec 13 2018 10:27 PM	Trash, recyclables, compost pickups
37	Dec 13 2018 09:31 PM	I live just off Shoal Creek on Silverway
38	Dec 13 2018 09:31 PM	walking a dog
39	Dec 13 2018 09:27 PM	I live in the hood across NW Park.
40	Dec 13 2018 04:09 PM	I would use it more with my kids if the traffic was slower.
41	Dec 13 2018 03:42 PM	Kids commute to school
42	Dec 13 2018 12:08 PM	I live right off SCB & use it multiple times each day
43	Dec 13 2018 11:05 AM	I live on Silverway Dr just off SCB
44	Dec 13 2018 10:55 AM	riding motorcycle
45	Dec 13 2018 10:07 AM	live on West 45th just south of junction w/SCB
46	Dec 13 2018 10:01 AM	I live very close to Shoal Creek Boulevard
47	Dec 13 2018 09:38 AM	I live near SCB
48	Dec 13 2018 07:44 AM	Dog Walking
49	Dec 12 2018 10:51 PM	walking with dogs
50	Dec 12 2018 06:57 PM	Occasional on street parking
51	Dec 12 2018 06:22 PM	Commuting
52	Dec 12 2018 05:57 PM	I live on the West side of Shoal Creek.
53	Dec 12 2018 04:43 PM	Testing



Shoal Creek Boulevard Survey (38th Street to US 183)  
**How would you like to use Shoal Creek Boulevard? (Select all that apply.)**

Answer Choices	Responses	
Driving	71.72%	771
Walking	60.37%	649
Using a mobility-assistive device	2.51%	27
Running	33.67%	362
Bicycling	78.70%	846
Riding a scooter	10.51%	113
Walking or bicycling with children	29.40%	316
Utilizing on-street parking for yourself or others	14.42%	155
Other (please specify)	4.00%	43
Answered		1075
Skipped		1

Respondents	Response Date	Other (please specify)
1	Jan 13 2019 06:02 PM	I use the sidewalks for children on bicycles
2	Jan 13 2019 04:47 PM	Rollerblading
3	Jan 13 2019 12:47 AM	kids bike on the sidewalks only
4	Jan 12 2019 07:19 PM	riding the bus
5	Jan 12 2019 03:51 PM	walking dog
6	Jan 12 2019 09:13 AM	Let my children ride their bikes to school
7	Jan 11 2019 06:40 PM	I walk it daily with my dog
8	Jan 11 2019 05:18 PM	This is a very busy cut through for traffic.
9	Jan 11 2019 12:28 AM	Dog walking
10	Jan 10 2019 10:24 PM	Criss street easily to Beverly Sheffield park
11	Jan 10 2019 06:26 AM	Walking my dog off leash
12	Jan 09 2019 05:12 PM	a pleasure drive, not just destination drive
13	Jan 08 2019 08:58 AM	Possibly riding a scooter occasionally.
14	Jan 07 2019 08:57 PM	Getting in and out of my driveway safely!
15	Jan 07 2019 01:10 PM	It would be awesome for a city bus to run down either Shoal Creek or Great Northern.
16	Jan 07 2019 12:27 PM	I prefer not to drive at all.
17	Jan 07 2019 12:13 PM	safely
18	Jan 07 2019 12:09 PM	Bus
19	Jan 05 2019 08:38 PM	Make sure any changes are acceptable to the neighborhood.

		Living!! Backing out of my driveway is treacherous enough without added lanes and barriers.
20	Jan 01 2019 01:52 AM	
21	Dec 31 2018 06:23 PM	Bus
		running and bicycling-something called a sidewalk!
22	Dec 31 2018 06:02 PM	
23	Dec 31 2018 04:38 PM	bus
24	Dec 28 2018 08:16 PM	bicycling safely
25	Dec 28 2018 06:37 PM	Living in house peacefully
		I love the idea of connected trail to Walnut Creek and downtown
26	Dec 27 2018 05:15 PM	
27	Dec 27 2018 05:05 PM	Children walking and biking to Gullett, Lamar MS and McCallum HS
28	Dec 27 2018 02:26 PM	Bus
		NOT in favor of reducing number of driving lanes or adding any barriers on road; the existing painted lanes work well and the last time they added some curb barriers/landscaping it was a terrible disaster and after paying to build them, the city then spent a lot more money to remove them.
29	Dec 26 2018 02:28 PM	
		maybe using mobility device since I am quite old
30	Dec 14 2018 05:01 PM	
31	Dec 14 2018 04:10 PM	electric skateboarding
		I walk on sidewalks that already exist and use the lanes in front of my house without fear. No need for 5' of my yard to be removed
32	Dec 13 2018 11:46 AM	
33	Dec 13 2018 10:55 AM	riding motorcycle
		I would like to feel safe when using ShoalCreek with something else than a car.
34	Dec 13 2018 10:23 AM	
35	Dec 13 2018 07:44 AM	Dog Walking
36	Dec 12 2018 10:51 PM	walking with dogs
37	Dec 12 2018 06:59 PM	Electric scooter
38	Dec 12 2018 06:57 PM	Occasional on street parking
		I want to be able to park on street in front of my house
39	Dec 12 2018 06:24 PM	
40	Dec 12 2018 06:22 PM	Commuting
		My children's favorite activity is bike riding. We use shoal creek trail from 29th to town lake extensively. Would love to extend it northward,
41	Dec 12 2018 05:57 PM	
		Not having devaluing of my property by a 2 lane bike path
42	Dec 12 2018 05:57 PM	
43	Dec 12 2018 04:43 PM	Testing

Shoal Creek Boulevard Survey (38th Street to US 183)  
Given the ways you use Shoal Creek Boulevard that are important to you, how comfortable do you currently feel using the street?

Answer Choices	Responses	
Very uncomfortable	12.22%	131
Somewhat uncomfortable	31.53%	338
Somewhat comfortable	35.07%	376
Very comfortable	22.67%	243
Answered		1072
Skipped		4

## Shoal Creek Boulevard Survey (38th Street to US 183)

**What would it take to make Shoal Creek Boulevard a safer and more comfortable place to be? (Select all that apply.)**

Answer Choices	Responses	
Nothing, Shoal Creek Boulevard is fine as it is	15.10%	162
Improved safety at intersections	38.30%	411
More pedestrian crossings	24.32%	261
Slower motor vehicle speeds	36.44%	391
Eliminating conflicts between people riding bicycles and parked vehicles	57.41%	616
Physical separation between people riding bicycles and moving vehicles	48.93%	525
Other (please specify)	20.88%	224
	<b>Answered</b>	<b>1073</b>
	<b>Skipped</b>	<b>3</b>

Respondents	Response Date	Other (please specify)
1	Jan 13 2019 10:44 PM	Better sidewalks
2	Jan 13 2019 08:00 PM	Bicyclists commenting at their bicycleaustin.com website do not like the proposal. The latest comment as of 12-14-2018 reads "the reality of it is that implementing the proposal would make Shoal Creek riding far worse for riders of all skill levels than it is today."
3	Jan 13 2019 07:53 PM	Sharrows are the lowest cost solution. They would reduce average car speeds on SCB, and result in less MoPac traffic diverting to SCB during rush hour.
4	Jan 13 2019 07:28 PM	Eliminating all on-street parking and creating more room for a bike/low-speed vehicle lane. If on-street parking for some bizarre reason must be continued, please for the love of god install parking meters and charge market rate fees for use of this space for automobile storage.
5	Jan 13 2019 07:22 PM	Keep pedestrians out of the street. City ordinance requires that pedestrians keep out of the street where sidewalks are provided. But people walk, jog, and run in the street.... even push their babies in strollers in the street while walking their dogs.
6	Jan 13 2019 06:54 PM	Ticket cyclists running stop signs without breaking cadence. They set a very dangerous example for beginner cyclists. Also ticket cyclists riding more than two abreast.

7	Jan 13 2019 06:08 PM	Cyclists continually run stop signs. They should be routed to Great Northern Boulevard where they won't threaten safety as much.
8	Jan 13 2019 06:02 PM	you must redo the sidewalks, they are bad on the north end, cause people to trip at each driveway, that is why they are out in the multi use lanes.
9	Jan 13 2019 04:43 PM	Fix the potholes
10	Jan 13 2019 02:44 PM	Remove the bicyclists
11	Jan 13 2019 01:10 PM	have cyclists OBEY the laws...dont run stop signs, stay in the bike lane. Don't ride 4+ abreast. Dont ride between lanes.
12	Jan 13 2019 10:22 AM	Removing the aggressive cyclists from the road and area. Shift them to Great Northern.
13	Jan 13 2019 12:47 AM	Problme is NOT vehicle speed, it is # of cars, cut through traffic from MOPACc
14	Jan 12 2019 08:02 PM	1. Cars need to obey the speed limit. 2. Cars and bikes need to stop at stop signs. They need to make complete stops instead of rolling thru stop signs, especially when pedestrians are entering crosswalks. 3. Cars need to stop passing on left or right. Very dangerous.
15	Jan 12 2019 05:19 PM	Nothing to add
16	Jan 12 2019 04:09 PM	I want protected bike lanes on Shoal Creek
17	Jan 12 2019 03:51 PM	remove parking from one side of Shoal Creek Blvd to accomplish above
18	Jan 12 2019 09:37 AM	I would prefer safe running and bicycling on routes other than shoal creek. This road is not safe for mixing cars and other modes of transportation.
19	Jan 12 2019 09:32 AM	The driving lanes are already too narrow given the curves in the street. Same goes for center lane Koenig Burnet to Shoal Creek.
20	Jan 12 2019 08:01 AM	Build an independent flood resistant trail similar to south portions
21	Jan 12 2019 07:56 AM	Enforcement of stop signs for cyclists
22	Jan 11 2019 11:52 PM	Add a few stop signs or speed humps at regular intervals along the route to slow traffic.
23	Jan 11 2019 09:03 PM	Current configuration makes the most sense!!
24	Jan 11 2019 06:40 PM	Re-stripe the lanes so they can be seen better
25	Jan 11 2019 06:02 PM	Adding one or two more stop signs at key intersections would reduce the amount of through-traffic and return SCB to being a neighborhood thoroughfare, not a MoPac alternative.
26	Jan 11 2019 05:47 PM	"No parking" segments in blind curves or places where the street narrows.
27	Jan 11 2019 05:24 PM	Parked cars can be an issue with cyclists and walkers so perhaps a reduction in parked vehicles would help by using a parking sticker for residents and guests to limit numbers
28	Jan 11 2019 04:00 PM	The side walks are poor and it leads me often to walk in the bike lanes with my dogs and the stroller.

29	Jan 11 2019 01:56 PM	I'd love to see a protected center running bike lane
30	Jan 11 2019 11:38 AM	25 mph speed limit would solve a lot of safety issues?
31	Jan 11 2019 09:50 AM	Not more permanent stop signs, but maybe places where you can push a button and lights flash so cars know there is someone crossing.
32	Jan 11 2019 07:52 AM	parked cars on bike lands continually force cyclists into traffic. I've had many close calls from being forced into the street, and from oarked car doors being suddenly opened in front of me in the one-way bike lane. As a driver, I experience cyclists suddengly veering into my lane.
33	Jan 10 2019 10:50 PM	Have bicyclists follow traffic laws
34	Jan 10 2019 10:20 PM	Do not make a dedicated bike lane taking up parking!!!
35	Jan 10 2019 10:18 PM	Better enforcement of bicyclists not obeying traffic laws
36	Jan 10 2019 08:04 AM	Designated bike lane in the creek
37	Jan 09 2019 09:54 PM	Banning through motor traffic, or knocking down the houses on the west side and building separate bike and hike trails up the creek
38	Jan 08 2019 11:36 PM	No parking on Shoal Creek Blvd
39	Jan 08 2019 04:36 PM	Speed cameras (and definitely NOT speed bumps) to slow motorists.
40	Jan 08 2019 04:35 PM	Sidewalks on E side of street from 8100 block going north.
41	Jan 08 2019 04:33 PM	The speed limit is fine. Just enforce it.
42	Jan 08 2019 08:58 AM	Since SCB is used as an alternative to MoPac, and is residential, speed should be no more than 30. Not sure what the current limit is!
43	Jan 07 2019 09:09 PM	Reduce the amount of non-neighborhood traffic. Way too much high speed traffic at morning and evening rush hour. I am afraid to let my kids ride bikes after 4:15 because there are so many cars driving so quickly, and not watching for children. Drivers treat this street as a detour from Mopac instead of a neighborhood with families, children, older adults and pets. Bicycles are not the problem.
44	Jan 07 2019 08:57 PM	Speed cameras or police cars on the street
45	Jan 07 2019 04:29 PM	Remove the ability to park on the street.
46	Jan 07 2019 03:27 PM	Ideal situation would be one unidirectional protected bike lane on each side of Shoal Creek Blvd
47	Jan 07 2019 02:59 PM	Removing parked cars in the bike lane.
48	Jan 07 2019 02:50 PM	This is a neighborhood where people walk their dogs. It is not a speedway
49	Jan 07 2019 01:51 PM	More sidewalks north of Foster so that people don't have to walk in the grass, street, or bike lanes.
50	Jan 07 2019 01:46 PM	Speed humps78757

51	Jan 07 2019 01:43 PM	remove street parking and keep the wide shoulder for bikes
52	Jan 07 2019 01:30 PM	Straighten the road
53	Jan 07 2019 01:02 PM	ban electric scooters
54	Jan 07 2019 12:39 PM	Bike lanes are an obvious need to a great area.
55	Jan 07 2019 12:18 PM	I would have APD enforce vehicular laws
56	Jan 07 2019 12:09 PM	Police catching speeders
57	Jan 07 2019 12:05 PM	No on street parking
58	Jan 07 2019 12:05 PM	curb radius are too wide and lets cars turn too fast
59	Jan 07 2019 11:41 AM	wide protected path in each direction for walkers and cyclists and scooters
60	Jan 07 2019 10:38 AM	Reduce on-street parking. Lower the speed limit. Enforce the speed limit. Minimize thru-traffic. Keep and maintain separate north-bound and south-bound bike lanes.
61	Jan 07 2019 09:03 AM	Any kind of Blinking speed clocks that show drivers their actual speed.
62	Jan 06 2019 10:55 PM	curves near northwest park, from baseball fields to Greenlawn, restrict visibility
63	Jan 06 2019 03:38 PM	Some of the sidewalks on Shoal Creek Blvd. need repair, and are somewhat unsafe for pedestrians.
64	Jan 06 2019 02:08 PM	Maybe signs urging users to stop at all traffic signs, keeping within marked lanes and yielding to those who are rightfully in their marked lanes.
65	Jan 06 2019 09:54 AM	Limit parking to the east side of SCB would be OK.
66	Jan 06 2019 09:54 AM	enforce bikes to Stop at stop signs
67	Jan 05 2019 08:38 PM	This is a leading question. Do not change Shoal Creek Boulevard.
68	Jan 05 2019 08:35 PM	Patrol and ticket packs of cyclists defying traffic and disobeying rules of the road,
69	Jan 05 2019 06:55 PM	No parking in shared lanes during school/work commute times.
70	Jan 04 2019 09:33 PM	More sidewalks on the section between steck and research
71	Jan 04 2019 02:59 PM	Generally it works pretty well, if only you can limit the impatient commuters using it as an alternative to Mopac or Burnet Road. Neighbors on the same streets are generally more aware and cognizant that they are driving in a neighborhood, the others (by and large) are generally not.
72	Jan 02 2019 10:47 AM	Bike lanes where cars park are completely worthless. Eliminate some parking, dedicated bike lanes
73	Jan 02 2019 10:31 AM	Fixing the road surface in the bike lane.
74	Jan 01 2019 02:26 AM	Improve road quality. Too many potholes causing cyclists to swerve into traffic. I see it all the time!
75	Jan 01 2019 02:03 AM	Lower speed limit enforced

76	Jan 01 2019 02:00 AM	1. No parking on SCBlvd between 38th and Anderson and full 8' bike lanes on each side of street. 2. Light at 45th and SCB
77	Jan 01 2019 01:52 AM	The problem on SCB is speed. People run the stop signs at SCB and White Rock at a constant pace
78	Dec 31 2018 06:57 PM	Find a different thoroughfare for bicycle groups to use. SCB needs to be a main thoroughfare for motor vehicles, emergency vehicles, single bike riders, and pedestrians
79	Dec 31 2018 06:44 PM	No parking in bike lanes
80	Dec 31 2018 06:37 PM	Cleaner better paved roads
81	Dec 31 2018 06:31 PM	No 2-way bike lanes
82	Dec 31 2018 06:23 PM	street diet, make 2-way bike lane in center of street)
83	Dec 31 2018 06:04 PM	A bike lane on both sides would suffice but no physical barrier
84	Dec 31 2018 06:02 PM	Pave roads for once
85	Dec 31 2018 05:58 PM	Some way to slow traffic and stop corner cutting
86	Dec 31 2018 05:57 PM	more clearly marking for bike lanes
87	Dec 31 2018 05:49 PM	Everyone learning to take other's perspectives :)
88	Dec 31 2018 05:15 PM	Remove parking
89	Dec 31 2018 05:11 PM	k. As long as bicyclists obey rules (oe, stop at stop signs , stay in lane) We don't need additional bike lanes or more congestion on Shoal Creek. Keep scooters and bicycles to a minimum. No peletons should be allowed.
90	Dec 31 2018 04:43 PM	Better sidewalks, parking indents at parks (coa property, easy fix) to open shared lane more. Other - quit messing with it before fixing worse street in area
91	Dec 30 2018 09:42 AM	Resurfacing; Pedestrian crossings with lights, such as the one at SCB&Treadwell; some sidewalk repair, esp near Treadwell intersection; more raised reflective pavement markers along center yellow lines and along bike lanes; much brighter lines
92	Dec 28 2018 08:28 PM	Enforce safety laws - speed limit, passing in bike lane. Add more stop signs to discourage thru traffic
93	Dec 28 2018 08:21 PM	Smooth the bike lanes that exist, reduce limit times for parking, but don't take way right to park
94	Dec 28 2018 08:19 PM	Double bike lane on one side parking on the other
95	Dec 28 2018 08:10 PM	1 way cycle tracks on both sides
96	Dec 28 2018 07:36 PM	Eliminate parking on street both sides
97	Dec 28 2018 07:29 PM	Better sidewalks at key intersections
98	Dec 28 2018 06:50 PM	9' bike lanes on each side are more than adequate



99	Dec 28 2018 06:47 PM	A physical separation is very bad as it can not be cleaned by street sweeper and forces bikes into car lane
100	Dec 28 2018 06:38 PM	Divert cycling to other streets it will never be safe
101	Dec 28 2018 06:37 PM	Reduce speed limit, eliminate parking to keep bike lanes clear, enforce with tickets \$\$\$
102	Dec 28 2018 06:23 PM	People driving on SC north and south do not observe stop signs or drive 30mph. Our family has lived at Dover and Shoal Creek since 1964, we've seen it all
103	Dec 28 2018 05:57 PM	I don't want to get "doored" when squished between traffic and parking
104	Dec 27 2018 06:04 PM	Restripe bike lane with additional stripe cyclists use for training. Currently cyclists use single stripe with occasionally riding into traffic
105	Dec 27 2018 05:51 PM	Eliminating conflicts between people riding bicycles and pedestrians. Cyclists, especially groups, often do not pay attention to people = little ones and seniors. Move them to Great Northern, fewer people at risk, less prop depreciation
106	Dec 27 2018 05:40 PM	I believe it is more risky to do, but could be better with some tweaks and enforcement of laws rarely speed and running stop signs by both cars and bike
107	Dec 27 2018 05:15 PM	more sidewalks on connecting roads (Twin Oaks), measures to slow traffic at treadwell
108	Dec 27 2018 05:05 PM	Listen to neighborhood in 1993, don't spend so much time and effort solving a bicyclist problem without involving residents, schools and visitors, you undercut your reputation further. More crossing for school children. Slower speeds, acutally speeds are gnerally 40 mph not posted 30mph
109	Dec 27 2018 04:45 PM	Traffic enforcement speed and stop sign
110	Dec 27 2018 04:39 PM	Repave to repair all the utility trenches
111	Dec 27 2018 04:18 PM	I can personally deal without physical separation but I support physical separation for kids and people who are less skilled. (I consider myself "expert" level bike commuter)
112	Dec 27 2018 04:12 PM	45th street stop light please CM pool!
113	Dec 27 2018 04:06 PM	Resurface, swept twice a week in the fall
114	Dec 27 2018 04:03 PM	Separation between pedestrians and cyclists. Friend cycles was seriously hurt when dodging peds in Great Northern 2 way bike lane.
115	Dec 27 2018 03:52 PM	Less Bicycles
116	Dec 27 2018 03:41 PM	I like it as it is, but it would be a little safer if the city could prohibit large numbers of cyclists or reduce speed of cyclists and ticket bicyclists who do not stop at stop signs
117	Dec 27 2018 03:30 PM	Move bike traffic to Great Northern
118	Dec 27 2018 03:21 PM	Complete sidewalks on both sides from Foster to 183
119	Dec 27 2018 03:19 PM	It would be safer for bikers to have separation
120	Dec 27 2018 02:31 PM	Slower traffic in school zone in the morning

121	Dec 27 2018 02:28 PM	Safe for kids
122	Dec 27 2018 02:18 PM	Enforce traffic laws for cyclists. No one stops at intersections.
123	Dec 26 2018 02:28 PM	I've lived 1 block off Shoal Creek for over 20 years and have used it in all phases, including using it to commute downtown 5 days a week. The reality is in all these years I see only 1 or 2 bicyclists, at most, using it during the weekdays for commuting purposes; and while many more use it recreationally on the weekends. As such, I do not agree with reducing any driving lanes on SCB, as that will only increase the commuting problems and will not help solve those issues at all.
124	Dec 26 2018 12:27 PM	Sidewalks
125	Dec 24 2018 10:07 AM	Have you all considered making bike paths on the less traveled roadways rather than forcing cars and bikes to share already crowded roads? That seems much safer and smarter for all involved
126	Dec 21 2018 10:04 PM	Eliminate on-street vehicle parking
127	Dec 21 2018 11:42 AM	trail enhancements so there is an off-road trail along the creek all the way that can be enjoyed by walkers and bikers (crushed gravel trail would be preferable to pavement)
128	Dec 20 2018 07:16 PM	Fewer bicycles and greater car traffic capacity
129	Dec 20 2018 06:20 AM	speed bumps leave the bicycle lanes the way they are currently
130	Dec 20 2018 03:40 AM	More street lights
131	Dec 19 2018 09:23 PM	Perhaps it could be better for cycling but it's good as is for me (an experienced adult cyclist).
132	Dec 19 2018 08:15 PM	Reduce speed limit on Shoal Creek and/or more enforcement of speed limit; enforce law that all bikes and cars must stop at stop signs. Improve and add sidewalks the entire length.
133	Dec 19 2018 11:24 AM	divert bike traffic to Great Northern. Require permit parking on Shoal Creek Blvd to reduce unnecessary parking on the street. Much of the parking on the street is unnecessary. Driveways are empty or there is ample parking at the park, but people would rather park on street.
134	Dec 19 2018 08:27 AM	repaving the road - less pot holes and bumps
135	Dec 18 2018 11:27 PM	More room and perhaps a barrier at major intersections. Most especially to assist with vehicles crowding the curb to turn right.
136	Dec 18 2018 02:42 PM	inforce traffic regulations on people riding bicycles obey stop signs and passing rules
137	Dec 17 2018 06:12 PM	cyclist-specific traffic signal push buttons at the curb
138	Dec 17 2018 04:31 PM	parked cars can be an obstacle but there really aren't that many parked on Shoal Creek
139	Dec 17 2018 04:24 PM	Eliminate parking on SCB; encourage runners to use sidewalks and not bike lanes.

140	Dec 17 2018 04:14 PM	bike lanes too wide; they encourage 3-4 bikes riding in a row
141	Dec 17 2018 03:28 PM	The speed limit is fine on shoal creek but many cars disregard it, going well over 40 in some cases. Also when I stop to turn left into my driveway cars just whiz quickly into the bike lane to pass as if it were a passing lane to drive in. I'd love to see increased police presence and aggressive ticketing to curb these factors.
142	Dec 17 2018 02:54 PM	Eliminate bicyclists & joggers
143	Dec 16 2018 09:19 PM	Perhaps a pedestrian bypass under 2222
144	Dec 16 2018 02:44 PM	Automobile parking in bike lanes and wide side walks
145	Dec 16 2018 10:13 AM	people riding bicycles who are more polite
146	Dec 16 2018 09:41 AM	enforce bicycles stopping at stop signs
147	Dec 15 2018 08:35 PM	possibly 4 to 6 speed bumps between Hancock Dr & Foster Ln
148	Dec 15 2018 06:59 PM	bikes think they have priority on SCB, then runners, they want their way
149	Dec 15 2018 02:09 PM	repave the roads and add a traffic light at Foster/SCB. The commuters are really causing problems at this 4-way stop. Another great thing would be a bridge over SCB where children cross to go to Gullett--at SCB at Treadwell. Cars do not pay attention to people in the crosswalk here!
150	Dec 15 2018 01:33 PM	See comments about parking.
151	Dec 15 2018 10:31 AM	Assure that sightlines are protected at intersections where vegetation on private property might become overgrown.
152	Dec 15 2018 10:22 AM	Fixing potholes and resurfacing. There are to many potholes in the bike lanes forcing the bikers into car lanes.
153	Dec 15 2018 10:12 AM	Protected bicycle lanes
154	Dec 15 2018 09:58 AM	Eliminate potholes and lumps in the pavement
155	Dec 15 2018 09:43 AM	45th Street and SCB should be a four-way light.
156	Dec 15 2018 08:43 AM	Repave the entire length of Shoal Creek Blvd
157	Dec 15 2018 08:15 AM	Remove parking on Shoal Creek Blvd
158	Dec 14 2018 09:20 PM	4 total car lanes in all sections
159	Dec 14 2018 09:06 PM	Clean the bike lanes and keep the trees trimmed so that the lanes are safe to use without running through broken glass or striking overhanging limbs
160	Dec 14 2018 05:01 PM	asking bicyclists to follow the rules, maybe give them a ticket once in a while
161	Dec 14 2018 04:12 PM	Add "no parking" zones at blind corners. Enforce speed limits.
162	Dec 14 2018 04:09 PM	center-running protected bike lane
163	Dec 14 2018 04:04 PM	Protected bike lanes
164	Dec 14 2018 10:50 AM	better signage about upcoming intersections around curvy areass

165	Dec 14 2018 09:26 AM	Road condition. I'm often dodging giant potholes or dodgy surfaces on my bike.
166	Dec 14 2018 09:16 AM	NO to two-way bike lanes...not necessary and I am vehemently against as a property owner on Shoal Creek
167	Dec 14 2018 09:10 AM	Remove the bike lanes that already take up half the street
168	Dec 14 2018 08:29 AM	consider traffic concerns and not just what cyclist want
169	Dec 14 2018 08:14 AM	Remove allowance to park cars on SCB. Residents have largest driveways in Austin.
170	Dec 14 2018 07:27 AM	wider sidewalks to accommodate walkers and runners
171	Dec 14 2018 05:18 AM	No parking in bike lanes! Duh!
172	Dec 13 2018 11:16 PM	Limit on street parking
173	Dec 13 2018 10:58 PM	Lower speed limits
174	Dec 13 2018 10:48 PM	Dedicated bike path with no pedestrians
175	Dec 13 2018 09:51 PM	repair what needs repair.
176	Dec 13 2018 09:27 PM	Less groups of cyclists(not sure you can do this); reduce traffic cut through from Mopac
177	Dec 13 2018 09:13 PM	If motor vehicle density or speed increases the present design becomes uncomfortable due to conflicts between motorists, bicyclists and parked vehicles.
178	Dec 13 2018 08:44 PM	Enforcement of current speed limit
179	Dec 13 2018 08:12 PM	Notify Google and Waze to not redirect traffic to the street during rush hours.
180	Dec 13 2018 04:50 PM	bikers following the rules of the road
181	Dec 13 2018 03:55 PM	Reducing conflicts between bicycles and parked cars, perhaps adding no parking zones along parkland and on the creek side of Shoal Creek Blvd, south of 45th.
182	Dec 13 2018 03:42 PM	Ped/bike crossing at Allendale/scb. Better alignment and visibility at Hancock / scb.
183	Dec 13 2018 02:55 PM	Austin should recognize that Shoal Creek Boulevard cannot be dealt with in isolation. It is part of the city of Austin and is the only safe street for cyclists heading north from downtown. It would take the adoption of Option #2 of the striping plan for Shoal Creek Boulevard between 38th Street and Foster Lane put before the Austin City Council in March 2006 to make Shoal Creek Boulevard a safer and more comfortable place to be, while at the same time giving Austin a safe north-south biking corridor. If Austin thinks solely in terms of the parochial interests of homeowners along Shoal Creek Boulevard who want the luxury of being able to park their vehicles in front of their homes on both sides of the street, the city will never be able to develop an integrated transportation network that combines several modes of conveyance—motorized and non-motorized.
184	Dec 13 2018 02:23 PM	more signage encouraging road sharing with cyclists
185	Dec 13 2018 02:23 PM	I think it does need better stripes for lanes and bike lanes.
186	Dec 13 2018 01:59 PM	same for scooters

187	Dec 13 2018 01:45 PM	Cleaner roads and fix potholes on shoulders (improve surface for bikes)
188	Dec 13 2018 01:42 PM	reducing on-street parking to leave more room for bikes
189	Dec 13 2018 01:10 PM	There needs to be speed enforcement--some people drive over 50 mph
190	Dec 13 2018 01:03 PM	I'd like to use the lanes with my young children but with cars being parked in them it can feel less safe than I'd like since I have to pull into the car lane to get around the vehicles. I will not let my young son ride in the lane, but keep him on the sidewalk.
191	Dec 13 2018 12:27 PM	Drivers not looking at their phones while driving- lack of law enforcement
192	Dec 13 2018 12:22 PM	Add two-way bike lane on one side and move all parking to other side
193	Dec 13 2018 12:15 PM	More streetlights
194	Dec 13 2018 11:41 AM	No two way bike lanes!
195	Dec 13 2018 11:35 AM	Protected bike lanes
196	Dec 13 2018 11:28 AM	remove parking
197	Dec 13 2018 11:05 AM	Repave the street, removing the bumpiness due to clay soils. Widen sidewalks. Otherwise, do nothing, please.
198	Dec 13 2018 10:55 AM	Periodic, unannounced patrols by police, enforcing laws for cars and bikes.
199	Dec 13 2018 10:48 AM	Repair the street--it is like driving on a washboard in places!
200	Dec 13 2018 10:12 AM	Better road maintenance. Cars or bike sometimes leave their Lanes in order to avoid irregular surfaces. Wider bike Lanes? with the hope that that could accommodate bikes, garbage dumpsters and vehicles?
201	Dec 13 2018 10:07 AM	Active speed control by APD
202	Dec 13 2018 10:01 AM	DON'T allow parking in the bicycle lanes, (that mix of uses is a fundamentally bad idea)
203	Dec 13 2018 09:59 AM	Get real input from people with the most skin in the game, not just anonymous stickies on a map.
204	Dec 13 2018 09:38 AM	Fix the sidewalks. The rest is way better than other problem areas
205	Dec 13 2018 08:50 AM	without destroying our front yards and making it harder to get onto the street!
206	Dec 13 2018 08:33 AM	Enforce cell phone law for automobile drivers.
207	Dec 13 2018 07:44 AM	The cues at the intersections of Shoal Creek and 45th and Shoal Creek and Koenig/Northland are extremely long. Could there be some turning lanes or something for those making left turns across traffic? i frankly think the bike lanes are silly because at peak traffic times no cyclists can access them anyway. Cars create their own lane paths and ignore the lanes.
208	Dec 13 2018 07:18 AM	Please don't put raised separations like Hancock Blvd. It's unnecessary, unsightly, and will bring down property values.
209	Dec 12 2018 11:53 PM	Speed bumps somewhere between Greenlawn and White Rock

210	Dec 12 2018 07:11 PM	No barriers, better marked one direction lanes, slower speed limits
211	Dec 12 2018 07:09 PM	We need a light at 45&SCB. Traffic gets VERY backed up during rush hour, which will only intensify when the Grove is built
212	Dec 12 2018 07:01 PM	No more speed bumps
213	Dec 12 2018 06:59 PM	Protected, fully separated bike lanes
214	Dec 12 2018 06:57 PM	More enforcement of traffic laws. No big groups of bikes or running clubs.
215	Dec 12 2018 06:54 PM	Better behavior from both bikes and cars
216	Dec 12 2018 06:20 PM	Adding wider sidewalk. The proposed all ages and abilities lane is not for all ages and abilities. A sidewalk would be
217	Dec 12 2018 06:05 PM	Bicycle facilities but please see my free form notes
218	Dec 12 2018 06:05 PM	No parking in bike lane
219	Dec 12 2018 06:03 PM	I live on Shoal Creek at the end of the Far West hiking trail. There are minor wrecks and injuries weekly. Because my home is where the dog park begins, I constantly have cars parked in front of my home. I cannot see around them to exit my driveway. If a bike is coming and the parked vehicle is large, I risk hitting and injuring someone. As a nurse I find this gravely disturbing
220	Dec 12 2018 05:59 PM	Paving improvements and general maintenace
221	Dec 12 2018 05:57 PM	Safer crossings at major intersections, such as 45th.
222	Dec 12 2018 05:57 PM	I'm very happy that they added protected turn signal lights at Hancock and Shoal Creek.
223	Dec 12 2018 05:36 PM	Pedestrian friendly crossing at 45th and shoal creek
224	Dec 12 2018 05:16 PM	Center running bike lanes

## Shoal Creek Boulevard Survey (38th Street to US 183)

**Do you have additional comments you'd like to share?**

Answered	640
Skipped	436

Respondents	Response Date	Responses
1	Jan 13 2019 11:18 PM	Shoal Creek Conservancy's proposal to change the bicycle/parking arrangement along Shoal Creek does not improve (and would likely damage) the current pedestrian, bicycle, automobile traffic situation or safety. Throughout the main residential portions of SCB, changing the traffic pattern as proposed is detrimental and ultimately unnecessary.
2	Jan 13 2019 10:44 PM	The separated bike lane is a bad idea. The large groups of cyclists that are the biggest problem will not use them and make it dangerous for everyone else. Make the focus of bikes Great Northern. It is far safer.
3	Jan 13 2019 10:21 PM	I believe small buses, similar to the 'Dillo buses we used to have downtown, could help citizens use fewer cars. Now it is quite a jaunt to the nearest bus stop. It would be great to be able to take a shuttle to HEB or to Anderson Lane and not drive a car.
4	Jan 13 2019 10:10 PM	Have police ticket the many cyclists who run SCB stop signs without breaking cadence. <a href="https://www.youtube.com/watch?v=B_ET_GY1mSk">https://www.youtube.com/watch?v=B_ET_GY1mSk</a> <a href="https://www.youtube.com/watch?v=azFUWl2yA0">https://www.youtube.com/watch?v=azFUWl2yA0</a>
5	Jan 13 2019 10:03 PM	To save the lives: 1) require cyclists of all ages to wear helmets. 2) make it illegal for a cyclist to ride a passenger on the handlebars. 3) make it illegal for a bicycle to have more than one trailer in tow. 4) make it illegal to ride a bike with both ears plugged (as when listening to music). 5) make it illegal to ride while using a cellphone. 6) Make it illegal to ride a bike while using a handheld gaming device.  I have seen cyclists doing all of the above.
6	Jan 13 2019 09:50 PM	This survey failed to ask what flaws people see in the proposed design! That is the same omission that caused the tremendous waste of money with the Frankencurbs. People writing comments at bicycleaustin.com have nothing good to say about this proposal. I do not either.
7	Jan 13 2019 09:43 PM	I am strongly opposed to the Shoal Creek Conservancy's plans for Shoal Creek Blvd that include two-way bike lanes and parking elimination on one side of the street.

8	Jan 13 2019 09:37 PM	<p>Here are my comments from August that I provided the citizen group that asked for feedback: Extending the tail to make a loop and connect with other tails is a worthy goal. However, the plan put forward is not a sensible or financially responsible way to achieve that goal. It's also not fair to the residents who actually live on Shoal Creek Blvd and will have to deal with the parking changes every day. As someone who lives just off and cycles on Shoal Creek between 38th and Foster Lane six days a week, I can say from everyday experience that the shared parking/cycling lanes on each side of the street are fine the way it currently is. By far the most dangerous part of my ride are other cyclist and joggers doing crazy things, not the motorist. Spending money to change the layout does nothing towards the actual goal of making a loop and connecting with other trails. This was tried before with a consultant recommended layout (remember the little islands with curbs and trees in them) which resulted in spending several hundred thousand dollars to put in and then later take out after it made all uses of the road more difficult. It's seems that this plan has been constructed by firms who don't live on or use Shoal Creek Blvd. For instance, while the plan is willing to spend money to move overhead utilities it fails to address basic usability issues, like the fact that you can't cross Koenig Lane without either getting off your bike to press the crosswalk button or waiting for a car to trigger the light to change. Other cities addressed these types of usage issues in the 1980's with pushbuttons what where reachable from the curb. Finally, the 2-way protected bikeways are unsafe. They force cyclists to cross the streets needlessly and motorist to have to account for more traffic entry points. How will these bike lanes be policed? Currently many joggers and walkers on Shoal Creek for whatever reason use the parking/cycling lane instead of the sidewalks, it's not a big deal now as cyclist have room to go around them in the lane, but if this happens on a 2-way protected bikeway there will not be room and the bikeway will be unusable for cyclists. Ultimately, this plan should focus the spending on connecting the loop and other paths together first before it looks at other changes.</p>
9	Jan 13 2019 08:47 PM	<p>When the 37-curb island proposal was offered in the mid-1990's, I was one of six volunteers who hand-carried a petition to residents of Rosedale and Allandale.</p> <p>The petition simply stated to just "leave Shoal Creek Blvd alone". Over 900 residents of Rosedale and Allandale signed it. Only 8% of those who answered their doors chose not to sign it. Incredibly, that petition was ignored! When the 37 obstructions were installed they were hated by cyclists and residents alike, and were dubbed the "SCB frankencurbs". The creators of that design should have realized that forcing cyclists to swerve closer to moving cars at an additional 37 places along SCB was a dangerous and bad idea! The current proposal will have homeowners backing their cars out across their sidewalk, a southbound bike lane, a northbound bike lane, and a southbound auto lane. It is already dangerous for them to back out where SCB curves greatly reduce visibility of southbound traffic. Defensive driving teaches that backing up is 400 times more dangerous than driving forward.</p> <p>So if today's designers really intend to install this design, then residents on the west side of SCB should be offered free circle drives so they can safely drive forward, not backward, through the four-tiered maze of moving metal and humanity that this design will create.</p>
10	Jan 13 2019 08:05 PM	<p>Shoal Creek Blvd can serve as a model space for ALL users -- a safe space for transit and exercise and social engagement -- but that will require re-assessing the usage priorities. Safety for all should come before automobile speed and automobile parking. Slow the cars!</p>



11	Jan 13 2019 08:04 PM	<p>I use Shoal Creek Blvd to access the Shoal Creek Trail by Temple Beth Israel. I don't feel safe using the current facilities for bikes (shared with parking) so I ride my bike on the sidewalk. I am very excited about the Big Loop concept where the Shoal Creek Trail would extend via a bike lane and connect to the Walnut Creek Trail. Right now, getting from my house to the Shoal Creek Trail is the most dangerous part of my commute. I would LOVE a protected bike facility and a really wide bike lane on Shoal Creek Blvd. The bike lane on Rio Grande in west campus is a model that I have enjoyed and feel safe in. I live in the neighborhood and have noticed the vocal group of people in opposition to a new bike lane on SCB. Shoal Creek Blvd is a wide street clearly designed as a thoroughfare, and there is plenty of room for everyone and for all types of transportation. Narrower car lanes could make more room for bike lanes and make the cars drive slower. The public right of way in this affluent neighborhood should be utilized to benefit all people in Austin: to offer real transportation options other than driving, and to connect to other bike and walking routes. For bike lanes to be truly usable, they need to occur in a network, not just as isolated strands. Virtually all the homes on Shoal Creek Blvd have multiple onsite parking spots between the driveway and the garage. Maintaining on street parking should be the last consideration when it comes to designing a safe, pleasant bike lane. The big shade trees on SCB are another reason why this route (rather than another street) is ideal for a better bike lane. They definitely make it more pleasant to bike and walk. As a wide street with really nice shade, there is so much potential for SCB to become a world class bike route. The current setup is fine for cyclists who are fast, strong, experienced, or riding for sport, but leaving the bike lane to dodge parked cars doesn't feel safe to me -- because it's not.</p>
12	Jan 13 2019 07:53 PM	<p>SCB has a lot of tall overhanging trees that drop debris into the street.</p> <p>Car tires, and the wind from cars, minimize debris close to the auto lane. So experienced SCB cyclists ride very close to the auto lane to minimize the likelihood of flat tires. The current proposal will create bike lanes with a lot more debris, causing more cyclists to ride in the auto lanes. Curvy Kavanaugh Blvd in Little Rock, AR (that is a lot like SCB) went with sharrows to provide residential on-street parking, and empowered cyclists to have their share of the road. Sharrows empower cyclists to use the most debris-free part of the street.</p>
13	Jan 13 2019 07:28 PM	<p>People who live on Shoal Creek can park their vehicles in their driveways and garages. They should not have any input on the use of the public right-of-way in front of their houses. I own a house in the city and do not feel entitled to use of the curb in front of my use, let alone FREE use. The residents opposed to having a bike lane on SCB need to get over it and stop expecting a free parking subsidy from the city to live out their misguided and outdated expectations for a suburban lifestyle based on single occupancy vehicles.</p>
14	Jan 13 2019 07:22 PM	<p>The proposed bike lanes will be cluttered with the same pedestrians who clutter the street today, plus a lot more electric scooters and skateboards that are the latest fad.</p> <p>For safety, beginner cyclists should stay on the sidewalk. I saw a little girl biking behind her dad in the street. He did not see her front will brush the curb and flip her over the curb and onto the grass. So putting a low barrier between the proposed bike lane and the auto lane could cause a beginner like that to be flipped into the auto lane. The safest place young cyclists is on the sidewalk.</p>
15	Jan 13 2019 07:22 PM	<p>The idea to have parking on one side only is totally ludicrous. This will endanger residents and their guest by needing to cross the street on foot. This will also reduce property values and be unsightly. Increasing both shoulders by 1/2 foot would help slow traffic and give more room for parked cars and cyclists. Also very low speed bumps would be helpful in the middle of the longer straight aways.</p>

16	Jan 13 2019 06:08 PM	There are ample alternatives for cyclists besides Shoal Creek. They are far and away the biggest problem on Shoal Creek, especially for runners, pedestrians and dog walkers. Shoal Creek is not a veloway. I am growing exhausted but the complaints of cyclists who do not live in my neighborhood complaining about Shoal Creek. Perhaps they should use the plentiful other streets that parallel Shoal Creek on the east and west. Great Northern Boulevard is an ideal alternative.
17	Jan 13 2019 06:02 PM	Redo the sidewalks, they are narrow and horrible to walk on on the north end too many trip points.  Leave the bike lanes alone, they are wide and safe, your narrow protected lane has many problems, too narrow, they make Shoal Creek Blvd too narrow to drive on for our older folks, and restrict vision, and move the road off center, and are too close to parked cars. I will have great trouble getting in and out of the driveway with protected lanes on one side
18	Jan 13 2019 04:43 PM	We don't need more bike lanes. 99.99% of the neighborhood don't ride bikes.
19	Jan 13 2019 03:58 PM	Decades ago I frequently saw police set up with radars on Shoal Creek, as well as just patrolling. That would be great to have that again.
20	Jan 13 2019 03:12 PM	The amount of dedicated street use for bicycles on now exceeds that of cars. The goal of a street is still for commerce, personal, and pleasure use. Dedicated concrete bike lanes are dangerous and limit the uses on the street.
21	Jan 13 2019 02:44 PM	The Shoal Creek Trail should be in the creek not on the street
22	Jan 13 2019 02:29 PM	Enforcement of speed limits would help all users of this street.
23	Jan 13 2019 02:09 PM	There are a lot of comments regarding the SCB and 45th intersection. None address the increase in congestion caused by the Grove development. A traffic light or other impediment will slow traffic even more when the Grove traffic is added in the next 2-3 years. Think carefully about this.
24	Jan 13 2019 01:58 PM	What will it take in Austin to remove the priority of the car, and especially the parked car? Shoal Creek is a model of multi-modal movement on the *public* right of way. Let's see what could happen if we actually supported and encouraged this activity by removing parking on both sides.
25	Jan 13 2019 01:46 PM	Would love PBL (protected bike lane)
26	Jan 13 2019 01:28 PM	The projects on Justin lane and Arroyo Seco should not be a model. You added 2 unnecessary traffic signals at AS and Koenig that slow the majority of traffic for for a few cars which just adds to congestion. There are very few cyclists using Justin lane, but you added a confusing bicycle only traffic signal. People who park on Justin with the one sided parking are put in a dangerous situation because the road is too narrow, it's 2 feet or less between the traffic land and parked/parking cars. Meanwhile, there is a cycling lane unused across the street that's wider than an auto lane. Cycling is < 1% of traffic, stop treating it as the #1 mode of transportation. Those bollards/plastic sticks are overkill, even if I thought it was a good idea, you only needed half as many as were installed, wasteful spending. Most cycling traffic on Shoal Creek is recreational. Recreational use concerns should be secondary. I doubt my comments make any difference. I'm confident you'll make a mess of Shoal Creek like you have in the past.

27	Jan 13 2019 01:10 PM	First, have the cyclists follow the rules. If they do, there is no need to expand their lanes - in some cases they are already bigger than the cars. Don't add medians/planters,etc to slow traffic. Done that! How much did they cost? How much more did they cost to remove them? We all enjoy riding bikes, but please show respect for the neighborhood the cyclists are riding through.
28	Jan 13 2019 12:45 PM	Making Shoal Creek Blvd into a shared-use "bike veloway" is a very bad idea. Please do not perform our neighborhood collector street into some sort of "traffic engineering experiment"!
29	Jan 13 2019 12:40 PM	Shoal Creek is a jewel & it should be handled with respect & care.
30	Jan 13 2019 11:44 AM	I am an experienced cyclist who's been riding and racing for 42 years. I'm comfortable in traffic but I can see the wisdom of shielded bike lanes to encourage others to ride.
31	Jan 13 2019 11:24 AM	no
32	Jan 13 2019 11:11 AM	More bike lanes with physical separations throughout town. Scooters are hazards on the sidewalk and with car traffic. We need to accommodate them with more bike (non-car) lanes, as well as wider lanes to accommodate the increased bike and scooter traffic.
33	Jan 13 2019 10:22 AM	The cyclists ignore traffic laws and basic courtesy. They are not commuters. They are cyclists out for exercise. Most abuse the privilege of riding on the roads and sidewalks. They run down the elderly and children and yell profanities at them. Start enforcing traffic laws against them and shift them away from the center of the neighborhood and onto the already-existing/planned thoroughfares on Great Northern and Burnet.
34	Jan 13 2019 10:03 AM	Homeowners should not be held accountable because cyclists do not follow traffic laws.
35	Jan 13 2019 09:58 AM	Some people drive over the speed limit along Shoalcreek, this must stop. 30mph if fine.
36	Jan 13 2019 09:02 AM	It appears that the parked cars are in conflict with one of the few N/S corridors for bycycles. That causes the dangerous pauses with car traffic the farting in and out - mopac traffic puts more cars on the essentially a neighborhood street. People bypassing for traffic are not from the hood, just cutting due to Waze. I think it will take a physical curb realignment/ take over some of the ROW to make a design solution really work for all parties
37	Jan 13 2019 12:47 AM	Federal Guidelines currently list many hazards to bicycles at the intersections for sidepaths or cycletracks or separated bike lanes, (which are experimental) 2012, updated in 1st quarter of 2019. <a href="https://nacto.org/references/aashto-guide-for-the-development-of-bicycle-facilities-2012/">https://nacto.org/references/aashto-guide-for-the-development-of-bicycle-facilities-2012/</a>
38	Jan 13 2019 12:08 AM	I do not support the current preferred proposal for Shoal Creek Blvd. I live on Shoal Creek Blvd and do not believe the proposal has taken into account the homeowners on SCB. We have the most at stake if this solution doesn't work like others in the past. What we need are repacked roads, smooth sidewalks on all the streets along SCB especially Great Northern. I would like to see the bike lanes set up like they are in Tarrytown on Exposition. Don't compromise my property value with an eye sore. I also know that if you move forward with the single shared bike lane, the majority of the current cyclists will not be happy and end up in the car lanes. I still am not clear what the true end goal is here. I believe the barrier suggested will create safety issues for homeowners. The cyclists will now have to cross 2 lanes of traffic. It will be even more difficult for homeowners to back out of our driveways on the west side having to negotiate 2 ways of cyclists and cars. What are we trying to solve for???? Fix the intersections, the street quality and sidewalks. Don't waste taxpayer money on a solution that will never make most people happy.

39	Jan 12 2019 11:18 PM	I live on Strass Drive, one block east of Shoal Creek Blvd and spend a lot of time on Shoal Creek and crossing it on foot, by bike, and in a car. I will be sending my kids to Lamar Elementary School in the next two years. I would like to be able to ride a bike with them from my house, but I need a safe way to ride on Shoal Creek with them and to cross 2222 either on Shoal Creek Blvd or between Shoal Creek Blvd and Burnet Rd. The intersection at Shoal Creek Blvd and 2222 is very busy during commute hours with vehicles frequently in the bike lanes heading north. The intersection at Burnet and 2222 is even worse with people darting in and out of the HEB parking lot. I think a pedestrian crossing beacon at 2222 and Northland or another street would make sense. Or an improvement to the Shoal Creek and 2222 intersection that would keep cars out of the bike lanes. Kids should be able to bike to school safely. I don't see a way to do that now. Another area that would help the use of Shoal Creek Blvd for bikers and walkers is installing a pedestrian bridge across the creek at 49th street (I think there used to be one there many years ago) and creating a bike and pedestrian crossing on Shoal Creek at 49th. It would connect the neighborhoods without requiring people to go to 45th or Hancock when traveling east and west. 45th and Hancock are both very busy. In terms of Shoal Creek itself, there are cars parked here and there on the side of the road, which forces me into the road to go around them when I am on my bike. As a result, I don't like to bike on it, and I don't like to bike on it with my kids. It would be great to have better space for bikes. The Allandale Neighborhood Association seems to be opposed to dedicated bike lanes and reducing parking, but I don't agree with that. I do think Shoal Creek Blvd and the surrounding neighborhoods would be improved with better bike and pedestrian options. I'm not exactly sure what will happen once the Grove development is built, but I imagine there will be a lot more cars on Shoal Creek and that will make the bike access even less comfortable. So, something does need to be done. Thanks for taking the time to consider my feedback.
40	Jan 12 2019 10:02 PM	The current configuration, of shared parking/biking lanes, just doesn't work. I'm actually amazed that it's even legal to have bike lanes that people can park in. There just simply must be some sort of separated bikeway on Shoal Creek. Also, the intersections (esp. with 2222 and Hancock) are really uncomfortable when you're biking. Shoal Creek needs to become a real bike route that anyone would feel comfortable using.
41	Jan 12 2019 07:19 PM	Cyclists should be considered as one of many stakeholders. The KEY stakeholders are the people who LIVE on SCB. I live 4 blocks away.
42	Jan 12 2019 05:19 PM	Protected bike lane
43	Jan 12 2019 03:51 PM	It's about time to prioritize human beings over motor vehicle storage and motor vehicle speed
44	Jan 12 2019 03:38 PM	Since I am a resident on the west side of SCB and am not a cyclist I am concerned that any changes will negatively affect my quality of life (lost parking, ugly barriers, more dangerous exiting from my driveway), and that these concerns may be getting drowned out by cyclist lobbying.
45	Jan 12 2019 12:48 PM	I never feel safe riding opposite the flow of traffic, so the proposal of making one side the designated bike lane is frightening. I would rather see no parking on one side and widening of bike lanes on both.
46	Jan 12 2019 12:24 PM	We need protected bike lanes on Shoal Creek - all the way! Let's go for protected bike lanes on BOTH sides of the road. This is an investment for future generations and the Big Loop!
47	Jan 12 2019 12:24 PM	Make it safer for everyone using it. Cars speed down it at certain times of the day. It's used as a street to avoid congested Mopac and Burnet roads.

48	Jan 12 2019 10:47 AM	I've driven Shoal Creek between 2222 and 183 since 1992, and by far the biggest issue has been people trying to rush through - tailgating, speeding (including some cyclists), and a frequent reluctance to SHARE the road. It's hard for pedestrians and other slow users to cross the street without anxiety. The calmest years I recall were when there was simply a double yellow stripe down the center of the road, it seemed to help keep motorists and cyclists from getting into turf wars. e.g. I give cyclists a lot of space and accommodate their slower speeds, but some will ride the parking/bike painted line even when traffic is very heavy, not ease over a bit, so I find myself deciding whether to scare oncoming drivers by driving close to street center or passing a cyclist with about 18" between us. I usually opt for scaring oncoming drivers because I don't want to smush someone.
49	Jan 12 2019 10:12 AM	Have bike lanes on only ONE side of S Creek BLVD
50	Jan 12 2019 10:09 AM	Protected bike lanes please!!!
51	Jan 12 2019 09:37 AM	Bicyclists do not respect cars on shoal creek. The mixed usage is dangerous especially between Allendale and Anderson. I am ver against increasing bicycle accessibility.
52	Jan 12 2019 09:13 AM	Safety for school aged children. Eliminate parking on one side of the street! Why are long term parked cars allowed to have more rights on the street than citizens?!!
53	Jan 12 2019 09:10 AM	Whatever bicycle improvements are made, its important that they aren't piecemeal— someone's whole route must be safe to bike, or they won't bike at all. Thanks!
54	Jan 12 2019 08:53 AM	Primary concerns are vehicle speeds primary between 45th and 38th streets. Also, pedestrian safety crossing the intersection at 45th street. I've see many of times cyclists almost being hit from motorists in a hurry.
55	Jan 12 2019 07:58 AM	There is no need to change anything on Shoal Creek. It is fine as is. Everyone has to give a little, and be considerate of others (a fact my fellow cyclists seem to forget)
56	Jan 12 2019 07:56 AM	I feel like 30 MPH speed limit is sufficient. Ticketing cyclists who don't obey stop signs would stop SCB use for training.
57	Jan 12 2019 07:53 AM	I oppose the proposed changes to Shoal Creek Blvd. The proposed changes will not make the road safer. Many of the cyclists will not use the dedicated lanes, you only have to drive Great Northern to see that. It is visually ugly and inconveniences home owners. This is a solution in search of a problem.
58	Jan 12 2019 02:55 AM	Keep it simple
59	Jan 11 2019 11:52 PM	The Shoal Creek Conservancy plan that has been floating around is insane. The cost would be prohibitive, as it would likely entail relocation of many utility lines and taking large chunks of property from dozens of homes. It would also require the removal of hundreds of trees that are currently close to the sidewalks or roadway, destroying the beautiful character of this established neighborhood. The 2-way bike lane is virtually guaranteed to increase, not reduce, accidents, as bikes will have to cross the automobile lanes in awkward and dangerous ways at intersections.  There are many less disruptive, less expensive solutions that can be tried before completely tearing up and redesigning five miles of road.
60	Jan 11 2019 11:28 PM	Please don't put road "pillows" or those awful sticks in the road.

61	Jan 11 2019 09:03 PM	Having lived on Shoal Creek for 40 years, the current configuration continues to make the most sense with minor tweaking at intersections. The left turn arrows at Shoal Creek and Hancock are already an improvement. The "dedicated" bicycle lane on the west side will create more dangerous conditions for homeowners and visitors/contractors with need for pedestrians to cross the street at non-intersections. The "peloton" type groups will NOT use those lanes and traffic will be problematic as they use lanes intended for vehicles. Perhaps decreasing speed limit would help as would occasional police to monitor speed especially during high traffic periods.
62	Jan 11 2019 06:40 PM	Lower speed limit by 5 mph and run radar. Also give bike riders a ticket when they don't stop at stop signs!
63	Jan 11 2019 06:02 PM	I am firmly opposed to any major alterations to SCB. I think minor tweaks in traffic management can solve the few problems we have, without spending millions of dollars. I've lived on SCB for ten years, and there have been very few accidents in that time. It is not dangerous enough to justify the expense and hassle of completely redesigning the street.
64	Jan 11 2019 05:47 PM	80% of the time SCB is an easy-drive/easy-bike street. 10% of the time recreational bikers travel in packs that endanger themselves and others. 10% of the time drivers don't respect the fact that bikers are entitled to the use of the road, and don't take adequate, common sense precautions to prevent accidents. No-parking areas in the blind curves would give bikers a "safe harbor" to prevent riding into parked cars or encountering heavy traffic. We don't need to start making drastic changes to the street to deal with that 20%. A smart civil engineer can figure out ways to fix the "pinch points" and make the street safe for everyone.
65	Jan 11 2019 05:24 PM	We live within blocks of Shoal Creek and it is a favorite part of Austin and a reason for where we live. We walk, ride or drive it daily and generally have no issues with it. Of course we are open to improvements, particularly at the intersection of 2222/Northland and Shoal Creek. But I would be disappointed if a dramatic overall or change caused a change in the current tranquil and useful scene that brings pleasure and efficiency to many people in diverse ways.
66	Jan 11 2019 05:18 PM	This is busy street we utilize the sidewalks and push a stroller. If you improve the sidewalks I.e. lips in the sidewalk tough going over driveway entrances. Then less people would be forced to use the bike lane to walk in.  Also please enforce the code with trees and shrubs and overgrowth that prevents full use of the sidewalk. Many areas you can only use half of the sidewalk because of overgrowth or leaning fences.
67	Jan 11 2019 05:09 PM	the street is working fine as is. it does need to be re surfaced as it has become one big patch
68	Jan 11 2019 04:00 PM	It is a great street that I use everyday. There are times that cars drive to fast, cyclists could slow down, and that side walks need improved.
69	Jan 11 2019 03:22 PM	Find a way to better police many of the people who bike on SCB. They roll through stop signs, ride 2-3 across and are annoyed when asked to follow the rules. Biking is an important part of SCB, though drivers, walkers and runners all adhere to a more defensive, safe approach than the majority of cyclists.
70	Jan 11 2019 03:11 PM	I strongly support protected bike lanes on Shoal Creek, either center running or on one side. Removing parking on one side seems perfectly reasonable and is a small price to pay for safer infrastructure.
71	Jan 11 2019 02:51 PM	I regularly bike on SCB for commuting and for pleasure. I do not see any benefit to reconfiguring the lanes, and I believe switching to a side-by-side will be worse for bike-car conflicts, if anything.

72	Jan 11 2019 02:30 PM	I think making Shoal Creek Blvd another Justin Lane would be a mistake. Homeowners on that street should be the ones who have the biggest say in what happens to SCB, as it directly impacts their physical property and property taxes.
73	Jan 11 2019 02:26 PM	Leave the street as it is.
74	Jan 11 2019 01:47 PM	Shoal Creek is not the problem Bull Creek between 45th and Hancock is like a speedway!
75	Jan 11 2019 01:27 PM	I avoid driving on Shoal Creek if possible. If you go the speed limit (or even slightly over), you're usually tailgated. I also feel uncomfortable crossing the street with my children at Shoal Creek and White Rock. People just drive too fast and aren't aware of the school nearby. I also don't feel comfortable riding a bike with or without kids on Shoal Creek, since we legally have to stay on the street's bike lane. It's too close to the speeding cars.
76	Jan 11 2019 01:10 PM	Just leave it alone. Put in some safety measures on Hancock where it splits with North Loop, that is where people are going to be hurt if they haven't already.  Also, on Shoal Creek, please do something about the intersection with 45th. It is extremely dangerous for pedestrians and cyclists, and would make the area much safer if fixed than adding more bike lanes.
77	Jan 11 2019 12:50 PM	There should be bike lanes on both sides of the road, not one side and not in the middle.
78	Jan 11 2019 12:06 PM	Two direction bike lanes on same side of street are more dangerous to cyclists than existing layout. Keep parking on both sides of street.
79	Jan 11 2019 11:53 AM	I do not want Shoal Creek Bv. to be setup like Justine Ln. I find the "traffic buttons" on the dedicated bike lanes unsafe because if your bike wheel hits it you can crash. Shoal Creek is used by runners, people pushing strollers and cyclists. What happens if someone is running, cycling in the wrong direction where does the person in the correct lane go without hitting cars or the buttons? Also where do cyclist go when the lane is taken up for landscape trucks or trash cans?
80	Jan 11 2019 11:48 AM	parked cars and bike lanes DO NOT MIX. center bike lane or two way bike lane on one side with physical separation from cars
81	Jan 11 2019 11:38 AM	Strongly opposed to current plan. I have cycled on Shoal Creek since 1972. I ride the Shoal Creek/Great Northern "loop" 3 or 4 times a week (usually 2 hours/ride)for fitness and recreation. I feel it is the safest place to ride in North Austin.
82	Jan 11 2019 11:14 AM	Bikers need to obey the traffic laws and realize that they can see vehicles better than people in vehicles can see them!
83	Jan 11 2019 11:09 AM	Parked cars in the bike lane make it impossible to ride in the bike lane for any appreciable distance, which is a safety issue for both bicycles and cars.
84	Jan 11 2019 10:27 AM	Though well-intentioned, complicated barriers and two-way bike lanes would have unintended consequences. The skill and speed of bike-riders that use SCB vary widely. Two-way bike lanes would be limited in addressing those varied needs yet would create a whole different set of safety concerns. Many bike-riders would simply use the car lanes, as that would seem safer to them. Rather than complicated and expensive restructuring that would create new safety concerns, a slower speed limit (and enforcement) would make this high-use street safer for all drivers, pedestrians, and bike-riders.



85	Jan 11 2019 09:50 AM	<p>Please DO NOT widen bicycle lanes and make the driving lanes more narrow. The driving lanes are already too small for some large vehicles I see driving through the neighborhood. Also NO barriers on the street to separate cars and bikes. People in cars and on bikes need to obey the laws that are in place.</p> <p>I use Shoal Creek every single day. We live in the neighborhood and the people raising issues are not the people that live here. I have kids who ride bikes, walk to the park, I run, walk and ride as well. We have to pay attention to each other and be respectful.</p>
86	Jan 11 2019 09:24 AM	Bikes do not respect traffic signs and do not stop in intersections. They also fail to go in single file. I have no issues with bikes but they need to respect traffic rules. We need more police enforcement in that street with bicycle riders.
87	Jan 11 2019 08:36 AM	Shoal creek blvd needs to be preserved as an option for outdoor recreation (running/biking) while understanding that some vehicular traffic is necessary. The problem that I suspect most of us in the neighborhood have is that the street has become a main source for thoroughfare traffic. As a neighborhood street (especially the section from 38th to Anderson), it is inappropriate to handle the large volume of vehicles that are simply using it as a cut through. Whatever improvements that are made should be done to dissuade it's use as a main thoroughfare.
88	Jan 11 2019 07:52 AM	We need a protected two-way bike lane, as on Great Northern, with parking one side of Shoal, only
89	Jan 11 2019 12:28 AM	I have studied and am against the Shoal Creek Conservancy bike lane plan.
90	Jan 10 2019 10:50 PM	Please do not use the conservancy plan. It will make it worse and is unfair to homes along Shoal Creek.
91	Jan 10 2019 10:24 PM	Do NOT screw over my neighbors on SCB for a bunch of cyclists not living here. Completely unfair. SCB is way too dangerous for people to need to walk across the street to get into their homes. DO NOT put those awful plastic sticks up around bicycle lanes.
92	Jan 10 2019 10:20 PM	Please don't cater only to the people who drive down this road vs live here. We shouldn't have to deal with bs changes that affect us everyday vs the casual bike rider who lives nowhere near here.
93	Jan 10 2019 10:18 PM	I'm a bicyclist as well as someone who drives daily on SCB. Anything that can be done to improve the flow of traffic for both cars and bikes should be our goal.
94	Jan 10 2019 10:14 PM	Riding and running lanes need to have a physical barrier so that drivers cannot cut corners and endanger the lives of people exercising
95	Jan 10 2019 08:44 PM	Cars parked on Shoal Creek often force bikes into the car lane. This feels especially dangerous along curvy sections
96	Jan 10 2019 07:47 PM	I suggest the protected bike lane also be used for parking.
97	Jan 10 2019 03:52 PM	There are lots of stops on shoal creek. This is good for regulating speed for cars however it is difficult for cyclists to stop/start as much.
98	Jan 10 2019 01:57 PM	I'd like to see a transformation so that our public space is more walking-friendly. Without environmental controls, the vehicular drivers do not think twice about pedestrians. Roads should be designed for all types of transportation, not just drivers.
99	Jan 10 2019 10:41 AM	Keep shoal creek bike friendly. Punish cars for driving on it.
100	Jan 10 2019 08:04 AM	It's time to do this
101	Jan 10 2019 06:28 AM	Need a separate pathway that goes to 183
102	Jan 10 2019 06:26 AM	I love shoal creek and would like it to be safe for everyone who uses it.



103	Jan 09 2019 10:56 PM	Non-car lanes are so safe and wonderful
104	Jan 09 2019 09:54 PM	The residents will never allow a mixed-mode use of this street, as they want their parking and their access. Since most of their houses are within a flood zone, it makes longterm sense to buy out all the ones that are in the way and really create an asset for the city by turning the corridor into a pedestrian/bicycle park belt. I'm sure that the project could be pitched to a couple of our local billionaires as a win-win for them to fund, in terms of being able to attract more and better employees.
105	Jan 09 2019 06:13 PM	Separated bicycle lanes are so much better for kids!
106	Jan 09 2019 05:42 PM	I'm very much for protected bike lanes. One option I've seen floated around is putting the protected bike/pedestrian lanes in the center of the street, eliminating parking and making the car portion much narrower. I LOVE this idea since a street diet is a great way to achieve all the items I checked above.
107	Jan 09 2019 05:12 PM	Something needs to be done to both: 1) prevent cars from swerving into the existing parking/bike lane to get around a left turning vehicle, and 2) prevent cars from pulling into the existing parking/bike lane at intersections to take a right turn.
108	Jan 09 2019 04:01 PM	I support the current plan to add bike lanes separated from traffic on the west side of SCB. It's not a perfect solution, but as a cyclist who used to ride with my kids, bike lanes shared with cars are less than ideal, particularly when 1/3 of drivers don't know to give you space when you are passing a parked car. I had my kids try to avoid SCB when they biked to Gullet because of that. I also wondered if it would be a feasible alternative to have dedicated bike lanes on each side, but alternate parking patches, east side, then west side. It would make all traffic travel in an s which might also reduce speed and might make west siders feel less like they are the only ones losing parking. Good luck!!

109	Jan 08 2019 11:36 PM	<p>I live near Hancock on SCB and witness near miss accidents daily, whether in my commute to work at Seton hospital on 38th, watching out my front window, or in my leisure time as a walker or cyclist. Hundreds of bicycles pass my house daily. I see daily hair raising pedestrian/cyclist/car accident near misses at 45th and SCB on my way to and from work routinely. Cars routinely pass in the bike lanes. Parked cars block visibility along SCB between 45th and 2222. People go 40mph as a rule and the 30mph speed limit is not enforced. I advocate for recognizing that SCB is a major North-South bicycle route and a major pedestrian/running route that should be encouraged to flourish in those roles. I advocate for no parking on the street and 25mph speed limit in recognition of SCB's special value to Austin. This would greatly improve safety with no cost for city infrastructure except line painting to indicate bike lanes and enforcement of the speed limit and bike lane laws. As a SCB resident, any changes affect me and my family more than most, but the street belongs to Austin. We have too many streets devoted to car traffic and none designated for cycling and pedestrian use. Park in your own driveway, slow down the speed limit, and enforce the laws. Install a light at the 45th death trap, and fix the Hancock light problem. If you lower the speed limit and enforce it, cars will choose other routes and not cut through on SCB as readily. Speaking strategically, the bike lanes on one side of the street with curbs is going to be a contentious issue. Also confusing to Texans who don't adapt to change readily. I also fear leaving my driveway (creekside of street) faced with cars going 40 and cyclists going both ways, and the runners and strollers I contend with daily in a careful and aware manner. Although I strongly believe in the right to have a street to cycle run and walk safely, and because I believe in community- even with those values and an eye to safety- I many times have accidentally interrupted a walkers's stride, or barely missed a cyclist. Adding 2 way bike lanes may make things harder for me personally. Although my family would adapt, (because we support the movement that supports pedestrians/cyclists and community) you will find many that almost religiously oppose the 2 way bike lanes on creekside, parking only on east side plan. Of course, you'll also find vocal opposition to no parking on SCB. As a strategy, start with your extreme and then if you compromise people will be thankful they have parking at least on one side. Bike lanes on both sides with those new green arrows and bumps, with parking on east side only and a 25mph speed limit would be my compromise.</p> <p>Speed bumps and painted bike lanes as the only change is another solution to safety, but has also been a contentious issue in the 20 year history I've lived at [address redacted]. Thank you for reading. [names redacted] too. (All of us cyclists, walkers and SCB residents. No one is a bigger "stakeholder" than us!)</p>
110	Jan 08 2019 08:51 PM	I'd love a protected bike lane on the length of Shoal Creek. It doesn't matter to me if it were on one side of the street like a trail or both sides, like traditional bike lanes. As long as they have some real separation from cars so I can ride with my kids.
111	Jan 08 2019 07:58 PM	I'm concerned the proposed physical separation for bike lanes (which would be in my house's side of the street) will cause increased burden entering and leaving my driveway because I'll have more bike traffic from both directions.
112	Jan 08 2019 05:21 PM	I think the Shoal Creek trail needs more improvement than Shoal Creek Boulevard. It often has trash and homeless encampments obstructing the trail and harming wildlife. The street is comparatively pleasant and navigable.
113	Jan 08 2019 05:11 PM	The intersection at 45th street is particularly challenging for cyclists. It seemed like cars ignore bikes.
114	Jan 08 2019 04:36 PM	Dedicated bike lanes are paramount. I've nearly been killed on Shoal Creek by speeding or distracted motorists.

115	Jan 08 2019 04:36 PM	The one thing that would help primarily-lowering and enforcing the speed limits- is not even on the table because it's "too complicated". So much easier to "disincentivize" vehicle traffic by placing obstacles in the street to impeded flow. If you stop to actually think that through you will realize how ludicrous and antithetical it is. Pertaining s stop grasping at all the little shiny objects and actually do some work to address transportation needs for the masses- not just the spandex cycling crowd.
116	Jan 08 2019 04:35 PM	I walk with my dogs along different sections of Shoal Creek Blvd at least five times a week. This current effort to make changes appears to be driven solely by long-distance bicyclists, and does not address needs of other people. The sidewalks are working fine - where there are sidewalks, that is. Bikes have enough room currently. I don't believe changes to reduce auto lanes will make this safer. It won't help anyone but amateur long-distance bicyclists. This survey is not going to be a representative sample of the population if it is promoted by the party that is seeking this change, and the results of this survey need to be discounted due to this surveying bias.
117	Jan 08 2019 02:42 PM	<p>I hate seeing Shoal Creek used as a auto commuter route in the city. Maybe add speed bumps to keep it from being a north/south commuter route for people trying to bypass Burnet and Mopac. Austin needs to understand that all its growth is causing more traffic and congestion and the city council should really consider cutting back on new development until they can get traffic under control. It's only getting worse.</p> <p>Also, when the city repaves the streets, they remain in great shape for awhile until utility contractors come in and tear up the roadway. They never put it back in the same condition causing all sorts of crazy potholes, and obstacles. I remember about 15 years ago Shoal Creek was as smooth as glass. Now I loose water bottles and give my kids in our bike trailer a concussion when riding in the bike lane. Require all contractors to put roadways back as good as they were before they dig them up and fine those that don't follow through with this</p>
118	Jan 08 2019 02:05 PM	We love living on Shoal Creek Blvd, enjoy the tree-lined appearance, appreciate the community feel of the neighborhood. Our favorite activity is to sit on the front porch of our home and enjoy the atmosphere of the neighborhood, despite the increased speed and volume of car traffic.
119	Jan 08 2019 01:48 PM	Shoal Creek Blvd. is a busy through-street in a residential area. It is used by many people in many different ways and that's not going to change. It is reasonable for cars to park on the street. It is reasonable for joggers, walkers, people going to the park, children going to school, and people commuting by bike to use the road. The fact that drivers use the road as an alternative to MoPac and Burnet is the thing that causes the most risk/danger. Creating a separate space for bikes, joggers with strollers, and now scooters is not the answer. These separated lanes aren't maintained so they are dirty, littered with debris that discourage cyclists from using them because you risk punctured tires, and limit the ability to safely avoid obstacles like trash cans, other road users, etc. Instead, keep the street clean so it can be used from curb to curb, patrol the street to limit speeding, and don't spend a lot of money on curbs or posts to create separate lanes that will only be ripped out in the future. We've been through this before. Let's not make the same mistakes again.

120	Jan 08 2019 01:15 PM	Shoal Creek Blvd. is a busy through-street in a residential area. It is used by many people in many different ways and that's not going to change. It is reasonable for cars to park on the street. It is reasonable for joggers, walkers, people going to the park, children going to school, and people commuting by bike to use the road. The fact that drivers use the road as an alternative to MoPac and Burnet is the thing that causes the most risk/danger. Creating a separate space for bikes, joggers with strollers, and now scooters is not the answer. These separated lanes aren't maintained so they are dirty, littered with debris that discourage cyclists from using them because you risk punctured tires, and limit the ability to safely avoid obstacles like trash cans, other road users, etc. Instead, keep the street clean so it can be used from curb to curb, patrol the street to limit speeding, and don't spend a lot of money on curbs or posts to create separate lanes that will only be ripped out in the future. We've been through this before. Let's not make the same mistakes again.
121	Jan 08 2019 12:26 PM	Currently, there is a section entirely lacking any sort of bike lane, not even a shared lane with parking (between Foster and Anderson). A protected bike lane should be implemented here ASAP.
122	Jan 08 2019 12:07 PM	Bicycle infrastructure is badly needed elsewhere in the city - please don't waste any money on a stretch of road that is already safe and popular among cyclists.
123	Jan 08 2019 11:03 AM	I believe that separated bike lanes in Shoal Creek would present the same problems that they have today in Barton Hills: (1) debris build-up; (2) lack of visibility from automobile traffic crossing the dedicated, separated bike lanes at intersections & driveways. I don't feel that dedicated bike lanes on Shoal Creek are the best use of cities taxes and resources. There are other areas around Austin where improved cycling facilities would bring more new riders to cycling and would improve the overall safety of riding in Austin.
124	Jan 08 2019 09:55 AM	I do not want a two-way bike lane on one side of the street.
125	Jan 08 2019 09:28 AM	Separation is only needed where it is difficult for vehicles and bikes to get past parked cars without either slowing down the vehicles or making the cyclists have to stop and wait for the traffic to pass by.
126	Jan 08 2019 08:58 AM	SCB definitely needs a separate/protected bike lane(s). Along with a curb that is typically low profile, I suggest reflective wands of 4 or 5 ft in height since distracted drivers can jump curbs. A higher profile with wands alerts for more attention. I ride a bike frequently and usually avoid SCB since the skirting of parked cars with traffic is not safe. I would use it a lot (I bike 50 miles a week) if I wasn't paranoid of drivers behind me as I pass parked cars. And, parked cars pulling out or opening doors.
127	Jan 08 2019 08:03 AM	I feel like the glue on speed dots are more dangerous than good. I haven't had many issues with cycling in the regular bike lane with painted stripe and I ride approx. 8k a yr
128	Jan 08 2019 07:43 AM	The bike lanes are not safe. My son cannot ride his bike to school without swerving into traffic around parked cars.
129	Jan 08 2019 02:59 AM	I love the lanes on Rio Grande between MLK and 29th.
130	Jan 07 2019 10:46 PM	I commute by bicycle everyday and use shoal creek between Hancock and Twin Oaks.
131	Jan 07 2019 08:57 PM	As a homeowner on Shoal Creek Blvd., I am vehemently opposed to the Shoal Creek Conservancy plan. It is already difficult enough to get out of our driveways without having to also navigate cyclists in a dedicated lane. Furthermore, it can sometimes take up to 5 minutes just to cross the street and at the speeds that people undertake on SCB is is extremely unsafe. Leave SCB the way it is and let's get some police over here to set up speed traps!

132	Jan 07 2019 08:54 PM	I'm an experienced rider comfortable with taking the lane where necessary, but many riders aren't. The combination bike-and-parking lanes are troublesome because they give drivers the impression that bikes will "stay out of the lane", but then they need to enter traffic abruptly when a parked car is in the way. On some days these are rare enough that both riders and drivers could get complacent and not expect the conflict. One-side parking would be a much safer design and should be plenty of real estate, since both sides are well less than half full of parked cars.
133	Jan 07 2019 08:02 PM	Please find ways to slow traffic
134	Jan 07 2019 06:12 PM	No more comments
135	Jan 07 2019 05:15 PM	A lot of people ride bikes on Shoal Creek, including me. The danger can be lessened with bike lanes and NO PARKING in them. You've done a great job with downtown, please do the same great job on Shoal Creek. Things like this are what keeps Austin from becoming Houston. Nobody wants that.
136	Jan 07 2019 05:00 PM	I think single lane bike traffic lanes work best, not 2-way like over on Arroyo Seco. Motor vehicle speeds should probably be 25MPH. The parked cars on the streets are an issue, but I don't think there's anything you can do about it. It's a small neighborhood street that is a minor artery in that part of the city. Keep the solution simple - a bike lane, slow motor vehicle traffic, keep the bike lanes free of debris so runners and riders actually use them.
137	Jan 07 2019 04:29 PM	Shoal Creek is heavy with cyclist and pedestrian traffic. Speeds that cars traverse are too high, especially when you figure in that the lane is shared use with parking. Eliminating parking on the street is the best option.
138	Jan 07 2019 04:21 PM	My ideal solution would be parking on one side of the street with bike lanes on both sides. I am not a fan of two-way bike lanes as most drivers are not accustomed to looking to their right for oncoming traffic before making a right turn (i.e., onto Shoal Creek).
139	Jan 07 2019 03:39 PM	Safe and accessible transportation alternatives are integral for reducing traffic and ensuring a healthy population.
140	Jan 07 2019 03:18 PM	Bike safety is very important the more cars on the road.
141	Jan 07 2019 03:03 PM	My Grandson rides and Son and his family live on Shoal Creek, I ride down and visit from Round Rock and the 3 of us ride Shoal Creek and U use it to ride home to Round Rock.
142	Jan 07 2019 02:59 PM	I hope you will not implement a two way bike lane! It's not appropriate for Shoal Creek. For busy streets like Shoal Creek, crossing over traffic to get in and out of two way bike lanes is scary and dangerous. Plus, when two way bike lanes exist, cars expect bikes to ride in them. Two way bike lanes are fine in downtown areas with tons of stop and go traffic. Cars can't go very fast, and everyone is vigilant at all the intersections. Tow way bike lanes are scary on winding roads with few stops. When both cars and bikes are going at high speeds, two way bike lanes introduce dangerous traffic patterns. Barton Hills is a huge example of this. The two way bike lane does not provide sufficient turn-radius for bikes going downhill. Bikes therefore take the East bound lane, riding WITH traffic where it is safer. But cars become very annoyed and aggressive because they feel entitled to both "car lanes." Please do not "fix" what is not broken. Shoal Creek is great. Please put the money into finishing out the Big Loop around Austin.
143	Jan 07 2019 02:54 PM	Fully protected bike lanes are sorely needed.
144	Jan 07 2019 02:53 PM	Cities need Bicycle Freeways. Ridership will go up when people can get places safely and unimpeded.
145	Jan 07 2019 02:50 PM	I find little respect for people and domestic animals who live here. bike or car. I also think dangerous for bikers riding in large packs,two on one bike lane

146	Jan 07 2019 02:48 PM	Motorist on Shoal Creek can be intolerant and aggressive towards cyclist. No more Frankencurbs please.
147	Jan 07 2019 02:43 PM	The pavement in the current bike lanes/parking is horrendous and I'm sure causes bike accidents.
148	Jan 07 2019 02:42 PM	Shoal Creek is the closest thing to a reasonable bike path for North/South Travel in Austin. I use this regularly for work and would feel MUCH safer if there was some barrier to separate bikes/cars. The way it is in Portland where parked cars create that barrier may be the fastest to implement? <a href="https://www.treehugger.com/bikes/if-you-want-your-city-replace-parking-spots-bike-lanes-use-perspective.html">https://www.treehugger.com/bikes/if-you-want-your-city-replace-parking-spots-bike-lanes-use-perspective.html</a> . I live in Travis Heights and Bike to Mopac and Steck 3 times a week.
149	Jan 07 2019 02:40 PM	I use this corridor to access downtown from far north Austin. There should be as much dedicated bike trail (off-street) as possible.
150	Jan 07 2019 02:37 PM	Would be willing to sacrifice on-street parking spots for a separated cycle tract.
151	Jan 07 2019 02:25 PM	Shoal is pretty tame when riding on a bike. The biggest headache is having to share the lane with parked cars which is the dumbest compromise I've ever seen. Im not a fan of bi-directional bike lanes but unfortunately I don't see a way of having two bike lanes on either side of the street without removing parking completely...which wouldn't be a bad thing. Everyone has GIANT driveways anyway.
152	Jan 07 2019 02:19 PM	As long as people understand that I'm going to ride my bicycle in the road when there are parked cars on the side, I'm totally fine with it how it currently is. It would be great if it was repaved though. I also wouldn't mind if it had a bike lane similar to Great Northern or Bluebonnet Lane.
153	Jan 07 2019 02:07 PM	Please review the ways that this problem has been solved in other places - especially Norway and Denmark - seem to be successful.
154	Jan 07 2019 01:43 PM	protected bike lanes are great for getting more people biking as it is safer, however those types of lanes have a lot of garbage and debris collected as the town never sweeps those lanes. As more obstacles collect in the bike lane it forces more people into the road when that was never an issue (outside of parked cars). Wider, cleaner, car free shoulders, with rumble strips on the white lines seen to be a better solution for the area.
155	Jan 07 2019 01:37 PM	I'm an Allandale resident, a cyclist of 30+ years, and I do NOT support the bike lanes proposed by the Shoal Creek Conservancy.
156	Jan 07 2019 01:19 PM	Protected bike lane like on Hancock would be preferred
157	Jan 07 2019 01:13 PM	Build a protected bike lane!
158	Jan 07 2019 01:12 PM	Drive safely, crackdown on distracted driving all over the city. Too many people on their cellphones while driving, crackdown on speed limits in Lamar. Burnet, south first st. South Congress, Manor Road, Springdale, Jollyville, Parmer
159	Jan 07 2019 01:11 PM	Make parking on the street illegal along the entire length of the boulevard.
160	Jan 07 2019 01:10 PM	Strongly opposed to the physical separation idea. That is dangerous to bicyclists in case they need to swerve quickly. I have been here for 10 years, but haven't they already tried that plan in the past and then moved away from it? Also, it would make parking a nightmare. No thanks!
161	Jan 07 2019 01:06 PM	I'm for keeping the bike lane on both sides of the street and not a two way bike path on one side of the road.
162	Jan 07 2019 01:02 PM	Please ensure smooth riding surface.

163	Jan 07 2019 12:56 PM	I would like to have protected bike lanes, but if that means having two-way bike lanes (a pair of bike lanes side-by-side running in opposite directions), I would strongly prefer less protected single lanes on either side of the street. Two-way lanes are too dangerous in my opinion because of the close proximity of fast moving bikes in opposite directions and the problems it creates for the cyclists traveling in the direction opposite to the cars. In my opinion, two-way bike lanes create too much risk when compared with less protected separate lanes.
164	Jan 07 2019 12:54 PM	Physical separation between cars and bicycles RUINS cycling in Austin by creating a separate but equal piece of infrastructure that doesn't easily allow bikes to flow with traffic.
165	Jan 07 2019 12:52 PM	Shoal Creek is a major north-south bicycle commuting route and should be redesigned to reflect this reality.
166	Jan 07 2019 12:39 PM	Bike lanes are an obvious need to a great area.
167	Jan 07 2019 12:38 PM	Safety for walking and bicycling.
168	Jan 07 2019 12:38 PM	My main safety concerns are at SCB and 2222 and SCB and 45th St. The crossing at 2222 could be vastly improved with just some sidewalk re-configuration. The crossing at 45th St could use a light.
169	Jan 07 2019 12:30 PM	I think you need to reconsider the location for connecting the "trail". Shoal Creek Blvd Has way too much through traffic since the previous construction temporarily diverted traffic from Mopac and now with school children from Doss elementary are being housed at Lucy Reed. Also the part of SCB north of 2222 and south of Foster is too winding to accommodate family biking and walkers and commuters and scooters and high volume traffic. Move it over to Great Northern next to the railroad tracks. Certainly makes more sense. The current options presented don't.
170	Jan 07 2019 12:27 PM	Having a shared parking/bike lane does not make sense and is dangerous. If you are riding in the bike lane and there is a parked car, then you have to pull into traffic. So, I just skip the bike lane and ride with the cars, which just slows down traffic.
171	Jan 07 2019 12:20 PM	I would like to see additional visual cues/stripping at the 2222 intersection.
172	Jan 07 2019 12:18 PM	APD does NOTHING to combat aggressive and dangerous driving outside the downtown corridor. Public safety is their directive and it is ignored once someone gets in a car. APD's lack of vehicular law enforcement is shameful.
173	Jan 07 2019 12:18 PM	Nope
174	Jan 07 2019 12:17 PM	Barriers would make me feel safer when using the bike lines on shoal creek blvd
175	Jan 07 2019 12:14 PM	Bike lanes are very important. Please keep them at shoal creek. Physical separation with cars by intermittent vertical visible barriers would be ideal.
176	Jan 07 2019 12:14 PM	Please install separate, dedicated bike lanes so I don't have to go out into traffic to get around parked cars.
177	Jan 07 2019 12:05 PM	Ban all on street parking. The locals all have garages and driveways for at least 4 cars each. Guests can park on side streets and walk.
178	Jan 07 2019 12:03 PM	It is difficult to pass parked cars as a cyclist, requiring us to go into the car traffic lane frequently, which is dangerous. There are also a lot of potholes/damaged spots in the bike lane that make it dangerous to ride in at points. Also, cars at intersections do not treat cyclists as another vehicle--specifically the 4-way stop at 45th St. Cars going East/West on 45th just keep going, not giving cyclists an opportunity to cross.
179	Jan 07 2019 12:02 PM	This is one of the great bike routes in Austin; Would be terrific to add the safety of separated lanes

180	Jan 07 2019 11:41 AM	A multi-modal city requires multi-modal infrastructure; SCB needs better infrastructure for walkers, cyclists, scooters, kids, etc. Too much of SCB is dedicated to cars.
181	Jan 07 2019 10:38 AM	Two-way bike lines on one side of the road are not safe for cyclists. They minimize cyclists' visibility to drivers. They reduce cyclists' options for emergency, evasive action. They cause confusion for both cyclists and drivers at the terminal ends because they cause cyclists to cross over oncoming lanes of traffic when entering the two-way bike lane. They conflict with state law which provides that bicycles are vehicles. And they simply minimize the value the public puts on cycling, cyclists, and multi-modal transportation by relegating bicycles to a small, reduced portion of the road. Separate is NOT equal. In other words, "You people stay over there and out of our way. WE (drivers) will use the bulk of the road." Austin should acknowledge cyclists and cycling and incorporate this alternative form of transportation into public planning rather than isolate it.
182	Jan 07 2019 09:03 AM	Cars drive so fast up and down Shoal Creek. If this is to be used as a safe environment for bikers, families, kids and dwellers--there has to be some kind of speed enforcement.
183	Jan 06 2019 10:55 PM	more on item 4, Other: Problem is when I'm trying to cross Shoal Creek on foot; have to watch very closely for cars and bicycles. Must be worse for children walking to Gullett from east of Shoal Creek. For cyclists, Shoal Creek and Great Northern make a nice loop. I don't mind bicycles on Shoal Creek, whether they are exercising or commuting, or just riding for pleasure. For commuters, a dedicated bike lane might be an improvement; but it would be too bad if the loop became unusable for the exercise riders. I'm surprised at the speeds presented in the displays; I like Shoal Creek because I can drive at a relaxed pace and I don't feel as though I'm holding up traffic.
184	Jan 06 2019 02:08 PM	It's very bothersome to have to deal with cyclists who do not stop at traffic signs, travel outside the bike lanes and travel in groups outside of bike lanes. It's also very bothersome to deal with cyclists who do not seem to have any respect for others who use Shoal Creek Blvd. Given that Shoal Creek blvd. seems to be so attractive to cyclists, there needs to be reminders for them to follow the law and respect others who use it, especially neighborhood residents. Rude and arrogant behavior only exacerbates the situation and invites retaliation.
185	Jan 06 2019 12:57 PM	more speed limit signs, speed humps in street
186	Jan 06 2019 09:54 AM	The plan put forward by the Shoal Creek Conservancy will cause more conflicts, not less. It does nothing to make me feel more comfortable cycling with my kids on SCB. Treadwell near Gullett during morning drop-off is more dangerous than SCB.
187	Jan 06 2019 07:43 AM	Bikers need to ride single file, and follow driving rules. I bike SC regularly and see too often bikers worry more about their fitness and speed than safetyedwardsps
188	Jan 06 2019 12:24 AM	Protected bike lane is the only way to make this safe. Thank you!
189	Jan 05 2019 09:40 PM	The main use is for most people will always be driving. Making it worse to drive, or slower to drive will always be a bad idea.
190	Jan 05 2019 08:38 PM	These questions are strange and overly leading. Did these questions go through a process that included people not in your organization?



191	Jan 05 2019 08:35 PM	The premise that Austin can get everyone on bicycles is a pipe dream—it is NOT going to happen...and to ruin streets hoping that it will is foolish. It is a waste of time and money! Your plans for SCB have been nixed by cyclists...I really hope you think things through before bspending money—remember the frankencurbs? What a fiasco! Trash cans and leaves will make bike lanes unusable. PLEASE bring your committee to SCB to experience it instead of sitting at a desk downtown and making changes. Use that money to resurface SCB—it needs it badly and that would benefit ALL users!
192	Jan 05 2019 06:57 PM	I don't like the big white bumps that the city uses to separate the cars from the bike lane. On Shoal Creek, you get enough bikers that we regularly need to pass each other. To do so, I often go into the car lane, when there are no cars in it. Those big white bumps, or any physical barricade between the car lanes and the bike lane, make passing bikes impossible.
193	Jan 05 2019 06:55 PM	I'm interested to know how you propose "eliminating conflicts between bicycles and moving vehicles." This is impossible. I would support no parking on SCB during school/work commute times. I am opposed to a 2-lane bike lane with bollards and no parking on the west side of the street, widening sidewalks on SCB, and any actions that threaten the tree canopy along the street. Many bicyclists will move to riding in the "car lane" if you build this 2-lane bike lane. The city needs to come observe the use of the street by cyclists, runners, walkers, residents, and cars before making any decisions.
194	Jan 04 2019 10:46 PM	The constant and many deep chuck-holes along much of southbound Shoal Creek between Anderson Lane and Hancock Dr are a royal pain. Find someone that can finally actually and permanently fix them. I find myself swerving into the northbound lanes to avoid a bone jarring experience - only when there is no oncoming northbound traffic.
195	Jan 04 2019 10:28 PM	Shoal Creek is probably my favorite street to bike it Austin, however I generally feel safest while riding in a group due to the lack of a separated bike lane
196	Jan 04 2019 02:59 PM	Generally it works pretty well, but the entirety of SCB from 38th to 183 encompasses a wide range of environments and it seems like you are trying to instill a single solution that simply will not work well fo rthe whole road (2 way bicycle lane on one side of the road). I recently returned from a business trip to Penang, Malaysia and had to miss the listening session. However, while there, I was able to really appreciate the way everyone shared the road without all sorts of divisions - runners, bikers, walkers, mopeds & motorcyclists and car & trucks. While in some ways to an American driver it seemed mildly chaotic at first - it in fact was quite enlightening. The minute we seem to put up barriers and designations as to whose part of the road it is, then the various factions become upset at each other when they are being infringed on 'their lane' or part of the road. This is notwithstanding that bicycles do have the same rights on (neighborhood) roads as a car. Please know that one option to explore is the option of doing nothing at all - and this may be the better option for the entire road. This is not to say you still could not plan improvements in different locations - i.e. ones that can improve intersections, where most crashes/accidents occur and even create safer ways to cross busy streets for pedestrians and bikers - maybe ones that can avoid the major intesections altogether? Thanks
197	Jan 04 2019 01:36 PM	Things work pretty well now.
198	Jan 04 2019 01:00 PM	Why can't bicycles & people use the side walk? I'm always dodging bicycle riders. People park their cars in the street and the cyclist go into the street.

199	Jan 02 2019 10:47 AM	If there isn't enough cars parked to consider the current 'bike lane' suitable then surely you can eliminate parking on one side of the street and have dedicated bike lanes on the other side.
200	Jan 02 2019 10:31 AM	It is embarrassing to think that "bike lane and parking" was ever approved. Bike lane and parking equals parking with more danger to cyclists. Simply calling it parking, and focusing on making the road a shared space for cars and bikes would improve safety. Or eliminating parking would improve safety. The current set up signals to drivers that bikes have their own space, making them less aware of cyclists. However, it forces cyclists to swerve into traffic frequently due to parked cars. This is not to mention that the road surface in the bike lane is rutted and bumpy with tree roots, and not at all a safe place to ride.
201	Jan 02 2019 10:01 AM	The park and bike lane is very unsafe when biking. Bicyclists have to weave in and out of the lane if there is a parked car, and are either at risk of not being able to do it in time due to a car in the driving lane, with the passing car not giving the bike the right amount of passing distance and also potentially getting hit by an opening door of a parked car.
202	Jan 01 2019 07:51 PM	The current striping is a proven solution. Cyclists will always complain about "safety" issues and the fact that home owners utilize the street. The only changes that are needed are the much delayed repair and rebuilding of many areas of the street (regular maintenance has been delayed to appease the cycling lobby) and reduce and enforce the speed limit. Please do not try any "traffic calming" devices as these have failed miserably and at great cost. I have lived on Shoal Creek over two decades and have witnessed it all.
203	Jan 01 2019 02:26 AM	I live on the west side of SCB. I am unhappy with lack of more detail in the plans on the specifics of the barrier being recommended and the non-existent communication to the home owners on SCB. Of everyone giving input we actually will be directly impacted by any updates. Our property values could be potentially affected, our quality of life changed and the already higher traffic due to Mopac congestion increased. There will absolutely be additional inconveniences. I have concerns about the viability and safety of the proposed barriers on the curvy sections of SCB for both cyclists and cars. Has this been run through safety engineers? I am also really unclear on what the ultimate goal is and if it is at the expense of the home owners. If it is to accommodate leisure cyclists and families, there will be displaced exercise and senior cyclists. There will be unintended consequences. They will merge into car lanes like they do on Great Northern. You really need to consider talking to the SCB homeowners directly
204	Jan 01 2019 02:03 AM	Light at White Rock and SCB
205	Jan 01 2019 02:00 AM	My comments are safety related. I live, drive, cycle, and walk my dog on SCBlvd at [address redacted]. Every day I see multiple unsafe car/bike/pedestrian encounters. Since traffic has become worse over the past years the intersection of 45th is a true cyclists/pedestrian hazard. I have seen countless cyclists "doored" and run off the road by cars using the bike lane to pass in the right. I have seen a woman with a baby in a stroller nearly mown down by a car. We need to decrease speed limit, protect bike lanes from cars, have no parking on at least 1 side of the street. People should park on their own driveways-the street belongs to the city and I say this living on SCBlvd with 2 kids who also drive. I keep my cars on my property. Slow max speed/light at 45th/no parking/2 bike lanes
206	Jan 01 2019 01:54 AM	Please consider: curb , bike lane, parking, traffic, bike lane. Compared to 2-way bike on one side proposal, loses protection on one side, but doesn't introduce confusion of "wrong way" bike traffic.  Where possible, please put right turn lane to right of bike lane to reduce "right hook" danger at intersections

207	Jan 01 2019 01:52 AM	Speed is the issue-FIX THAT . Where are all the comments that were provided to SCS over the summer? Someone was trying to get their agenda pushed through without consulting the neighborhood. We were given one month to share our thoughts via the survey provided. Where is all that data? Backing out into SCB from my driveway is already dangerous enough. Add in having to look across two more lanes of car and bike traffic while maneuvering out of my driveway is not good. Please share the data that shows how those of us who live on SCB are supposed to get out of our driveway without maiming/killing someone.
208	Jan 01 2019 01:48 AM	Traffic light at Shoal Creek and Treadwell. Slower speeds on Shoal Creek approaching Treadwell-over the creek must be reduced. Dangerous intersection at Shoal Creek at Treadwell. Bicycles should stay in their lane-maybe a barrier between street and bike lane. Repave bike lane. Enforce rules that bikes must stop and look before they go around a parked car (now the car has to go over the double stripes to avoid the bikes. No parking on Great Northern. Speed bumps on Foster are bad on cars, could be lower and still slow traffic. Intersection at Allandale Rd, Going south on SC bike have no designated lane at that place. Lanes for cars and bikes should be marked better
209	Jan 01 2019 01:44 AM	We love biking from our house at Steck and Hyridge to downtown. I only will do this early weekend mornings because Shoal Creek is not safe for cyclists as we try to go around parked cars and navigate the traffic. I want to be able to do this bike ride with my children, but we will never do this until there are protected bike lanes fromr our neighborhood to downtown
210	Jan 01 2019 01:39 AM	The current situation is the safest. No stupid islands. If protected lanes are needed, take them off SC. Educate cyclists and motorists.
211	Jan 01 2019 01:38 AM	I like separated bike lanes, however the ones on Georgian are too dangerous and I use the road instead. This is the sort of failure we want to avoid. Parked cars are the biggest problem . Slower speed limit will reduce cut thru traffic
212	Dec 31 2018 06:57 PM	In my observations the highest volume users of SCB are motor vehicles and pedestrians. Their usage is more necessary than making their lanes narrower (Which increases chances of collision) in order to accommodate groups of bike riders who commonly use SCB during select times of delight on weekdays and weekends. Current bike lanes are adequate for use by 1 or 2 riders. Find another thoroughfare for the bike groups and to use and enjoy. Also document how many bike riders are affected by the SCB configurations. And document how many motor vehicles could park along SCB on 1 side of the street. The % numbers do not provide sufficient data to evaluate the impact on parking needs
213	Dec 31 2018 06:44 PM	Some kinds of dedicated bike lanes are needed on Shoal Creek Blvd. It is a major bike route between the Central City and US 183. There is no good, continuous substitute. There is little parking presence in the neighborhoods, so eliminating street parking will have little practical impact. Some kind of physical separation of the bike lanes would be great, even if it is flex posts or bumps. Traffic calming is also needed on Shoal Creek to improve safety for everyone. The Shoal Creek trail is a great idea and routing it through the neighborhood is needed- quiet, safe, great for kids. I look forward to walking/biking along Shoal Creek from Town Lake to US 183 and beyond. This will e a great asset to the neighborhood and all of the poosition will die down once people see how great safe trails and bike lanes are. Listen to all in the city-not just a few neighborhood residents. This is a great opportunity to improve transportation and safety for everyone.

214	Dec 31 2018 06:37 PM	<p>The most dangerous elements to me are:</p> <ol style="list-style-type: none"> <li>1. Shared parking/bike lane. Having to re-enter the lane for motor vehicles sporadically makes cyclists seem unpredictable, and forces cyclists to come into closer contact with moving vehicles.</li> <li>2. Disappearing bike lanes at intersections. This is another place where cyclists are forced to mingle with larger vehicles. Also, slowing down motor vehicles can anger some drivers</li> </ol>
215	Dec 31 2018 06:34 PM	<p>Shoal Creek Blvd is a reasonable place to cycle. There are many other places in Austin they are harder to ride. We should spend money there. For commuting the difficulties are:</p> <ul style="list-style-type: none"> <li>- Crossing major highway (183, 290, I-35, Mopac)</li> <li>- Better alternatives are needed for major roads (Lamar, Burnet)</li> </ul>
216	Dec 31 2018 06:31 PM	<p>Please stop adding 2way bike lanes- they aren't safe</p> <p>Hold these meetings at a place with reasonable outside lighting</p>
217	Dec 31 2018 06:29 PM	<p>It's a great idea to park on one side and have both bike lanes on other side. People should use their driveway to park.</p> <p>Don't ride on Shoal Creek anymore, especially during the week. Too much traffic.</p> <p>Separate bike lines will be safer for kids and others. More people will then ride on road if there are safer lanes</p>
218	Dec 31 2018 06:26 PM	<p>I live in Barton Hills, and the bike lanes are the best thing that ever happened to us. There are so many more cyclists including children. It took a while for people to get used to the bike lanes (and some people never will like the change) but the bike lanes are used, they are safer and there is more community interaction when biking, running, walking in the neighborhood.</p> <p>I bike Shoal Creek and don't feel as safe. I think improvements for biking need to be made. People will continue to bike on Shoal Creek and Great Northern, so we need to increase their safety</p>
219	Dec 31 2018 06:23 PM	<p>I saw a lot of comments about parking. It seems that people feel they have a right to parking on SCB! I believe they DO NOT! Somehow people on streets like 45th and 2222 all manage. Without street parking! Folks on SCB will too!</p> <p>Narrow the street with bike lanes! This will help slow traffic too</p> <p>I'm for protected bike lanes on SCB</p>
220	Dec 31 2018 06:19 PM	<p>I fully support accommodating bicycles.</p> <p>How are the existing 2-way bike lanes working? Justin? Hancock?</p> <p>Some data would be helpful</p>

221	Dec 31 2018 06:15 PM	I fully support improving access to Shoal Creek for cyclists, pedestrians, and other non-motor-vehicle traffic. I do want to express that a two-way bike lane on one side of the street would not satisfy this mission. There are too many intersections and driveways that would cross this lane. Cyclists easily travel in excess of 15MPH , speed which drivers do not respect. Additionally, drivers are not trained to look for traffic in these types of environments, as they are very limited in occurrence. By all means, improve the situation, just don't use a 2-way bike lane.
222	Dec 31 2018 06:06 PM	<p>Use crowd-sourcing to check fill in gaps in accident reporting data.</p> <p>Parking on one side is a good compromise of use.</p> <p>A lot bike traffic comes down bike path from Far West - improve junction with SCB and improve Far West Blvd as key feeder</p> <p>I love the idea of an underpass at 2222</p> <p>Please add me to all bike infrastructure notifications</p>
223	Dec 31 2018 06:02 PM	I'm a teenager and have been using Shoal Creek my whole life. At a very young age I was taught how to use my brain yet more and more CALIFORNIANS are moving here thinking the world belongs to them. They raise taxes, drain our water sources, destroy the culture and music of our city, bring problems we never card about, and now they're biking in the middle of the street like it's theirs. So someone please fix he problem we have. <b>[name redacted]</b>
224	Dec 31 2018 05:58 PM	Would be great to make SCB safer for all users of all ages
225	Dec 31 2018 05:57 PM	The proposed bike lanes on West SCB and parking on east SCB will not solve any issues. It would create more danger for cyclists. I live on West SCB and pulling out of driveway is tricky. I don't want to look out for cyclists going against flow of traffic. Turning left when going north on SCB means drivers must look for cyclists going north on the "wrong" side of the road. How will the packs of cyclists get around each other in these proposed lanes? How does a cyclist overtake a slow cyclists? There are bends in the SCB between White Horse and Foster Ln - we need to conduct surveys on how the changes affect the flow of traffic.
226	Dec 31 2018 05:49 PM	<p>I often see cars drifting into bike lanes. cars parked make it hard to cycle. However, I think people who live on SCB should be allowed to park there.</p> <p>I have quite a long car commute to work due to traffic, especially in the afternoon. I would be happier to cycle to work on many days but only if I could fel very safe. I also spend significant amounts of time off Cesar Chavez (by friend) and would love to feel safer commuting to CC/wnk alson</p>

227	Dec 31 2018 05:43 PM	<p>Move the bike lanes to Bullard. There is much less traffic. IT connects to Great Northern and Gullett Elementary. The pack riders won't use the proposed protected lanes and that will just cause more problems in the neighborhood. We've already had "islands" on SCB and that didn't work. The bidirectional protected bike lanes are unlikely to slow traffic down, There are a lot of safety issues with the proposed project - cars unable to safely back out of driveways, no way for cyclists to pass each other, joggers who run in the streets, dog walkers exit sidewalks to let pedestrians pass comfortably. Bike Austin and SCC don't care about the neighborhood or safety. They just want a pretty route.</p> <p>(lives on Bullard)</p>
228	Dec 31 2018 05:38 PM	<p>1/4 of Great Northern Blvd traffic now diverts, before reaching its terminus at Foster. The second time there is a predictable fatality by diverted traffic, you will pretend your sharrows didn't cause death to children. I can't trust you because safety doesn't matter to you.</p> <p>The sidewalks that might have prevented death on GNB cost 15 what this project does. That is too much?? Why??</p> <p>I got a letter saying you wanted 10MPH limit speed on GNB bike lanes. That is the dampest proposed law in the history of America. SCB, because you PROVED you are to be stupid in your abandonment of safety. It takes 8 minutes to traverse GNB at 12MPH stack behind a bike. It should take 3. You people set the record for BAD CITY GOVERNMENT.</p>
229	Dec 31 2018 05:26 PM	<p>SCB runs along spine of Austin and could be part of a huge network allowing people to get around without cars.</p> <p>We are facing an existential crisis in global warming. We must drastically reduce driving and making SCB more accessible will help.</p> <p>Kids need to be able to ride/walk to school without being driven. This would reduce traffic for all of us and make it safer for kids.</p> <p>We are killing 1+ person/week in Austin due to car dependency. This human sacrifice must stop (Read "the Lottery" by Shirley Jackson)</p> <p>The roads belong to all of us. No one should have the right to store private propert, that doesn't fit in their garage, on a public road. Ban ALL on street parking on SCB. The 'Landed aristocracy nimbys that live on SCB should not have veto power to kill off a safety feature. Others sue these roads too!</p>
230	Dec 31 2018 05:16 PM	<p>The two lane solution proposed by the SCC is not a viable solution. Leave SCB as it is and add a few stop signs and bollards along the bike/parking line near corners.</p>
231	Dec 31 2018 05:15 PM	<p>Like everyone opposed to bike lanes are still circling the lock looking for parking</p>

232	Dec 31 2018 05:11 PM	<p>We don't want curbs, parking or any other nonsense on Shoal Creek that disrupts the neighborhoods. We need more enforcement of rules for cyclists to obey. If they are to share the road, then they need to own the responsibility.</p> <p>Also scooters by lime or anyone else should be eliminated completely on Shoal Creek and any other neighborhood. They will bring in criminal elements that will inflict damage to neighborhood.</p> <p>Change is good if it produces something worthwhile, but to change and destroy entire neighborhoods and their history. Don't want or need it.</p>
233	Dec 31 2018 05:02 PM	Just like to see a safe and easy way to commute downtown on a bike
234	Dec 31 2018 04:59 PM	Parking in so called "bike lane" is dangerous. There's really no reason why parking can't be limited to one side of the street to accommodate a cycling only lane
235	Dec 31 2018 04:51 PM	<p>I commute regularly on my bike on Shoal Creek from North Loop to the Domain.</p> <p>Having cars parked in the bike lane makes it unsafe for everyone. Bike lanes on one side and cars on the other sounds good, but whatever it takes to separate the two.</p> <p>Bike lanes immediately south of Anderson Lane are needed. The manhole cover north of Anderson Lane are dangerous (NB Bike lane)</p>
236	Dec 31 2018 04:47 PM	Prioritizing cars and parking is climate change denial. Full stop. Our planet is burning and we are worried about parking spaces. I'd like my daughter to be able to ride by herself with me (on her own bike). Right now I only feel safe when she is on the trail-a-bike
237	Dec 31 2018 04:43 PM	SCB works about as well as it can for everyone given space constraints. Fix other problem areas first before messing with it. It isn't terrible or less people would use it
238	Dec 31 2018 04:41 PM	The best idea is to leave it alone. Thanksq
239	Dec 31 2018 04:40 PM	This was interesting and chaotic
240	Dec 31 2018 04:38 PM	<p>I support the vision for the two-way protected bikeway. In 10-20 years, the street can be reconsidered especially for a reconfiguration with a protected bike lane on either (both) side of the street.</p> <p>We have entered an awkward phase in older parts of our cities. Many older people had not expected change. Younger generations have been raised with ongoing change and will be more accepting that their city is continually adopting to contemporary and future needs previously unimagined. Change, and the need to adapt, is inevitable. What is not inevitable is the nature of the greater community conversation.</p>

241	Dec 31 2018 02:43 PM	Don't do a two-lane veloway; there are too many cross streets.
242	Dec 30 2018 09:42 AM	<p>I have loved cycling all of my life, and regularly ride along SCB as well as elsewhere. However, SCB is a residential street, and should not be treated as a veloway. SCB is a beautiful street. Separated bike lanes such as on Justin Lane are an eye-sore. I also have serious concerns for any inexperienced cyclists trying to ride in the opposite direction as one of the large pelotons. Most of the current streets in Austin with separated bike lanes do NOT have the heavy peloton traffic that SCB regularly sees, so you are comparing apples to oranges. LOTS of kids, parents, commuters, and casual recreational cyclists ride on SCB at various times of the day, and the pelotons are already incredibly intimidating when they are traveling the SAME direction. But if a lone cyclist had to travel in the opposite direction to a peloton on a dedicated bike lane, that could be extremely dangerous. I have already had some dicey situations on Great Northern (with no barriers, so ample room to veer aside), and I am a very experienced confident cyclist.</p> <p>Parking along SCB for residents only could minimize the amount of parking in the current bike lanes. Is that something that has been considered?</p> <p>Other concerns - parking on one side only could put kids and mobility impaired (elderly, etc) at risk if they have to cross the road (because parked on the wrong side); a barrier-separated bike lane would have to be wide enough for a street sweeper (and regularly cleaned) or it would become hazardous for cyclists.</p> <p>While people outside of the neighborhood seem to think they know what's best for the neighborhood, they also seem uninterested in considering that those of us who live here have to deal with the consequences of their choices every single day - the value of our property, the accessibility, the visual, safety concerns, and much more. SCB shouldn't be made to serve only one interest group, just because that interest group is regularly courting the city employees. The people who live on SCB are, in a very literal sense, much more invested stakeholders on the future of the street.</p>
243	Dec 28 2018 08:28 PM	As a resident, I have observed a large increase in traffic since the Mopac project began. SCB is used as a through-way by motorists to avoid traffic. People do not obey traffic laws. People unfamiliar with the street drive in the bike lanes. Paving SCB would help people stay in their correct lanes by not having to avoid potholes. Street was not properly repaired after storm sewer project. City needs to consider increased traffic potential of a new city zoning code. Code Next would have doubled the potential occupancy of the neighborhood. The street is not able to do all things. If the city wants to make the street safer for drivers and bicyclist, parking is not feasible. The street is far too curvy to have bicyclists on the same side of the street.
244	Dec 28 2018 08:24 PM	<p>Too many people use Shoal Creek Blvd as a thorough fare. Adding stop signs or traffic calming devices to slow traffic will return those drivers to main streets and highways and return SCB to a neighborhood street.</p> <p>The proposal to move parking to one side and both bike lanes to the others is idiotic and will reduce, no increase, safety.</p> <p>The pavement on the residential portion of SCB is in disgracefully poor condition.</p>
245	Dec 28 2018 08:21 PM	Shoal Creek Blvd is a very busy street. Too many obstacles to go around with bollards, barriers, bike lanes, making an area smaller is dangerous
246	Dec 28 2018 08:19 PM	Get cars out of the bike lanes, this could be achieved by having a two way bike lane on one side and a parking only lane on the other side



247	Dec 28 2018 08:17 PM	I am an active cyclist and feel the car speeds are too high for the area. Solution: lower speed or create proper protected bike lanes
248	Dec 28 2018 08:16 PM	<p>Allowing cars to park in bike lanes defeat the purpose.</p> <p>Protected bike lanes must be built in a way that would prevent them to turn into protected parking.</p> <p>I am incredibly excited about this project and really hope it becomes a reality</p>
249	Dec 28 2018 08:14 PM	Pave the street, re-stripe with 2x white lines on sides, do not build 'protected' lanes, listen to people who live in 78757 1st!, listen to people who live on SCB most!!, Cyclists will not use bike lanes IMHO except for kids and very casula riders, slow traffic down, do not allow vehicle 'storage' on street, consider limited parking, ex 2hr max on street, build it in the creek
250	Dec 28 2018 08:10 PM	<p>As a member of the Bicycle Advisory Council, and Board Member of Walk Austin, I must stress that this a crucial, and highly valuable corridor for active transportation. Drivers have dozens of high speed north/south lanes dedicated for their use - other folks have 0 protected routes north of 38th.</p> <p>The claim that the residents need the extra parking, is selfish and flattly disproven by the city's own parking study, which doesn't even take into account that most houses on the road have long driveways and 1-3 car garages. The city must be politically brave and go forward with this vital project</p> <p>commute to work in 78757</p>
251	Dec 28 2018 08:06 PM	Thanks!
252	Dec 28 2018 08:04 PM	Allowing cars to park in bike lanes makes it necessary to pull into the lane with moving motor vehicles. This is more dangerous than just taking the lane as a cyclist and defeats the purpose of the bike lane. Thank You!
253	Dec 28 2018 08:03 PM	<p>I've lived just off of SCB for 20 years and I've driven, walked and biked SCB at least once every week. We need to make this street more friendly for kids and older people (build to accommodate safety and mobility following the 8/80 rule- kids under 8 and people over 80).</p> <p>I would love to see protected bike lanes which would allow Safe Routes to School. Once the protected lanes were installed on Hancock Bridge, I was comfortable letting my kids bike to Highland Park. I'd like to see something similar on SCB so all the neighborhood kids could bike to Lamar</p>

254	Dec 28 2018 08:00 PM	<p>Do not put a bi direction bike lane on Shoal Creek.</p> <ol style="list-style-type: none"> <li>1. Too many intersections, driveways, and streets. Drivers do not look for cyclists on the wrong side of street. It works on Great Northern because there are no intersecting street on west side (RR Tracks).</li> <li>2. When you cycle on the wrong side of the street the speed differential is too great. Example cyclist 15 mph, car 30 mph. Same direction - Difference = 15 mph (30-15), Wrong direction - difference = 45 mph (30+15), Encounters happen 3 times faster <math>3 \times 15 = 45</math>. When you cycle on wrong side of street.</li> <li>3. Denmark, very cycle savvy, gave up on bi-directional cycling 20 years ago, too many accidents.</li> </ol> <p>50 year cycling, 42 year running</p>
255	Dec 28 2018 07:55 PM	<p>Shoal Creek BLvd needs protected bicycle lanes the whole stretch from 38th St to HWY 183. The protection must be substantial, something like a concrete median. This is a citywide arterial and safety must come first. Protected the most vulnerable users- people walking and biking. SCB is not just for SCB residents, it's for everybody. Old, young, and nervous bicycles should be 100% safe</p>
256	Dec 28 2018 07:44 PM	<p>The issues that are important to me are: improving safety for all ages and types of users - bikes, ped, drivers, etc; allowing more choice - different safe modes of travel; allowing more and safer ped and bike and scooter use will result in cleaner air</p>
257	Dec 28 2018 07:41 PM	<p>Stop trying to shove things up the residents of SHOal Crek Blvd's butt</p>
258	Dec 28 2018 07:40 PM	<p>Going forward, not tied to the past, Austin needs efficient, safe modes of transportation.</p> <ol style="list-style-type: none"> <li>1. Specifically children in Rosedale, Allandale, etc need to have the option of safely biking to school. Bicycle commuters need a safe way to get to work. A protected bike lane is the best way to do this.</li> <li>2. The intersection of 45th and SCB will need to change. Increased traffic from The Grove, plus increased foot and bike traffic on SCB and 45th make the 4 way stop untenable. A roundabout only improves car traffic. (Maybe bike traffic) but would stop foot traffic.</li> <li>3. Narrow stretch tend to slow traffic. Having more cars parking on one side only coupled with physical barrier of some sort on the other side both visually and physically narrow the available street for cars.</li> </ol>
259	Dec 28 2018 07:36 PM	<p>I believe removing parking on both sides of street with bike lanes on each side should not be a hardship to anyone. I live on Shoal Creek and there are ample driveways and enough side streets to accomodate parking. Physical barriers between motorists and cyclists (north and southbound) should/will have a calming effect on traffic speeds. When I park on the street, it is sometimes difficult to egress my car when traffic is heavy which is often. Thanks!</p>
260	Dec 28 2018 07:32 PM	<p>I bike, adding bike lanes will not make me safer. I want the current wide bike/park lanes because I can be farther away from cars. I drive, narrowing lane swill not slow cars or make me safer. Too many drivers are distracted, either on their phones or otherwise. Narrowing lanes will cause more accidents.</p> <p>I walk, I enjoy the sidewalks. They don't need to be wider. I walk with my wife and our dog and we are safe.</p> <p>I realize the City is not using the SCC plan but their ideas are a disaster. And they rejected all comments from the Allandale Neighborhood Association. Remember the "curb island" fiasco and stop this plan</p>

261	Dec 28 2018 07:29 PM	My husband and I were on the ANA board 12 years ago when we went through this same exercise. Sidewalk dramatically improved our situation. Not happy with SCC trying to cram their plan! Shoal Creek is a beautiful street don't mess with it. Great Northern is extremely dangerous the way it's set up. And yes, my husband and I have in the past been avid cyclists
262	Dec 28 2018 07:26 PM	I hate 2way bike lanes. I feel that would be much less safe than the current design
263	Dec 28 2018 07:25 PM	Parking on Shoal Creek needs to be eliminated to create safe bike and pedestrian travel. We want protected bike lanes!
264	Dec 28 2018 06:50 PM	Please don't cut down trees in our neighborhood
265	Dec 28 2018 06:50 PM	Concrete medians are not the answer. Widening existing sidewalks is too costly what is wrong with Great Northern? Moved to Shoal Creek in 1952, never have witnessed pedestrians or bicycle accidents
266	Dec 28 2018 06:47 PM	<p>Very comfortable except the bikes do not follow rules of road, they do not stop at stop signs.</p> <p>Require bikes riders to provide proof on insurance just auto's are required. Require bikes to stop at stop at stop signs. Do away with all bike lanes on Shoal Creek Blvd so Bikes ride in same lane as cars and must follow same rules as cars. Bike riders feel themselves as "entitled" they must be required to take responsibility for their own bike riding, stop at posted signs and stop lights. If divider curbs or bumps are installed 'again" along Shoal Creek Blvd it will cause accidents by pushing bikes into traffic lanes, street sweep trucks can not clean the curbed or bumped bike lanes causing trash to accumulate</p> <p>Leave our neighborhood alone</p>
267	Dec 28 2018 06:43 PM	<p>Shoal Creek should not be a destination for bikers, send the bike traffic around and stop clogging up our neighborhood with disrespectful bikers who do not stop at stop signs and take up entire car lanes with their groups of 20+ (Why not use Great Northern?) If anything on Shoal Creek needs to be improved it is the sidewalks that are uneven and difficult for pedestrians and those with strollers.</p> <p>Do Not take away parking from homeowners on Shoal Creek who bought that property with the right to park in front of their own house. City codes are going to require fewer parking spaces with new construction (Which our neighborhood is seeing a log of) and those homes will need to have street parking.</p>
268	Dec 28 2018 06:39 PM	Leave it as it is
269	Dec 28 2018 06:38 PM	This windy road is too busy for cyclists/children/not safe-people drive too fast and too many cars-it will only get worse- cyclists can be diverted to Bullard there is the answer

270	Dec 28 2018 06:37 PM	The curves on Shoal Creek are 20 mph and need to be better marked. Many drivers are passing cars both in biker lane and illegally across double yellow line. Turn Shoal Creek into a speed trap by giving tickets. A common place to turn offensive a-hole drivers
271	Dec 28 2018 06:34 PM	People come from out of neighborhood to ride here, drivers and cyclists many seem to ignore common courtesy. Haven't seen the impact of ubiquitous scooters yet concrete curbs to protect cyclists use valuable space and make it less safe in some ways - no way to swerve around obstacles or oncoming bikes or debris in path. Groups of cyclists and runners ride/run where they want and ignore common traffic rules and common sense. Need to allow for trash cans, delivery vehicles etc on SCB Any changes can be ignored - can't legislate common courtesy
272	Dec 28 2018 06:31 PM	1. Curb cuts and sidewalks interfere with walking and running on sidewalks, this why wide multi use lanes are good - cycle tracks will stop running in road 2. We have groups of bike riders that live to ride together. Wide multi-sue lanes support this, cycle tracks do not. 3 No Bollards! They can and will cause head injury for cyclists and total cars 4. Cycle tracks force bike riders into gutter pans (Justin Lane) 5. Vehicle speed is not a problem, the number of cars is. This was fixed in 2000-2006 with move to wide multi use lanes. 6. Cycle track-likelihood of head on collision or clipping each other will resort to bicyclists to use car lanes instead. 7. Removing parking on one side only puts more residents crossing the street 8. Most bicycle traffic is high speed doing loops with GNB I live on SB for 33 years
273	Dec 28 2018 06:26 PM	The proposed bike lanes on the West side of SCB will not work. Large packs of 30 riders will be forced to squeeze together single file. The area between Justine and White Horse has a blind curves. This will increase accidents in that section <b>[name and address redacted]</b>
274	Dec 28 2018 06:23 PM	Because we have lived on SC since 1964, we have seen every new plan the city has suggested so we hope this time the city will proceed slowly. For those who have not lived in Allandale long, the traffic on SC may seem bad. It is not good but it has been worse in the past. When our neighborhood was younger and our children were young and playing outside all the time SC was dangerous and I did not allow them to cross the street unaccompanied. We saw too many pets sacrificed to the traffic. This present traffic should be manageable.

275	Dec 28 2018 06:20 PM	<p>I cycle the Hancock SCB to Foster loop on a regular basis and have been doing so for 30+ years. The proposal to put a 2-way on-street bike lane on SCB is not the answer. Denmark too 2-way on-street bike lanes out of best Practice for bicycle infrastructure over 20 years ago because they are more dangerous than 1-way lanes on each side. 90% of bike-car collisions are not caused by being hit from behind but from conditions locations in front of cyclist. Majority of accidents are caused by unpredictable moves by cyclists. Two-way bike lanes force cyclists to make unpredictable moves at intersections. Drivers make turns and backing out of driveways are not used to looking for cyclists coming "the wrong way." This proposal will make cycling on SCB more dangerous and less convenient as well as causing major inconvenience to SCB homes. Educate cyclists and drivers. Reference: International Transport Forum Organization for Economic Cooperation and Development P177 to 183 <a href="http://www.oecd-ilibrary.org/transport/cycling_health_and_safety">www.oecd-ilibrary.org/transport/cycling_health_and_safety</a></p>
276	Dec 28 2018 06:14 PM	<p>I would like to see either no bike lanes or both bike lanes and parking. (Sidewalk Bike Lane Raised 6" median Parking Travel lanes) Also, has another route other than SCB been studied? Why can the bike trail not go across state archives, across the grove at Shoal Creek, down bull creek road, through the cemetery, come out by the stop light by Northwest rec, down Marilyn, to Great Northern, than along the rail road tracks to 183? Or Great Northern to Foster back to SCB.</p> <p>There are inherently two types of bicycle users that use SCB, commuters and those who ride in packs doing laps. The designs for these two groups conflict with each other. The packs often ride 2-5 abreast and to be quite rude, the commuters tend to be better. Having a cycle track on one side of the road will only push pack riders into the travel lanes. Lastly, I am not sure there is a need for a fix to the bike lanes. The intersections at 2222 and the intersections at Foster need to more urgent attention. The Shoal Creek Conservancy plan totally ignores the Foster Ln intersection as it is not wide enough for their street cross sections.</p>
277	Dec 28 2018 06:06 PM	<p>Do not eliminate parking on SCB. Do not create bi-directional bike lanes- these will not increase safety for bikes or cars. Utilize Great Northern Blvd for bike traffic. Improve GNB access to 2222 and SCB intersection. Increase signage (on street itself and posted signs) to indicate dual use of park/bike lane. Educate regarding: needs for safety improvements, look before opening car doors, when driving be aware and anticipate bike needs, general effort to educate all SCB users. Add stop lights at 45th and Treadwell intersections if needed. Do not put physical barriers between bike lanes and auto lanes</p>
278	Dec 28 2018 05:57 PM	<p>Please get street sweeper capable of getting between bike lane "sticks" and curbs</p> <p>Every place the city puts sticks up to separate traffic from the bike lanes the road surface is full of trash (dangerous to bikes and riders).</p> <p>Please keep bike lanes swept and clean</p>
279	Dec 28 2018 05:54 PM	<p>Intersection at Allandale is dangerous. Bikes need an underpass or ability to control traffic light easily. North of Anderson is bumpy and close to cars. Car parking in bike lanes is dangerous. Shoal Creek Blvd is critical to the bike system of Austin; money is well spent. I support the vision in the Shoal Creek Conservancy master plan</p>

280	Dec 28 2018 05:51 PM	<p>Very comfortable but often guilty for using as a route instead of Burnet, using it because it is slower and prettier than Burnet thus more soothing</p> <p>Regarding the section of the creek between Cross Creek and 183: The city mows down everything along the creek, including saplings and small trees. I would like these saplings to be marked to be left to grow and thus to anchor the soil. There is considerable erosion along there.</p> <p>I wish there were fewer of us drivers using the boulevard. To discourage people in a hurry, I suggest lights instead of 4-way stops, speed humps, et cetera.</p>
281	Dec 28 2018 05:47 PM	<p>I'm not comfortable with the 2-way cycle tracks. As a cyclist I think that making a turn while rolling against traffic is hazardous and confusing to drivers.</p> <p>Cycle track lane at intersections are too narrow. Wide painted bike lanes with no parking are: cheap, easy to use, predictable, highly visible, easy to comprehend what others may do in them and thus safer</p>
282	Dec 27 2018 06:08 PM	<p>The major problem with Shoal Creek Blvd [address redacted] is cut through traffic and speed. This make it unsafe at critical points like bike/parked car points and major intersections. Also the lengthy blocks requires street parking between infrequent cross streets. The isolated bike lane solves the safety for bikes but will be difficult. Traffic calming by inserting the roundabout circles at White Rock and Greenlawn parkway will help calm, especially the "drag race" starts and motorcycles that hit 60 mph in 200 feet</p>
283	Dec 27 2018 06:04 PM	<p>Cyclists travel in packs. They will not ride single file within a constricted lane.</p> <p>Ease restriction to provide circular drive around heritage trees for homes with single drive way. This will ease parking for those homes if parking restricted to one side. Current solution limits driveway access on side with concrete separation. Will also be another issue trying to navigate around those and pedestrians and cyclists. Widening sidewalks will limit parking capability for those with single car driveways.</p> <p>Provide concrete bike lane both sides (bike lane as current) this will keep cyclists from moving into drive lane.</p>
284	Dec 27 2018 06:00 PM	<p>Very comfortable except baking out of my driveway with a blind curve south and Northland light north 3 houses.</p> <p>Crossing signage at minor intersections with stop sign</p> <p>With urban infill more parking will be needed to facilitate parking for ADU accessory dwelling units</p> <p>Parking on one side of the street would have more people crossing the street providing more opportunity for pedestrian accidents. Current usage for parking is so nominal per your study that sharing lanes should not be such a hot issue. Cut back parkland on west side of SCB just south of Northland to accommodate a double lane more than 4 cars long.</p>

285	Dec 27 2018 05:51 PM	The group are a huge problem. Great Northern is a wonderful alternative yet the Conservancy - do any of the live on SC - don't seem willing to seriously consider it . SC will make backing out on to Shoal Creek more difficult than it already is. It will also lower our property values. I walk Shoal Creek daily - I've overheard stock tips, inane gossip and graphic bad dates. Please do not add the bike lanes to Shoal Creek - the cyclists will still get their exercise and talk time on Great Northern. If the goal of the bike lane is transportation. i'd guess that about 5% of the bike traffic is for that, therest are groups, exercise clubs, etc. <b>[address redacted]</b>
286	Dec 27 2018 05:40 PM	I love the fact that drivers and cyclists from all over the city use our neighborhood and we are happy to have them. First and foremost it is a neighborhood so if it is to be reconfigured it should first work for the neighborhood. I think the current configuration is pretty good, but could be improved with additional crosswalks and enforcement of speeds and stop signs. Both drivers and cyclists run stop signs but the reality is that cyclists are the most brazen. I have never seen a ticket handed out on Shoal Creek in the past 3 years. I have marked trouble spots on your maps and hope all comments will be taken into account. I know all cyclists are out to make trails better for cyclists and there are some anti cyclists. I don't think I am either or but it does need to work for the neighborhood first.
287	Dec 27 2018 05:33 PM	Cyclists make things tricky when they don't obey traffic laws and don't give pedestrians right of way.  I feel like first and foremost Shoal Creek is for motor vehicles primarily and I feel like far too many bikes do not obey traffic laws and tend to ride with an attitude that they own the road. I think cyclist is awesome, but recognize that much of Shoal Creek is in a residential area with children, runners, and pedestrians using the sidewalks and roadways that were built for mobility of cars and we all need to abide by right of way rules of the road. More crosswalks for pedestrians to cross Shoal Creek would be awesome. This is a neighborhoods City Street not a veloway
288	Dec 27 2018 05:29 PM	Connectivity to existing bike infrastructure (Justin, etc) will create a network that is far more usable and safe
289	Dec 27 2018 05:28 PM	Im in favor of more trails. I'm still considering the protected bike lane propossal. Thanks for putting this together.
290	Dec 27 2018 05:26 PM	Put in dividers like on Arroyo Seco the pop up kind. The turtle dividers like on north loop are too dangerous. The pop up dividers make bikers feel safest. Love the idea of a huge loop around the city, please make that happen
291	Dec 27 2018 05:24 PM	Best option is to not make things worse than they are. I don't like any of the Shoal Creek Conservancy plans. Barriers for bikes is frightening as a cyclist. It is best to have room to maneuver when necessary.  More lighting on Shoal Creek, reduced car speeds. Traffic humps are a bad idea because cars will try to avoid them and veer into the bike lanes. I would rather leave it as it is than do something to make it worse . Thank You
292	Dec 27 2018 05:15 PM	Please do not 2-way bike lanes on either side. The variety of users (runners, walkers, kid cyclists, cycling groups, running groups, etc) are better off without separation from cars. Nowhere to go in an emergency = trouble/accidents/injury. I live on SCB near Treadwell. Cars Pass other moving cars. Slow the traffic (Car traffic). The fitness community is part of the vibrancy of AUstin. Support the cyclists (kids, commuters whoever) with measures that ensure users are safe. Traffic circle @White Rock and Greenlawn. Open up more room @2222 and SCB (northeast corner and southwest corner)

293	Dec 27 2018 05:09 PM	<p>My main concern is the section between 45th and 38th. Lots of kids bike to Bryker Woods ES and try to cross Shoal Creek at 39 1/2. Safest option compared to 40th or 41st</p> <p>Parents have to jump in road and stop traffic so kids can cross the street. Huge number of kids that don't bike b/c of this. Big untapped potential for active mode to/from school.</p> <p>Also would love safer x-ing at 38th and 45th so kids have options to travel to Yarborough Library Crenshaws Gym or NW Rec Center. Street should be safe so kids ages 10+ can be independent. I also bike on Shoal Creek to commute to work 1-2 x a week. Thanks team!</p>
294	Dec 27 2018 05:05 PM	<p>Somewhat uncomfortable with speed during rush hour Somewhat comfortable shade and view while walking to HEB and CVS</p> <p>(Starting 50 to 70 years ago)</p> <p>Allandale NA has engaged City staff on the SCB issues between Anderson and 45th for at least 24 years that I personally know of. City has been unresponsive or dismissive of the speed problem. The surliness of male peletons, the lack of vehicle control by bicyclists, the disruption of the peleton "yeller", the need for tradesman and visitor parking on SCB, importance of grass and large trees and landscaping in reducing flooding and global warming.</p> <p>City has finally installed a demand beacon for a popular school crossing after several years of pleading poverty (and now they come up with millions for an adult bicyclists dream)</p> <p>Reputation is like hand painted china, it is both expensive and rare, when broken it can be mended but the crack is always there</p>
295	Dec 27 2018 04:56 PM	<p>The proposed curbs will totally disrupt garbage, recycle, and brush collection, EMS and Fire. I see no justification for the bike trail from downtown to the Domain. We already have fast peletons of bikes doing virtual races using GPS because that race through neighborhoods and then disrupt both Shoal Creek and Great Northern. This will just increase the incivility.</p> <p>The proposed trail has no use except group bike riders. Neighbors use their own streets for walking and dogs. The trail has no commerced connections, no one rides SCB now except a very few riders to work. Which means they can't care for sick kids at school</p>



296	Dec 27 2018 04:50 PM	<p>My number 1 priority is bike lanes without parking</p> <p>I would like to see the 2 way protected lane more for children and lower level cyclists</p> <p>I currently ride on SCB and manage fine but I am a very experienced cyclists</p> <p>I live in Allandale on Marilyn Dr</p>
297	Dec 27 2018 04:45 PM	<p>The idea of moving all cyclists to one side of SCB, all parking to the other frightens me as a life-long (60+ years) cyclist. This pattern is inconsistent with most roadways and with state law. Contradicting normal expectations of vehicle operators lowers the likelihood that they will "look in the right places" to notice vulnerable road users, with dire consequences for those vulnerable. The roadway is a shared resource and it should not become the sole responsibility of the vulnerable to avoid conflict</p>
298	Dec 27 2018 04:39 PM	<p>Leave the striping as it is. 2-way bike lanes are a hazard to faster bike traffic. (15 mph bikes going each way results in 30mph closing speed) Concrete turtles to mark the bike lanes don't stay put. They come loose and then become a hazard to all traffic. Example: the turtles on Berkman were just installed this summer and quite few of them have already come loose.</p> <p>The city doesn't sweep the streets as often when bike lanes are delineated with turtles, curbs, etc. and then the bike lanes get covered in debris (glass, leaves, gravel, etc.) When bike lanes are shared with parked cars, they tend to stay cleaner.</p>
299	Dec 27 2018 04:36 PM	<p>Too much speeding and no policing! Its outrageous all the drunk drivers use SCB because they know that no one will stop them.</p> <p>In 6 years I have witnessed 3 cyclists hit; I have been rear-ended turning into my driveway twice; witnessed one death; and 6 incidents of road rage; and 4 animals killed from speeding on SCB. I live at [address redacted] (west side) between Hancock and Northland, right where they pick up speed. I have never seen police on the street, even though everyone knows that SCB is the most popular route for drunk drivers. This is absolutely intolerable and dangerous</p>
300	Dec 27 2018 04:18 PM	<p>I have been cycling in Austin as long as I've lived in Allandale, which is since 1993 and have commuted by bike to work for more than 20 years of that time period. While I consider myself an expert cyclist in traffic, I still cycle with concern along SCB, especially between 2222 and Foster Ln because of the parking of cars in the bike lanes. The intersections are becoming more challenging with the increasing Austin traffic volumes and speeds, particularly at Hancock/SCB, Anderson/SCB, 2222/SCB. If I had school-age children I would not let them ride these routes because they are too dangerous for beginners. Thus, I support greater access/protection for cyclists of all ages/abilities. I also support the "Big Loop" concept and generally the concept of linking together bike facilities around the city to create cycling networks. Cycling is an important piece of transportation "puzzle" in a growing Austin. Finally, Allandale Neighborhood Association does not speak for all Allandale residents. They are a small but vocal group that says "no" to a lot of ideas. I disagree with ANA's position on SCB bike lanes.</p>

301	Dec 27 2018 04:12 PM	This plan is very exciting, my family likes the idea of protected bike lanes and less parking. We recently looked at new homes in Allendale and decided to stay in Crestview because the location is so much better. A big reason the two way protected bike lanes!
302	Dec 27 2018 04:10 PM	More protected bike lanes and a continuous bicycle network are essential if we are to get a significant number of people to choose to bike places instead of driving. The loop plan is an important or must. We need separated bike lanes in order to get people who are normally afraid to bike along with cars to switch to more biker so the more separated lanes we can get the better
303	Dec 27 2018 04:06 PM	Have been a resident on Shoal Creek for 40 years. I have watched bicycle groups ride like rules don't apply for them. A very disturbing plan to create segregated bike lanes with dedicated for biking only on the west side of Shoal Creek is Nuts. Peloton groups will not ride single file. They ride abreast. Side by side. Please do not implement that plan. As a resident of Shoal Creek it feels like a "taking" of my rights by limiting parking on east side only. Please resurface and sweep twice a week - <b>[name redacted]</b>
304	Dec 27 2018 04:03 PM	I've been riding Shoal Creek recreationally on bicycle for 18 years. Had serious bike wreck when a gas company contractor cut a trench all the way across the bike lane. Northbound Shoal Creek on block south of Northland. And did not post proper warnings. Concussion, broken collar bone, totaled carbon bike. Multiple abrasions, scarring in hand
305	Dec 27 2018 03:57 PM	Protected bike lanes are long overdue here and I have extreme difficulty accessing NW Austin by bike because of it. Shared lanes with parking are not bike lanes. They are super unsafe since I depend on biking for transportation this means i have to avoid certain destinations entirely. Protected bike lanes ASAP!
306	Dec 27 2018 03:54 PM	Please do not do the bike lane n/s on one side! The traffic confusion would be crazy. Make E/W greenlawn a protected bike lane!!  Cross Section: Bike Parking Traffic:Traffic Parking Bike Lane
307	Dec 27 2018 03:52 PM	We live on the west side of Shoal Creek north of Hancock and south of 2222 We have high school age grand kids who can't back out of our driveway in the AM to go to school due to morning rush hour traffic. Two way bike traffic on the west side will lead to very dangerous situation requiring us to monitor both auto and bike traffic from both directions. Grandson parks his car on the street in the afternoons. With no parking permitted he and my granddaughter will be required to park across SC and walk across to our house. This is dangerous and not what we bought our house 30 years ago to deal with. Proposal will also diminish the value of my home. I oppose the current proposal for SC
308	Dec 27 2018 03:48 PM	I live 2 blocks off of SCB and am both a cyclist and a motorist on a daily basis. The current shared parking/cycling lane setup is extremely dangerous for both modes of transportation but particularly dangerous for cyclists. I know that parking utilization on SCB is in the single digits (4-7%) and it is ridiculous to reserve all that space for parking cars. Safe cycling for everyone (commuters, recreational, families, children) is paramount to making Austin a better place to live, work and raise a family. So sort of dedicated lanes are desperately needed, preferably separated/dedicated 2-way
309	Dec 27 2018 03:44 PM	I was pretty intimately involved with SCB redesign circa 2000. I chaired street smarts task force subcommittee ~2007-2008. I have been Board President of Bike Austin. If you think I could provide valuable input for SCB redesign, I would be happy to help. Please feel free to contact me <b>[name and phone number redacted]</b> .  PS take what the haters say with a large grain of salt

310	Dec 27 2018 03:41 PM	<p>I have lived in the neighborhood for 30+ years and have jogged, walked, bicycled Shoal Creek, Foster, Great Northern. Over the years I have seen bicyclist speed and almost run over people. Yelled for walkers to get out of the way, run stop signs, shoot the finger at drivers and walkers. What happened to the cyclists bumper sticker off "Share the Road"? It's disheartening to see money spent on making Shoal Creek more bicycle friendly for bicyclists who do not even live in the area and to see people who live on Shoal Creek having to accommodate bicycle and scooter users. I don't live on Shoal Creek but I think the people who actually live on Shoal Creek should have more of a say and their comments weigh more than others since their property values are at stake. If changes must be made on Shoal Creek I prefer the small round bumps to separate bike lanes from main road. I do not like the concrete barriers or soft pole barriers. As for the parking limited only to East side, its not a problem for me as a walker, jogger, but could be a huge problem for those living on Shoal Creek who have workers and guests. I live only 1 block from Shoal Creek and I hope to be able to continue walking, jogging Shoal Creek, Foster, Great Northern.</p> <p>Thanks for taking comments, I know you have a tough job. Personally as a tax payer, I prefer my taxes to be used for more affordable housing, education, health care</p>
311	Dec 27 2018 03:30 PM	<p>1. The bike lane proposal will limit homeowner ingress/egress and negatively affect the aesthetic of a residential street. This will lower property values and decrease tax revenues.</p> <p>2. Move that bike trail to Great Northern to eliminate/minimize the conflict between cyclists and children and cyclists and automobiles. This would also not impact homeowners because there are no homes on the west side of Great Northern.</p> <p>3. Enforce speed limits. Cars pass in the bike lane as we try to turn into driveways or install a round about to slow the cut through traffic.</p>
312	Dec 27 2018 03:26 PM	<p>On my bike starting point: Shoal Creek going west through the Great Northern Dam/ off leash area Far West Blvd. Access Rd to Mopac via a overlaps bridge which is unprotected vs the wind ie is unsafe on a bicycle</p>
313	Dec 27 2018 03:21 PM	<p>I like the plan for separated bike lanes on one side of the street</p> <p>I would like to see sidewalks completed between Foster and 183</p>
314	Dec 27 2018 03:19 PM	<p>I think Burnet Road is too dangerous for bicycles to ride north-south. Shoal Creek Blvd is a much better alternative. If one side of the street is forbidden to park and has protected lanes for bikers the cyclists could use it more securely than busy streets like Burnet.</p>
315	Dec 27 2018 03:15 PM	<p>As a bicyclists, I consider a "bike lane" that people can park in to be worse than useless. Changing lanes as a bicyclist with cars coming up behind me is one of the scariest things I have to do. Even with a rear mirror it is hard to check for cars coming up from behind. Having to swerve around parked cars is dangerous, uncomfortable. Shared bike/parking lanes is not a solution. There are rarely more than 25% of parking spaces taken parking only on one side of hte street would be more than adequate.</p> <p>Also consider this plan in the context of the larger vision for he city. The overwhelming focus of nearly all our streets is on cars. It is more than reasonable and fair to prioritize bikes and pedestrians on more streets like Shoal Creek Blvd.</p>

316	Dec 27 2018 02:31 PM	Decisions on changes to SC should favor the home owners. Not the more vocal from of of the area. It is my taxes involved. I will have to live with these changes 24/7 while others are just passing through
317	Dec 27 2018 02:28 PM	Need a safe north/south thorough fare for bikes that is accessible for all ages, yet at the same time limits impacts to those along the conduit. Shoal Creek may not be the best path for the entire course.  2 way bike paths do not seem the safest alternative. What are bike friendly cities/countries doing?
318	Dec 27 2018 02:26 PM	I live on SCB. I am more than happy to give up parking in front of my house. Our planet is burning up. Lets get people out of cars and on bikes, buses, and other non-carbon based transit.
319	Dec 27 2018 02:24 PM	I oppose the SCC plan for SCB. Specifically the dual bike lane, mini curbs and barriers
320	Dec 27 2018 02:18 PM	I live on Shoal Creek and have two fundamental concerns: 1. Property value impact of changes. 2. Safety of Pedestrians.  I feel my property value will be negatively impacted if dedicated, bike lanes with barriers are added like Justin Lane what is a nice neighborhood street becomes what looks like a construction zone.  Shoal Creek residents are in constant conflict with cyclists. The most common problem is failure to stop at intersections and failure to yield right of way. I also know my 85 year old neighbor has been hit twice by a cyclist this year on her walks. I live here 1.5 years and can say the behaviors of cyclists are aggressive and dangerous.
321	Dec 27 2018 02:12 PM	Set the bike lanes off Shoal Creek and on to streets like Great Northern.  I avoid Shoal Creek and use Great Northern. I do get irritated when there is a bicycle not in the dedicated cycle lane but in the car lane going 20-25 mph when the posted speed is 30 mph. However, I think this stretch should be either Great Northern or Shoal Creek for bikers. Walking is sometimes difficult as there are not sidewalks all the way on Great Northern. Complex problem. I guess I would be willing to drive slower if all the bicycles were routed on Great Northern
322	Dec 27 2018 02:08 PM	Before the 37 curb island obstructions were installed in the parking lanes a petition was carried door to door. The petition simply stated "leave Shoal Creek Blvd alone." Over 900 people in Allandale and Rosedale answered their doorbells and 92% of them signed that petition. City leaders ignored the petition and the 37 curb islands (later named frankencurbs) were installed at a cost of \$500000 or more. The frankencurbs forced cyclists to swerve close to moving cars. After a "lynch mob meeting" at Gullett School, the City removed the frankencurbs (google than) at a cost of around \$250,000. On weekends, large packs of cyclists traverse the "Alandale loop" running stop signs at full cadence. Having opposing bike lanes on one side of the street will leave packs of cyclists no place to swerve. The people who push strollers, walk, og, and walk dogs in the outer lanes will add to face-to-face congestion in the proposed one-sided bike lanes. Use the \$55 million to give free helmets and rear view mirrors if you want cyclists to be safer on every street in Austin.

323	Dec 27 2018 07:58 AM	Need more pedestrian and bike underpasses and better connectivity to nearby bike lanes and sidewalks
324	Dec 26 2018 08:33 PM	I currently live in Seattle, but from 1976 to 1983, I lived in Austin and used a bicycle as my main means of commuting to UT. I now visit Austin regularly, with my bike and ride Shoal Creek regularly. In my observation, Austin has a real chance to make an important, all-ages and all-skill level north-south route that would make a significant difference in connectivity of bike routes, enriching the community in ways that you may not appreciate. You can't afford to miss this opportunity.
325	Dec 26 2018 04:21 PM	Parking in the bike lanes MUST be eliminated to ensure the safety of cyclists on this important public right of way. Allowing parked cars in the bike lanes makes about as much sense as planting trees in the middle of Lamar. My personal preference is for a physically separated two-way cycle track on the West side of Shoal Creek Blvd., but I'm open to other approaches as long as cyclists are given a free lane in which to travel. Even sharrows in the main travel lanes would be an improvement over the current configuration!
326	Dec 26 2018 03:09 PM	I have lived 1 block away from SCB for 21 years. The compromise of creating a parking & bike lane does not make the safest street possible. Bike riders should have the option of the fully protected bike. I prefer to see bike lanes on both sides of the street so that the sidewalks are safer for everyone. Vehicle speeds are too high and should be slowed considerably. Neighbors need safer ways to cross SCB.
327	Dec 26 2018 02:28 PM	I've lived 1 block off Shoal Creek for over 20 years and have used it in all phases, including using it to commute downtown 5 days a week and for weekend recreation with my family. The reality is in all these years, I've seen the number of drivers increase considerably but still typically see only 1 or 2 bicyclists, at most, using it during the weekdays for commuting purposes. I see most bicyclists use it recreationally on the weekends. The weekend recreational purposes are wonderful, but given the much greater use by driving commuters, I am strongly opposed to reducing any driving lanes on SCB, as that will only increase the commuting problems and will not help solve those issues at all.
328	Dec 26 2018 12:27 PM	The road is not safe due to parked cars in poorly marked, uneven bike lanes with litter and debris, poor lighting and no or limited sidewalks. The city can and must do better for pedestrians and bicyclists! Thank you.
329	Dec 24 2018 10:07 AM	While it is important to keep everyone safe, it is also important to educate people that roads were created for the use of motor vehicles. If you want or need to change the purpose, you need to be honest about that need in your outreach and surveys. For instance, many of your map questions are biased toward non-vehicle use with their pre-written response options. If you decrease the vehicular benefits of Shoal Creek Blvd, you will also increase driver and neighborhood anxieties as "short-cuts" through side streets and driver frustrations grow!
330	Dec 21 2018 09:12 PM	Really, really need bike improvements and protection. This corridor is used a TON by recreational cyclists, and I also use it "to live," ie to run errands, shop, eat.

331	Dec 21 2018 07:45 PM	I'm from Texas and I know how much people love their cars here. I also moved away for all of my 20's and part of my 30's and during that time learned how to commute by bicycle and public transportation and live comfortably without a car. Now I am back in Texas and living in Austin and I can confidently say that I have felt safer riding a bicycle in larger cities such as Washington DC than I do in most parts of Austin. I think it will take a huge culture shift to get cyclists and motorists to respect each other. I see it both ways. It will take a huge culture shift for all parties to understand the rules of the road and respect each other. I see too many careless decisions being made by cyclists and motorist alike. And now we have those dang scooters to worry about! Which parking them in random places causes hazards for bicycles that use sidewalks for safety because roads are unsafe and for people with disabilities.
332	Dec 21 2018 06:43 PM	Putting proper bicycle facilities on the street can make bicyclists stop feeling like second class citizens.
333	Dec 21 2018 10:11 AM	You could try paving it occasionally.
334	Dec 21 2018 07:57 AM	Repaving will make it smoother and cause traffic speeds to increase. Then you will need to come back and add traffic calming.
335	Dec 20 2018 07:16 PM	The vast majority of austinites commute by car and not bicycling. Making roads more difficult for cars to use will only frustrate the majority of the population and decrease quality of life in austin. Do not take away automobile lanes or capacity for the benefit of bicycles.
336	Dec 20 2018 11:09 AM	I use Shoal Creek to commute to my job every day via bike. In general I feel safe, but often there are multiple cars parked and there is no bike lane left. Or there are pot holes or other things i need to avoid. These times are when I feel less safe
337	Dec 20 2018 06:20 AM	more police presence ----set up radar ----monitor four way stops at Greenlawn and Shoal Creek and Foster and Shoal Creek
338	Dec 20 2018 03:40 AM	Coyote sightings are very common on Shoal Creek Blvd. Any measures to discourage coyotes from walking on the road would be welcome.
339	Dec 19 2018 09:23 PM	I do not believe curbed bike lanes are appropriate on a largely residential roadway. I respect the homeowners who would be substantially impacted. Maybe signage should state that cyclists have a right to the driving lanes when passing cars? Maybe the sidewalks should be improved into shared bike/pedestrian lanes. The sidewalks are wonderful and may be the key to solving this issue.
340	Dec 19 2018 08:15 PM	I do not support separated lanes with curbing for bikes because bike riders need the flexibility to move out of the bike lane if there's debris etc in their lane, which there often is, plus there is too much traffic on too narrow a road for creation of curbed bike lanes. Best solution is for cars to slow down and yield to bikes as much as they would for pedestrians or cars. Also, people pass bikes by crossing yellow lines without ensuring the road ahead is clear of traffic traveling towards them, especially because the road curves so much. Enforce speed limit and enforce that all traffic actually stops at stop signs. Some car drivers only barely slow down for stop signs - I've almost been rear ended multiple times because they weren't expecting me to actually stop at the stop sign, and bikes rarely stop. Also, people walking/jogging, sometimes with babies in strollers (!) should be using sidewalks rather than bike lanes. So, also improve sidewalks and add sidewalks where missing.

341	Dec 19 2018 07:18 PM	The 4-way stop at 45th and Shoal Creek seems like it could benefit from a traffic light. Very dangerous for cyclists. Walking, running, cycling, and improving safety for children should be prioritized over cars and parking.
342	Dec 19 2018 06:16 PM	Protected center running lanes would eliminate car/bike conflicts & the conflicts at curb cuts
343	Dec 19 2018 06:01 PM	The people/group responsible for approving/implementing things like were done on Rockwood between Steck and Anderson demonstrates they have no clue what they are doing.  Building a bike lane that forces cyclists to go intermittently out into traffic because concrete impediments were installed was/is absolutely ridiculous.  Amazingly enough, this is the second time that has occurred - the first on Shoal Creek. And that cost taxpayers a lot of money to have the concrete "islands" removed.  The way Shoal Creek currently is designed supports all means of traffic and in my opinion does not need to be fixed. It is not broken.  If anything is done, bump-barriers that separate the bike lane from the street would be my only recommendation.
344	Dec 19 2018 05:02 PM	Extending the bike path up to the Domain would be a significant shift in the future mobility diversity of access to this business and cultural center. More office buildings are going up there and it is virtually 'inaccessible' for a cyclist. Meanwhile, there is a fantastic land pathway under 183, alongside the railroad tracks and between the Arbor Walk and JJ Pickle. In the future e-bikes and electrified mobility could be huge along this pathway, which might not be that much slower from 38th St. than a car on Mopac at rush hour.
345	Dec 19 2018 02:35 PM	Please show you value humans on bike more than park cars.
346	Dec 19 2018 01:58 PM	SCB has been "fixed" so many times. Please repave the terrible damage on this and other area streets and otherwise leave us alone and turn \$ to other much higher uses.
347	Dec 19 2018 11:24 AM	I strongly encourage consideration of re-routing bike traffic to Great Northern. Require permit parking on Shoal Creek Blvd to reduce unnecessary parking on the street. PLEASE do not create the two way bike lane on one side of the street like in Brentwood/Crestview area on Arroryo Seco. It's so confusing for all involved - cyclists, drivers, walkers. And all the signage and barricades are unsightly. Too many signs to read, rules to follow, and confusing lanes help no one. The crosswalk at Treadwell/Shoal Creek Blvd is a step in the right direction, but it's close to a blind turn (if headed north). We need that crossing enhanced a bit b/c drivers don't see the warning until they are very close to the crosswalk. I've seen many near accidents with pedestrians (mostly children) there. This is a high traffic area for children going to and from school. It's also a bus stop area.

348	Dec 19 2018 11:12 AM	The greatest issue I have on Shoal Creek is cyclists riding 2-3 wide. I am happy to give a few feet of space, but it is hard when they ride side by side. Also, I am sure they are not happy with cars parking in the bicycle lane. It is a great street for cycling, so maybe eliminate parking on the street?
349	Dec 19 2018 10:28 AM	The shared bike + car parking lane is just a terrible experience for cyclists using the road. There's not enough room for both uses in the allotted space. The current design forces cyclists to make constant lane changes between the parking lane (when empty) and the car traffic lane (when parking is being used). Please make a proper bicycle lane even if it limits parking to one side of the road.
350	Dec 19 2018 08:27 AM	I do not support the idea of protected bike lanes.
351	Dec 19 2018 06:47 AM	I support a two way cycle track on one side of Shoal Creek Blvd.
352	Dec 18 2018 05:02 PM	I don't have kids yet, but would like to someday -- and I want them to have safe routes to bike and walk.
353	Dec 18 2018 04:19 PM	No scooters
354	Dec 18 2018 03:56 PM	<p>Restricting parking was one of the ideas presented in the session. But use of the curb is important to many things. Social paring was the only example. There is construction parking that requires street use - a driveway may not exist and direct proximity necessary. Delivery parking, short term like UPS and long term like loading/unloading a whole house when moving. Garbage/recycle/brush. EMS.</p> <p>'One-side' parking is a big safety issue as it forces mid-block crossing by peds. Really bad at night.</p> <p>The bikers can just be more alert.</p>
355	Dec 18 2018 11:49 AM	The city needs to announce that it commits to building the promised bridge across shoal creek to connect to The Grove.
356	Dec 18 2018 11:34 AM	Just on certain curves the line of sight is too short for 30 mph. It is sometimes dangerous to pull onto Shoal Creek when the oncoming traffic comes too fast around a blind curve.
357	Dec 18 2018 11:18 AM	I think it is worthwhile to look at improving Great Northern's current setup so that at least part of this proposed area has fewer interactions with cross streets and vehicles. There is already some level of infrastructure there that would be easier and cheaper to update and modify. That, and access along Great Northern can continue under Anderson Lane (go look at the area behind the El Dorado shopping center), bypassing three dangerous intersections altogether: Foster, Anderson and Steck. Run the trail alongside the railroad, then it can connect directly with the trail that is already being put in at 183, along the railroad. It's a much safer path, more direct, and can be lighted much more easily.
358	Dec 18 2018 10:35 AM	I've nearly been killed on my bike on Shoal Creek by distracted or speeding drivers who either veered into the bike lanes or who did not yield to me while I was riding around parked cars. It is increasingly an UNSAFE road for cyclists, which is a tragedy, as it is one of the few reasonable north/south routes for cyclists in Austin.



359	Dec 18 2018 08:30 AM	<p>I am against making a two-way bike lane on Shoal Creek. Extending the hike and bike trail is acceptable just not utilizing the street itself. We already have a difficult time with vehicles on Shoal Creek with traffic being diverted to the street due to Mopac being such a disaster. Additional traffic is anticipated when The Grove is completed, and two-way bike lanes will just add to the frustration, as will the eliminate of street parking. Currently as dangerous as it is homeowners can park on either the east or west sides of the street. As a safety concern I am not comfortable parking on the west side of the street and lugging groceries across the street to my home. Lanes like are currently on Justin Lane are confusing and many times dangerous. The current bike lanes on Shoal Creek are not constructed for two or more bikers to ride abreast. However, this is done all of the time. There is no regard for automobile drivers, while we are to be cognizant of bikers and their every move as they traverse Shoal Creek. Two additional points we would like considered: Shoal Creek is the thoroughfare for emergency vehicles to transport to Seton Medical Center. Don't add additional circumstances that might create a longer travel time in life threatening situations. Additionally, from a property owners standpoint, please don't do anything that will decrease the value of our property, as many more mature folks living on this street will eventually sell their property and the money realized from the sale of their homes will be required to fund their "golden years". Thank you for your time.</p>
360	Dec 17 2018 06:12 PM	<p>The crash data for Shoal Creek Blvd. do not show that it is particularly dangerous for cyclists, especially given the large volume of cyclist traffic on this route.</p> <p>The on-street parking data for Shoal Creek Blvd. show that there is a significant excess of available parking. It is not necessary to continue with the current shared bicycle parking lanes. The street can accommodate parking on one side of the street only, plus dedicated northbound and southbound bicycle lanes.</p> <p>Placement of traffic signal push buttons at the curb will allow cyclists to trigger traffic signals without having to dismount and walk several feet to the existing pedestrian push buttons. This may help improve compliance with traffic signals among cyclists.</p>
361	Dec 17 2018 05:26 PM	<p>S.C. is an important north-south thoroughfare. I think the twists and turns keep driving speeds low, so PLEASE don't do more to impede drivers (like the ill-fated speed bumps that had to be removed). I feel like the current bike lanes should be adequate. Perhaps more sidewalks for walkers.</p>
362	Dec 17 2018 04:31 PM	<p>Maybe signage reminding drivers to watch for cyclists</p>
363	Dec 17 2018 04:24 PM	<p>I oppose the proposal to create two-way bike lanes on one side of the street. And I oppose a concrete structure to separate those lanes.</p>
364	Dec 17 2018 03:28 PM	<p>The speed limit is fine on shoal creek but many cars disregard it, going well over 40 in some cases. Also when I stop to turn left into my driveway cars just whiz quickly into the bike lane to pass as if it were a passing lane to drive in. I'd love to see increased police presence and aggressive ticketing to curb these factors.</p>
365	Dec 17 2018 03:06 PM	<p>4 way stop at 45th needs improvement. I have seen many accidents and near misses due vehicles and bicycles not stopping or yielding the right of way to pedestrians or other vehicles. On all of Shoal Creek, bicycles trying to avoid parked vehicles creates a dangerous situation and disrupts the flow of traffic.</p>

366	Dec 17 2018 02:54 PM	The Shoal Creek Trail should be in the creek not on the street. Joggers and bicyclists already make the street too congested and dangerous for those who live on Shoal Creek Blvd. Commercial trucks and Cap Metro continue to violate the traffic laws as do a high percentage of the bicyclists and joggers. The City has wasted too many tax dollars for bicyclists and joggers and spent no money on maintenance and safety
367	Dec 17 2018 02:37 PM	Overall I feel Shoal Creek is very safe. I drive it and cycle it regularly and don't generally have any issues.
368	Dec 17 2018 02:10 PM	Stop light at 45th is way over due. To may conflicts.
369	Dec 17 2018 01:17 PM	Please get rid of on-street parking and narrow the lanes to provide separated bike lanes to protect cyclists and slow traffic speeds.
370	Dec 17 2018 01:07 PM	We live in Rosedale and our kids go to Bryker Woods Elementary School. They walk and ride bikes on the Shoal Creek Trail. It is very dangerous for them to cross Shoal Creek Blvd at the 40th or 41st St intersections. Cars drive so fast and whip around corners. A crosswalk, speed bumps, slower MPH, anything would be an improvement based on how dangerous it is now.
371	Dec 17 2018 10:45 AM	45th intersection feels like a flashing light or stop light could help. I worry other cars will hit me as I make left hand turns
372	Dec 17 2018 09:53 AM	45th and Shoal Creek needs a traffic light. Direct all ages and abilities non-motorized traffic to Ramsey or Rosedale and leave SCB alone.
373	Dec 17 2018 09:43 AM	It would be ideal to a bike lane, physically separated with barriers from parked AND moving cars on EACH side of the street.
374	Dec 17 2018 08:44 AM	The Shoal Creek Conservancy plan will not improve safety for pedestrians and cyclists, and it will wreak havoc with the residents ability to access their property.
375	Dec 17 2018 12:21 AM	Shoal Creek is one of THE best streets in Austin, for neighborhood driving, biking and other efficient modes of transportation. DON'T SCREW IT UP!
376	Dec 16 2018 10:20 PM	I am not opposed to partitioned off lanes for bicycles if the riders were required to use them and not ride in car lanes. If such bike lanes were enclosed by curbs or other barriers, they would need to be planned for accessibility for sweeping somehow to keep debris from being hazardous to cyclists.
377	Dec 16 2018 09:29 PM	My children and many others in Rosedale attend Bryker Woods. There is not a good place to cross SCB around 39th or 40th. It is always very stressful for us and we would very much like a crosswalk with flash lights to alert drivers to watch out for pedestrians.

		This is a tricky problem, trying to satisfy many needs all at once. I don't envy you. Thank you for trying to tackle this again. At least this time around, we already know that curb islands don't work. To be explicit about it, the reason why they didn't work is because the benefit that they provided (traffic slowing by way of narrowing the roadway) didn't offset the potential hazard they could've caused by forcing cyclists, strollers, etc. into the roadway. Any new solutions will almost certainly be a compromise too, and will require critical thought in order to balance all factors together. Good luck! And thank you again.
378	Dec 16 2018 09:19 PM	Are there other cities around the country or the world that have a good solution to a situation like ours?
379	Dec 16 2018 08:21 PM	Bikers need to ride in single file!
380	Dec 16 2018 07:58 PM	All motorized vehicles (internal combustion, electric or any power source other than human power) belong ONLY in the traffic lane for automobiles. NO motor or motor assist on sidewalks or trails except ADA.
381	Dec 16 2018 04:46 PM	If there were a pedestrian crossing at SCB & 40th or 39 1/2 my family of five would bike to school much more often. Physical separation of bike lane would also help us feel safer biking with the kids.
382	Dec 16 2018 02:44 PM	More Stop signs Enforcement of obstruction of visibility with streets entering SCB.
383	Dec 16 2018 10:54 AM	Austin is way behind Minneapolis when it comes to dedicated bike lanes/paths. I suggest you go there and see what a truly bike-friendly city looks like.
384	Dec 16 2018 10:13 AM	Most cyclists are exercising rather than commuting. The cyclists often ride two abreast and toward center line as bike lane has debris. Suggest a bike lane and no parking on one side, which is routinely street-swept. A two-direction bike lane may make cyclists more polite.
385	Dec 16 2018 08:14 AM	Having a curb between bicycle lanes and cars would make me feel safer as a driver. Bicylists often move into the driving lane to go around parked cars or even to ride in groups for several blocks. Bicylists will not wait behind a line of cars, making car right turns difficult (a bicycle that I don't see might be passing me on the right as I turn)
386	Dec 16 2018 06:54 AM	I'm torn. As a recreational cyclist, I generally travel at speeds around 15 - 20 mph on the corridor on the weekends. Therefore, it works for me as is, because traffic is light and if there is a parked vehicle I can just navigate around. However, a two-way bike facility would serve more all ages and abilities users. I could just ride in the roadway. Perhaps a two-way facility with sharrows would be the best.
387	Dec 16 2018 01:11 AM	I'd like the bike trail
388	Dec 15 2018 10:41 PM	I feel those living on SCB should have the most input in future plans for the street.
389	Dec 15 2018 10:18 PM	Allowing cars to park in bike lanes means it's not actually a bike lane. Just paint.

390	Dec 15 2018 09:44 PM	I don't think cross walks and speed bumps and dropped speed limits Necessarily fix things. Designating and protecting space for bikers and pedestrians is extremely important. The drivers who endanger our safety are the ones who's are inattentive to speed limits and signs and, believe it or not, speed bumps. Anecdotally, speed bumps often divert aggressive drivers deeper into neighborhoods to create risk where there's less infrastructure to protect pedestrians/children. Keep the speedbumps in the neighborhoods, let the roads be roads, and give the bikes and pedestrians a safe space to use.
391	Dec 15 2018 07:56 PM	Separated bike lanes—one on each side—should've happened years ago when the city wasted time and money on those stupid crepe myrtle islands. Do it right. Cars can go north-south on Burnet and Lamar where bikes should not. Let's make Shoal Creek safe for bikes.
392	Dec 15 2018 06:59 PM	SCB is unfortunately, the place for all races - how about Balcones - more hills! Residents are misplaced with all the races, especially on Sundays. Residents should come first - they live there.
393	Dec 15 2018 02:42 PM	The current issue with SCB is that it does not have sufficient traffic calming in place to visually slow down the traffic. The wide/shared bike/parking lanes are not really working, as they force bikes periodically into the driving lanes. It is not that I mind bikes (those following traffic laws) in the driving lanes. However the swinging back and forth in and out, often at a different speed than traffic creates danger. I think that adding bike lanes on each side of SCB and parking would shrink the size of the driving lanes and actually slow the traffic. Visually, SCB looks pretty wide open in places, and that causes issues because drivers perceive safety that is not actually there. The installation of traffic circles could also assist greatly in slowing traffic. Let me make one other point, the vast majority of drivers on SBC live and work in the neighborhoods that it runs through. At least until one gets between Anderson and 183, it is the neighbors who are primarily the ones moving too fast, darting in and out on their bikes, walking with headphones on and oblivious to the world, and or texting or talking on the phone while driving. In my opinion, we need to change the perceptions of the neighbors to change the safety profile. Thanks,
394	Dec 15 2018 02:09 PM	We moved to this neighborhood in 2000 because we are active, and like to have cycling and running routes right outside our door. The traffic on our little BLVD has become insane, however. We need to disincentive commuters from cutting through the neighborhood at top speed and causing backups at Foster/SCB and 2222/SCB. The cycling lanes on Justin will not work on SCB--no cyclists or runners use Justin! Keep the cycling children on the sidewalks with the strollers and walkers. ALSO--extend the bike/running lanes OR sidewalks on Great Northern past Gullett to White Rock. It's scary running in the street over there.
395	Dec 15 2018 01:36 PM	Ensure distance of at least 3 feet between cars and cyclists. Provide as much off-Street trails/pathways as possible.
396	Dec 15 2018 01:33 PM	I live on the west side of Shoal Creek Blvd. myself and my neighbors have 50 ft of frontage. We use parking on the street VERY often. Please don't take that away from us.
397	Dec 15 2018 12:14 PM	Remove the on-street parking if at all possible to provide for safer access for pedestrians and cyclists. Please consider a center-running bike lane or otherwise find a way to provide physical separation WITHOUT a counter-flow bike lane, which would introduce extreme danger to cyclists where cars are not looking for them.
398	Dec 15 2018 11:24 AM	Stop cyclists riding 2 or 3 abreast.

399	Dec 15 2018 11:03 AM	I bike every day. Often I avoid SCB on my bike due to car traffic making it unsafe.
400	Dec 15 2018 11:00 AM	You need to realize that SCB IS primarily used by motorists as a thoroughfare during peak traffic times in Austin. It runs parallel to Mopac and I-35 - both of which are bumper to bumper with traffic beginning at 2:00 on any weekday. I use SBC to reach 183, not for the aforementioned reason but because ACCESS to Mopac from 45th is so frustrating at the intersection of Bull Creek. This situation will be exacerbated once The Grove is built - I can't even imagine what that is going to be like. Hence, the SBC route will (and has become) my go-to route, as it has for many motorists. The traffic moves at an accelerated rate but not more than 40 mph. The safety issue is that there are many bike riders traveling the route and are pushed out onto the motor traffic by the parked cars - ironically, similar to the way the city built cement mounds along the street to intentionally push bike riders out into the traffic in hopes that traffic would slow down a few years ago.
401	Dec 15 2018 10:46 AM	I live in the 3-block section of SCB immediately north of Koenig Ln/2222. There are no cross streets in this section of SCB, so if residents have guests or deliveries, parking on the street is necessary for these people to access the houses and the people who live in these houses. While the parked cars do make biking difficult in this section (and other sections as well), on-street parking is necessary for the residents to conduct normal functions of living. Especially in this section where there are no cross streets for parking a little way away. For residents near the 2222/SCB intersection, the nearest cross-street for alternative parking would be 3 blocks away on White Rock. So street parking cannot be eliminated, or you would seriously disrupt these residents' lives.
402	Dec 15 2018 10:22 AM	There are to many large bike groups that ride side by side and take over the car lanes as well as the entire group going through stop signs at the same time.
403	Dec 15 2018 10:12 AM	I am fully in support of protected bicycle lanes on Shoal Creek Boulevard. Shoal Creek is a major route for bicyclists like myself in west central Austin.
404	Dec 15 2018 09:47 AM	Yes, please give us bike lanes that don't allow parking. The current setup is not a bike lane. I'm in favor of the separated facility, but the biggest priority is a bike lane that is actually a bike lane, ie no parking!
405	Dec 15 2018 09:43 AM	The city has messed with SCB steadily since we moved into Allandale in 1980. The current configuration suits us well. As a cyclist, I have no trouble with it. I've biked in cities that have real, dedicated bike and hike trails, separated completely from cars, but that's not going to happen in Austin.
406	Dec 15 2018 09:03 AM	make Austin a bicycling friendly city!
407	Dec 15 2018 08:43 AM	Major concern about conflict with parked cars and bicyclists. Walkers should use sidewalks and runners should watch out for themselves if they are in the street.
408	Dec 14 2018 11:23 PM	I don't understand why there is all this attention to a street that is doing fine. Mind you, the condition of the street in places needs attention.
409	Dec 14 2018 09:50 PM	People need to be more considerate, tolerant and patient. The street needs to be swept more often.

410	Dec 14 2018 09:20 PM	Keep the road 4 lanes throughout the entire section instead of all the different striping and reduced lanes.
411	Dec 14 2018 09:06 PM	The city should maintain all bike lanes with a street sweeper.
412	Dec 14 2018 07:45 PM	Keep Shoal Creek like it is. Bicycles have already taken over Great Northern. Leave Shoal Creek for the rest of us.
413	Dec 14 2018 07:45 PM	please, please, please NO two-way bike lanes
414	Dec 14 2018 07:24 PM	I frequently have to cross the double center line to avoid cyclists riding abreast or cyclists avoiding parked cars, etc. This is the single biggest driving issue. I support separated cycling lanes, even if it means giving up on-street parking for some. Everyone has room in their driveways to park cars.
415	Dec 14 2018 07:21 PM	I find bicycle mobility in north central Austin to be challenging, particularly in having a connected network of good bicycle lanes. Improving bicycle mobility on Shoal Creek would help a great deal.
416	Dec 14 2018 06:47 PM	Please do not ignore shoal creek residents. We may be a minority of the survey respondents, but bear the brunt of the daily inconvenience / daily life disruption of changes are made. I am a 40 year resident of SCB and do not wish my guest to be inconvenienced by loosing my on street parking
417	Dec 14 2018 05:01 PM	yes, I seldom see that many bicycles on scb except on weekends. Very few use it on weekdays. It is either too hot, too cold, wet, or other inconveniences! This plan takes too much away from RESIDENTS and gives too much to bicyclists!!!
418	Dec 14 2018 04:53 PM	Shoal Creek is a safer alternative for people riding bicycles to go north-south than Burnet Road. Making bicycle lanes on Shoal Creek with no street parking on both sides (those residents have driveways), is a better idea than making bicycle lanes on Burnet Road that is a major corridor.
419	Dec 14 2018 04:12 PM	Great Northern Blvd. is a straight N/S road with few homes facing the street. Extend GNB to 2222 and make it a more attractive route for recreational bikers. Ban recreational bike groups (3 or more) from using SCB between 7:30--9:30 a.m. and 4:30--7:00 p.m. Make GNB a "bikers only" road on Saturday and Sunday (except for residents whose driveways open onto GNB). License bicycles at neighborhood events around the city where you could etch owner ID on the bikes to facilitate return of stolen bikes, host bicycle rallies to license the bikes (small fee -- ~\$2), offer bicycle safety lessons to kids, give away bike flags to kids, let vendors participate to sell helmets and lights, let food trucks participate to help attract bikers.
420	Dec 14 2018 04:08 PM	I live in Allandale. I am concerned about city money being spent to make changes to SCB that most residents and users of the street do NOT want. SCB already has bike lanes and sidewalks on both sides of the street. Please spend transportation bond money on areas that have no bike lanes or sidewalks and that need those things in order for people to be safe.
421	Dec 14 2018 04:04 PM	Not sure if Shoal Creek Conservancy's plan is perfect but some form of protected bicycle path would be a step in the right direction

422	Dec 14 2018 03:59 PM	I live near a blind curve and would really like to see a speed bump or something near such curves to slow traffic. People careen around the corner speeding up to 40 mph regularly. I also hate when driving (not parked) cars use the bicycle lane to create a second (right turn) lane which doesn't exist (northbound at Allandale Rd)
423	Dec 14 2018 03:53 PM	Please don't make the bike lanes going both ways on the same side of the street. I feel this will make more of a hazard for cyclists than keeping them as they are.
424	Dec 14 2018 03:33 PM	I'd love to see bicycle lanes that don't have parked cars in them.
425	Dec 14 2018 02:51 PM	Slower car traffic and fewer opportunities for conflict between cars and bikes/pedestrians.
426	Dec 14 2018 02:34 PM	Whatever improvements are made, please make them consistent across a route. e.g. "moderately safe for 1 mi" vs. "extremely safe for 1/4 mi"
427	Dec 14 2018 01:58 PM	I jog on the sidewalks and find they are generally well-maintained. The bike lanes are a hazardous nightmare and I will not cycle on that road during high-traffic times, and I will not allow my children to commute to Lamar by bike because of the dangers to cyclists on Shoal Creek.
428	Dec 14 2018 01:37 PM	Add bridge bikes can use at water crossing on Shoal Creek trail, just south of 34th Street, so cyclist don't need to cross 34th at Shoal Creek Blvd. That is a hazardous intersection with poor visibility.
429	Dec 14 2018 01:10 PM	<p>I have largely stopped riding my bike on SCB due to harassment by motorists. I would love to go more often to the great local businesses up at SCB and Anderson, but the last few times I've ridden I've been buzzed and honked at when I tried to go around parked cars.</p> <p>The lanes on the road are so wide, I feel like they encourage speeding. Could the lanes be narrowed so that street parking and protected bike lanes be added, a la Justin Ln?</p>
430	Dec 14 2018 12:52 PM	Please don't follow through with the latest plan for Shoal Creek. Leave it alone!!
431	Dec 14 2018 12:43 PM	Not a fan of two way bike lanes on one side of the street. Best solution would be two one-way buffered bike lanes on both sides of the street. This would have the effect of riding against traffic for one of the lanes.
432	Dec 14 2018 12:26 PM	This is one of the safest biking routes in Austin. Please send money elsewhere, there so many parts of Austin that could use improvements. East to West connectivity for example, is seriously lacking.
433	Dec 14 2018 12:18 PM	there is a proposal for a two-way bike lane on one side of the street. this is not an acceptable proposal. any two-way bike lane on one side of a two-way street with motor traffic is exceedingly dangerous if the bike lane ever has motor traffic crossing it--as the proposed facility would at every intersection and driveway. i ride shoal creek often by bicycle and consider it safe enough as it is. it would be improved by reducing on-street parking on both sides.
434	Dec 14 2018 11:50 AM	My children have no SAFE way to commute via bike from my home in South Allandale to Lamar Middle School. Given that no bus service is offered, this is a major problem.
435	Dec 14 2018 11:48 AM	Don't screw up another roadway with your moronic ideas.

436	Dec 14 2018 11:31 AM	Dedicated bike lanes would be so nice here and make it much safer for cyclists.
437	Dec 14 2018 10:50 AM	many of the more competitive bicycle riding groups who use SCB make it difficult for me to ride at a leisurely pace with my child. i like the pedestrian sidewalks for walking and running. if there is any consideration of eliminating parking on SCB, those who live on SCB should have the final say, not the outside groups that want to make SCB into a bike-friendly option for themselves. please do not put 2-way protected bike lanes that are on one side of the road, as they're too dangerous when you come to intersections such as koenig/2222 with turn lane traffic lights.
438	Dec 14 2018 10:33 AM	Shoal Creek has become more and more dangerous to ride bikes on. It is hard for both cyclists and drivers to have cyclists weaving in and out of the parked car lane. Shoal Creek is the road I use to commute from work to downtown by bike, please keep it safe!
439	Dec 14 2018 10:32 AM	I would like for my children to feel safe riding their bicycles on SCB.
440	Dec 14 2018 10:20 AM	Cars move much too fast on this road for me to feel comfortable biking leisurely
441	Dec 14 2018 10:15 AM	Parked cars and trash cans in street can cause people riding bikes to go into traffic. However, protected bike lanes used for other purposes (strollers, etc) cause additional obstacles, so please make protected bike lanes for bikes only so we can commute easily, safely and quickly between DT and Domain offices.
442	Dec 14 2018 10:13 AM	I strongly support eliminating parking on at least one side of Shoal Creek Blvd. to create truly dedicated bike lanes. Having bikes and parked cars in the same lane is unsafe. Bikes are forced to merge into the car lane when a car is parked in the current "bike lane". This is scary and dangerous. I've had drivers in my back bare down on me and honk/yell at me when I try to do this. It's very unsafe. The bidirectional bike lane seems to be working pretty well on Justin, so maybe it would be a good fit for this road. I also think a design that just includes normal painted bike lanes on each side with the parking next to the curb on one side could work well. Maybe the parking could alternate from one side of the street to the other depending on the block. Guadalupe north of Koenig could be a good model. Thank you for your work to make Shoal Creek Blvd. safer for all users. Let's make this happen!
443	Dec 14 2018 10:03 AM	Shoal creek is an awesome street for people wanting to get outdoors for exercise. It's also a great way to get downtown in a non motorized manner
444	Dec 14 2018 09:54 AM	Please leave well enough alone.
445	Dec 14 2018 09:26 AM	My biggest concern is that cars park in the bike lanes. I'd support a solution that separated bike lanes from traffic, but I'd want to maintain safety and visibility at intersections. For example, the new separated 2-way bike lane on Justin Lane feels less safe to me since there are not good sight lines at intersections, and I'm not convinced that traffic will see me if I'm traveling in the wrong direction.
446	Dec 14 2018 09:24 AM	n/a



447	Dec 14 2018 09:16 AM	As a property owner, I am against the changes being proposed. Vehemently.
448	Dec 14 2018 09:10 AM	Stop spending my hard earned tax dollars on ridiculous bicycle paths. The vast majority of those of us who NEED to use the street are being inconvenienced by a small minority from other parts of town who use our road for their biking hobby. Shoal Creek is already far too narrow - with blind curves - to ever make "safe."
449	Dec 14 2018 09:01 AM	<p>To make Shoal Creek a safer place to cycle, the most important thing to do is remove parking from the bike lanes. Having to swerve around parked vehicles makes cyclists have to change speed and direction simultaneously with checking behind them for motor vehicles, which creates stress and unnecessary risk. I don't think a protected bike lane is a practical solution for this area, as it would be perforated by so many driveways and lead to a false sense of security.</p> <p>Also, the intersection of 45th and Shoal Creek is really scary both as a driver and cyclist, because of the number of lanes stopping each way, and lack of focus in the people navigating it. I'm not sure if a roundabout or traffic signal would be possible, but it honestly couldn't be worse.</p> <p>Additionally, in general around town, including Shoal Creek, I would like to see more care from the city in keeping bike lanes free of debris such as broken car parts, hubcaps, large chunks of pavement or rock, broken tree limbs. Send a street sweeper down them every so often.</p>
450	Dec 14 2018 08:49 AM	I don't feel the current proposed plan will aid anyone. the primary problem arises out of the number of people using the street as a mopac relief route. the large groups of bicyclist that ride the street don't even use the bike lanes. if we really want to create something here we ought to look at putting paths by the creek and totally removing them from the traffic lanes. it would create a really special path and take advantage of an under utilized resource.
451	Dec 14 2018 08:29 AM	Many vehicles use the road. Please don't throw the traffic related issues out the window in favor only of bikers and the neighbors who live there. In addition consider cost benefit analysis instead of just what is best for cyclist.
452	Dec 14 2018 08:19 AM	no parking
453	Dec 14 2018 08:15 AM	The SCC plan for 2-way bike lanes is not well thought out and a waste of money. I have repeatedly asked for the data showing this is necessary or safer from SCC of Leslie Pool. No one has responded. The \$66M could be better spent on street and sidewalk repairs only. Fast bikers will continue to ride in the eastern bike lane and the 2-way bike lanes will not help pedestrians or runners!
454	Dec 14 2018 08:14 AM	Please do not install a two way bike lane. This has ruined Justin Ln and Arroyo Seco. I almost never seen cyclists on these dangerous lanes and I personally now avoid those streets on my bike.
455	Dec 14 2018 08:10 AM	Cycle or walking should be safe on all streets in austin. This street is used more now then in the past and should be updated to reflect this new fact
456	Dec 14 2018 07:59 AM	Shoal Creek seems to work well as it is though some cars seem to enjoy taking the curves at high speed, The 4-way stop at 45th can be a free for all at times.

457	Dec 14 2018 07:27 AM	I regularly walk (with my large dog) Shoal Creek from Hancock to Foster. The only issue I ever have is that the sidewalks are relatively narrow and it's a challenge to share with runners. I see cyclists daily on their morning commutes and the cars seem to treat them with respect. The only thing that will most positively impact Shoal Creek is to lower the speed limit and enforce it. Too many people race down, especially early in the morning. Many drivers don't know how to treat pedestrians in the cross-walk, which makes it especially dangerous crossing at White Rock and Treadwell.
458	Dec 14 2018 07:22 AM	2-way bike lanes have no place on SCB. A designated bike corridor should be placed on other streets like Great Northern, not SCB. GNB can accept a 2-way bike lane on the west side of the road because there is no lanes crossing on that side. Do something to make it wider if you want. Do not create physical separations or barriers on SCB or GNB - they can be more hazardous on roads like this. Don't try to fix something that isn't that broken. Just SCC thinks SCB should be a 'bike corridor' doesn't mean they are right. Listen to the Allandale neighborhood. We have been through this before and all that we are seeing and hearing sounds like the 'curb island' debacle of 2005.
459	Dec 14 2018 07:13 AM	Thank you for making our great city greater!
460	Dec 14 2018 06:25 AM	Making a protected bike lane on SCB will make it safer for cyclist like myself and make it a major contribution to the city's overall cycling infrastructure. Because of traffic/parking I prefer to cycle downtown than drive.
461	Dec 14 2018 06:24 AM	The light configuration at Hancock and shoalcreek intersection has created a hazard. The green turn light is in an odd place. Motorists see green and start to go before realizing it's for turning only. I've seen this happen on multiple occasions. Also, biking while navigating the parked cars is unnecessarily dangerous and difficult.
462	Dec 14 2018 05:18 AM	No parking in bike lanes! Duh!
463	Dec 14 2018 01:41 AM	No two-way bike lane. Keep one lane bike lanes in both sides. More crossing for pedestrians.
464	Dec 13 2018 11:41 PM	Sidewalk is needed from SCB to top of rise at intersection of SCB and Twin Oaks.
465	Dec 13 2018 11:32 PM	Please do not shorten the width for cars. Keep the traffic flow as is in the Allandale neighborhood.
466	Dec 13 2018 11:16 PM	2way bike lanes on one side of street are a bad idea. They will be filled with trash. North moving bikes oppose south moving cars
467	Dec 13 2018 11:03 PM	I think Shoal creek is fine. I live half a block away. People should be more aware and considerate. Expensive bike lanes won't change that.
468	Dec 13 2018 10:58 PM	Set signals so that when pedestrians are crossing under the white crosswalk light, that cars get a signal that makes them realize they need to yield. Not so now, have even had an APD car ignore the signals and improperly cut me off as a pedestrian. That was at Anderson Ln and Shoal Creek.
469	Dec 13 2018 10:54 PM	The four way stop at 45th and Shoal Creek Blvd is particularly challenging. Bikes get ignored. The underpass at 38th jigs and jogs across the creek and is very difficult. Please fix!

470	Dec 13 2018 10:48 PM	Fix the broken path!
471	Dec 13 2018 10:08 PM	I have concerns about the safety of the scc plan and don't feel that it will make any of the activities I do on shoal creek safer.
472	Dec 13 2018 09:56 PM	Quit attempting to spend tax dollars to fix things that are not broken
473	Dec 13 2018 09:55 PM	Tough to do, but need to balance cyclists' needs with homeowners.
474	Dec 13 2018 09:51 PM	Speed and vehicle control is the biggest issue. Cars bolt off Foster lane ( for example) like they are racing south. They cut into the parking/bike lane when going around the long curves.
475	Dec 13 2018 09:41 PM	Shoal creek boulevard already has a high cyclist and runner usage. The SBC model should be copied on other streets to provide more mobility access across the city. Wide streets with large shoulders provide plenty of space for cyclist/runners and cars.
476	Dec 13 2018 09:37 PM	I'd like to check "Eliminating conflicts between people riding bicycles and parked vehicles" in question 4, but the current proposal to add both-lanes-on-one-side bike lanes terrifies me, both as a cyclist and as a driver. Every time I cross Arroyo Seco, I worry that I'm going to hit a cyclist, despite my best efforts to look every possible direction. In addition to adding to animosity from non-cyclists toward cyclists, this plan invites car-bicycle accidents. PLEASE do not do this.
477	Dec 13 2018 09:31 PM	yes, bicycles do NOT observe rules of the road. many do NOT stop at stop signs and are rude to pedestrians and drivers. Rude and thoughtless bicyclists ride 3-4 astride and make dangerous movements that keep auto drivers unsure of what they are going to do.
478	Dec 13 2018 09:31 PM	Why do we not have better mass transit options? The buses are so slow, and the train doesn't go anywhere I want to go.
479	Dec 13 2018 09:27 PM	I drive/walk (sometimes ride) SCB everyday, multiple times. Biggest issue for me is the packs of cyclists. They do not stay in the bike lanes even when the bike lane is not obstructed and do not stop at the stop signs. SCB bike lanes are much safer than Burnet Road bike lanes. I like the big lanes, even if I have to share with cars. The Great Northern bike lanes are scary. I have not ridden on Justin Lane since the improvements. Neither Arroyo Seco nor Justin Lane is comparable to SCB in terms of types of riders and amount of traffic. Also, most runners will run in the bike lane (I do not). They do now on SCB, GN, Justin Lane and Arroyo Seco.
480	Dec 13 2018 09:26 PM	Do not ruin the character of the neighborhood to appease less than 2% of ATX commuters.
481	Dec 13 2018 09:24 PM	I don't want the charm of this lovely street to be degraded. I live on a corner on SCB, so I see it all, and I don't see that any changes are needed.
482	Dec 13 2018 09:13 PM	Pillows create a space on the street for a multi-use path where walkers (including dog walkers), kids on bikes and scooters, runners and people pushing strollers) feel comfortable. This multi-use makes the space inappropriate for moderate speed to fast speed bicycling, and hitting a pillow on a bicycle is a crash. If pillows go on Shoal Creek I will ride in the traffic lane as a vehicle, I won't ride in the multi-use lane behind the pillows.

483	Dec 13 2018 09:05 PM	I cycle on Shoal Creek Boulevard frequently, but I have been doing it less and less because it has gotten uncomfortable. The worst part is when you have to pull out into the vehicular lane to avoid hitting a parked car.
484	Dec 13 2018 09:01 PM	We live two doors in from scb right around a curve and I walk my dog on it every day. I don't feel comfortable parking on in (south of 2222) because people come around the corner so fast. Also hate the bikers at the intersection of scb and 2222 as you can never turn right into 2222 as the bikes are in the way. Hate the scooters at the corners too!!
485	Dec 13 2018 08:44 PM	We've lived on Shoal Creek since the 90s. This is just like the Frankencurb event in the early 00s - outsiders trying to "fix" Shoal Creek. Another time the neighborhood got talked down to by the city and outsiders who knew better. The current plan complicates a situation that is only somewhat troublesome. Enforcement of the 30 mph speed limit would make a the biggest difference, but the city won't even attempt to do that (and they haven't even tried outside of the school zone at Gullett for at least 20 years). I'm aggressively tailgated by commuters avoiding Mopac daily and they seem to be the most aggressive to non-motorist also. I'm happy to live in a neighborhood where people can drive and bike and run and walk. Enforce the speed limit, enforce the crosswalks by Gullett (that thing is terrifying in the morning with commuters not yielding to school children - makes you wonder about people!), but most of all, keep it neighborly. We can all share the existing street if the speed limit, crosswalks and 4-way stops are actually enforced. It's a simple solution to the relatively simple problem of some people not knowing how to act right.
486	Dec 13 2018 08:43 PM	<p>No major changes needed. Solid resurfacing and restriping of the lanes, improved crossing and intersection markings, reduce speed limits, reduce long-term parkers in the existing lanes, etc. and there's your improvement for all users of these multi-purpose lanes.</p> <p>I'm against 2-way bike lanes on one side of the street that require drivers to look unnaturally in both directions for cyclists when turning on to or off of SCB. I'm against physical barriers, bollards, buttons, etc. that restrict use of the lanes and negatively impact homeowners on SCB.</p> <p>I do not believe the proposed benefits of dedicated bicycle lanes will yield the intended consequences, rather group cyclists will continue to use the main vehicle lanes, kids and recreational cyclists will have a false sense of security within the protected lanes, and the cost/benefit simply will not be there. The city will likely be ripping them out within a few years like the franken-curb experiment in the early 2000s.</p>
487	Dec 13 2018 08:35 PM	<p>Too much speeding</p> <p>I always see people running light at 2222. Never see a cop. I won't let my kids bike on scb because of speeding and won't let them walk to Lamar because of the 2222 intersection. People cut through my street now to avoid the intersection at scb and Hancock.</p> <p>Driver speed and recklessness is a major problem</p>
488	Dec 13 2018 08:12 PM	Regarding bicyclist, I think that there are at least two groups with different needs. Commuter/casual riders would benefit from dedicated lanes. Recreation riders will not ride in dedicated lanes, they will always opt for the street. I think that people that bought houses along SCB knew that they would be living along a passage street, so they have to live with the changes. The only real solution would be to take land from the landowners to build lanes on both sides of the street with parking between the bike lanes and driving lanes. Then compensate the landowners with a permanent reduction in city/school property taxes.

489	Dec 13 2018 07:22 PM	<ul style="list-style-type: none"> <li>- Properties along SCB have more than adequate (and usually exceptional) private parking space, eliminating the "need" to park on streets that are public property.</li> <li>- Best case scenario: dedicated one-way bicycle lanes on both sides of SCB and no vehicle parking on either side of the street. Plan B: two-way bike lane on west side of SCB with vehicle parking on the east side of SCB.</li> <li>- An additional buffer zone between the bike lane and vehicle lane for recycling &amp; garbage carts would be ideal.</li> </ul>
490	Dec 13 2018 07:22 PM	Ban all on street parking along Shoal Creek Blvd. All of the rich people that live along it have ample parking. No one with a 2 car garage and a driveway should be allowed to use the PUBLIC street to store their private property. What is the difference between storing a privately owned vehicle on a street and putting a storage pod in the same spot? None. Also, we are facing an existential threat in global warming. ALL of us will need to make sacrifices if we are to survive. That means the landed aristocracy in Allandale will have to give up parking their cars in a public right of way so that SBC can become a safe cycling route. We can get cars off the road if we can provide safe alternatives to driving. And a few loud mouth NIMBYs should not be able to veto a plan that serves many hundreds and thousands of tax paying citizens just because they are property owners.
491	Dec 13 2018 06:10 PM	I support the effort to encourage more cyclists of various abilities on SCB
492	Dec 13 2018 05:53 PM	Please leave it alone
493	Dec 13 2018 05:44 PM	find balance between cyclists like me and property owners rights that I respect.
494	Dec 13 2018 04:54 PM	A protected bike lane will definitely help a lot of bikers who ride along the road. I bike on the road regularly and see 100s of other bikers use it. It would be very beneficial to have a protected bike lane so that bikers feel safe on this very crucial connectivity patch.
495	Dec 13 2018 04:50 PM	<p>Bikers more often than not fail to stop at stop signs.</p> <p>They also often ride two or three abreast which means cars either have to pass them by crossing the yellow line or stay behind them and go at their speed.</p>
496	Dec 13 2018 04:46 PM	No "buttons" or poles separating bike lane from traffic. Both present hazards to cyclists
497	Dec 13 2018 04:27 PM	I do not like the Shoal Creek Conservancy plan for a 2 way bike lane. Will be much LESS SAFE than the current design for bikes and cars
498	Dec 13 2018 04:22 PM	Shoal Creek and Great northern are 2 of the best streets in austin to bike on. I absolutely love being with and seeing large groups of cyclists out riding every weekend. I would love to see less car traffic and more cycling traffic.
499	Dec 13 2018 04:14 PM	physical separation between cyclists and motorists will improve safety and increase bicycle participation
500	Dec 13 2018 04:14 PM	The highest priority in my eyes should be eliminating the shared bike/parking lane. This arrangement is extremely uncomfortable, and often dangerous, for ALL road users.

501	Dec 13 2018 04:12 PM	Shoal Creek Blvd. is a vital north south route for cyclists, including myself. I would really like to see more separation between bikes and cars.
502	Dec 13 2018 04:00 PM	I bike my kids to school and we struggle with parked vehicles obstructing our path. We need slower vehicle speeds, more safety, physical separation to protect cyclists and more pedestrian crossings.
503	Dec 13 2018 03:55 PM	SCB/45th street needs a light.
504	Dec 13 2018 03:45 PM	We need protected bike lanes!
505	Dec 13 2018 03:42 PM	Scb is a neighborhood street but used as mopac alternative. Drivers need to be DE-motivated to use scb (reduce speed, narrow lanes, speed cushion) Kids don't feel safe biking to school on SCB.
506	Dec 13 2018 03:31 PM	build the master plan!
507	Dec 13 2018 03:21 PM	At 2222, the bike lane going north ends and puts cyclists into traffic. The cars do not know what to do. Also, the parked cars make it difficult to commute. Although, there is a large bike lane the parked cars throw you out into traffic. This is confusing to motorists as well as a danger for cyclists.
508	Dec 13 2018 03:16 PM	Sidewalks between Foster and 183 so there's no conflict between pedestrians and bicyclists.
509	Dec 13 2018 03:16 PM	Drivers are unaware of cyclists' road rights regarding taking the lane (especially when moving around a parked car) and are illegally aggressive -- we need police presence to pull over a ticket drivers who break the 3 foot passing law, at the very least. I am regularly harassed, intentionally buzzed, honked at, flipped off, by belligerent drivers speeding through the neighborhood. The biggest danger to cyclists and pedestrians in the neighborhood is drivers using SCB to avoid Lamar or Mopac on their commutes.
510	Dec 13 2018 03:09 PM	The very low parking occupancy observed would imply that we should remove parking on the street to handle the relatively high bicycle and pedestrian traffic throughput. Go big. Raised and separated bike lanes, wide sidewalks, small car lanes.
511	Dec 13 2018 03:08 PM	Protected bike lanes on a road with this many curb cuts are a BAD IDEA. Normal painted bike lanes on both sides if where it's at.
512	Dec 13 2018 03:05 PM	What you are proposing for Shoal Creek (physical barrier between vehicles and bicycles) should be proposed to the greater Austin area. However, one step at a time, right?
513	Dec 13 2018 03:05 PM	It is difficult sometimes with having cars parked on the side of the road. It makes vehicles feel as if bikes should not be in their lane and don't acknowledge that bikes must move over into their lane when there are parked vehicles in their path. Having additional pavement markings on the roadway allowing vehicles to be aware of bikes that may move into their lane.

514	Dec 13 2018 02:55 PM	Austin should become familiar with AASHTO guidelines of the Federal Highway Administration and not make the mistakes of the past by rejecting these guidelines (e.g., "Bicycle lanes are always located on both sides of the road on two-way streets. Since bicyclists must periodically merge with motor vehicle traffic, bike lanes should not be separated from other motor vehicle lanes by curbs, parking lanes, or other obstructions. Two-way bike lanes on one side of two-way streets create hazardous conditions for bicyclists and are not recommended."). The proposals put forward by the Shoal Creek Conservancy and Bike Austin for Shoal Creek Blvd. do not adhere to these guidelines and will not promote safety for drivers or cyclists using SCB for reasons that are clearly explained graphically and textually in the federal guidelines.
515	Dec 13 2018 02:32 PM	safety for all ages and abilities should be key in any decision making for SCB
516	Dec 13 2018 02:31 PM	Shoal Creek Blvd is where I'm most anxious about getting doored as a cyclist. I'd love to see physical separation between parked cars/moving cars and bikes (like on Justin lane).
517	Dec 13 2018 02:23 PM	Any change is going to increase danger to pedestrians and cyclists and neighborhood dislike of cyclists. And what about all the scooters coming into Austin?
518	Dec 13 2018 02:23 PM	I ride my bike regularly from 45th Street to Hwy 183 and I don't see many problems at all. There is a nice wide lane for parking and bikes and wide lanes for cars driving. I think you just need to make the stripes better and more consistent and put in bike lane markers and signage.
519	Dec 13 2018 02:13 PM	I live in a neighborhood adjoining Shoal Creek Blvd and often use this as a thoroughfare to commute by bike to work, shop, play. Better than most streets, but still frightening to be pushed into traffic by parked cars.
520	Dec 13 2018 02:12 PM	I participate in the Allandale listserve where many people expressed vehement opposition to the SCC protected, two-bike lane. What about single, buffered bike lanes on either side? Depending on street context, perhaps certain stretches could share - on one side - parking and biking. Austin needs an educational campaign for motorists and cyclists to adopt respectful, safety habits. In particular cyclists who train on SCB, but don't live here, anger some residents when some are too aggressive. That said, i do very much want to see bicyclists, including children, be afforded more safety on the roadways. What about re-routing through Great Northern and Bullard?
521	Dec 13 2018 01:55 PM	Austin claims to be one of the most bikeable and bike friendly cities in the United States. As such, they should align their actions with their values and improve Austin bike lanes to protect the safety of their biking commuters
522	Dec 13 2018 01:51 PM	I live just off of SCB and see the increasing numbers of both cars, cyclists and now scooters. The current configuration is dangerous for both motorists as well as cyclists and scooterists. The parking lanes are extremely underutilized by cars and should be opened up for other modes of transportation, not to mention the vast majority of the houses along SCB have large lots with long driveways and mostly 2-car garages so they would not be losing much compared to the gains to the city residents by having a much safer and more eco-friendly transportation option through central Austin.
523	Dec 13 2018 01:45 PM	It is very important to conserve the legacy oaks along the road.
524	Dec 13 2018 01:42 PM	Ignore the idiots who don't want anything to change.

525	Dec 13 2018 01:42 PM	I am comfortable cycling in the road but many people including children are not.
526	Dec 13 2018 01:42 PM	I live near the intersection of 45th and Shoal Creek Blvd. The four-way stop (with four lanes in both directions) confuses many drivers. At rush hour there are usually long backups for drivers heading north. The intersection is probably too small for a traffic circle, but something needs to be done. A stoplight?
527	Dec 13 2018 01:34 PM	I regularly cycle on Shoal Creek and having to share the "bike" lane with parked cars is dangerous as I frequently have to swing out into traffic to go around them. This is dangerous for me and a hazard to those who are driving and may not be paying enough attention to watch for cyclists. One of my volunteer rides is with the Texas School for the Blind and Visually Impaired where we take the students out on tandem bikes. The route regularly travels north on Shoal Creek and I would feel safer traveling with the students in a way that meant that I did not have to dodge both parked and moving cars.
528	Dec 13 2018 01:23 PM	It'd be great if there was a bike lane on a N/S street to connect the end of Shoal Creek Blvd to the downtown area. Lamar is not safe to bike on.
529	Dec 13 2018 01:22 PM	I ride from South Austin to Shoal Creek to Hancock Dr. to the Texan Eye on Balcones and protected lanes would be great.
530	Dec 13 2018 01:10 PM	Unless APD enforces the person responsible for the crash, safety will not improve.
531	Dec 13 2018 01:08 PM	Separated bike lanes would be great.
532	Dec 13 2018 01:03 PM	I would like to make Shoal Creek Blvd safer for cyclists, runners, walkers, and families walking their children.
533	Dec 13 2018 01:00 PM	I would like to see the parking on one side and the bike lane on the other.
534	Dec 13 2018 12:56 PM	Slow people down and run radar on it. Give bikers tickets when they don't stop at stop signs. Repave and restripe it and add more lights
535	Dec 13 2018 12:55 PM	I like the current bike lines, gives enough space to ride side by side which is a big benefit and hard to find in Austin. The problem is just when bikes have to pass a parked car, it's dangerous for both bikes and cars.
536	Dec 13 2018 12:54 PM	Protected bike lanes with floating parallel parking and narrower drive aisles would be best on this street. 12' + wide traffic lanes encourage speeding.
537	Dec 13 2018 12:50 PM	I ride on SC approx 350 days/yr, it's my observation that speeding / distracted drivers are responsible for 80% of conflicts between various road users.
538	Dec 13 2018 12:47 PM	I think it will be difficult to make Shoal Creek safe with all the drive ways and side streets. Can the route go another way such as Bullard/Great Northern. It's a few minutes longer for commuters but would be much safer



539	Dec 13 2018 12:43 PM	There have been incredible crashes at the curve/hill between 41st and 45th. A truck crashed into my neighbors house four years ago, and again last month. Neighbor's car was totalled parking on the street causing them to park in their yard. How many people need to be injured before we can get some speed bumps? People drive over 40 on that stretch, it's supposed to be 15-20!
540	Dec 13 2018 12:42 PM	Please install dedicated bike lanes
541	Dec 13 2018 12:37 PM	<p>As an important bicycle commuting corridor, the City should prioritize bicycle users on the roadway. Given the high volume of bicycle users, the City should eliminate on-street parking along both sides of Shoal Creek, create one-way protected bicycle lanes on both sides of the street, and slow traffic by using traffic-calming devices.</p> <p>The City should not prioritize private car storage over other road users.</p> <p>The City should not squeeze bicycle users into a two-way protected bicycle lane on one side of the street. Contra-flow bike lanes create dangerous situations at intersections, driveways and when entering/exiting the protected bike lane.</p>
542	Dec 13 2018 12:34 PM	I frequently ride on Shoal Creek. Conflicts with vehicles are most frequently experienced when I have to leave the bike lane to move around parked vehicles. On more than one occasion, a driver behind me has failed to notice my merge or passed extremely closely when I merge into the lane.
543	Dec 13 2018 12:27 PM	<p>I ride my bike on the Shoal Creek trail and on the Boulevard frequently and while I feel safe on the trail, I usually do not feel safe on the "bike lane" painted on the street. Physical separation in the vein of the Lance Armstrong Bikeway downtown is essential for the stretch of the trail that goes on Shoal Creek Boulevard. This not only would make the route actually safe, but it would also prevent people from parking in the bike lane, which is hugely frustrating in addition to being unsafe because the cyclist then has to go out into the lanes of traffic.</p> <p>I will also note that I live in south Austin, but my in-laws live in the Allandale neighborhood, so I use Shoal Creek Boulevard frequently for both driving and for riding my bike.</p>
544	Dec 13 2018 12:27 PM	I would primarily like to see a solution where bikes don't have to constantly move into the motor vehicle lane to avoid parked cars. However, I am not in favor of having bikes ride on the "wrong" (left) side of the road. I think it's confusing and dangerous for all the traffic. If no other solution can be found, I would rather leave Shoal Creek as it is.
545	Dec 13 2018 12:27 PM	Since Shoal Creek has become a commute "hack" to avoid Mopac, Lamar, or Burnet, vehicle speeds have gone up. A few new stop signs might help alleviate the danger of people speeding for blocks and blocks.
546	Dec 13 2018 12:24 PM	A physical barrier between the bike lane and the motor vehicle lane would be great, especially for children and casual adult cyclists. However, there are other parts of the Shoal Creek Bikeway that I'd like to see implemented first. For example, the sidewalk that runs parallel to Shoal Creek (the creek, not the road) from 29th street to 5th street is too narrow.
547	Dec 13 2018 12:22 PM	As a Austin native I believe that our city needs to progress and embrace other forms of transportation with safety it's too priority .
548	Dec 13 2018 12:22 PM	don't put bike lane in same place as cars park

549	Dec 13 2018 12:18 PM	I love the bidirectional separated lanes found on Rio Grande in West Campus, but I don't think they make sense on this stretch of Shoal Creek. Uni-directional lanes would be vastly superior due to the amount of unsignaled 4-way stops and driveways. Drivers will not be prepared for cyclists riding against traffic in a protected lane.
550	Dec 13 2018 12:16 PM	I'd like the trails to be maintained all the way throughout Shoal Creek so we could use it to get at least from 183 down to Town Lake safely.
551	Dec 13 2018 12:12 PM	Shoal Creek is a known route for bicycle traffic. The Public Good and the need alternatives to automobile traffic basically, require the city to promote and support additional safety infrastructure on this street.
552	Dec 13 2018 12:09 PM	If a protected bike lane is established, the lane should be located to the right of any parked vehicles on the street, not to the left.
553	Dec 13 2018 12:08 PM	<ol style="list-style-type: none"> <li>1) Do NOT reduce the speed limit or make car lanes more narrow; 30 MPH is an appropriate speed for SCB compared to 25 MPH on the side streets. If anything, enforce the current speed limit.</li> <li>2) Eliminate parking at curves by painting no parking zones. Many cars veer over the center line as they take the curves.</li> <li>3) Repave the section between White Rock &amp; 2222 - there are a lot of cracks and potholes in that section.</li> <li>4) Consider requiring parking permits on SCB during rush hour and overnight. Small fee for annual resident stickers (may encourage more people to park in their driveways/garages) and residents can purchase books of 20 visitor stickers.</li> <li>5) Improve safety for cars &amp; bikers at SCB &amp; 2222. Tunnel for bikers?</li> <li>6) No 2-way bike lanes and no barriers on the road - bikers need to be able to move into the car lanes if there are impediments (trash cans, debris, etc.). It is also confusing for car drivers at intersections when they are not used to bikes coming from both directions on one side.</li> <li>7) No new stop lights on SCB - that's not a good solution.</li> <li>8) Build a walking bridge somewhere on SCB north of White Rock and south of the creek crossing to cut over to Treadwell or Shoal Creek West.</li> </ol>
554	Dec 13 2018 12:01 PM	I would love to get out of my car and onto a bicycle or scooter for commuting. The more connected bike ways that you can make the better!
555	Dec 13 2018 11:57 AM	We need to slow down the cars and create separation between cars and people biking. I'm extremely concerned about climate change and the impact cars have on greenhouse gas emissions. 28% of GHGs come from transportation. We *NEED* to encourage people to use active transportation and not drive carbon-spewing vehicles. That means removing parking and making walking/biking more comfortable for ALL ages. I would love to see a center running two way bike lane. It would increase visibility for all road users, and slow cars, making a safer environment for everyone. I have biked with my daughter on my cargo bike from Hancock to Book People on the Shoal Creek Trail. As she gets bigger, I'd like her to bike it herself, with me by her side. With the current state of SCB, there is no way I would feel comfortable allowing her to do so. It is not safe to have a 7 year old swerving into traffic to avoid parked cars.
556	Dec 13 2018 11:49 AM	I would really appreciate a safe north / south bike route.
557	Dec 13 2018 11:47 AM	Shoal Creek (the creek, the trail and the road) is an Austin treasure! We should make it central to the life of the city for all future generations.

558	Dec 13 2018 11:46 AM	Why don't bicycle hibiists use Cota if they want to bike in a circle and not worry about traffic? Other hibiists rent the track for their hobbies.
559	Dec 13 2018 11:41 AM	I live on Shoal Creek Blvd. Two way bike lanes will make it very difficult to back out of our driveway & unsafe for all involved. AND the huge groups of bicyclists that come through in the evenings & on weekends will not use the two way bike lanes. They will be forced into traffic which = more unsafe conditions for all involved.
560	Dec 13 2018 11:34 AM	Moving cars are always drifting into the bike lane.
561	Dec 13 2018 11:34 AM	On-street parking is a problem for Shoal Creek Blvd. Avoiding parked vehicles causes cyclists to enter the lane of traffic and this is dangerous considering the amount of cars on that street. There needs to be a dedicated bike lane in both directions to allow for areas that allow on-street parking. Another suggestion is to barricade Shoal Creek in the middle and disallow through traffic from 38th all the way to Anderson Ln.
562	Dec 13 2018 11:30 AM	As a cycling neighbor, I think rumble surfaces around the dividing stripe would help keep both cars and cyclists from riding on the line.
563	Dec 13 2018 11:28 AM	subsidizing cars is public sector price discrimination. no excuses, no delay.
564	Dec 13 2018 11:16 AM	NO to two lane bikes on just one side of the street
565	Dec 13 2018 11:11 AM	Frequently bicyclists ride two or three abreast, well out of the bike lane, and ignore cars waiting to get past. I live in the neighborhood on 49th and see this dangerous behavior nearly daily. A physical barrier would protect cyclists and also prevent their straying into car lanes.
566	Dec 13 2018 11:05 AM	Please do not take away parking from my neighbors who live on SCB. Parking on only one side of the street is not acceptable and will only make me and my guests jaywalk. Also, since the blocks are often long, it's not enough to tell people to "park around the corner". Motor vehicles are already driving slowly to avoid bicycles, parked cars, and due to the narrow lanes, curves and bumpiness of the road, which throws cars around as you drive down the street. Widening sidewalks would be helpful. Bicyclists often ride directly on the line demarcating the bike lane, due to debris near the curb. This street is used heavily mostly by people in the neighborhood, and needs to continue to function as an alternative to Burnet Rd and Mopac to move neighborhood traffic north and south.
567	Dec 13 2018 10:55 AM	Changes to SCB seem to generally have unintended consequences that are worse than the problems they were trying to solve.
568	Dec 13 2018 10:48 AM	The basic premise that you can EVER get 100% of the people out of cars and on bikes is patently false—it is not going to happen! Among the users of SCB are many older people and handicapped like me. Please take time and LISTEN to the other side before plowing ahead! Remember the frankencurbs!
569	Dec 13 2018 10:37 AM	Common sense and courtesy on the part of all make any changes unnecessary. We have lived here over 15 years and I have biked, walked, or driven Shoal Creek almost daily with no problems or incidents.
570	Dec 13 2018 10:29 AM	The safety of all Austinites should be prioritized over the convenience of parking for the few.

571	Dec 13 2018 10:25 AM	<p>In the last year cars speeding down SCB have run into our yard at least 3 times. In one year. One car was totaled when the young woman hit our large oak tree. It also happened to a neighbor 2 doors down and then further down the street a driver ran thru someone's garage.</p> <p>This is increasing as people bypass MoPac.</p> <p>It's getting to where I am not completely comfortable even being in the front yard. Add groups of cyclists, pedestrians and it's only a matter of time before someone gets killed or seriously injured. Austin needs to move the bikes to a dedicated bike path, it is just not safe to ride next to inattentive drivers. You need to talk to the people who live on SCB o get the real information about what is happening. We've owned our house since 1990 and seen a huge change in the number of cars, and the number of cyclists. It is not a good, safe, situation.</p>
572	Dec 13 2018 10:23 AM	<p>When building bike lanes, please make sure they are protected *AND* that cars do not have the possibility to park in it like they do on Rio Grande or Speedway. If bikes/scooters are forced to leave the protected path to continue their trip, it completely defeats the purpose.</p>
573	Dec 13 2018 10:15 AM	<p>Would love to be able to never touch a street throughout the whole trail. I've gotten into an accident with a driver who ran a red light previously (not on Shoal Creek) and bike lanes don't add much safety if you can't trust drivers, especially during rush hour. Half the time they're covered in a layer of gravel from the road as well.</p> <p>I just want to be able to bike to work without being afraid for my life. Cyclists often become second class citizens on the road even though they are the most vulnerable. I wish I didn't feel like I was being punished for not adding another car on the road.</p>
574	Dec 13 2018 10:12 AM	<p>A bidirectional bike lane does not sound safe. Bike lane protectors sound smart but I don't know how that works with parking. Maybe move bike traffic to side streets with an added crossing at 2222 that can be activated by walkers or bikers (maybe at Shoalwood).</p>
575	Dec 13 2018 10:07 AM	<p>Please lower taxes</p>
576	Dec 13 2018 10:07 AM	<p>SCB is rapidly becoming an option to MoPac during heavy traffic times, so vehicle traffic and safety is a major concern.</p>
577	Dec 13 2018 10:06 AM	<p>When there are parked cars and heavy traffic, I feel like I'm counting on motorists behind me to give me space, which is a terrifying thing to have to count on!</p>
578	Dec 13 2018 10:04 AM	<p>Read "A Pattern Language" by Christopher Alexander!</p>
579	Dec 13 2018 10:03 AM	<p>Hard-scaped safe cycling and pedestrian spaces would make it a safer place for both drivers and non-drivers.</p>
580	Dec 13 2018 10:01 AM	<p>My sister got her front teeth knocked out by someone opening a car door in front of her bicycle. A physical barrier, (i.e., "curb"), between different types of transit is always safer than just painted lines or mixed use lanes.</p>

581	Dec 13 2018 09:59 AM	My property includes part of Shoal Creek near Northwest Park, yet the Shoal Creek Conservancy claims to be in charge of the creek and so-called "trail". They have never involved me or anyone else nearby with property on the creek. We are against their published plans. Their so-called "Trail" is nothing but road-bike lanes north of 38th (try taking one of those down the trail south of 38th). Put a real trail along/in the creek and we would give up some of our property for that. Bike lane plans even the local bikers dislike? No.
582	Dec 13 2018 09:58 AM	The parked cars are the biggest problem. They should not be prioritized over the people who use the space. We live south of 2222, but must use SCB to travel to the elementary and middle school. I'd love for our city to work towards a solution that will allow me to feel comfortable sending my child to school on a bike.
583	Dec 13 2018 09:43 AM	Property value : Value of homes on west side of SCB? Many of us are facing new or significant increases in flood insurance, likely as a result of development around and above us (Domain). This severely limits what you can do with your property, causes direct expense, and was mostly brought on by external forces. So we are subsidizing development around us bearing the costs and subsidizing free riders – people who benefit but don't bear the true costs. Removing the ability to park on the west side further constricts the value of the homes. Why doesn't SCC focus on fixing the creek flooding issues ?? Not safer for all : A significant portion, if not a majority, of all riders will NOT use the bike lane, causing more issues. Side by siders, big groups, fast solo riders. Bring a chair and sit in front of my house and see how cyclists actually ride this street. Two-way lanes, 3.5 feet each way, head on collisions could be more likely Motorists not seeing the unexpected cyclists from an unusual direction Justin bike lane are a mess with accumulated debris Visitors (and contractors and delivery folks) now having to jaywalk to get to homes – very unsafe!!! Simpler ideas : Pave and restripe road, use double white line as a visual separator. Stop the "line riders" Strongly discourage parking on street. Example Signage (public shaming is effective), 2 hour max parking between 7AM and 8PM Prohibit "storing" cars on the street. Cars that go days without moving. Only two (2!) reported bike accidents during the 5 year observation period from 2222 to Anderson Ln. One was caused by road disrepair. The other was at an intersection.
584	Dec 13 2018 09:42 AM	It already has very wide bike lines on both sides. Accident rates low, parking on streets low. Why mess with it? We've been through this before, it was a hot mess and an utter waste of money.
585	Dec 13 2018 09:42 AM	I do not support the proposed 2 way bike lane on the west (southbound traffic) lane of SCB. Bikes should move in the same direction as motor vehicle traffic
586	Dec 13 2018 09:41 AM	I was on the Urban Transportation Commission and worked on car-free bike lanes for SBC the first time around. It's finally time to get this done.
587	Dec 13 2018 09:38 AM	There is no way to make everyone happy that uses SCB. The fact everyone is slightly annoyed, but not enough to use other options is a sign the compromise works.

588	Dec 13 2018 09:35 AM	SLOWER SPEEDS!!! I cannot emphasize enough how much of a difference that would make to street safety. Too many people use SCB as a cut through and it makes it dangerous for everyone, but especially children. We need enforcement of current speed limits at a minimum, and even better, a slower speed limit and speed cameras.
589	Dec 13 2018 09:19 AM	There are always cars and big work trucks in the bike lanes. It is an obstacle course/minefield. Most people are polite but I worry about the driveways with people backing out and not looking. I like separated bikeways best but am not sure the driveway people would look both ways if it was all on the same side. Plus hazard at stop signs and harder for bikes to make turns on and off. Probably best, separated bike lane on each side, lots of green paint at intersections. Drivers need to get used to seeing lots and lots of bike/ped infrastructure. Changing habits for safety. Cars and trucks are already a great convenience, no reason to privilege them above other uses. Tight narrow lanes will slow motor vehicles down, good for everyone.
590	Dec 13 2018 08:50 AM	Very worried that this plan will make it impossible to get out of my driveway or will take more of my postage stamp front yard. Agree everyone needs to be able to use the street for both driving and cycling, etc. but do not like the idea of huge concrete structures or those white thingies that stick up. Must be something to do that's not so unattractive and confining.
591	Dec 13 2018 08:33 AM	We need safe bike lanes. Does not have to be separated (and 2 direction on one side is not safe). Enforce auto and bike road laws.
592	Dec 13 2018 08:30 AM	I live on 38th street and work near Burnet and Allandale. I'd love to ride a bicycle to work taking Shoal Creek Boulevard the whole way, but as a deaf person, I don't feel comfortable riding a bicycle on busy streets. I'd love more protected bike lanes all over the city, but I believe one on Shoal Creek Boulevard would especially benefit everyone in Austin.
593	Dec 13 2018 08:29 AM	It's clear that people use Shoal Creek as an alternative to Mopac and/or Lamar. People drive 45-50 down the street, bicyclists gain speed at the downhill slope from 40-38th and it makes turning left very dangerous.
594	Dec 13 2018 07:44 AM	Please please do not put up those metal bars like what is on Hancock Drive along where the cemetery is. They are so dangerous and they should be taken down. They do not really protect cyclists and they cause conflicts between the cars going both directions by making the lanes very narrow. People are constantly hitting them or almost hitting them and then swerving and over-correcting. Please don't put anything like this up or any physical barriers.
595	Dec 13 2018 07:18 AM	I'm okay with new, painted bike lanes. I don't agree with putting BOTH bike lanes together. That seems dangerous to cyclists.
596	Dec 13 2018 06:56 AM	<p>There needs to be a better solution than bikes riding in the shoulder where people are often parked. This causes the bike to need to swerve into the lane. If one is driving behind a bike and this happens, there may be another vehicle in the opposing oncoming lane. Makes it very dangerous for all.</p> <p>Also, the intersection at SCB and 45th is absolute chaos. People do not follow the clockwise law, but take turns in opposing directions (i.e. both opposing lanes on SCB go, then both directions on 45th street go, etc.). The problem is if anyone ever has to make a left turn (very common coming north on SCB to get to Mopac) it throws the whole system into chaos.</p>

597	Dec 13 2018 05:11 AM	Please do not do a 2-way bike lane on one side! I am a cyclist and a mom whose kid walked or rode home from Gullett daily (only on Shoal creek for a block). I would prefer current design to the single 2-way lane. We live on the east side of shoal creek on Joyce. My child would have to cross the busy street at Twin Oaks to get to the bike lane on the other side.
598	Dec 12 2018 11:53 PM	As a resident of the west side of Shoal Creek I am someone who will be directly impacted by these ridiculous proposals - particularly that of the Shoal Creek Conservancy. I am terrified of the ability to safely enter and exit my own property with the proposed protected two-way bike lane. This is absolutely unneeded and completely unsafe on parts of Shoal Creek that have quick blind corners. I DO NOT support this bike lane AT ALL. It will bring more to traffic to an already busy road in what is supposed to be a family neighborhood. It will limit my own access to my property. Limit who can park not only near my home - but for those who park on the Shoal Creek to go to NW park and the off leash dog park. I am disgusted that the whims of developers should impact an established and historical Austin neighborhood like Allandale - which clearly does not want a plan like the Shoal Creek Conservancy's terrible plan. Shoal Creek Blvd is a beautiful Austin Street and we should do everything we can to preserve it as it is.
599	Dec 12 2018 11:27 PM	I ride my bike on Shoal Creek Blvd between Hancock and 35th daily. It's pretty good in general, but I'd love to see improvement around parked cars. Other things I am interested in nearby: - I live near Strass Dr and Hancock. My daughter will be going to Lamar Middle School in a few years and I'm trying to figure out how to bike there. Crossing 2222 on Shoal Creek Blvd is tough. I'd prefer to cross in the neighborhood streets East of Shoal Creek, but that would take a traffic beacon to get across 2222. - I really wish there were a pedestrian/bike bridge across Shoal Creek (across the creek itself, not the road) at 49th street. That would really connect those two neighborhoods for walkers and cyclists. It would also give kids East of shoal Creek a way to get to Highland Park Elementary on a bike without going onto Hancock, which is a busy street. Thanks for considering my feedback
600	Dec 12 2018 10:52 PM	We need the MOST protections for active transportation possible. Bike lanes that cannot be encroached! center running bikeway would be ideal. We do NOT need street parking!
601	Dec 12 2018 10:51 PM	raised curbs separating bicycles and cars is a bad idea - maybe parked cars should be the separator. There would need to be too many curb cuts for all the driveways. Two-way bike traffic on one side of the road is also a bad idea unless that two-way bike lane is given 12 feet.
602	Dec 12 2018 10:43 PM	It's not clear what the goal is here. Do you want to have a super safe protected lane for children or a general safe riding area? I would advise not coming up with a superficial plan, if you don't have a solid plan, just don't do it (remember the curb islands?). We live between Great Northern and Shoal Creek Blvd, have young children and spend a lot of time on bikes. The two way bike lane on Great Northern and the one on Justin are confusing for all involved (bikes and cars). The bike lanes on Woodrow are an example of a very user friendly and safe design. Best option would be to move a north south passage to a true protected trail, along the Mopac rail? or something similar.
603	Dec 12 2018 10:28 PM	This should be an all-ages-all-abilities facility, and it's currently not. I really hope we're able to make riding a bike on Shoal Creek Blvd. a lovely and relaxing experience for everyone.

604	Dec 12 2018 09:40 PM	I just really want to see protected bike lanes along Shoal Creek
605	Dec 12 2018 07:18 PM	We need more north-south corridors through Austin that are safe for cyclists of all abilities. Shoal creek is a great route for cyclists but it is currently unsafe. Cars go too fast and it is dangerous to have to swerve around parked cars. Narrow the lanes so drivers go slower by natural reaction to the design (not just speed limits), and put in physical barriers for cyclists so drivers can't hit us as easily. It would be so amazing to have a 30 mile safe loop around the city! More people don't bike because it is unsafe. We need to get people out of their cars (re: climate change!!!). Do let's make better multimodal infrastructure!!!!
606	Dec 12 2018 07:14 PM	Parking only on one side is fine with me.
607	Dec 12 2018 07:13 PM	On my way to this meeting a car ran a stop sign and almost hit me on my bicycle. After getting hit by an inattentive driver earlier this year, I support any improvements to cycling infrastructure. Separating cars makes cyclists safer and drivers more aware of vulnerable road users
608	Dec 12 2018 07:12 PM	Connectivity to adjacent bike facilities is important. Access to nearby community parks, schools, etc, need to be better. So many young children in the neighborhood, and new modes of transportation, make it more important to plan for the future. Multi-modal streets are a great way to include all modes of travel. The current street is so wide and traffic goes too fast, it is dangerous and needs to be designed to create a great place for all to feel comfortable and enjoy.
609	Dec 12 2018 07:11 PM	With slower speeds, better marked lanes and signage, drivers and cyclists learn to co exist. Similar to Amsterdam neighborhood model out side of major roads with dedicated barrier commuter lanes. Shoal Creek should remain single direction bike lanes... keep it simple, have seen the previous "well designed" solutions fail to work and ultimately go back to what we originally have now.
610	Dec 12 2018 07:09 PM	Please don't add bike lanes on both sides, people need to be able to park their cars. The current markings are working well. I run SCB from 35th to Northwest Park regularly both during the early morning and during the day, and have always felt safe. It's important to not put in a system just for cyclists, because we all need to share the space. As a runner, I prefer to utilize the parking lane because there aren't cracks or sidewalks to contend with.
611	Dec 12 2018 07:06 PM	Separately, if you are looking for citizen volunteers to work on the 30 mile trail loop, I'd like to get involved. Thank you.
612	Dec 12 2018 07:01 PM	Parking must be removed from Shoal Creek Blvd
613	Dec 12 2018 06:59 PM	I would like to see a bicycle highway built from North to South Austin. This means an unobstructed way for someone on a bike from North to South. I want to ride my bike to work everyday but it is not safe. A bicycle highway would encourage thousands of Austinites to leave their car in the garage daily while removing the tension between cars and bikes
614	Dec 12 2018 06:59 PM	No
615	Dec 12 2018 06:59 PM	Need dedicated bike lanes physically separated from moving cars, whether that looks like Rio Grande (two way) or like Third Street (one way each).



615	Dec 12 2018 06:57 PM	Money is better spent improving mobility in neighborhoods that don't have any sidewalks or bike lanes at all.
616	Dec 12 2018 06:53 PM	As a resident of Crestview who bikes and jobs, I am hopeful that the city will figure out a solution that prioritizes people over cars and promotes the common good. The streets belong to the public and we need to encourage more people to bike and walk to work, school, etc and this is a perfect opportunity to develop a safer, all ages bike and ped system.
617	Dec 12 2018 06:50 PM	Prioritize human life over parking. Reduce automobile speeds by narrowing the automobile lanes. Provide separated and protected bicycle lanes.
618	Dec 12 2018 06:40 PM	Please make shoal creek safer for my kids with buffered/protected bike/scooter lanes. It would also help if the turns on and off SCB weren't so round so that care. Would have to slow down
619	Dec 12 2018 06:33 PM	It's a tough optimization between parking and safe biking. can't make everyone happy, but current bike system feels unsafe. Road conditions and pedestrian safety is also super. Too much debris in bike lane
620	Dec 12 2018 06:26 PM	As a property owner on the west side of SCB I'm concerned about many of the proposals and how they will affect my day to day life of me and my family. I often park in front of my home and would like to continue to do so. I do not like the idea of the hazard that would be created with a two way bike lane and having to pull out of my driveway onto an already busy street. I am concerned about the addition of "traffic calming" as I do not want to have to drive over speed bumps every day to get to my home. I am also concerned that any "protected" lanes that are added will be ugly and inconvenient for me as a homeowner. In addition to these concerns I believe that the burden of proof should be high and must show that these changes provide a compelling public benefit. I realize that cyclists view this street as an attraction, but please do not detract from its utility for those of us that have literally invested in the neighborhood.
621	Dec 12 2018 06:24 PM	Shoal Creek needs street sweeper service 2x a week during fall due to pecans, acorns and leaves cluttering bike lanes. Doing bike lanes on one side of the street will cause group riders to use traffic lanes NOT bike lanes. Back ikrjng out of driveways will become unsafe as cars will all park on one side and bikers will be going in two directions IF they opt to use those lanes rather than traffic lanes. Pedestrians will be crossing the street up and down Shoal Creek with limited view due to other parked cars and bikers riding in traffic lane. Bikers could take alternate route on Woodview between Hancock and Allandale.
622	Dec 12 2018 06:24 PM	Center running bike lanes or remove parking and add protected lanes.
623	Dec 12 2018 06:22 PM	Stop giving wealthy homeowners disproportionate input for public infrastructure.
624	Dec 12 2018 06:18 PM	Two way bike lanes are not necessary. Spend money on resurfacing the road and improving sidewalks. With better sidewalks, runners, walkers, strollers and inexperienced kids on bikes can use them instead of being in the road.
625	Dec 12 2018 06:07 PM	Bike lanes on both sides of the street
		I don't think Shoal Creek Blvd should be used for trail extension. Too much traffic too windingand too many homes face SCB.. Great Northern would be a much better choice for the 2 miles between foster and 2222

626	Dec 12 2018 06:05 PM	I am an experienced self-confident cyclist. Please do not (a) install a 2-way bike line on one side of the road .... highly dangerous esp. for beginners or intermediate riders (b) use the "turtles" or "pill boxes" to provide separation of bikes/vehicles. Also very dangerous. Ideal solution for all users is parking and one-way bike lane on one side of the road and other way bike lane on the other. Already implemented on Exposition. Email me for clarification.
627	Dec 12 2018 06:03 PM	Moving the major bike lane to Great Northern Blvd makes logical solution. Moving the pedals to Great Northern Blvd reduces the traffic on Shoal Creek and increases safety for the bikers. Great Northern Blvd is a straight street allowing better line of sight for cyclists and motor vehicles. The curves in Shoal Creek increase the risk for motorists and cyclists alike.
628	Dec 12 2018 05:59 PM	As a home owner on shoal creek Blvd I do not want dedicated bike lanes on shoal creek. They will increase the risk to me and my family by requiring more crossings of shoal creek Blvd. I don't see my health and safety being considered as part of this evaluation. Changes to SCB are being proposed by people that live outside my neighborhood and do not directly affect them unless they choose to drive to my neighborhood to bicycle.
629	Dec 12 2018 05:58 PM	I live on Shoal Creek and have an office with a driveway on the West side of Shoal Creek. A two way bike lane would be a disaster for me and my clients. Shoal Creek traffic is bad enough that I back into my driveway when possible to make it safer when I pull out. Having to deal with two way bike traffic and cars would make it virtually impossible to enter and exit safely. I wish I could offer a better solution other than to leave it the same but that seems the safest option other than to put ways to slow the cars down.
630	Dec 12 2018 05:57 PM	My 8 year old daughter uses the Rio Grande 2 way cycle path to get to her school near 24th and Lamar. We looked carefully at the safest way to get from our house to her school, and the cycle path section feels very comfortable. I use the Rio Grande cycle path to safely get to and from the Central Library. These paths take care off the road.
631	Dec 12 2018 05:57 PM	I am Very unhappy that a 2 lane bike path is being considered for the west side of Shoal Creek. I am worried that the group that has proposed this has not considered the best ways to improve bike travel on Shoal Creek. I believe that the sidewalks could be widened. I also believe that 45th Street and Shoal Creek is a very dangerous intersection. It needs something to calm it like a stoplight or a turn around.
632	Dec 12 2018 05:53 PM	I agree that bicycles and cars conflict on that road, but do not agree that a two way bike lane will make it safer. Cutting parking on one side of the street might work, but it would make sense to keep the bike lanes separated. I'm thinking like on Guadalupe, where parked cars are distanced from the curb, but only one lane of bike traffic. Also if you put in this trail you will need to add lighting. Its incredibly dark in spots. You also need to make sure emergency services is okay with this. They nixed past changes because they couldn't get their vehicles through. Also, if you start tearing up our yards and irrigation to expand the sidewalk, be prepared for fights.
633	Dec 12 2018 05:50 PM	Parking on one side only will cause congestion, lack of disability leading to danger and danger to the folks who park across from a home and have walk across Shoal Creek. Bikers who do not obey laws and vehicular speeding are the problems. Making any changes until the current laws are enforced would be a wasteful experiment
634	Dec 12 2018 05:49 PM	Many of my friends complain about slow cyclists and having to dodge cyclists around sharp corners while looking out for upcoming cars. I don't think drivers pay attention to the speed limit and that if you follow it, it would be much easier and more comfortable to share the road with bikes.

635	Dec 12 2018 05:43 PM	More bike lanes over all is the most important thing I can suggest, but better street crossings would make shoal creek much more accessible for pedestrians and cyclists
636	Dec 12 2018 05:41 PM	I bike commute from Avery Ranch to ABIA.
637	Dec 12 2018 05:36 PM	As a resident that lives on Shoal Creek proper, I do not want to see parking taken away from residents who live on the street and their guests. I do not feel speed limits need to be reduced further, they just recently went from 35mph to 30mph, with no noticeable effect as a resident on the street. I would like to see the speed limits actually enforced.
638	Dec 12 2018 05:10 PM	I've lived in Allendale for over a decade and have been riding bikes and driving on shoal creek for over 10 years. I fully support the proposed bike lanes. They will make every thing safer for pets bikes and cars.
639	Dec 12 2018 04:43 PM	Testing
640	Dec 12 2018 04:33 PM	Please install center-running protected bicycle lanes and dramatically reduce the average speed of vehicles traveling on Shoal Creek. Also, please ensure that complete ADA accessible sidewalks and ramps for the entire length of the Shoal Creek Trail is a top priority. Thanks!

Shoal Creek Boulevard Survey (38th Street to US 183)  
**What is your home ZIP code?**

Answered	1039
Skipped	37

Respondents	Response Date	Responses
1	Jan 13 2019 11:18 PM	78757
2	Jan 13 2019 10:54 PM	78757
3	Jan 13 2019 10:44 PM	78757
4	Jan 13 2019 10:21 PM	78757
5	Jan 13 2019 10:10 PM	78757
6	Jan 13 2019 10:03 PM	78757
7	Jan 13 2019 09:50 PM	78757
8	Jan 13 2019 09:43 PM	78757
9	Jan 13 2019 09:37 PM	78757
10	Jan 13 2019 09:31 PM	78704
11	Jan 13 2019 09:05 PM	78759
12	Jan 13 2019 08:47 PM	78757
13	Jan 13 2019 08:05 PM	78757
14	Jan 13 2019 08:04 PM	78756
15	Jan 13 2019 08:00 PM	78757
16	Jan 13 2019 07:53 PM	78757
17	Jan 13 2019 07:28 PM	78702
18	Jan 13 2019 07:22 PM	78757
19	Jan 13 2019 07:22 PM	78757
20	Jan 13 2019 06:54 PM	78757
21	Jan 13 2019 06:40 PM	78749
22	Jan 13 2019 06:08 PM	78757
23	Jan 13 2019 06:02 PM	78757
24	Jan 13 2019 05:41 PM	78660
25	Jan 13 2019 05:20 PM	78721
26	Jan 13 2019 04:47 PM	78703
27	Jan 13 2019 04:43 PM	78731
28	Jan 13 2019 03:58 PM	78756
29	Jan 13 2019 03:48 PM	78757
30	Jan 13 2019 03:46 PM	78701
31	Jan 13 2019 03:12 PM	78757
32	Jan 13 2019 02:59 PM	78757
33	Jan 13 2019 02:44 PM	78756
34	Jan 13 2019 02:29 PM	78731

35	Jan 13 2019 02:18 PM	78731
36	Jan 13 2019 02:09 PM	78756
37	Jan 13 2019 01:58 PM	78757
38	Jan 13 2019 01:46 PM	78702
39	Jan 13 2019 01:28 PM	78757
40	Jan 13 2019 01:10 PM	78757
41	Jan 13 2019 12:45 PM	78757
42	Jan 13 2019 12:42 PM	78727
43	Jan 13 2019 12:40 PM	78723
44	Jan 13 2019 11:44 AM	78757
45	Jan 13 2019 11:24 AM	78757
46	Jan 13 2019 11:11 AM	78702
47	Jan 13 2019 10:22 AM	78757
48	Jan 13 2019 10:03 AM	78757
49	Jan 13 2019 09:58 AM	78757
50	Jan 13 2019 09:02 AM	78757
51	Jan 13 2019 12:47 AM	78757
52	Jan 13 2019 12:08 AM	78757
53	Jan 12 2019 11:18 PM	78731
54	Jan 12 2019 10:42 PM	78757
55	Jan 12 2019 10:23 PM	78702
56	Jan 12 2019 10:02 PM	78757
57	Jan 12 2019 09:03 PM	78702
58	Jan 12 2019 08:02 PM	78757
59	Jan 12 2019 07:19 PM	78756
60	Jan 12 2019 05:19 PM	78702
61	Jan 12 2019 04:09 PM	78702
62	Jan 12 2019 03:51 PM	78745
63	Jan 12 2019 03:38 PM	78756
64	Jan 12 2019 03:37 PM	78702
65	Jan 12 2019 03:18 PM	78731
66	Jan 12 2019 03:17 PM	78756
67	Jan 12 2019 03:06 PM	78757
68	Jan 12 2019 03:03 PM	78757
69	Jan 12 2019 02:23 PM	78702
70	Jan 12 2019 01:07 PM	78722
71	Jan 12 2019 12:48 PM	78757
72	Jan 12 2019 12:25 PM	78750
73	Jan 12 2019 12:24 PM	78702
74	Jan 12 2019 12:24 PM	78757
75	Jan 12 2019 12:04 PM	78757
76	Jan 12 2019 11:47 AM	78756

77	Jan 12 2019 11:28 AM	78731
78	Jan 12 2019 11:26 AM	78731
79	Jan 12 2019 10:47 AM	78757
80	Jan 12 2019 10:12 AM	78757
81	Jan 12 2019 10:09 AM	78721
82	Jan 12 2019 09:44 AM	78723
83	Jan 12 2019 09:38 AM	78660
84	Jan 12 2019 09:37 AM	78757
85	Jan 12 2019 09:32 AM	78757
86	Jan 12 2019 09:13 AM	78757
87	Jan 12 2019 09:10 AM	78721
88	Jan 12 2019 08:53 AM	78756
89	Jan 12 2019 08:02 AM	78756
90	Jan 12 2019 08:01 AM	78731
91	Jan 12 2019 07:58 AM	78757
92	Jan 12 2019 07:56 AM	78757
93	Jan 12 2019 07:53 AM	78757
94	Jan 12 2019 02:55 AM	78757
95	Jan 12 2019 02:05 AM	78757
96	Jan 11 2019 11:52 PM	78757
97	Jan 11 2019 11:28 PM	78756
98	Jan 11 2019 09:47 PM	78751
99	Jan 11 2019 09:03 PM	78756
100	Jan 11 2019 08:01 PM	78756
101	Jan 11 2019 07:59 PM	78756
102	Jan 11 2019 06:40 PM	78757
103	Jan 11 2019 06:16 PM	78756
104	Jan 11 2019 06:02 PM	78757
105	Jan 11 2019 05:47 PM	78757
106	Jan 11 2019 05:24 PM	78757
107	Jan 11 2019 05:18 PM	78727
108	Jan 11 2019 05:18 PM	78757
109	Jan 11 2019 05:09 PM	78756
110	Jan 11 2019 04:00 PM	78757
111	Jan 11 2019 03:22 PM	78756
112	Jan 11 2019 03:11 PM	78702
113	Jan 11 2019 03:06 PM	78757
114	Jan 11 2019 02:51 PM	78752
115	Jan 11 2019 02:30 PM	78757
116	Jan 11 2019 02:26 PM	78757
117	Jan 11 2019 01:56 PM	78704
118	Jan 11 2019 01:47 PM	78731

119	Jan 11 2019 01:32 PM	78751
120	Jan 11 2019 01:31 PM	78702
121	Jan 11 2019 01:27 PM	78756
122	Jan 11 2019 01:10 PM	78756
123	Jan 11 2019 12:50 PM	78723
124	Jan 11 2019 12:23 PM	78757
125	Jan 11 2019 12:17 PM	78705
126	Jan 11 2019 12:06 PM	78749
127	Jan 11 2019 11:53 AM	78757
128	Jan 11 2019 11:48 AM	78751
129	Jan 11 2019 11:46 AM	78731
130	Jan 11 2019 11:38 AM	78757
131	Jan 11 2019 11:14 AM	78757
132	Jan 11 2019 11:09 AM	78757
133	Jan 11 2019 10:40 AM	78759
134	Jan 11 2019 10:27 AM	78757
135	Jan 11 2019 10:16 AM	78757
136	Jan 11 2019 10:15 AM	78756
137	Jan 11 2019 09:53 AM	78756
138	Jan 11 2019 09:50 AM	78757
139	Jan 11 2019 09:48 AM	78731
140	Jan 11 2019 09:24 AM	78757
141	Jan 11 2019 09:11 AM	78737
142	Jan 11 2019 09:02 AM	78757
143	Jan 11 2019 08:36 AM	78756
144	Jan 11 2019 07:52 AM	78751
145	Jan 11 2019 07:14 AM	78731
146	Jan 11 2019 07:12 AM	78757
147	Jan 11 2019 06:28 AM	78704
148	Jan 11 2019 05:57 AM	78722
149	Jan 11 2019 03:05 AM	78756
150	Jan 11 2019 12:28 AM	79757
151	Jan 10 2019 10:50 PM	78757
152	Jan 10 2019 10:28 PM	78731
153	Jan 10 2019 10:24 PM	78757
154	Jan 10 2019 10:20 PM	78756
155	Jan 10 2019 10:18 PM	78756
156	Jan 10 2019 10:14 PM	78757
157	Jan 10 2019 08:44 PM	78752
158	Jan 10 2019 07:47 PM	78757
159	Jan 10 2019 06:42 PM	78752
160	Jan 10 2019 06:23 PM	78759

161	Jan 10 2019 04:55 PM	78739
162	Jan 10 2019 04:35 PM	78702
163	Jan 10 2019 03:52 PM	78757
164	Jan 10 2019 01:57 PM	78702
165	Jan 10 2019 01:40 PM	78757
166	Jan 10 2019 12:55 PM	78751
167	Jan 10 2019 12:29 PM	78703
168	Jan 10 2019 12:20 PM	78757
169	Jan 10 2019 11:16 AM	78705
170	Jan 10 2019 10:50 AM	78705
171	Jan 10 2019 10:41 AM	78704
172	Jan 10 2019 10:07 AM	78722
173	Jan 10 2019 09:37 AM	78703
174	Jan 10 2019 09:04 AM	78751
175	Jan 10 2019 08:04 AM	78705
176	Jan 10 2019 06:28 AM	79853
177	Jan 10 2019 06:26 AM	78758
178	Jan 09 2019 11:13 PM	78705
179	Jan 09 2019 10:56 PM	78702
180	Jan 09 2019 09:54 PM	78731
181	Jan 09 2019 09:24 PM	78757
182	Jan 09 2019 09:01 PM	78745
183	Jan 09 2019 08:01 PM	78727
184	Jan 09 2019 07:24 PM	78758
185	Jan 09 2019 07:02 PM	78731
186	Jan 09 2019 06:13 PM	78702
187	Jan 09 2019 05:42 PM	78756
188	Jan 09 2019 05:35 PM	78652
189	Jan 09 2019 05:34 PM	78757
190	Jan 09 2019 05:33 PM	78704
191	Jan 09 2019 05:25 PM	78746
192	Jan 09 2019 05:22 PM	78704
193	Jan 09 2019 05:13 PM	78703
194	Jan 09 2019 05:12 PM	78757
195	Jan 09 2019 05:08 PM	78756
196	Jan 09 2019 04:50 PM	78701
197	Jan 09 2019 04:01 PM	78757
198	Jan 09 2019 03:05 PM	78703
199	Jan 09 2019 08:18 AM	78705
200	Jan 09 2019 07:21 AM	78730
201	Jan 08 2019 11:52 PM	78722
202	Jan 08 2019 11:36 PM	78756



203	Jan 08 2019 11:13 PM	78750
204	Jan 08 2019 10:24 PM	78701
205	Jan 08 2019 09:06 PM	78757
206	Jan 08 2019 08:51 PM	78756
207	Jan 08 2019 07:58 PM	78757
208	Jan 08 2019 07:26 PM	78703
209	Jan 08 2019 07:07 PM	78750
210	Jan 08 2019 07:07 PM	78701
211	Jan 08 2019 06:39 PM	78759
212	Jan 08 2019 06:37 PM	78757
213	Jan 08 2019 06:34 PM	78756
214	Jan 08 2019 06:31 PM	78757
215	Jan 08 2019 05:36 PM	78703
216	Jan 08 2019 05:21 PM	78701
217	Jan 08 2019 05:11 PM	78703
218	Jan 08 2019 05:00 PM	78704
219	Jan 08 2019 04:36 PM	78722
220	Jan 08 2019 04:36 PM	78757
221	Jan 08 2019 04:35 PM	78757
222	Jan 08 2019 04:33 PM	78756
223	Jan 08 2019 04:19 PM	78757
224	Jan 08 2019 04:04 PM	78748
225	Jan 08 2019 02:42 PM	78757
226	Jan 08 2019 02:05 PM	78756
227	Jan 08 2019 01:48 PM	78731
228	Jan 08 2019 01:15 PM	78757
229	Jan 08 2019 12:32 PM	78744
230	Jan 08 2019 12:26 PM	78757
231	Jan 08 2019 12:23 PM	78702
232	Jan 08 2019 12:07 PM	78724
233	Jan 08 2019 11:03 AM	78704
234	Jan 08 2019 10:55 AM	78751
235	Jan 08 2019 09:55 AM	78756
236	Jan 08 2019 09:28 AM	78748
237	Jan 08 2019 09:28 AM	78746
238	Jan 08 2019 09:15 AM	78703
239	Jan 08 2019 08:58 AM	78703
240	Jan 08 2019 08:39 AM	78704
241	Jan 08 2019 08:36 AM	78751
242	Jan 08 2019 08:20 AM	78757
243	Jan 08 2019 08:12 AM	78756
244	Jan 08 2019 08:03 AM	78723

245	Jan 08 2019 07:50 AM	78756
246	Jan 08 2019 07:43 AM	78731
247	Jan 08 2019 02:59 AM	78703
248	Jan 08 2019 02:36 AM	78703
249	Jan 08 2019 12:08 AM	78757
250	Jan 07 2019 11:16 PM	78723
251	Jan 07 2019 10:46 PM	78757
252	Jan 07 2019 10:27 PM	78748
253	Jan 07 2019 09:30 PM	78705
254	Jan 07 2019 09:09 PM	78756
255	Jan 07 2019 09:07 PM	78759
256	Jan 07 2019 08:57 PM	78756
257	Jan 07 2019 08:54 PM	78722
258	Jan 07 2019 08:17 PM	78758
259	Jan 07 2019 08:15 PM	78703
260	Jan 07 2019 08:02 PM	78756
261	Jan 07 2019 07:54 PM	78756
262	Jan 07 2019 07:52 PM	78759
263	Jan 07 2019 07:34 PM	78756
264	Jan 07 2019 07:31 PM	78748
265	Jan 07 2019 07:26 PM	78731
266	Jan 07 2019 07:23 PM	78705
267	Jan 07 2019 07:12 PM	78704
268	Jan 07 2019 07:11 PM	78704
269	Jan 07 2019 06:13 PM	78729
270	Jan 07 2019 06:12 PM	78759
271	Jan 07 2019 06:10 PM	78745
272	Jan 07 2019 05:51 PM	78759
273	Jan 07 2019 05:15 PM	78746
274	Jan 07 2019 05:00 PM	78757
275	Jan 07 2019 04:29 PM	78741
276	Jan 07 2019 04:29 PM	78757
277	Jan 07 2019 04:21 PM	78756
278	Jan 07 2019 03:42 PM	78723
279	Jan 07 2019 03:41 PM	78722
280	Jan 07 2019 03:40 PM	78722
281	Jan 07 2019 03:39 PM	78752
282	Jan 07 2019 03:27 PM	78751
283	Jan 07 2019 03:18 PM	78735
284	Jan 07 2019 03:09 PM	78757
285	Jan 07 2019 03:03 PM	78681
286	Jan 07 2019 02:59 PM	78721

287	Jan 07 2019 02:59 PM	78756
288	Jan 07 2019 02:54 PM	78731
289	Jan 07 2019 02:53 PM	78731
290	Jan 07 2019 02:50 PM	78756
291	Jan 07 2019 02:48 PM	78757
292	Jan 07 2019 02:43 PM	78759
293	Jan 07 2019 02:42 PM	78704
294	Jan 07 2019 02:40 PM	79850
295	Jan 07 2019 02:31 PM	78757
296	Jan 07 2019 02:26 PM	78731
297	Jan 07 2019 02:25 PM	78759
298	Jan 07 2019 02:19 PM	78759
299	Jan 07 2019 02:07 PM	78756
300	Jan 07 2019 02:06 PM	78705
301	Jan 07 2019 01:58 PM	78750
302	Jan 07 2019 01:51 PM	78757
303	Jan 07 2019 01:46 PM	78757
304	Jan 07 2019 01:43 PM	78729
305	Jan 07 2019 01:38 PM	78703
306	Jan 07 2019 01:37 PM	78757
307	Jan 07 2019 01:31 PM	78757
308	Jan 07 2019 01:30 PM	78731
309	Jan 07 2019 01:23 PM	78757
310	Jan 07 2019 01:19 PM	78731
311	Jan 07 2019 01:15 PM	78727
312	Jan 07 2019 01:13 PM	78729
313	Jan 07 2019 01:12 PM	78759
314	Jan 07 2019 01:12 PM	78757
315	Jan 07 2019 01:11 PM	78717
316	Jan 07 2019 01:10 PM	78757
317	Jan 07 2019 01:10 PM	78757
318	Jan 07 2019 01:09 PM	78757
319	Jan 07 2019 01:08 PM	78723
320	Jan 07 2019 01:06 PM	78745
321	Jan 07 2019 01:02 PM	78751
322	Jan 07 2019 12:57 PM	78757
323	Jan 07 2019 12:56 PM	78705
324	Jan 07 2019 12:54 PM	78759
325	Jan 07 2019 12:54 PM	78751
326	Jan 07 2019 12:52 PM	78757
327	Jan 07 2019 12:39 PM	78757
328	Jan 07 2019 12:38 PM	78731

329	Jan 07 2019 12:38 PM	78757
330	Jan 07 2019 12:36 PM	78750
331	Jan 07 2019 12:31 PM	78757
332	Jan 07 2019 12:31 PM	78731
333	Jan 07 2019 12:31 PM	78705
334	Jan 07 2019 12:30 PM	78757
335	Jan 07 2019 12:30 PM	78735
336	Jan 07 2019 12:27 PM	78701
337	Jan 07 2019 12:27 PM	78723
338	Jan 07 2019 12:25 PM	78756
339	Jan 07 2019 12:24 PM	78723
340	Jan 07 2019 12:22 PM	78722
341	Jan 07 2019 12:20 PM	78751
342	Jan 07 2019 12:20 PM	78756
343	Jan 07 2019 12:20 PM	78756
344	Jan 07 2019 12:18 PM	78705
345	Jan 07 2019 12:18 PM	78757
346	Jan 07 2019 12:18 PM	78727
347	Jan 07 2019 12:17 PM	78722
348	Jan 07 2019 12:16 PM	78757
349	Jan 07 2019 12:15 PM	78757
350	Jan 07 2019 12:14 PM	78731
351	Jan 07 2019 12:14 PM	78750
352	Jan 07 2019 12:14 PM	78759
353	Jan 07 2019 12:13 PM	78723
354	Jan 07 2019 12:13 PM	78756
355	Jan 07 2019 12:09 PM	78705
356	Jan 07 2019 12:09 PM	78752
357	Jan 07 2019 12:09 PM	78756
358	Jan 07 2019 12:09 PM	78757
359	Jan 07 2019 12:09 PM	78756
360	Jan 07 2019 12:09 PM	78722
361	Jan 07 2019 12:09 PM	78705
362	Jan 07 2019 12:07 PM	78723
363	Jan 07 2019 12:06 PM	78721
364	Jan 07 2019 12:05 PM	78727
365	Jan 07 2019 12:05 PM	78757
366	Jan 07 2019 12:05 PM	78705
367	Jan 07 2019 12:03 PM	78727
368	Jan 07 2019 12:02 PM	78703
369	Jan 07 2019 11:41 AM	78703
370	Jan 07 2019 10:38 AM	78731

371	Jan 07 2019 09:12 AM	78757
372	Jan 07 2019 09:03 AM	78756
373	Jan 06 2019 10:55 PM	78757
374	Jan 06 2019 03:38 PM	78757
375	Jan 06 2019 02:08 PM	78757
376	Jan 06 2019 12:57 PM	78757
377	Jan 06 2019 09:54 AM	78757
378	Jan 06 2019 09:54 AM	78757
379	Jan 06 2019 07:43 AM	78757
380	Jan 06 2019 12:24 AM	78702
381	Jan 06 2019 12:01 AM	79757
382	Jan 05 2019 09:40 PM	78757
383	Jan 05 2019 08:48 PM	78757
384	Jan 05 2019 08:38 PM	78757
385	Jan 05 2019 08:35 PM	78757
386	Jan 05 2019 06:57 PM	78756
387	Jan 05 2019 06:55 PM	78757
388	Jan 05 2019 03:20 PM	78757
389	Jan 04 2019 10:46 PM	78757
390	Jan 04 2019 10:28 PM	78757
391	Jan 04 2019 09:33 PM	78757
392	Jan 04 2019 09:08 PM	78757
393	Jan 04 2019 03:08 PM	78757
394	Jan 04 2019 02:59 PM	78757
395	Jan 04 2019 01:57 PM	78752
396	Jan 04 2019 01:36 PM	78731
397	Jan 04 2019 01:00 PM	78757
398	Jan 04 2019 12:33 PM	78756
399	Jan 04 2019 11:51 AM	78757
400	Jan 04 2019 11:20 AM	78757
401	Jan 04 2019 11:12 AM	78757
402	Jan 03 2019 07:45 PM	78704
403	Jan 03 2019 12:06 PM	78705
404	Jan 02 2019 09:06 PM	78722
405	Jan 02 2019 11:42 AM	78702
406	Jan 02 2019 10:47 AM	78721
407	Jan 02 2019 10:31 AM	78722
408	Jan 02 2019 10:01 AM	78702
409	Jan 01 2019 07:51 PM	78757
410	Jan 01 2019 02:26 AM	78757
411	Jan 01 2019 02:03 AM	78757
412	Jan 01 2019 02:02 AM	78757

413	Jan 01 2019 02:00 AM	78756
414	Jan 01 2019 01:54 AM	78759
415	Jan 01 2019 01:52 AM	78757
416	Jan 01 2019 01:48 AM	78757
417	Jan 01 2019 01:44 AM	78759
418	Jan 01 2019 01:39 AM	78731
419	Jan 01 2019 01:38 AM	78751
420	Dec 31 2018 06:57 PM	78757
421	Dec 31 2018 06:44 PM	78736
422	Dec 31 2018 06:37 PM	78751
423	Dec 31 2018 06:34 PM	78705
424	Dec 31 2018 06:31 PM	78705
425	Dec 31 2018 06:29 PM	78704
426	Dec 31 2018 06:26 PM	78704
427	Dec 31 2018 06:23 PM	78756
428	Dec 31 2018 06:19 PM	78757
429	Dec 31 2018 06:15 PM	78704
430	Dec 31 2018 06:06 PM	78731
431	Dec 31 2018 06:04 PM	78757
432	Dec 31 2018 05:58 PM	78757
433	Dec 31 2018 05:57 PM	78757
434	Dec 31 2018 05:49 PM	78757
435	Dec 31 2018 05:43 PM	78757
436	Dec 31 2018 05:38 PM	78757
437	Dec 31 2018 05:26 PM	78727
438	Dec 31 2018 05:16 PM	78757
439	Dec 31 2018 05:15 PM	78702
440	Dec 31 2018 05:11 PM	78757
441	Dec 31 2018 05:02 PM	78757
442	Dec 31 2018 04:59 PM	78757
443	Dec 31 2018 04:51 PM	78723
444	Dec 31 2018 04:47 PM	78757
445	Dec 31 2018 04:43 PM	78757
446	Dec 31 2018 04:41 PM	78757
447	Dec 31 2018 04:40 PM	78757
448	Dec 31 2018 04:38 PM	78722
449	Dec 31 2018 02:43 PM	78702
450	Dec 31 2018 11:39 AM	78705
451	Dec 30 2018 09:42 AM	78757
452	Dec 28 2018 08:28 PM	78723
453	Dec 28 2018 08:28 PM	78757
454	Dec 28 2018 08:24 PM	78757

455	Dec 28 2018 08:21 PM	78757
456	Dec 28 2018 08:19 PM	78705
457	Dec 28 2018 08:17 PM	78705
458	Dec 28 2018 08:16 PM	78705
459	Dec 28 2018 08:14 PM	78757
460	Dec 28 2018 08:10 PM	78702
461	Dec 28 2018 08:06 PM	78751
462	Dec 28 2018 08:04 PM	78729
463	Dec 28 2018 08:03 PM	78731
464	Dec 28 2018 08:00 PM	78731
465	Dec 28 2018 07:55 PM	78702
466	Dec 28 2018 07:44 PM	78701
467	Dec 28 2018 07:41 PM	78757
468	Dec 28 2018 07:40 PM	78756
469	Dec 28 2018 07:36 PM	78756
470	Dec 28 2018 07:32 PM	78757
471	Dec 28 2018 07:29 PM	78757
472	Dec 28 2018 07:26 PM	78757
473	Dec 28 2018 07:25 PM	78745
474	Dec 28 2018 06:50 PM	78756
475	Dec 28 2018 06:50 PM	78797
476	Dec 28 2018 06:47 PM	78757
477	Dec 28 2018 06:43 PM	78757
478	Dec 28 2018 06:39 PM	78757
479	Dec 28 2018 06:39 PM	78756
480	Dec 28 2018 06:38 PM	78757
481	Dec 28 2018 06:37 PM	78757
482	Dec 28 2018 06:34 PM	78757
483	Dec 28 2018 06:31 PM	78757
484	Dec 28 2018 06:26 PM	78757
485	Dec 28 2018 06:23 PM	78757
486	Dec 28 2018 06:20 PM	78731
487	Dec 28 2018 06:14 PM	78752
488	Dec 28 2018 06:06 PM	78757
489	Dec 28 2018 06:01 PM	78702
490	Dec 28 2018 05:57 PM	78750
491	Dec 28 2018 05:54 PM	78705
492	Dec 28 2018 05:51 PM	78757
493	Dec 28 2018 05:47 PM	78757
494	Dec 28 2018 11:02 AM	78722
495	Dec 27 2018 06:08 PM	78757
496	Dec 27 2018 06:04 PM	78757

497	Dec 27 2018 06:00 PM	78756
498	Dec 27 2018 05:51 PM	78757
499	Dec 27 2018 05:40 PM	78757
500	Dec 27 2018 05:33 PM	78757
501	Dec 27 2018 05:29 PM	78757
502	Dec 27 2018 05:28 PM	78757
503	Dec 27 2018 05:26 PM	78751
504	Dec 27 2018 05:24 PM	78756
505	Dec 27 2018 05:15 PM	78757
506	Dec 27 2018 05:09 PM	78756
507	Dec 27 2018 05:05 PM	78731
508	Dec 27 2018 04:56 PM	78731
509	Dec 27 2018 04:50 PM	78757
510	Dec 27 2018 04:45 PM	78757
511	Dec 27 2018 04:39 PM	78759
512	Dec 27 2018 04:36 PM	78756
513	Dec 27 2018 04:18 PM	78731
514	Dec 27 2018 04:12 PM	78757
515	Dec 27 2018 04:06 PM	78756
516	Dec 27 2018 04:03 PM	78705
517	Dec 27 2018 03:59 PM	78702
518	Dec 27 2018 03:58 PM	78756
519	Dec 27 2018 03:57 PM	78723
520	Dec 27 2018 03:54 PM	78757
521	Dec 27 2018 03:52 PM	78756
522	Dec 27 2018 03:48 PM	78756
523	Dec 27 2018 03:41 PM	78757
524	Dec 27 2018 03:30 PM	78757
525	Dec 27 2018 03:26 PM	78759
526	Dec 27 2018 03:21 PM	78757
527	Dec 27 2018 03:19 PM	78757
528	Dec 27 2018 03:15 PM	78731
529	Dec 27 2018 02:31 PM	78757
530	Dec 27 2018 02:28 PM	78731
531	Dec 27 2018 02:24 PM	78757
532	Dec 27 2018 02:18 PM	78757
533	Dec 27 2018 02:12 PM	78757
534	Dec 27 2018 02:08 PM	78757
535	Dec 27 2018 07:59 AM	78745
536	Dec 27 2018 07:58 AM	78731
537	Dec 26 2018 08:33 PM	98115
538	Dec 26 2018 04:21 PM	78757



539	Dec 26 2018 03:09 PM	78757
540	Dec 26 2018 02:28 PM	78756
541	Dec 26 2018 12:27 PM	78723
542	Dec 24 2018 10:07 AM	78703
543	Dec 23 2018 10:22 PM	78703
544	Dec 22 2018 08:42 AM	78749
545	Dec 21 2018 10:04 PM	78704
546	Dec 21 2018 09:12 PM	78731
547	Dec 21 2018 07:45 PM	78757
548	Dec 21 2018 06:43 PM	78702
549	Dec 21 2018 11:42 AM	78731
550	Dec 21 2018 10:11 AM	78731
551	Dec 21 2018 09:04 AM	78701
552	Dec 21 2018 08:29 AM	78759
553	Dec 21 2018 07:57 AM	78759
554	Dec 21 2018 01:45 AM	78705
555	Dec 20 2018 07:45 PM	78756
556	Dec 20 2018 07:16 PM	78703
557	Dec 20 2018 11:09 AM	78702
558	Dec 20 2018 06:20 AM	78757
559	Dec 20 2018 03:40 AM	78757
560	Dec 19 2018 09:23 PM	78756
561	Dec 19 2018 08:15 PM	78757
562	Dec 19 2018 07:18 PM	78756
563	Dec 19 2018 07:03 PM	78757
564	Dec 19 2018 06:16 PM	78701
565	Dec 19 2018 06:01 PM	78757
566	Dec 19 2018 05:02 PM	78756
567	Dec 19 2018 02:35 PM	78731
568	Dec 19 2018 01:58 PM	78756
569	Dec 19 2018 11:24 AM	78757
570	Dec 19 2018 11:12 AM	78757
571	Dec 19 2018 10:31 AM	78749
572	Dec 19 2018 10:28 AM	78744
573	Dec 19 2018 08:27 AM	78757
574	Dec 19 2018 06:55 AM	78748
575	Dec 19 2018 06:47 AM	78703
576	Dec 18 2018 11:27 PM	78759
577	Dec 18 2018 06:44 PM	78757
578	Dec 18 2018 05:09 PM	78757
579	Dec 18 2018 05:02 PM	78757
580	Dec 18 2018 03:56 PM	78731

581	Dec 18 2018 02:42 PM	78757
582	Dec 18 2018 12:36 PM	78756
583	Dec 18 2018 11:49 AM	78756
584	Dec 18 2018 11:34 AM	78757
585	Dec 18 2018 11:18 AM	78757
586	Dec 18 2018 10:35 AM	78722
587	Dec 18 2018 10:27 AM	78752
588	Dec 18 2018 08:30 AM	78756
589	Dec 17 2018 06:12 PM	78757
590	Dec 17 2018 05:26 PM	78756
591	Dec 17 2018 04:31 PM	78757
592	Dec 17 2018 04:28 PM	78757
593	Dec 17 2018 04:24 PM	78756
594	Dec 17 2018 04:14 PM	78756
595	Dec 17 2018 03:34 PM	78756
596	Dec 17 2018 03:28 PM	78756
597	Dec 17 2018 03:18 PM	78756
598	Dec 17 2018 03:06 PM	78756
599	Dec 17 2018 02:54 PM	78756
600	Dec 17 2018 02:43 PM	78756
601	Dec 17 2018 02:37 PM	78756
602	Dec 17 2018 02:10 PM	78756
603	Dec 17 2018 02:09 PM	78750
604	Dec 17 2018 02:08 PM	78756
605	Dec 17 2018 01:17 PM	78704
606	Dec 17 2018 01:07 PM	78756
607	Dec 17 2018 10:45 AM	78723
608	Dec 17 2018 10:45 AM	78756
609	Dec 17 2018 09:53 AM	78757
610	Dec 17 2018 09:43 AM	78756
611	Dec 17 2018 08:44 AM	78757
612	Dec 17 2018 12:21 AM	78759
613	Dec 16 2018 10:20 PM	78757
614	Dec 16 2018 09:29 PM	78756
615	Dec 16 2018 09:19 PM	78756
616	Dec 16 2018 08:59 PM	78705
617	Dec 16 2018 08:21 PM	78757
618	Dec 16 2018 08:01 PM	78731
619	Dec 16 2018 07:58 PM	78756
620	Dec 16 2018 06:41 PM	78731
621	Dec 16 2018 06:28 PM	78756
622	Dec 16 2018 06:20 PM	78756

623	Dec 16 2018 04:46 PM	78756
624	Dec 16 2018 03:59 PM	78756
625	Dec 16 2018 03:16 PM	78757
626	Dec 16 2018 02:44 PM	78757
627	Dec 16 2018 01:13 PM	78757
628	Dec 16 2018 11:39 AM	78757
629	Dec 16 2018 11:05 AM	78756
630	Dec 16 2018 10:54 AM	78731
631	Dec 16 2018 10:40 AM	78756
632	Dec 16 2018 10:13 AM	78756
633	Dec 16 2018 09:41 AM	78757
634	Dec 16 2018 09:16 AM	78731
635	Dec 16 2018 08:27 AM	78757
636	Dec 16 2018 08:14 AM	78757
637	Dec 16 2018 06:54 AM	78721
638	Dec 16 2018 01:11 AM	78702
639	Dec 15 2018 10:45 PM	78757
640	Dec 15 2018 10:41 PM	78757
641	Dec 15 2018 10:18 PM	78729
642	Dec 15 2018 10:10 PM	78701
643	Dec 15 2018 09:57 PM	78757
644	Dec 15 2018 09:44 PM	78705
645	Dec 15 2018 09:28 PM	78722
646	Dec 15 2018 09:26 PM	78751
647	Dec 15 2018 08:35 PM	78757
648	Dec 15 2018 07:56 PM	78756
649	Dec 15 2018 06:59 PM	78756
650	Dec 15 2018 05:27 PM	78704
651	Dec 15 2018 04:54 PM	78705
652	Dec 15 2018 03:59 PM	78723
653	Dec 15 2018 02:53 PM	78705
654	Dec 15 2018 02:42 PM	78756
655	Dec 15 2018 02:09 PM	78757
656	Dec 15 2018 01:36 PM	78731
657	Dec 15 2018 01:33 PM	78756
658	Dec 15 2018 01:01 PM	78756
659	Dec 15 2018 12:14 PM	78756
660	Dec 15 2018 11:33 AM	78757
661	Dec 15 2018 11:24 AM	78756
662	Dec 15 2018 11:03 AM	78731
663	Dec 15 2018 11:00 AM	78756
664	Dec 15 2018 10:46 AM	78757

665	Dec 15 2018 10:31 AM	78756
666	Dec 15 2018 10:22 AM	78731
667	Dec 15 2018 10:12 AM	78757
668	Dec 15 2018 09:58 AM	78756
669	Dec 15 2018 09:47 AM	78757
670	Dec 15 2018 09:43 AM	78757
671	Dec 15 2018 09:27 AM	78757
672	Dec 15 2018 09:03 AM	78749
673	Dec 15 2018 08:43 AM	78757
674	Dec 15 2018 08:15 AM	78758
675	Dec 15 2018 07:12 AM	78703
676	Dec 15 2018 03:03 AM	78757
677	Dec 14 2018 11:23 PM	78703
678	Dec 14 2018 11:09 PM	78759
679	Dec 14 2018 10:04 PM	78705
680	Dec 14 2018 09:50 PM	78756
681	Dec 14 2018 09:20 PM	78757
682	Dec 14 2018 09:20 PM	78613
683	Dec 14 2018 09:06 PM	78759
684	Dec 14 2018 08:52 PM	78757
685	Dec 14 2018 08:33 PM	78747
686	Dec 14 2018 07:59 PM	78731
687	Dec 14 2018 07:45 PM	78757
688	Dec 14 2018 07:45 PM	78745
689	Dec 14 2018 07:24 PM	78757
690	Dec 14 2018 07:21 PM	78757
691	Dec 14 2018 06:47 PM	78757
692	Dec 14 2018 06:42 PM	78757
693	Dec 14 2018 06:11 PM	78746
694	Dec 14 2018 05:28 PM	78722
695	Dec 14 2018 05:10 PM	78756
696	Dec 14 2018 05:04 PM	78746
697	Dec 14 2018 05:01 PM	78757
698	Dec 14 2018 04:53 PM	78757
699	Dec 14 2018 04:27 PM	78757
700	Dec 14 2018 04:21 PM	78705
701	Dec 14 2018 04:15 PM	78756
702	Dec 14 2018 04:12 PM	78757
703	Dec 14 2018 04:10 PM	78757
704	Dec 14 2018 04:09 PM	78751
705	Dec 14 2018 04:08 PM	78757
706	Dec 14 2018 04:04 PM	78757

707	Dec 14 2018 03:59 PM	78756
708	Dec 14 2018 03:53 PM	78756
709	Dec 14 2018 03:33 PM	75787
710	Dec 14 2018 02:51 PM	78753
711	Dec 14 2018 02:50 PM	78723
712	Dec 14 2018 02:34 PM	78751
713	Dec 14 2018 01:58 PM	78731
714	Dec 14 2018 01:40 PM	78731
715	Dec 14 2018 01:37 PM	78704
716	Dec 14 2018 01:10 PM	78723
717	Dec 14 2018 01:03 PM	78756
718	Dec 14 2018 01:01 PM	78751
719	Dec 14 2018 12:52 PM	78757
720	Dec 14 2018 12:43 PM	78759
721	Dec 14 2018 12:28 PM	78717
722	Dec 14 2018 12:27 PM	78744
723	Dec 14 2018 12:27 PM	78731
724	Dec 14 2018 12:26 PM	78756
725	Dec 14 2018 12:18 PM	78745
726	Dec 14 2018 12:10 PM	78723
727	Dec 14 2018 11:50 AM	78731
728	Dec 14 2018 11:48 AM	78731
729	Dec 14 2018 11:31 AM	78759
730	Dec 14 2018 10:50 AM	78756
731	Dec 14 2018 10:37 AM	78756
732	Dec 14 2018 10:33 AM	78759
733	Dec 14 2018 10:32 AM	78756
734	Dec 14 2018 10:20 AM	78759
735	Dec 14 2018 10:15 AM	78704
736	Dec 14 2018 10:13 AM	78757
737	Dec 14 2018 10:10 AM	78758
738	Dec 14 2018 10:03 AM	78641
739	Dec 14 2018 10:00 AM	78705
740	Dec 14 2018 09:54 AM	78757
741	Dec 14 2018 09:26 AM	78757
742	Dec 14 2018 09:24 AM	78757
743	Dec 14 2018 09:20 AM	78731
744	Dec 14 2018 09:16 AM	78757
745	Dec 14 2018 09:10 AM	78756
746	Dec 14 2018 09:01 AM	78727
747	Dec 14 2018 08:54 AM	78758
748	Dec 14 2018 08:49 AM	78730

749	Dec 14 2018 08:49 AM	78756
750	Dec 14 2018 08:42 AM	78731
751	Dec 14 2018 08:29 AM	78756
752	Dec 14 2018 08:25 AM	78722
753	Dec 14 2018 08:21 AM	78729
754	Dec 14 2018 08:19 AM	78704
755	Dec 14 2018 08:15 AM	78757
756	Dec 14 2018 08:14 AM	78752
757	Dec 14 2018 08:10 AM	78723
758	Dec 14 2018 07:59 AM	78756
759	Dec 14 2018 07:50 AM	78756
760	Dec 14 2018 07:27 AM	78757
761	Dec 14 2018 07:22 AM	78757
762	Dec 14 2018 07:13 AM	78731
763	Dec 14 2018 06:25 AM	78757
764	Dec 14 2018 06:24 AM	78756
765	Dec 14 2018 05:18 AM	78722
766	Dec 14 2018 02:04 AM	78751
767	Dec 14 2018 01:41 AM	78756
768	Dec 14 2018 12:10 AM	78703
769	Dec 14 2018 12:01 AM	78751
770	Dec 13 2018 11:41 PM	78757
771	Dec 13 2018 11:32 PM	78757
772	Dec 13 2018 11:16 PM	78757
773	Dec 13 2018 11:03 PM	78756
774	Dec 13 2018 10:58 PM	78731
775	Dec 13 2018 10:54 PM	78793
776	Dec 13 2018 10:48 PM	78757
777	Dec 13 2018 10:27 PM	78757
778	Dec 13 2018 10:08 PM	78757
779	Dec 13 2018 10:07 PM	78739
780	Dec 13 2018 10:04 PM	78757
781	Dec 13 2018 09:56 PM	78757
782	Dec 13 2018 09:55 PM	78731
783	Dec 13 2018 09:55 PM	78757
784	Dec 13 2018 09:51 PM	78757
785	Dec 13 2018 09:50 PM	78703
786	Dec 13 2018 09:48 PM	78756
787	Dec 13 2018 09:41 PM	78757
788	Dec 13 2018 09:37 PM	78757
789	Dec 13 2018 09:31 PM	78757
790	Dec 13 2018 09:31 PM	78757

791	Dec 13 2018 09:27 PM	78757
792	Dec 13 2018 09:26 PM	78757
793	Dec 13 2018 09:24 PM	78757
794	Dec 13 2018 09:13 PM	78757
795	Dec 13 2018 09:05 PM	78756
796	Dec 13 2018 09:01 PM	78756
797	Dec 13 2018 08:44 PM	78757
798	Dec 13 2018 08:43 PM	78757
799	Dec 13 2018 08:35 PM	78756
800	Dec 13 2018 08:12 PM	78731
801	Dec 13 2018 08:05 PM	78729
802	Dec 13 2018 07:55 PM	78745
803	Dec 13 2018 07:23 PM	78757
804	Dec 13 2018 07:22 PM	78731
805	Dec 13 2018 07:22 PM	78727
806	Dec 13 2018 07:20 PM	78723
807	Dec 13 2018 07:15 PM	78757
808	Dec 13 2018 07:10 PM	78731
809	Dec 13 2018 07:04 PM	78723
810	Dec 13 2018 06:19 PM	78758
811	Dec 13 2018 06:10 PM	78757
812	Dec 13 2018 05:53 PM	78757
813	Dec 13 2018 05:45 PM	78704
814	Dec 13 2018 05:44 PM	78703
815	Dec 13 2018 05:12 PM	78751
816	Dec 13 2018 04:54 PM	78704
817	Dec 13 2018 04:50 PM	78757
818	Dec 13 2018 04:46 PM	78756
819	Dec 13 2018 04:37 PM	78757
820	Dec 13 2018 04:32 PM	78756
821	Dec 13 2018 04:27 PM	78757
822	Dec 13 2018 04:22 PM	78757
823	Dec 13 2018 04:19 PM	78705
824	Dec 13 2018 04:16 PM	78757
825	Dec 13 2018 04:14 PM	78751
826	Dec 13 2018 04:14 PM	78757
827	Dec 13 2018 04:12 PM	78704
828	Dec 13 2018 04:09 PM	78731
829	Dec 13 2018 04:00 PM	78731
830	Dec 13 2018 03:55 PM	78757
831	Dec 13 2018 03:54 PM	78756
832	Dec 13 2018 03:53 PM	78731

833	Dec 13 2018 03:45 PM	78704
834	Dec 13 2018 03:43 PM	78723
835	Dec 13 2018 03:42 PM	78756
836	Dec 13 2018 03:39 PM	78717
837	Dec 13 2018 03:36 PM	78756
838	Dec 13 2018 03:33 PM	78756
839	Dec 13 2018 03:31 PM	78746
840	Dec 13 2018 03:21 PM	78731
841	Dec 13 2018 03:18 PM	78633
842	Dec 13 2018 03:16 PM	78756
843	Dec 13 2018 03:16 PM	78756
844	Dec 13 2018 03:15 PM	78751
845	Dec 13 2018 03:09 PM	78702
846	Dec 13 2018 03:08 PM	78751
847	Dec 13 2018 03:05 PM	78722
848	Dec 13 2018 03:05 PM	78757
849	Dec 13 2018 03:01 PM	78757
850	Dec 13 2018 02:55 PM	78727
851	Dec 13 2018 02:55 PM	78723
852	Dec 13 2018 02:50 PM	78701
853	Dec 13 2018 02:42 PM	78752
854	Dec 13 2018 02:32 PM	78701
855	Dec 13 2018 02:31 PM	78756
856	Dec 13 2018 02:27 PM	78613
857	Dec 13 2018 02:23 PM	78757
858	Dec 13 2018 02:23 PM	78756
859	Dec 13 2018 02:13 PM	78731
860	Dec 13 2018 02:12 PM	78757
861	Dec 13 2018 01:59 PM	78704
862	Dec 13 2018 01:55 PM	78704
863	Dec 13 2018 01:51 PM	78756
864	Dec 13 2018 01:45 PM	78757
865	Dec 13 2018 01:42 PM	78756
866	Dec 13 2018 01:42 PM	78758
867	Dec 13 2018 01:42 PM	78756
868	Dec 13 2018 01:39 PM	78723
869	Dec 13 2018 01:34 PM	78757
870	Dec 13 2018 01:29 PM	78757
871	Dec 13 2018 01:23 PM	78704
872	Dec 13 2018 01:22 PM	78726
873	Dec 13 2018 01:22 PM	78704
874	Dec 13 2018 01:11 PM	78751



875	Dec 13 2018 01:10 PM	78751
876	Dec 13 2018 01:09 PM	78757
877	Dec 13 2018 01:08 PM	78756
878	Dec 13 2018 01:03 PM	78701
879	Dec 13 2018 01:03 PM	78757
880	Dec 13 2018 01:01 PM	78759
881	Dec 13 2018 01:00 PM	78756
882	Dec 13 2018 12:58 PM	78759
883	Dec 13 2018 12:56 PM	78757
884	Dec 13 2018 12:55 PM	78756
885	Dec 13 2018 12:54 PM	78703
886	Dec 13 2018 12:50 PM	78757
887	Dec 13 2018 12:47 PM	78757
888	Dec 13 2018 12:43 PM	78756
889	Dec 13 2018 12:42 PM	78758
890	Dec 13 2018 12:40 PM	78751
891	Dec 13 2018 12:37 PM	78722
892	Dec 13 2018 12:35 PM	78759
893	Dec 13 2018 12:34 PM	78704
894	Dec 13 2018 12:29 PM	78759
895	Dec 13 2018 12:27 PM	78704
896	Dec 13 2018 12:27 PM	78758
897	Dec 13 2018 12:27 PM	78731
898	Dec 13 2018 12:25 PM	78703
899	Dec 13 2018 12:24 PM	78703
900	Dec 13 2018 12:23 PM	78705
901	Dec 13 2018 12:22 PM	78757
902	Dec 13 2018 12:22 PM	78758
903	Dec 13 2018 12:18 PM	78752
904	Dec 13 2018 12:16 PM	78731
905	Dec 13 2018 12:16 PM	78704
906	Dec 13 2018 12:15 PM	78731
907	Dec 13 2018 12:14 PM	78751
908	Dec 13 2018 12:12 PM	78703
909	Dec 13 2018 12:09 PM	78751
910	Dec 13 2018 12:08 PM	78757
911	Dec 13 2018 12:06 PM	78756
912	Dec 13 2018 12:05 PM	78731
913	Dec 13 2018 12:03 PM	78757
914	Dec 13 2018 12:01 PM	78756
915	Dec 13 2018 11:57 AM	78757
916	Dec 13 2018 11:56 AM	78756

917	Dec 13 2018 11:54 AM	78731
918	Dec 13 2018 11:51 AM	78731
919	Dec 13 2018 11:49 AM	78752
920	Dec 13 2018 11:49 AM	78750
921	Dec 13 2018 11:47 AM	78703
922	Dec 13 2018 11:46 AM	78757
923	Dec 13 2018 11:45 AM	78727
924	Dec 13 2018 11:43 AM	78626
925	Dec 13 2018 11:43 AM	78731
926	Dec 13 2018 11:41 AM	78757
927	Dec 13 2018 11:41 AM	78745
928	Dec 13 2018 11:41 AM	78759
929	Dec 13 2018 11:41 AM	75401
930	Dec 13 2018 11:40 AM	78729
931	Dec 13 2018 11:35 AM	78756
932	Dec 13 2018 11:34 AM	78757
933	Dec 13 2018 11:34 AM	78758
934	Dec 13 2018 11:33 AM	78752
935	Dec 13 2018 11:33 AM	78756
936	Dec 13 2018 11:31 AM	78757
937	Dec 13 2018 11:31 AM	78756
938	Dec 13 2018 11:30 AM	78757
939	Dec 13 2018 11:30 AM	78704
940	Dec 13 2018 11:29 AM	78727
941	Dec 13 2018 11:28 AM	78702
942	Dec 13 2018 11:16 AM	78757
943	Dec 13 2018 11:11 AM	78731
944	Dec 13 2018 11:05 AM	78757
945	Dec 13 2018 10:55 AM	78757
946	Dec 13 2018 10:48 AM	78757
947	Dec 13 2018 10:46 AM	78757
948	Dec 13 2018 10:37 AM	78757
949	Dec 13 2018 10:37 AM	78731
950	Dec 13 2018 10:29 AM	78745
951	Dec 13 2018 10:25 AM	78757
952	Dec 13 2018 10:23 AM	78756
953	Dec 13 2018 10:15 AM	78752
954	Dec 13 2018 10:12 AM	78731
955	Dec 13 2018 10:07 AM	78756
956	Dec 13 2018 10:07 AM	78756
957	Dec 13 2018 10:06 AM	78722
958	Dec 13 2018 10:04 AM	78757

959	Dec 13 2018 10:03 AM	78703
960	Dec 13 2018 10:01 AM	78757
961	Dec 13 2018 09:59 AM	78757
962	Dec 13 2018 09:58 AM	78756
963	Dec 13 2018 09:45 AM	78756
964	Dec 13 2018 09:43 AM	78757
965	Dec 13 2018 09:42 AM	78757
966	Dec 13 2018 09:42 AM	78757
967	Dec 13 2018 09:41 AM	78751
968	Dec 13 2018 09:38 AM	78757
969	Dec 13 2018 09:37 AM	78757
970	Dec 13 2018 09:35 AM	78757
971	Dec 13 2018 09:19 AM	78756
972	Dec 13 2018 08:50 AM	78756
973	Dec 13 2018 08:33 AM	78756
974	Dec 13 2018 08:30 AM	78705
975	Dec 13 2018 08:29 AM	78756
976	Dec 13 2018 07:51 AM	78731
977	Dec 13 2018 07:44 AM	78756
978	Dec 13 2018 07:18 AM	78756
979	Dec 13 2018 06:56 AM	78756
980	Dec 13 2018 06:49 AM	78756
981	Dec 13 2018 05:11 AM	78757
982	Dec 12 2018 11:53 PM	78757
983	Dec 12 2018 11:27 PM	78731
984	Dec 12 2018 10:52 PM	78758
985	Dec 12 2018 10:51 PM	78731
986	Dec 12 2018 10:43 PM	78757
987	Dec 12 2018 10:28 PM	78701
988	Dec 12 2018 09:55 PM	78726
989	Dec 12 2018 09:40 PM	78705
990	Dec 12 2018 07:32 PM	78757
991	Dec 12 2018 07:18 PM	78702
992	Dec 12 2018 07:14 PM	78756
993	Dec 12 2018 07:13 PM	78757
994	Dec 12 2018 07:12 PM	78757
995	Dec 12 2018 07:11 PM	78757
996	Dec 12 2018 07:09 PM	78756
997	Dec 12 2018 07:06 PM	78751
998	Dec 12 2018 07:01 PM	78731
999	Dec 12 2018 06:59 PM	78757
1000	Dec 12 2018 06:59 PM	78751

1001	Dec 12 2018 06:57 PM	78757
1002	Dec 12 2018 06:54 PM	78757
1003	Dec 12 2018 06:53 PM	78757
1004	Dec 12 2018 06:50 PM	78757
1005	Dec 12 2018 06:40 PM	78703
1006	Dec 12 2018 06:35 PM	78757
1007	Dec 12 2018 06:34 PM	78751
1008	Dec 12 2018 06:33 PM	78757
1009	Dec 12 2018 06:32 PM	78757
1010	Dec 12 2018 06:27 PM	78757
1011	Dec 12 2018 06:26 PM	78756
1012	Dec 12 2018 06:24 PM	78756
1013	Dec 12 2018 06:24 PM	78759
1014	Dec 12 2018 06:23 PM	78756
1015	Dec 12 2018 06:22 PM	78757
1016	Dec 12 2018 06:20 PM	78757
1017	Dec 12 2018 06:18 PM	78756
1018	Dec 12 2018 06:14 PM	78757
1019	Dec 12 2018 06:07 PM	78757
1020	Dec 12 2018 06:05 PM	78756
1021	Dec 12 2018 06:05 PM	78756
1022	Dec 12 2018 06:03 PM	78757
1023	Dec 12 2018 05:59 PM	78757
1024	Dec 12 2018 05:58 PM	78756
1025	Dec 12 2018 05:57 PM	78705
1026	Dec 12 2018 05:57 PM	78756
1027	Dec 12 2018 05:53 PM	78757
1028	Dec 12 2018 05:50 PM	78757
1029	Dec 12 2018 05:50 PM	78757
1030	Dec 12 2018 05:49 PM	78757
1031	Dec 12 2018 05:48 PM	78731
1032	Dec 12 2018 05:48 PM	78757
1033	Dec 12 2018 05:43 PM	78752
1034	Dec 12 2018 05:41 PM	78717
1035	Dec 12 2018 05:36 PM	78756
1036	Dec 12 2018 05:16 PM	78751
1037	Dec 12 2018 05:10 PM	78757
1038	Dec 12 2018 04:49 PM	78703
1039	Dec 12 2018 04:33 PM	78757

# Shoal Creek Boulevard Online Map Comments

---

[View the online map of comments \(now closed\).](#)

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
All of these parts of the Shoal Creek Trail feel dangerous and I cannot ride here with my four year old kid. Please install a protected bike lane for this entire area.	12/12/2018 17:35	0	165921			30.3209	-97.7376	30.34372311	-97.74482635
Crossing here is always scary. Please install a protected bike intersection and substantial pedestrian improvements here.	12/12/2018 17:36	3	165922			30.3209	-97.7376	30.36104781	-97.74085745
Please install as many units of housing and retail and jobs and office and schools here as possible. I wish my family had affordable options to live along Shoal Creek trail, but we have to rent about 15 blocks away. Mixed-income bike-oriented development allowing a much greater density of people to live all along Shoal Creek Trail is the only equitable, sustainable option.	12/12/2018 17:40	1	165927			30.3209	-97.7376	30.31725051	-97.75202307
Very dangerous intersection for Peds and Cyclists.	12/12/2018 23:29	2	166039			0	0	30.31754124	-97.74614258
Continuing the protected bike lanes on Hancock from Bull Creek Road to SCB would be great	12/12/2018 23:32	2	166040			0	0	30.32559813	-97.74498218
Seriously dangerous intersection. The bike lanes disappear forcing cyclists into traffic without much warning. Cyclists need a better way to cross northland/2222 especially going north.	12/12/2018 23:33	2	166041			0	0	30.33458834	-97.7491017
Need crosswalk with warning lights for ped/cyclist traffic coming from Great Northern to cross over SCB to the new bike connector into NW District Park	12/12/2018 23:36	1	166045			0	0	30.349406	-97.7443681
Foster to Greenway Pkw is narrower than the rest of SCB. It is more dense residential then other parts of SCB This are has blind curves, shallower lots, narrower bike lanes and narrower car lanes in places.	12/12/2018 23:44	1	166046			0	0	30.35473872	-97.74063447

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Not safe for pedestrians and cyclists here. I know people are arguing the current road iteration should remain, but I disagree. Something needs to change. A hybrid beacon or a way to MAKE CARS STOP.	12/13/2018 0:19	1	166049			30.4254	-97.7195	30.31747178	-97.74606212
This intersection needs to be slowed down, with better visibility and safety for pedestrians. Feels like a highway right now.	12/13/2018 0:22	1	166050			30.4254	-97.7195	30.33461635	-97.7491179
Anderson is just crazy. Need safety for pedestrians here!!	12/13/2018 0:24	2	166051			30.4254	-97.7195	30.36099226	-97.74087355
This section of Shoal Creek is so ugly. I really could see this as a place with beautiful apartment homes and mixed use development to support a better walking and living environment. The revenue from additional development could be used to perhaps fund Shoal Creek Park/Trail or land acquisition in this section near the creek.	12/13/2018 0:25	0	166052			30.4254	-97.7195	30.36371196	-97.73976481
People drive very quickly down this stretch of the road, probably 45-50. It makes turning left very dangerous since the road curves so much here.	12/13/2018 9:33	0	166097			29.7044	-98.0742	30.31031265	-97.74850058
Sometimes I try to cross 45th here instead since I can see the light at Burnet a little better. Makes me feel like I might die less.									
Traffic calming on 45th is long overdue.	12/13/2018 11:46	1	166165			30.176	-97.7373	30.31587978	-97.74266752
Cars are highly dangerous and unpredictable here. The speed limit is not followed or enforced and it's too high, anyway.	12/13/2018 11:49	1	166167			30.176	-97.7373	30.33472115	-97.74891931

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
I often take Shoal Creek to get from North Loop area to my folks place just West of Mopac. It's incredibly jarring to leave Shoal Creek and be faced with the horrendous, fast car traffic crossing Mopac. The bike lane disappears right as you go over the bridge, and the cars are ruthless. I hate this crossing and I am scared of it.	12/13/2018 11:51	0	166170			30.176	-97.7373	30.36137671	-97.74400065
The stretch of road from Lamar to Shoal Creek Blvd (going both directions) is quite scary!	12/13/2018 12:28	2	166197			0	0	30.30634631	-97.74568187
please make crossing safe for crossing i.e. blinking yellow light with signs to slow down	12/13/2018 12:29	0	166200			30.2638	-97.7166	30.3343571	-97.74930057
please make crossing safe for crossing i.e. blinking yellow light with signs to slow down	12/13/2018 12:30	1	166202			30.2638	-97.7166	30.31741714	-97.74586363
please make crossing safe for crossing i.e. blinking yellow light with signs to slow down	12/13/2018 12:31	1	166205			30.2638	-97.7166	30.3663846	-97.73872322
From Anderson to 183 there is a lot of traffic and it makes me really nervous to bike there without a physical barrier.	12/13/2018 12:35	0	166207			30.2896	-97.7396	30.3758698	-97.73282437
from Anderson to 38th street parked cars often make me merge into traffic frequently during a single ride. also there is nothing to protect the riders.	12/13/2018 12:36	0	166208			30.2896	-97.7396	30.33391152	-97.7442604
This is my daily commute, which I've considered taking by bike but am hesitant to do because of my personal safety. If there were a safe and protected bike lane, I would be one fewer daily driver. Connect this residential area to their employers via safe bike trail!	12/13/2018 12:39	1	166211			30.2907	-97.7648	30.32060291	-97.74464822



Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Frequent congestion, cars rarely yield appropriately to one another or pedestrians. Improvements to traffic control and pedestrian walkways are very necessary.	12/13/2018 12:53	3	166213			30.2907	-97.7648	30.31741262	-97.74597812
Light never changes for cyclists. It is also very quick and doesn't leave a large amount of time to cross.	12/13/2018 13:00	1	166214			30.2058	-97.8002	30.36634758	-97.73848719
The stretch from Anderson to Steck feels like a place to drag race. People drive way too fast here. Narrow the lanes and install protected bicycle facilities. I avoid it on my bike and go through the neighborhood instead since it is so unsafe with my baby on the bike.	12/13/2018 13:03	1	166215			37.7957	-122.421	30.36412588	-97.73953861
Would be nice to have this whole path through the park paved for easier biking. Right now it turns into gravel between the parking lot and the pedestrian bridge.	12/13/2018 13:23	1	166222			30.2678	-97.7426	30.34773109	-97.74471184
Add a chicane here for auto traffic to force cars to slow down.	12/13/2018 13:41	0	166233			30.2058	-97.8002	30.33529035	-97.74873905
Add a chicane here for auto traffic to force cars to slow down.	12/13/2018 13:42	1	166234			30.2058	-97.8002	30.36046816	-97.74099819
Add a chicane here for auto traffic to force cars to slow down.	12/13/2018 13:42	1	166235			30.2058	-97.8002	30.32603961	-97.74504444
Trying to cross Hancock on the southbound side by foot with a stroller is awkwardâ€” as you have to watch for turning traffic to get onto the little island and then cross.	12/13/2018 13:48	1	166236			0	0	30.32579018	-97.74504593
This interesection needs a light during the day to control traffic flow. The mid to late afternoon can be especially dangerous when people fail to yield properly. It is only going to be worse with the new development that is planned.	12/13/2018 13:53	1	166237			30.3437	-97.7316	30.31742779	-97.74606346

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Traffic around this corner can be fast which is a problem for the crosswalk that leads to Gullett. In general the road has many curves and pedestrians, and too many cars drive faster than they should through this area.	12/13/2018 13:56	1	166239			30.3437	-97.7316	30.34598648	-97.74512177
Kids from Rosedale try to cross the street here to get to Bryker Woods Elem School. Parents have to jump in the road to stop traffic. Would recommend a safer crossing point b/t 38th St. and 41st St. 39 1/2 St seems to have the best sight distance but is still challenging.	12/13/2018 13:58	2	166241			30.2058	-97.8002	30.31018766	-97.74849717
Would recommend a protected walk phase for peds crossing Shoal Creek. Currently the walk sign overlaps with left turns from 38th St.. As a driver I am focused on looking for gaps ahead, not looking for peds/bikes	12/13/2018 14:00	2	166242			30.2058	-97.8002	30.30712092	-97.74754397
Parking must be removed from Shoal Creek Blvd from 381/2-183 in order to have protected bike lanes (not parking lanes). Safety of all citizens is far more important than subsidized parking spaces.	12/13/2018 14:32	4	166269			30.3085	-97.6849	30.33701231	-97.74777328
Do something about this intersection. In addition to being dangerous for peds, the traffic at this intersection causes cars to cut through the neighborhood streets.	12/13/2018 14:40	2	166275			30.2268	-98.1029	30.31737728	-97.74591911
Vehicles turning R. onto W. Anderson Ln. at this point often pay no attention to bikes crossing the intersection heading S. to the other side of Anderson Ln. When the light turns green, cars often feel they have the right-of-way regardless of who is in the crosswalk in front of them.	12/13/2018 14:47	2	166283			30.3764	-97.7078	30.3611174	-97.74086474

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
This intersection needs more visible bike lanes for the SBR - cars inch out and it is difficult to have a safe spot to wait for the light to turn green.	12/13/2018 15:59	0	166504			30.2713	-97.7426	30.33457931	-97.74924665
Generally, there are locations along Shoal Creek where the bike lanes pavement is very poor, so road bikes are forced to ride in the regular lanes.	12/13/2018 16:00	2	166508			30.2713	-97.7426	30.31296863	-97.74791138
Increased signage on the shoal creek trail beginning here would be great. And easy, accessible paths to get to it.	12/13/2018 16:01	1	166510			30.2713	-97.7426	30.30721597	-97.74792434
The sidewalk on 45th at Shoal Creek is poorly maintained. The bamboo from the adjacent property is overgrown and hangs low over the sidewalk, and leaves, dirt, and other debris pile up behind the guard rail and haven't been cleared in years. It's slippery and challenging for pedestrians to navigate. Just adds to all the other challenges for pedestrians on 45th.	12/13/2018 18:20	1	166660			32.7787	-96.8217	30.31748697	-97.74623141
This intersection is tough to navigate and no one ever expects cars that are turning to or from Woodview.	12/13/2018 18:36	2	166665			32.7787	-96.8217	30.32498829	-97.74396163

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Ban all on street parking along SCB from 183 to 38th. The people who live here have ample parking on their own property and should not be allowed to socialize cost of car ownership on the rest of us. If they need more parking, they can turn their front yards into parking lots. No one should be allowed to store private property on a public road that should be there to move people. And if they insist on leaving their private cars (undocked motor vehicles) on the public road they should be required to leave keys in the ignition so the public can use the resource left on their road.	12/13/2018 20:27	1	166699			0	0	30.37559968	-97.73294901
The current 2222\SCB interchange is a dangerous mess. Firstly, there is no dedicated bike lane, so we have to wait behind a lot of cars, and the CAB green light isn't long enough. Secondly, there are way too many aggressive drivers.	12/13/2018 22:09	2	166721			30.3223	-97.739	30.3332181	-97.74975706
The Shoal Creek \ 38TH st intersection is currently flawed. When you walk across 38TH at the East Crosswalk, people also turn left, and you get no time	12/13/2018 22:12	1	166723			30.3223	-97.739	30.30847682	-97.74928986
Design speed on 45th is way too high for an urban street passing through a residential area. Intersection is very dangerous. Suggestions: reducing turn radius for autos, creating "Dutch intersection," raising crosswalks, adding bulbouts for pedestrian crossing, adding signal. Obviously reducing the design speed and posted limit for 45th is critical too.	12/14/2018 10:43	0	166835			30.2414	-97.7687	30.31737519	-97.74591636

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
This design encourages people using cars to disregard the yield signs and drive well over the 25 mph posted limit. A "Nightwings Plaza"-style parklet would serve the neighborhood far better and help make car users more aware of pedestrian activity.	12/14/2018 10:51	0	166846			30.2414	-97.7687	30.32058405	-97.74410353
On-street parking here and elsewhere make the street far too comfortable for speeders. When street parking is unused, the width of the pavement is nearly 40 feet. Car users travel way too fast when they have 40 feet. If the parking can't be removed, maybe add intersection bulb outs or mid-block planters to reduce effective width.	12/14/2018 10:59	3	166865			30.2414	-97.7687	30.32260223	-97.74472579
Another intersection with a design to encourage car users to take the corner dangerously fast. The right turn lane could be closed and the island turned into a resting spot for pedestrians. Great for people with strollers too. Turn radii here are too generous for a residential area.	12/14/2018 11:03	1	166872			30.2414	-97.7687	30.32577629	-97.74510762
Another dangerous island encouraging car users to turn too fast. Missing sidewalk here too. Design speed of cross street completely inappropriate for residential setting. Cross street's width is over 60 ft, which is ridiculous. Bulb outs?	12/14/2018 11:12	0	166889			30.2414	-97.7687	30.33476745	-97.74902124
Curvy road warrants lower speeds b/c of limited sight distance, but super-wide effective width encourages speeding. Intersection turn radii along here too (N. Park, Twin Oaks, and especially Cavileer) all allow for unsafe turning speeds.	12/14/2018 11:16	1	166896			30.2414	-97.7687	30.34399303	-97.74589921

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
I like the clearly marked pedestrian crossings here. Could use corner islands a la Dutch intersections.	12/14/2018 11:19	0	166902			30.2414	-97.7687	30.35132821	-97.7418309
This stop sign has impatient cars who do not want to wait for bikes to cross north-south.	12/14/2018 11:20	1	166907			0	0	30.35880179	-97.74112694
This intersection is insane. I'm surprised more people haven't died here.	12/14/2018 11:22	1	166911			30.2414	-97.7687	30.36142521	-97.7411182
Lengthy curb cuts for parking lots along here give car users another chance to kill the pedestrians and cyclists who have braved Anderson Ln and survived.	12/14/2018 11:22	3	166912			30.2414	-97.7687	30.36133958	-97.74076549
Easier, wider path to get onto Shoal Creek path, and wider paths once on Shoal Creek to allow bidirectional traffic.	12/14/2018 11:23	1	166913			0	0	30.30712335	-97.74778487
Pedestrian crossing distance here is super long. Lots of speeding car users here.	12/14/2018 11:25	0	166916			30.2414	-97.7687	30.36637072	-97.73858241
This whole stretch from Anderson to the freeway is high speed and high volume motor vehicle traffic. It feels very hostile and dangerous to people using bikes or on foot.	12/14/2018 11:28	2	166918			30.2414	-97.7687	30.37548638	-97.73314024
Here and at every major intersection along Shoal Creek: please eliminate right turn on red. People using cars are looking for other people using cars, not watching for peds/bikes.	12/14/2018 11:31	2	166919			30.2414	-97.7687	30.30740238	-97.74772586
This turn lane encourages motorists to speed as they turn onto Shoal Creek. Dangerous for pedestrians and cyclists.	12/14/2018 11:31	2	166921			30.2414	-97.7687	30.30714766	-97.74736108
This area would benefit from a Bluebonnet-style treatment, with lots of stop signs, pedestrian crossings, and protected bike lanes (safe routes to schools!).	12/14/2018 11:33	2	166924			30.2414	-97.7687	30.31021689	-97.74849616

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Dangerous intersection. Drivers do not know how to effectively navigate a 4 way stop sign with 2 lanes going in 3 directions. Can be dangerous for peds and cyclists. I have seen many near-accidents here.	12/14/2018 11:36	2	166933			32.7939	-96.8319	30.31748311	-97.74612968
There is no safe place for pedestrians to cross 45th between Burnet and 45th st. If a ped wants to cross at SCB they must walk on private property between Shoalwood and SCB to get to the corner of SCB and 45th. Consider adding a crosswalk between SCB and Burnet somewhere, or at least add sidewalks to both sides of 45th street between Shoalwood and 45th street so that peds can walk to corner of 45th & SCB to cross over safely.	12/14/2018 11:41	2	166943			32.7939	-96.8319	30.31732174	-97.74479497
Is there enough space to add buffered bike lanes on the stretch between Steck and Anderson?	12/14/2018 13:44	1	167051			30.2961	-97.7369	30.36487571	-97.73924357
This intersection is very dangerous for northbound cyclists and is a big part of why so few children south of 2222 commute to Lamar by bike. Cyclists have to struggle to build speed going uphill from a dead stop at the light while drivers get impatient and gun it to get around the cyclists and beat the light. On the other side of the intersection, drivers turning right onto NB Shoal Creek do not reliably look for or yield to cyclists coming thru the intersection in the bike lane.	12/14/2018 14:49	1	167099			32.7787	-96.8217	30.3345122	-97.74909404
This is already a dangerous intersection for cyclists going southbound. If the cycling lanes become north and southbound on the west side of SCB, it will significantly increase the danger for cyclists.	12/14/2018 16:57	2	167149			30.2907	-97.7648	30.31869615	-97.7453643

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
I agree with all the points saying this is a dangerous intersection with vehicles traveling too fast. The agree check box is not working however.	12/14/2018 17:15	0	167150			30.2896	-97.7396	30.33460772	-97.749154
The road needs repair in this section south of 2222	12/14/2018 17:17	2	167151			30.2896	-97.7396	30.33321977	-97.74867342
People speed through these curves as if it were a sinuous race course	12/14/2018 17:22	2	167154			30.2896	-97.7396	30.3444279	-97.74558149
A dual bike lane on the W. side of SCB would be a dangerous for bikers. The volume of bikers in packs, sometimes 30 + riders, would have to squeeze together single file while passing 30 + bikers going in the opposite direction. What will happen is if the lanes are built, the biker packs wont use them and be in the street. No problems will be solved. Keep SBC as it is. No dual bike lane on the West side of the street.	12/14/2018 17:27	8	167156			30.2428	-97.7658	30.34700741	-97.74573045
SCB has 9 blind curves from Foster to White Rock and therefore will be dangerous for dual bike lanes on the W. side of Shoal Creek Blvd.	12/14/2018 17:29	2	167157			30.2428	-97.7658	30.34841877	-97.74211193
Why not run the bike lanes down Great North Blvd. till White Rock? That way you avoid the 9 blind curves in SCB from Foster to White Rock. Much saver!	12/14/2018 17:32	5	167158			30.2428	-97.7658	30.35856109	-97.74094455
Please plant bald cypresses along Shoal Creek on both sides of the creek near the water to help control soil erosion.	12/14/2018 17:43	0	167162			30.4521	-97.7688	30.35905574	-97.74032409
Please plant bald cypresses along the creek near the water. It would help to prevent soil erosion.	12/14/2018 17:45	1	167163			30.4521	-97.7688	30.35828478	-97.73944593
Please make side walks continuous between Foster Lane and West Anderson Lane along Shoal Creek.	12/14/2018 17:46	3	167164			30.4521	-97.7688	30.3588333	-97.74050809



Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Please add a pedestrian bridge connecting the sidewalk to the parking lot of Hopdoddy Burger Bar	12/14/2018 17:48	0	167168			30.4521	-97.7688	30.35785857	-97.73385142
Shoal Creek Blvd is pretty uncomfortable for bikers and walkers even though it is an important connector through these neighborhoods. Please make this street safer for folks to get around by providing comfortable protected paths.	12/14/2018 23:07	6	167319			30.2896	-97.7396	30.3390614	-97.74704712
It would cost 1% of the Shoal Creek project to put sidewalks on Great Northern, that would DEFINITELY save lives, over time. That means, likely, the city is skipping 99 other programs that would save lives, for this one, that saves none. The city's de facto "placemaking", donating Great Northern to dozens of Austin's most inconsiderate bicyclists, makes ZERO sense, on a street you don't want sidewalks on. Here's a SMART idea, instead of yours. Put sidewalks in GNB for 1% of the cost, give taxpayers back the rest. Make a commitment to remove the sharrows, from GNB, before ASTONISHINGLY selfish cyclists divert enough traffic to cause the second fatality to the children that play on the streets you tripled fleeing drivers to. You are correct that it might take a few years for the first fatality caused by city incompetence. PLEASE keep it at ONE DEAD CHILD TOTAL. Is that too much to ask?	12/15/2018 0:48	2	167348			30.3471	-97.7609	30.35220532	-97.74734184

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
One local bicyclist made clear on Nextdoor, that he'll ride where he pleases no matter what the city does. We have a problem with cyclists on Great Northern Blvd, using the sharrows, to feel special and block traffic, even though there's a double wide bike lane. THIS IS RELEVANT. THEY'LL DO IT TO YOU, TOO!!! Less than 75% of GNB traffic goes all the way to the end. The rest cuts through the neighborhood, where YOUR children play (at high speed). Laura Dierenfield told me that two fatalities might not make the city change course. She said the neighborhood Association wanted people to share. Laura DiCarlo, safety volunteer for the Allandale Neighborhood Association, agrees that the city created a dangerous traffic diversion. The problem she reported FROM THE BEGINNING, was dangerous CYCLISTS, not drivers. The city wants to transplant those inconsiderate people who WON'T SHARE, to Shoal Creek Blvd. If you think bicyclists aren't selfish in Austin, come see how many block traffic on GNB, unnecessarily. Read the comments on Nextdoor, where one cyclist said there is "no reason" not to block traffic, ever!	12/15/2018 1:07	2	167349			30.3471	-97.7609	30.34760441	-97.74601541
We are willing to give up some of our front yard to allow for a wider street to make protected bike lanes.	12/15/2018 8:47	2	167369			30.3223	-97.739	30.32420557	-97.74480913
I live on this block of Shoal Creek and only allowing parking on one side of the street is perfectly fine.	12/15/2018 8:48	3	167371			30.3223	-97.739	30.32402035	-97.74485205

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
It is often difficult to make a left turn on a bike from NB Shoal Creek onto Steck because of heavy automobile traffic and the need to cut across several lanes from the bike lane to the turn lane.	12/15/2018 12:16	1	167462			30.3544	-97.7344	30.3662201	-97.73865885
There is a series of potholes and manhole covers in the NB bike lane between Anderson and Steck. These can be dangerous on a bike if you don't see them coming and aren't prepared for the bump.	12/15/2018 12:20	2	167465			30.3544	-97.7344	30.36238098	-97.74020223
The bike lane disappears for a short while on SB Shoal Creek south of Anderson. This always feels like a conflict point between cars and cyclists--who has the right of way when two lanes (one bike and one car) become one?	12/15/2018 12:22	2	167470			30.3544	-97.7344	30.36089863	-97.74096332
It is difficult to make a left turn from SB Shoal Creek on to Foster when on a bike because of high automobile traffic and the need to cut across two car lanes.	12/15/2018 12:23	0	167471			30.3544	-97.7344	30.35913529	-97.74070851
Sometimes the light will not detect cyclists waiting to cross 2222. It is challenging to bike onto the sidewalk to press the pedestrian crossing button.	12/15/2018 12:25	1	167474			30.3544	-97.7344	30.33444481	-97.74909902
Often the light will not detect cyclists when crossing Steck. It is difficult to bike onto the sidewalk to press the pedestrian crossing button.	12/15/2018 12:26	1	167475			30.3544	-97.7344	30.36629666	-97.73855827
The connection under 38th street is dark, narrow, and has a blind corner. This can be a conflict point between cyclists and pedestrians or between cyclists going in opposite directions.	12/15/2018 12:28	1	167477			30.3544	-97.7344	30.30786192	-97.74790606
The trail is poorly marked, confusing, and overly rugged for cyclists in the stretch between 38th and 34th.	12/15/2018 12:29	2	167479			30.3544	-97.7344	30.3064704	-97.74740346

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
When cars are parked in the Shoal Creek bicycle lane it forces cyclists to weave in and out of the automobile lane. This feels dangerous as it introduces a conflict point between cars and cyclists.	12/15/2018 12:32	6	167487			30.3544	-97.7344	30.33087281	-97.7459611
My humble opinion: Do not allow bike riders from all over town and even other nearby towns commuting into Austin determine the use and configuration of Our Allandale streets especially Shoal Creek Blvd. If bike riders don't appreciate the Allandale streets as is, then go ride races and endurance rides Elsewhere. From the disorganized City of Austin meet & not even greet at Gullett school - the maps and statistics showed either One or possibly No bicycle accidents for entire Shoal Creek Blvd. Is this justification to spend millions of our tax dollars to reconfigure SCB only to have the reconfigurations Again torn out six months later because the true Allandale residents protest so loudly. City of Austin only needs to leave Allandale and SCB alone, no reconfigurations. Repave and strip as is. Possibly add a traffic light at 45th. And Require and enforce traffic laws on bike riders - stop signs & lights really mean STOP. Curbs and turtles are only a hazard to bike riders, walkers and autos. All road debris are naturally moved toward the road sides which means bike lanes littered with glass rocks sand you name it AND the city street sweepers can Not clean the bike lanes..... The supposed Allandale SCB representatives You are speaking with do Not represent Allandale.... <b>[email address redacted]</b>	12/15/2018 12:40	0	167494			30.3437	-97.7316	30.32967008	-97.7455302

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
<p>My humble opinion: Do not allow bike riders from all over town and even other nearby towns commuting into Austin determine the use and configuration of Our Allandale streets especially Shoal Creek Blvd. If bike riders donâ€™t appreciate the Allandale streets as is, then go ride races and endurance rides Elsewhere. From the disorganized City of Austin meet &amp; not even greet at Gullett school - the maps and statistics showed either One or possibly No bicycle accidents for entire Shoal Creek Blvd. Is this justification to spend millions of our tax dollars to reconfigure SCB only to have the reconfigurations Again torn out six months later because the true Allandale residents protest so loudly. City of Austin only needs to leave Allandale and SCB alone, no reconfigurations. Repave and strip as is. Possibly add a traffic light at 45th. And Require and enforce traffic laws on bike riders - stop signs &amp; lights really mean STOP. Curbs and turtles are only a hazard to bike riders, walkers and autos. All road debris are naturally moved toward the road sides which means bike lanes littered with glass rocks sand you name it AND the city street sweepers can Not clean the bike lanes..... The representatives You are speaking with do Not represent Allandale.... [email address redacted]</p>	12/15/2018 12:43	0	167498			30.3437	-97.7316	30.32653888	-97.74513071

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
My humble opinion: Do not allow bike riders from all over town and even other nearby towns commuting into Austin determine the use and configuration of Our Allandale streets especially Shoal Creek Blvd. If bike riders don't appreciate the Allandale streets as is, then go ride races and endurance rides Elsewhere. From the disorganized City of Austin meet & not even greet at Gullett school - the maps and statistics showed either One or possibly No bicycle accidents for entire Shoal Creek Blvd. Is this justification to spend millions of our tax dollars to reconfigure SCB only to have the reconfigurations Again torn out six months later because the true Allandale residents protest so loudly. City of Austin only needs to leave Allandale and SCB alone, no reconfigurations. Repave and strip as is. Possibly add a traffic light at 45th. And Require and enforce traffic laws on bike riders - stop signs & lights really mean STOP. Curbs and turtles are only a hazard to bike riders, walkers and autos. All road debris are naturally moved toward the road sides which means bike lanes littered with glass rocks sand you name it AND the city street sweepers can Not clean the bike lanes..... [email address redacted]	12/15/2018 12:48	0	167503			30.3437	-97.7316	30.3432898	-97.74575306
Need sidewalks on both sides of Shoal Creek Blvd. north of Foster, such as the east side of SCB between Foster and W. Anderson. Thanks!	12/15/2018 18:07	2	167589			30.4521	-97.7688	30.35874893	-97.7406309

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Two way bike lanes on a single side of the street sound dangerous unless there is a complete separation from the road. Would like to see this road safer for cyclists, pedestrians as well as drivers.	12/15/2018 18:52	0	167599			30.2907	-97.7648	30.32838098	-97.74549827
The commenter above wants "separate but equal" accomodations for cyclists on Great Northern Blvd, because adding them on Shoal Creek Blvd, the most direct route, would be too good for cyclists, whose safety is clearly less important than those driving cars. Right on, fellow poster!	12/16/2018 11:16	1	167664			0	0	30.35170291	-97.74747059
Hey, why not inconvenience all car drivers by redirecting them down GNB instead of SCB and reserving SCB for bikes only? That's what you sound like, people calling for cyclists to "just take GNB, save SCB for the cars!"	12/16/2018 11:20	0	167665			0	0	30.35914309	-97.74225347
Counterpoint to the person who thinks cyclists kill children: maybe your rage at being slowed down in traffic and your fear of accommodating cyclists safely is what's causing the problem. Nah, must be the cyclists.	12/16/2018 11:23	1	167666			0	0	30.34724432	-97.7459564
My God, can you imagine the wild packs of cyclists in the streets, all going 15 MPH, terrorizing the neighborhood? Why if they're in the street biking at 15 MPH, it would stop me from driving my car down this quiet neighborhood street at 35 MPH and possibly hitting one of them! We CANNOT have cyclists slowing down traffic to make it more comfortable for people to cross the street on foot! They should get into a car for safety as God intended!	12/16/2018 11:25	1	167667			0	0	30.34681397	-97.74567144

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
No bike accidents on SCB: clearly the cyclists are Out Of Control and Must Be Stopped before they make SCB any safer with their separated bike lanes and slower traffic speeds	12/16/2018 11:28	1	167668			0	0	30.34301303	-97.7457772
My humble opinion: cyclists get far, far less investment from city transportation infrastructure despite being measurably safer and less intrusive to the city's residents. Auto crashes kill dozens of people in Austin every year, and yet people despise the idea of adding protective separation between cars and cyclists to their streets. Do you know that seven miles of highway in southwest Austin along 71 is going to cost \$450 million? Tell me again about how wasteful it is to add a bike lane on a two-lane street next to a creek.	12/16/2018 11:33	3	167669			0	0	30.32948125	-97.74584401
My humble opinion: Delete redundant comments posted repeatedly on this map by the same person.	12/16/2018 11:34	1	167670			0	0	30.32694945	-97.74526293
If your prescription to "this intersection is dangerous" is "don't change it to add more bike accommodation", maybe rethink why you're making the suggestion. Counter-flow bike lanes are unsafe, but this can be remedied by making this a center-running bike lane.	12/16/2018 11:48	1	167673			52.3824	4.8995	30.31860917	-97.74542331



Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
<p>"Why not run the bike lanes down Great Northern instead?"</p> <p>You know what? Great idea! Let's take one of the two areas where Imagine Austin priorities are actually being met (% of streets with bicycle lanes) and make that worse, because we can't imagine slowing down car traffic on a residential street.</p> <p><a href="https://data.austintexas.gov/stories/s/Compact-and-Connected/jqwk-xf8g/">https://data.austintexas.gov/stories/s/Compact-and-Connected/jqwk-xf8g/</a></p>	12/16/2018 14:26	0	167687			52.3824	4.8995	30.35826685	-97.74097674
<p>Austin is getting worse on most Imagine Austin priorities because of bright ideas like the person below that doesn't want bike lanes on Shoal Creek Blvd.</p> <p><a href="https://data.austintexas.gov/stories/s/Compact-and-Connected/jqwk-xf8g/">https://data.austintexas.gov/stories/s/Compact-and-Connected/jqwk-xf8g/</a></p>	12/16/2018 14:27	0	167689			52.3824	4.8995	30.35296851	-97.74723455
<p>Somehow those 9 blind curves don't raise any concerns from this person with cars driving at 35 MPH in the same space as bikes, so clearly adding physically separated bike lanes will make things MORE DANGEROUS for the cyclists at 15 MPH</p>	12/16/2018 14:29	0	167690			52.3824	4.8995	30.34799688	-97.74217631
<p>Please study and adjust the light at Shoal Creek and Hancock - it seems to be on autopilot with VERY long wait times in the early AM (before 6 am) or protected left turns when no one is there.</p>	12/16/2018 21:04	0	167764			30.3223	-97.739	30.32556109	-97.74496072
<p>We need a pedestrian bridge on this point connecting sidewalk to parking lot of mall where restaurants and business are. People cross the creek here on foot. Not safe!</p>	12/16/2018 22:06	0	167775			0	0	30.35740494	-97.73319696

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Pedestrians get run over on this corner because drivers turn without yielding to pedestrians. Or they turn left from the mall without waiting for people to cross, or they turn right from NorthCross without waiting for pedestrians turn. Same thing happens at Rockwood and Anderson, and Burnet and Anderson. We could use cameras giving people tickets here.	12/16/2018 22:12	0	167776			0	0	30.35808442	-97.73556209
Narrow car lanes and eliminate on-street parking on one side, add physically separated bike lanes without counter-flow bike lanes on the curb side.  Counter-flow bike lanes will result in bad accidents due to drivers turning onto or out of side streets that can't see oncoming cyclists through traffic.	12/17/2018 10:44	5	167870			0	0	30.34998404	-97.7428768
A user activated pedestrian/bicycle light on Ramsey or Rosedale would provide a less traveled alternative to Shoal Creek	12/17/2018 10:45	0	167874			30.3437	-97.7316	30.31617349	-97.74293829
45th and Shoal Creek is long overdue for a stoplight, especially during rush hour	12/17/2018 10:46	4	167877			30.3437	-97.7316	30.31776784	-97.74557395
Traffic calmers (curb extensions) added to this area a few years ago only slow down the timid drivers who weren't speeding anyway. Meanwhile, the speeders fly on through as usual, because the questionable design doesn't really inhibit anything. As a cyclist, the traffic calmers only push me out into traffic in two locations. Please consider removing these curb extensions and "parking tables".	12/17/2018 20:00	0	168082			30.4254	-97.7195	30.3638056	-97.73557994

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
It will be interesting to see how the design of the new bike path under 183 works out, where cyclists are intended to cross the frontage road twice on a blind corner at the U-turn underpass. I think most cyclists will opt to continue riding in the dirt between the road and the railroad tracks. Seems like just adding a short segment of sidewalk there would have been a better solution.	12/17/2018 20:08	2	168086			30.4254	-97.7195	30.37708715	-97.73490617
Many cars drive much too fast down Shoal Creek. Also cars will fly by me in the bike/parking lane without so much as slowing down when I'm waiting literally less than a minute most times to turn left into my driveway.	12/18/2018 8:37	5	168121			30.3796	-97.6757	30.32388419	-97.744816
We rely on street parking. I'm totally happy to share with bikes and bike myself, but am not sure blocking off the bike lane or making a larger 2-way bike lane on only 1 side of the road is going to really help anything, but rather just kind of shuffle things around with no real positive results.	12/18/2018 8:39	3	168122			30.3796	-97.6757	30.32371749	-97.74477309
Many cars turn right here and cyclists that are going south will frequently try to pass a turning car from behind. It is true that cyclists do not have designated lane here and they need one. If one is added it needs to be designated as to how cars/bikes should yield.	12/18/2018 11:53	0	168230			30.3437	-97.7316	30.33469199	-97.74915856

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
A two-way bike lane on one side will definitely cause more accidents. I think a protected lanes can work if they are separated, looking at it laterally for example: curb, one-way bike lane going south (protected), car lane going south, car lane going north, car parking lane, bike lane going north (protected), curb. There is still a problem with the changing width of Shoal Creek the length of this proposed path.	12/18/2018 12:07	1	168238			30.3437	-97.7316	30.35780231	-97.74056711
This is a horrible intersection for pedestrians. The cars stop and start at different speeds, which makes it very difficult to predict who is going to move when and at what point I should attempt to cross. More control at this intersection -- and more predictability for pedestrians -- would help.	12/18/2018 18:06	3	168373			30.2678	-97.7426	30.31748209	-97.74618197
This crosswalk needs additional safeguards and alerts. If driving north on Shoal Creek Blvd, you don't see flashing lights until the last minute. Mostly children use this crossing and the bus stops here.	12/19/2018 12:29	2	168580			0	0	30.34661092	-97.74564559
Echoing others here. This is a dangerous, unpredictable intersection. It needs a traffic light with walk and bike signals.	12/19/2018 14:46	1	168626			0	0	30.31745557	-97.74611039
There is too much traffic at this junction for just stop signs. Traffic lights could be more effective.	12/19/2018 16:33	1	168717			0	0	30.31742652	-97.74616856
To add real value to this project, extend the bike route up to the Domain. This would be a huge shift in accessibility of this most important new business & social destination.	12/19/2018 17:55	0	168778			0	0	30.37501213	-97.73730409

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Put a traffic light here. So many lanes of traffic at a stop sign is unheard of. Very unsafe for cars, cyclists and pedestrians. As a cyclist, I have to pysche out cars nearly every day and have almost been hit numerous times.	12/20/2018 17:55	2	169387			30.2966	-97.7663	30.31735875	-97.74600494
The lanes for bikes the entire length of SCB are not technically bike lanes because, though thankfully wide, they allow car parking that forces bicycles out of their lanes into traffic at frequent intervals. This is unsafe for cyclists, limits cycling along Shoal Creek to only experienced riders and is frustrating to drivers who must continuously slow to avoid hitting cyclists swerving out into traffic from around parked cars. Need protected bike lanes from Hwy 183 to 38th street. The preferable configuration is 2-way protected bike lanes on one side of the Boulevard.	12/20/2018 17:59	3	169389			30.2966	-97.7663	30.33829749	-97.74731563
Create an underpass for cyclists and pedestrians at SCB and Northland/Allandale	12/20/2018 18:00	3	169390			30.2966	-97.7663	30.33469946	-97.74845797
Fix the access from Far West over MoPac to the trail to Shoal Creek Boulevard. It is not safe for cyclists to have to get into the lane of traffic on the Far West overpass and then make a hair-pin turn onto the trail headed toward SCB	12/20/2018 18:02	1	169391			30.2966	-97.7663	30.35139011	-97.74763623
Please do not repave Shoal Creek Boulevard with chip seal. It is very rough for cyclists and SCB is a major thoroughfare for transportation cyclists to reach central Austin and then on to downtown.	12/20/2018 18:04	1	169392			30.2966	-97.7663	30.34199051	-97.7461529

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
The bike lanes from Anderson Lane to Steck on Shoal Creek Boulevard are too narrow placing cyclists near high speed traffic. I find them so hair-raising while on my bike that I stay out of them and in a car lane where I feel safer. In the bike lanes I can feel the air currents as cars pass.	12/20/2018 18:06	2	169393			30.2966	-97.7663	30.36356597	-97.73953416
Along this section, where the road is wide (and cars go plenty fast, since it's straight), could we not have *protected* bike lanes (of the sort we have on Hancock Lane)?	12/21/2018 22:14	0	169757			0	0	30.36817365	-97.73783481
Please, please, please give us the ability to keep going north here!	12/21/2018 22:16	0	169758			0	0	30.37575873	-97.73289679
Free right is unnecessary and dangerous for human beings using the street.	12/26/2018 16:11	0	170047			30.2414	-97.7687	30.33485897	-97.74892306
Difficult and uncomfortable and dangerous intersection for humans.	12/26/2018 16:11	0	170048			30.2414	-97.7687	30.33458117	-97.74916982
From a driver perspective it feels dangerous to be next to bikes (and difficult to give bike riders 3 ft.) before the bike lane starts again after the intersection. Would be better if bike lane continued through the intersection.	12/26/2018 16:24	0	170052			30.2414	-97.7687	30.33448857	-97.74919128
Need stop sign at SCB / Treadwell. It would be safer to cross there with a stop sign. Currently some people do not stop when the flashing beacon is activated. This is a critical crossing point for children going to and from Gullett.	12/26/2018 16:26	2	170053			30.2414	-97.7687	30.34612548	-97.74499802
White Rock is far too wide, car speeds too high, making the approach to the intersection with SCB dangerous (and making White Rock unnecessarily dangerous too).	12/26/2018 16:29	0	170054			30.2414	-97.7687	30.34113482	-97.74602798
Car speed are too high in the straight sections. Many cars exceed the 30 mph speed limit.	12/26/2018 16:30	4	170055			30.2414	-97.7687	30.32918955	-97.74573831

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Cars heading downhill on Koenig are gaining speed and approaching intersection too fast.	12/26/2018 16:31	0	170056			30.2414	-97.7687	30.33507749	-97.74818705
Very uncomfortable and unsafe for walking or biking.	12/26/2018 16:33	1	170057			30.2414	-97.7687	30.36331444	-97.73972172
This is a very dangerous and unpredictable intersection, especially for bikes and pedestrians. There are lanes completely blinded by other lanes of traffic to crossing bikes and pedestrians. This is a highly popular running and cycling route; with such a high volume of non-vehicular traffic, it needs a traffic light with walk and bike signals.	1/3/2019 12:52	1	171230			0	0	30.31741664	-97.74609765
Add a PHB	1/3/2019 18:05	0	171422			0	0	30.31662571	-97.74423721
Add a PHB	1/3/2019 18:06	0	171423			0	0	30.31705057	-97.74513034
Add a PHB	1/3/2019 18:08	0	171424			0	0	30.3161927	-97.74335999
Good candidate for a traffic circle in lieu of the death-dealing, 25-way stop sign that's currently in place. By designing for 1 lane in, 2 lanes out, additional space would free up for sidewalks/bike lanes on 45th street. The design could incorporate dedicated pedestrian crossing areas with additional areas of refuge. Inaction is gross negligence at this intersection, but if you're reading this, you already know that. ;-)	1/3/2019 18:15	1	171433			0	0	30.31750049	-97.74602484
Congregants from Beth Israel park in the bike lane en masse constantly. Their police officers also park in the bike lanes. This blatant disregard for the road design and bike lanes needs to stop. Further north, there is a section where you can park on the curb, but this area is bike lane only.	1/3/2019 18:20	0	171440			0	0	30.30762573	-97.74759493
Sidewalks in this area are shamefully narrow.	1/3/2019 18:21	2	171441			0	0	30.31149755	-97.74820647

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Make all future parking zones (to the extent they exist) on Shoal Creek Boulevard Pay-to-Park. Then create a Parking Benefit District so the funds from parking go to pay for improvements to the Active Transportation Infrastructure.	1/3/2019 18:24	1	171447			0	0	30.31086744	-97.74840862
Pedestrian/bicycle access connecting SCB with the new Grove development would provide an opportunity for many people to safely travel there without adding to traffic congestion.	1/3/2019 22:28	2	171523			0	0	30.3146704	-97.74792382
I would like to agree with what the statement in the point below says (starting with "My Humble Opinion") but I couldn't since it was too long. (poor execution in app). So considering this my 'I agree' with below.	1/4/2019 16:13	6	171905			30.4308	-97.7213	30.32662917	-97.74512803
I would agree that 2-way bike lanes are not safe and even go further and say they aren't safer if separate from the road unless they are much wider than suggested (which is not really very feasible unless perhaps they plan to remove the curbs, which they indicated they did not).	1/4/2019 16:17	2	171909			30.4308	-97.7213	30.32836115	-97.74538517
My humble opinion: SCB is a 2 lane road but it is NOT 'next to' a creek for *most* of this 'study area'. SCB is inbetween rows of homes and the creek is not even visible along the road. Let's be clear here, there is only about a 'generous .75 of a mile' of park and/or creek exposure along the entire 5.3 miles of SCB from 38th to 183.	1/4/2019 16:32	0	171926			30.4308	-97.7213	30.329429	-97.74594013
I use Rosedale for northbound bike rides from work at Capitol complex. A pedestrian beacon here or one of these streets crossing 45th would be nice.	1/5/2019 20:07	0	172141			0	0	30.31500918	-97.74228128



Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
A "2-way protected bike lane[] on one side" is NOT the preferable configuration for cyclists. Such design relegates cyclists to a lesser status by merely moving "them" out of the way for drivers. It simply emphasizes cars over bikes - or drivers over cyclists. Cycling - even at slower speeds - can move much more traffic than cars at higher speeds. Cyclists should be able to use the road in a safe manner without fear of being struck by impatient, careless, or distracted drivers.	1/7/2019 11:53	1	172427			0	0	30.33816322	-97.74734753
This is a test put on the street by ATD	1/7/2019 17:20	0	172505			30.2058	-97.8002	30.30843165	-97.75388201
I live on SCB. Cars travel over the speed limit and drive aggressively during rush hour (am and pm). Cars frequently pass when I slow to turn into my driveway, seem rushed and distracted near sidewalks where children are playing and riding bikes. It is difficult cross the street or see clearly to back out of my driveway during rush hour, around construction trucks, trying to avoid traffic, watch for bicycles, walkers, etc.	1/7/2019 22:52	3	172571			0	0	30.3292299	-97.74600182

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
<p>If you moved at least part of this trail to Great Northern - where there is already some infrastructure along the west side of the road - you could completely avoid some of the most accident-prone and dangerous intersections (Foster and Anderson, and possibly Steck). If safety is truly the goal, that would be the smarter move. Then the trail can either turn right to re-connect with SCB north of Anderson or, better yet, extend the trail along the railroad to where it connects with the already built trail under 183. It's a more direct route and doesn't have all the cross-street and driveway traffic on SCB. A two-way bike lane - protected or not - will definitely result in bike/car accidents purely because of the amount of people that live in this area. It doesn't matter how much you mark it up. How many people are we as a community willing to sacrifice?</p>	1/8/2019 9:51	0	172595			0	0	30.35045987	-97.74810368

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
My comment didn't seem to post with the polygon. If at least a portion of this trail were to run along Great Northern - where infrastructure already exists - you could avoid at least two of the most highly accident prone intersections (Foster and Anderson, possibly Steck too), if safety is truly what we want here. Then the trail could either turn right and reconnect with Steck, or continue straight along the railroad to where the trail has already been constructed under 183. It's more direct and would have much fewer conflicts with side street and driveway traffic than SCB. A two-way bike lane on SCB - protected or not - will definitely result in more car/bicycle accidents. There are simply too many points of potential conflict. Great Northern is the better route for at least the northern portion of this trail. It's the safest route.	1/8/2019 9:59	2	172596			0	0	30.3561579	-97.7454882
There is a sidewalk from Burnet to mid-Northcross on the north side of Northcross but it ends midblock. The sidewalk starts again on the opposite side of Northcross but there is no safe or designated way to cross Northcross to get to that sidewalk.	1/8/2019 16:40	0	172720			30.3298	-97.7015	30.35441356	-97.73609511
No sidewalk north of the bus stop along Northcross and no safe or designated way to cross Northcross to reach sidewalk on opposite side.	1/8/2019 16:41	0	172721			30.3298	-97.7015	30.35502228	-97.73619972
Feels unsafe to cross 2222/Allandale here as a pedestrian at the light since lanes are so wide. Perhaps a pedestrian refuge island would help to narrow the lanes and increase pedestrian safety.	1/8/2019 16:43	0	172722			30.3298	-97.7015	30.33444967	-97.74905353

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
It is awkward and feels unsafe crossing here as a pedestrian due to this right lane turn for cars as the head south down Shoal Creek and turn onto Hancock. Would love for the right slip lane closed and make it a little pedestrian refuge.	1/8/2019 16:45	1	172723			30.3298	-97.7015	30.32577409	-97.74514311
Intersection feels unsafe as a runner/pedestrian. Cars do not always wait their turn.	1/8/2019 16:46	0	172724			30.3298	-97.7015	30.31776626	-97.74594057
I love the under-road path to connect to Shoal Creek. Would like to see path widened, better signage, and better lighting under bridge to improve safety.	1/8/2019 16:47	1	172725			30.3298	-97.7015	30.30694736	-97.74760248
When I ride my bike, I appreciate the bike lane but, when cars are parked in it, I frequently have to go out of the bike lane and into traffic. I also worry about parked cars opening their doors. A designated bike lane and a lane for runners too would make it much safer for all.	1/8/2019 16:50	0	172727			30.3298	-97.7015	30.34049897	-97.74660957
A protected bike lane would be great to increase safety of those on bikes and on foot!	1/8/2019 16:51	0	172728			30.3298	-97.7015	30.3538316	-97.74068725
I really appreciate that this street has sidewalks on both sides but the sidewalks have bumps and cracks, have frequent driveways, overgrown shrubs, and do not always go straight so I often run in the street instead. Having a designated lane for runners would be great!	1/8/2019 16:53	0	172729			30.3298	-97.7015	30.34042489	-97.74649275
I love the idea of a trail going under Allandale Rd. for running and biking.	1/8/2019 21:52	1	172847			0	0	30.3347738	-97.74909404
VERY hard to see traffic coming from north or south on this curve / hard to turn left onto McElroy or onto SCB from McElroy	1/10/2019 23:14	0	173608			36.0378	-78.9858	30.35627607	-97.73980515

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Peopke need to not park here - clogs up intersection because everyone cuts through neighborhood to turn Left here onto 2222 - poor neighbors canâ€™t leave homes at evening rushour	1/10/2019 23:18	0	173609			36.0378	-78.9858	30.33455654	-97.74907602
I am strongly against the 2-lane dedicated bike lane on my side of Shoal Creek. It is expensive, unnecessary, and will cause more problems than it will solve.	1/11/2019 12:13	3	173664			0	0	30.33601959	-97.74854892
It would be nice to extend the trail along the creek up to the Grove development, connecting with various in-development walkways and trails. This could be a spur, or could continue east across the creek and connect with Shoal Crk Blvd via access through the state property behind the homes on 45th St. It would add about a mile to the creek trail, which would be exciting. The wooded areas along the creek south and east of the Grove would provide nice scenery.	1/11/2019 14:43	0	173682			0	0	30.31750335	-97.74953398
Extend trail west across creek here via a new bridge. Trail could follow west bank of creek through the Jefferson Street memorial park and through the wooded area up to the Grove development. Provide maximum connectivity for the new dense project, allowing Grove residents to ride bicycles to work, UT, downtown, etc.	1/11/2019 14:46	0	173683			0	0	30.31017995	-97.74910482

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Could a Grove extension of the Shoal Creek trail pass under the 45th Street bridge and follow the creek up to Hilwin Circle? Most of the properties along that stretch sit way up above the creek, so a trail would coexist comfortably with existing neighborhood. This would add even more Creekside trail, from 38th Street to nearly 49th St (Hilwin Circle access to Shoal Crk Blvd and allow over an additional mile of roadless trail. Quite scenic stretch as opposed to riding along a road.	1/11/2019 14:51	0	173687			0	0	30.31927507	-97.74927649
Hilwin Circle: perfect spot to bring a northern Shoal Creek Hike and Bike trail extension up from 38th Street, following the creek all the way! Property north of there would probably be too close, but from Hilwin Circle south, a creekside trail can be engineered with sensitivity to nearby homes. Wouldn't that be cool!	1/11/2019 14:55	0	173694			0	0	30.32039848	-97.7452639
Continue creek trail north of 38th to Grove project, then either north under 45th Street up to Hilwin Circle (connects directly to Shoal Creek Blvd), or cross creek to head east behind 45th St. homes to connect with Shoal Creek Blvd. Would have to partner with State for access.	1/11/2019 14:58	0	173696			0	0	30.31822505	-97.74908615
Proposal to add Creekside extension of Hike and Bike Trail north of 38th to Hilwin Circle/Shoal Creek Blvd. Would connect the Grove development and offer an additional mile or so of beautiful trail through an especially beautiful section of creek, and allow users to avoid the lower end of Shoal Creek Blvd and traffic entirely.	1/11/2019 15:10	0	173702			0	0	30.31598236	-97.74908998

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Access through State land connecting new Creekside trail to Shoal Creek Blvd. Would be unnecessary if trail was continued along creek from Grove, under 45th bridge and up the curve to Hilwin Circle.	1/11/2019 15:12	0	173711			0	0	30.31758147	-97.74777974
New bridge here across the creek. Let's extend our beautiful, signature urban trail on up the creek to connect with the Grove! Nice woods up that way and almost country-like.	1/11/2019 15:14	0	173712			0	0	30.30943697	-97.74887408
New Shoal Creek trail through the Jefferson Street memorial park. A perfect spot for a rest stop with flood history, memorial for victims, and interpretive boards regarding flooding, impervious cover, mitigation, etc.	1/11/2019 15:16	0	173713			0	0	30.31275885	-97.74897064
New trail extension enters a wooded area here.	1/11/2019 15:17	0	173714			0	0	30.31518223	-97.74923887
This is a dangerous intersection between the walkers, cars, and cyclists.	1/11/2019 16:57	0	173753			0	0	30.34493283	-97.74535982
Wide concrete urban path/sidewalk needed along 183 access road to connect Shoal Creek to Domain. It would cross under 183 near the railroad tracks. Partnering with local property owners, U..T and Union Pacific to allow access from that point north.	1/11/2019 17:10	0	173758			0	0	30.37671636	-97.73452389
create an easy, clear, safe route for cyclists and pedestrians to navigate across 38th – a way to get to the bike/hike/walk trails south of 38th, as one longer continuous route.	1/11/2019 18:24	0	173770			0	0	30.30712508	-97.74727097

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
I'm a pedestrian, and I find cyclists on Shoal Creek and Great Northern to frequently be rude and aggressive. Kind of like your comment. Kind of irks me to see the city bending over to help you, and leaving the rest of us to deal with the crap this plan would cause.	1/11/2019 18:54	0	173771	167664	The commenter above wants "separate but equal" accommodations for cyclists on Great Northern Blvd, because adding them on Shoal Creek Blvd, the most direct route, would be too good for cyclists, whose safety is clearly less important than those driving cars. Right on, fellow poster!	0	0	0	0
It's nice to be able to visit the Great Northern Dam park by being able to park near the entrance. Never have seen a conflict. There currently is space for parking and bikes on SCB. The status quo is working fine from what I have seen.	1/11/2019 18:57	2	173776			0	0	30.3494131	-97.74424794
The sidewalk is apparently not considered a sidewalk at the shopping center exit just east of this pin (just off the pinable map.) Why isn't this striped to give the pedestrian walkway visibility.	1/11/2019 19:00	0	173778			0	0	30.35719564	-97.73287187
Walk across the Shoal Creek bridge on Anderson Lane at rush hour. There's no pedestrian protection from the traffic whipping by inches away. Very scary. An accident waiting to happen.	1/11/2019 19:04	0	173779			0	0	30.36046537	-97.73938642
There is no sidewalk here! Glad I'm not in a wheelchair trying to get around.	1/11/2019 19:05	0	173780			0	0	30.36613974	-97.73863831



Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
There are no sidewalks along this entire section of SCB! Please put pedestrians first!	1/11/2019 19:06	1	173781			0	0	30.36900905	-97.73774799
My dogs can't cross this bridge because of the metal grate surface used. Such a shame to be unable to go from NW park to Great Northern dam.	1/11/2019 19:07	1	173782			0	0	30.34983003	-97.7425202
I agree with the comment above, but the "agree" button did not display on it. Also, please consider survey bias, as bicyclists are motivated to participate in this survey, while most residents are oblivious to its existence.	1/11/2019 19:13	0	173783			0	0	30.34323429	-97.74577096
As a pedestrian, I was really thankful when the sidewalk was added to this section of Steck a few years ago. Unfortunately, there are far too many busy Austin streets without sidewalks. I would like to see more city investment in sidewalks, prior to the city converting existing bike lanes into deluxe-bike lanes.	1/11/2019 19:19	0	173784			0	0	30.36556428	-97.73678962
I walk along this section of SCB street daily, sometimes twice a day. Been doing so for 8 years. I've yet to see a problem with bikes and cars.	1/11/2019 19:21	1	173786			0	0	30.36323049	-97.73990352
Bicyclists don't care about the damage they do to the trail and ride through here when it's wet, leaving it a mess for pedestrians.	1/11/2019 19:24	1	173787			0	0	30.34762708	-97.74489208
I come down here a lot, to walk my dogs along the city land on the west side of SCB. Although there is sometimes traffic, it hasn't been a big problem to cross here safely.	1/11/2019 19:26	0	173788			0	0	30.34590716	-97.74515813
protected bike line from SC to Northbound Research Blvd with a 4'-6' barrier between cars and bikes	1/11/2019 19:31	0	173789			0	0	30.37586481	-97.73308622

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
yes as an avid cyclist, I conditionally agree with the idea that you give bikes Great Northern. The condition is we get all of it -- no cars. Happy to leave SCB for full and total access to Great Northern. And then extend that Bicycle Freeway the entire length of SCB somehow so we are all segregated and happy. Both posts are sardonic and pretty much meaningless.	1/11/2019 19:43	0	173792			0	0	30.35861664	-97.7410116
No stoplight.	1/11/2019 19:49	0	173794			0	0	30.31739275	-97.74608357

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
<p>I think all support safer cycling. We need to move away from a win/lose scenario and work to a viable and effective compromise. Rather than concentrate cyclists on one side of the street a better option would be similar to the solution along Exposition Blvd between Windsor and Lake Austin. It provides single direction bike lanes on the appropriate side of the street which is preferred by cyclists and residents who are trying to exit or enter their drives. Also, since it has been made very clear that the two way bike line proposed is intended primarily for inexperienced riders and that more experienced cyclists will use the vehicular lanes along with autos, by providing an unimpeded designated bike lane (no physical barriers and no shared parking) on either side of the street to serve as a primary cycling use lane would allow for segregated and safer cycling/vehicle traffic when cyclists choose to use the designated single direction bike lane. This would be a workable compromise which still allowed parking on one side of the street with an adjacent single direction bike lane and would not force all bike traffic onto one side of the street, causing a dangerous impediment related to driveway access. Again, everyone is in favor of a safer experience for all - and there are demonstrated compromises that will promote that.</p>	1/12/2019 13:47	0	173921			0	0	30.33406711	-97.74911154

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
The key to safer cycling, pedestrian use and auto traffic is enforcing the speed limit. Not by placing physical impediments in the flow of traffic but by providing enforcement - there is no greater deterrent than a speeding ticket! Working with traffic enforcement to dedicate 1 FTE to that task along Shoal Creek would be a fiscal investment with a powerful impact.	1/12/2019 14:45	1	173949			0	0	30.33363189	-97.74889696
Please don't take away the parking in front of my home on the west side of SCB	1/12/2019 16:30	1	174007			37.3961	-121.962	30.31289454	-97.74788993
please do not prioritize the desires of cyclists to make this a recreational destination over the quality of life considerations of residents of SCB	1/12/2019 16:33	0	174008			37.3961	-121.962	30.31369663	-97.74813588
It would be helpful to have a pedestrian crossing over Shoal Creek (the creek itself) at 49th and also a crosswalk or beacon at 49th and Shoal Creek. This would connect the neighborhoods better.	1/13/2019 0:23	0	174058			0	0	30.3220488	-97.74552918
Cars often block the bike line heading north on Shoal Creek at 2222.	1/13/2019 0:24	0	174060			0	0	30.3347275	-97.74908599
The buttons you push to get a walk sign don't work on the lights crossing Shoal Creek Blvd at Hancock	1/13/2019 0:26	0	174061			0	0	30.32563984	-97.74499822
Crossing Hancock/North Loop at Woodview is not easy by bike. I'm often riding east on Hancock trying to turn left onto Woodview and the intersection is confusing. You either have to put yourself right in the middle of traffic (and cars coming west from North Loop aren't looking for you), or cross in two steps in the cross walks across Hancock and then North Loop.	1/13/2019 0:30	0	174063			0	0	30.32515828	-97.74386097

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
It would be very helpful to have a pedestrian beacon here at 2222 and Woodview. It's really hard to get across.	1/13/2019 0:31	0	174064			0	0	30.33537597	-97.74377418
This is a place (or Woodview) where it would help kids to get to Lamar on foot or by bike from the neighborhoods south of Koenig Ln. Right now, it does not feel safe to cross here.	1/13/2019 0:35	0	174065			0	0	30.33531115	-97.74302316
Coming south down Bull Creek, there isn't a great way to get onto the Shoal Creek trail. You have to get on the sidewalk, cross the bridge on 38th, and then ride across the grass onto the trail.	1/13/2019 0:39	0	174066			0	0	30.30738823	-97.74844836
Bicycles Must stop at stop sign, 90% do not, creating hazards	1/13/2019 0:59	0	174067	166902	I like the clearly marked pedestrian crossings here. Could use corner islands a la Dutch intersections.	0	0	0	0
Bicycle so not stop at this intersection, please put up signs for bicycles to stop	1/13/2019 1:02	0	174068			0	0	30.35860591	-97.74066292
As a bicyclist, I like current wide multi-use lanes that exist today, and do not want them changed into narrow path lined with bollards that are bike killers.	1/13/2019 1:04	2	174069			0	0	30.33770803	-97.74747388
Bicycles run the red lights here about 50% of them, can you put up signals for bicycles too ?	1/13/2019 1:06	0	174070			0	0	30.33449015	-97.7492409
I love the wide multi-use lanes, keep them do not change it	1/13/2019 1:07	0	174071			0	0	30.32563664	-97.74491316

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
there not as many speeding cars as compared to 10 years ago, now the problem is so much cut through traffic from MOPAC, we get lines of cars, sometimes 30 long all going 25 mph or less	1/13/2019 1:10	0	174072	168121	Many cars drive much too fast down Shoal Creek. Also cars will fly by me in the bike/parking lane without so much as slowing down when I'm waiting literally less than a minute most times to turn left into my driveway.	0	0	0	0
going to a cycle track, or seperate lane will really cause bad problems at this intersection as bicycles will be in unexpected places from where drivers look. larg looping left hand swings across traffic.	1/13/2019 1:13	0	174073			0	0	30.31751273	-97.74595617
the current wide bicycle lanes on both sides provide a good view of traffic in this hilly area, and room to get out of trouble if needed	1/13/2019 1:15	0	174074			0	0	30.31430613	-97.74814511
can a path go under the bridge ?	1/13/2019 1:16	0	174075			0	0	30.30741018	-97.74815233
bicycles tend not to stop, can you add stop signs for them ? Also the bicycle lanes are very dark at night, can the lighting be increased?	1/13/2019 1:18	1	174076			0	0	30.3393979	-97.74686205
these separated bike lanes do not follow Federal guidelines, and the Federal guidelines warn of separated bike lanes of many situations at the intersections where bicycles are in unexpected places by cars. The wide multi use lanes provide a separate path for bicycles further away from traffic, than proposed separate lanes	1/13/2019 1:25	0	174077	167668	No bike accidents on SCB: clearly the cyclists are Out Of Control and Must Be Stopped before they make SCB any safer with their separated bike lanes and slower traffic speeds	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
We get packs of bicyclists every day, they will not fit into the separate bike lanes, and won't ride there, so they will plug up car traffic lanes, cars will sit on their horns, creating hate on both sides, and disturbing all the neighbors, all up and down SCB.	1/13/2019 1:28	1	174078	167667	My God, can you imagine the wild packs of cyclists in the streets, all going 15 MPH, terrorizing the neighborhood? Why if they're in the street biking at 15 MPH, it would stop me from driving my car down this quiet neighborhood street at 35 MPH and possibly hitting one of them! We CANNOT have cyclists slowing down traffic to make it more comfortable for people to cross the street on foot! They should get into a car for safety as God intended!	0	0	0	0
the separate bike lanes have one bike lane in the gutter pan, and on the other side the front tire is only 2 foot away from those cement bollards, like on Justin Lane, very dangerous for both directions. Also the north bound bicycle traffic is only 3-4 feet away from cars moving south bound in a head on collision fashion. This is far less safe than what we currently have, two wide bike lanes on both sides, as the Cars slow down for a bicycle passing a parked vehicle, no problem.	1/13/2019 1:34	0	174079			0	0	30.3552543	-97.74019995

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
<p>many bicycles run the light here, can you put up separate control lights for bicycles?</p> <p>With the separated bike paths=&gt;How does a bicycle make a sweeping left turn across the intersection and make sure he is seen by all the cars at the intersection ?</p>	1/13/2019 1:38	0	174081			0	0	30.36625208	-97.73882514
<p>This is of no concern. Bicyclists look over their shoulder and slow down if a car needs to pass first, or the bicyclist passes the parked car first, as the car has slowed down to let the bike pass. This is how it is always done on SCB all the time. I ride my bike on it daily, and drive a car on it daily.</p>	1/13/2019 1:54	1	174082	167487	When cars are parked in the Shoal Creek bicycle lane it forces cyclists to weave in and out of the automobile lane. This feels dangerous as it introduces a conflict point between cars and cyclists.	0	0	0	0
<p>Crash Data presented indicates SCB is more than 10 times more dangerous for cars than bicycles! the Bicycles have two 10 foot wide lanes on each side of the road to use now, leave it as it is. Putting in thousands of bollards on SCB, which are "cement bicycle killers", and "car wheel killers" is obviously more dangerous. Go look at Justin Lane, every single one of the bollards has be hit multiple times by vehicles, even the white posts. Separated Bike lanes work on Wide streets, 60 foot, not on 40 foot, and don't forget to take off 2 foot for the curb and gutter pan, on both sides, <math>40 - 2 - 2 = 36</math> feet is what we have! Look at Justin, the bike lane is the gutter pan.</p>	1/13/2019 2:07	0	174083	167599	Two way bike lanes on a single side of the street sound dangerous unless there is a complete separation from the road. Would like to see this road safer for cyclists, pedestrians as well as drivers.	0	0	0	0



Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
not during rush hour traffic! we get lines of cars going about 25 mph, sometimes the lines are 40 cars long, Mopac Cut through traffic. Narrowing the car lanes will not decrease speeds, we tried that in the 2000 to 2006 experimentation period.	1/13/2019 2:10	0	174084	167154	People speed through these curves as if it were a sinuous race course	0	0	0	0
the driveway transitions to SCB end up putting a curb on both sides into the sidewalk, so walking on the sidewalks are very hazardous here up to foster lane, both sides. SO people walk and run in the multi-use lanes in the street both side, either direction, it is much flatter, and you wont trip. There are many running clubs that use SCB, some at 5 AM in the dark, in the wide bike lane.	1/13/2019 2:19	1	174085			0	0	30.3524711	-97.7415659

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
SCB is a living street and has a vibrant life. At all times of day or night you will see walkers, runners in the wide bike lanes on both sides, groups of runners, groups of bicyclists, very large groups too. In this neighborhood, we have many staying healthy by excersize, and SCB is a fine place to do it, with all the curves, views, trees, creek. SCB has one of the highest density of healthy activity in the entire city of Austin. The wide multi porpuse lanes, or wide bike lanes support these activities. Separate bike lanes will kill it off and will cause conflict between groups of bicycles that will not use the bike lanes. Running and Walking will not be possible in the street on one side, the sidewalks are bad for these activities. Also with parking eliminated on one side, we will have perhaps a thousand more pedestrians crossing the street per day, carrying stuff, not in cross walks, making it more dangerous for pedestrians, cars, and bicyclists. Prove to me, that this wont happen.	1/13/2019 2:33	0	174086			0	0	30.35466799	-97.7403627
I disagree.	1/13/2019 2:35	0	174087	166918	This whole stretch from Anderson to the freeway is high speed and high volume motor vehicle traffic. It feels very hostile and dangerous to people using bikes or on foot.	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
I think someone got doored about 5 years ago, but he admitted it was his fault, and it wasn't serious. I have not heard of anyone else getting doored in Austin since then.	1/13/2019 2:40	0	174088	172727	When I ride my bike, I appreciate the bike lane but, when cars are parked in it, I frequently have to go out of the bike lane and into traffic. I also worry about parked cars opening their doors. A designated bike lane and a lane for runners too would make it much safer for all.	0	0	0	0
COA must require bicyclists have helmets, front and rear lighting, and reflective tape on the sides, and the bike be registered like they do on the UT campus, and take a safety course. It will help a lot.	1/13/2019 2:46	0	174089	167664	The commenter above wants "separate but equal" accommodations for cyclists on Great Northern Blvd, because adding them on Shoal Creek Blvd, the most direct route, would be too good for cyclists, whose safety is clearly less important than those driving cars. Right on, fellow poster!	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
chicanes don't work, already tried that on SCB 2000-2006, they did not slow down the cars, perhaps 1 or 2 mph. Speed is not the problem, it is volume of cars cause by changes to MOPAC, now we have 10 times as much cut through traffic on SCB during rush hour.	1/13/2019 2:50	0	174093	166234	Add a chicane here for auto traffic to force cars to slow down.	0	0	0	0
redo the sidewalks, Foster to Greenlawn to make them flat, and remove the curb bump that extends into across the side walk with every single driveway. It is a trip and fall hazard. Leave the Trees alone.  Leave the bike lanes like they are now, two 10 foot wide (20 feet wide!) on either side. The separate lane is only 5 foot wide (10 foot) but it is in the gutter pan, and only inches from hard bollards, and posts, and bike handles hitting bike handles.	1/13/2019 2:56	1	174094			0	0	30.35411144	-97.74029009
General: SCB is not well lit at night, and is very dark. Bicycles with out lights are *impossible* to see at night, so the COA must require them too have light and use them.	1/13/2019 2:58	0	174095			0	0	30.34277144	-97.74573659
General: SCB street surface will have to be re-leveled in many areas, especially near the water outlets of the street, The Gutter pan since the Separate bike lane is using the gutter pan. also this area is very rough due to construction of a sewer pipe many years ago, and the entire street needs flattening and repaving.	1/13/2019 3:04	1	174096			0	0	30.33678689	-97.74804866

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
This bridge causes flooding, so any bike underpass MUST increase its cross sectional area.	1/13/2019 3:06	0	174097	169390	Create an underpass for cyclists and pedestrians at SCB and Northland/Allendale	0	0	0	0
With separated bike path, cars do not expect a bicycle to come out of the far right and turn left wide across the intersection. Same with a bicycle right turn, bike come from the far right side, across SCB and East of allendale, he will get hit by traffic going north on SCB. He is out of sight. Federal Laws underscore this hazard and do not recomend these flawed bike lane plans, the Feds call them side paths, and a new revision will be out 2019 Q1	1/13/2019 3:10	0	174098			0	0	30.33460393	-97.74890322
I disagree. I live here, bike here walk and run here, I have two wide open 10 foot lanes on both sides of the street, and the sidewalks. Protected bike lanes on this narrow street end up being in the gutter pan, and placing thousands of rock hard bollars like on Justin Lane, you have to ride along for miles with your front tire only 2 foot away each bollard. The other side of the bike lane is in the gutter pan! (see Justin Lane) The problem is putting protected bike lanes on a street that is narrow, and curvy.	1/13/2019 3:25	1	174099	167319	Shoal Creek Blvd is pretty uncomfortable for bikers and walkers even though it is an important connector through these neighborhoods. Please make this street safer for folks to get around by providing comfortable protected paths.	0	0	0	0
If separate bike lanes, COA must also pass an ordnance that bicycles must use the separate bike lanes. Or the bicycle will be blocking cars in the car lanes.	1/13/2019 3:29	1	174100			0	0	30.3412561	-97.74670544

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
This stop sign gets run by a high percentage of bicyclists. Needs attention (maybe warning-bumps in the bike lane?) to achieve Vision Zero traffic safety.	1/13/2019 10:54	1	174111			0	0	30.35132826	-97.74190492
This intersection heavily used by vehicle traffic for school transfer students twice a day. A center turn lane here would be safer as often cars try to pass on the right.	1/13/2019 10:57	0	174112			0	0	30.34658322	-97.74561659
Heavily traffic intersection during peak-travel times. Bicycles frequently run this stop sign which is a major injury risk. Needs some sort of bumps or warning in bike lanes.	1/13/2019 10:58	1	174114			0	0	30.33933677	-97.7469609
Often cars parked here to use dog park (other parking areas are seen as unsafe / inconvenient) Needs better parking facilities to avoid conflict with bikes in shared lane.	1/13/2019 11:01	0	174115			0	0	30.34940253	-97.74429676
Needs larger parking area to reduce conflict between park users and bikes.	1/13/2019 11:02	0	174116			0	0	30.35032398	-97.74247017
Bikes doing 'the loop' often run this stop sign which is especially unsafe given the minimal bike lane available southbound.	1/13/2019 11:03	0	174118			0	0	30.35855541	-97.74077961
Speedbumps along Foster drive vehicle traffic onto Shoal Creek, increasing the number of cars that might otherwise use Great Northern.	1/13/2019 11:04	0	174119			0	0	30.35871487	-97.74117175
All these people to cross or use Shoal Creek Blvd to exit the neighborhood. Foster is a non-starter due to excessive speed bumps.	1/13/2019 11:06	0	174120			0	0	30.35767558	-97.7399155

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
In one study, the German Cyclistsâ€™ Union, ADFC, noted that cyclists in the Netherlands are involved in 40 per cent of all traffic accidents while accounting for only 27 per cent of travel, despite a proliferation of bicycle lanes; in Germany, which has far fewer bike lanes, the proportion of accidents was lower. The ADFCâ€™s position â€” like that of many others â€” is that cyclists who know what theyâ€™re doing are safer in traffic among cars than in bike lanes alongside them.	1/13/2019 11:08	2	174121			0	0	30.35698954	-97.73995199
White Rock to Great Northern to Foster is a far safer bike route for commuting or recreating than Shoal Creek.	1/13/2019 11:09	2	174125			0	0	30.33932971	-97.74702654
Suggest replacing with traffic circle. Traffic flow would be improved and safety issue of running stop signs removed.	1/13/2019 11:29	0	174126			0	0	30.33926084	-97.74692443
Replace 4-way stop with traffic circle. Eliminates stop sign running and improves traffic flow.	1/13/2019 11:30	0	174127			0	0	30.35124766	-97.74184807
According to the SCB crash data presented, there have only been 11 bicycle accidents on SCB from 2013 through 2017. Assuming an average of 500 bike rides per day, that is 912,000 bike rides or a crash rate of 12 per million rides, or less  that is one bicycle crash every 6 months, and do these records show the bicycle crash was do to a car, or rocks in the road, or other?  The cause of the bicycle crash is not listed.	1/13/2019 14:04	1	174140			0	0	30.36880866	-97.73738654

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
elimination of car parking on one side of SCB will cause an increase of pedestrians crossing in the middle of the road, assume 250 cars, 1.5 people per car, two trips to a car per day, therefore an extra 750 pedestrians crossing the street minimum per day	1/13/2019 14:09	2	174141			0	0	30.33669522	-97.74784715
75% of bicycles do not stop at stop signs, reason is to keep the forward momentum going. The racing bikes blow through stop signs at full speed throughout the neighborhood.	1/13/2019 16:49	1	174192	166907	This stop sign has impatient cars who do not want to wait for bikes to cross north-south.	0	0	0	0
I ride SCB and Great Northern loop almost daily on my bike, and leave the bike lanes alone on SCB, they are wide and safe. I will not use "protected" bike lanes as they do not allow side by side riding, they have those separators preventing movement to avoid trash in the lane, and they are full of slow bicycles. I will use the street instead	1/13/2019 17:02	1	174193			0	0	30.34273441	-97.74543619
protected bike lanes are a hazard at the intersections as people in vehicles are not expecting a bicycle to be turning from the wrong place, like on Justin Lane. Those rocks separating will eventually cause a bicyclist a HEAD INJURY, Remove them now!	1/13/2019 17:10	0	174195			0	0	30.34914757	-97.74536774



Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
you are off topic	1/13/2019 17:29	0	174199	167666	Counterpoint to the person who thinks cyclists kill children: maybe your rage at being slowed down in traffic and your fear of accommodating cyclists safely is what's causing the problem.  Nah, must be the cyclists.	0	0	0	0
the city is not using federal guidelines for protected bike lanes, in fact federal guidelines show many problems with protected bike lanes, at the intersections where bicycles are in unexpected places or not visable to vehicles, they call them sidepaths. (2012) and advise avoiding them.	1/13/2019 17:36	0	174205	171523	Pedestrian/bicycle access connecting SCB with the new Grove development would provide an opportunity for many people to safely travel there without adding to traffic congestion.	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Require a license for all bicyclists, include training, and a plate for the bike, like they do on the UT Campus	1/13/2019 17:38	0	174207	171447	Make all future parking zones (to the extent they exist) on Shoal Creek Boulevard Pay-to-Park. Then create a Parking Benefit District so the funds from parking go to pay for improvements to the Active Transportation Infrastructure.	0	0	0	0
disagree.	1/13/2019 17:40	0	174209	166835	Design speed on 45th is way too high for an urban street passing through a residential area. Intersection is very dangerous. Suggestions: reducing turn radius for autos, creating "Dutch intersection," raising crosswalks, adding bulbouts for pedestrian crossing, adding signal. Obviously reducing the design speed and posted limit for 45th is critical too.	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
I disagree, with the wide bike lane marking on both sides, the speed was reduced. This occurred about 2004. Speed is not the problem. the number of cut through vehicles during rush out is the problem	1/13/2019 17:44	0	174213	166865	On-street parking here and elsewhere make the street far too comfortable for speeders. When street parking is unused, the width of the pavement is nearly 40 feet. Car users travel way too fast when they have 40 feet. If the parking can't be removed, maybe add intersection bulb outs or mid-block planters to reduce effective width.	0	0	0	0
we tried chicanes in the 2000 to 2006 experimental phase on scb, they do not work on speed, but they do damage to car tires and bicycles, and bicycle riders.	1/13/2019 17:48	0	174215	166233	Add a chicane here for auto traffic to force cars to slow down.	0	0	0	0
I disagree, Whiterock is only a few block long on either side of SCB, vehicle speeds are NOT a problem on White Rock	1/13/2019 17:50	0	174216	170054	White Rock is far too wide, car speeds too high, making the approach to the intersection with SCB dangerous (and making White Rock unnecessarily dangerous too).	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
the lines have faded, we used to have turn radii lines in place. there are no unsafe speeds during intersection turning from my experience on SCB.	1/13/2019 17:52	0	174217	166896	Curvy road warrants lower speeds b/c of limited sight distance, but super-wide effective width encourages speeding. Intersection turn radii along here too (N. Park, Twin Oaks, and especially Cavileer) all allow for unsafe turning speeds.	0	0	0	0
only if shared with pedestrians.	1/13/2019 17:54	0	174218	166222	Would be nice to have this whole path through the park paved for easier biking. Right now it turns into gravel between the parking lot and the pedestrian bridge.	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
The current bike lanes are 10 foot wide on both sides of SCB and provide wide space to stay away from cars. Protected bike lane forces one bike lane in the gutter, and the other bike lane counterflow to traffic with his front tire only 2 feet from bollards for miles.	1/13/2019 17:58	0	174220	167690	Somehow those 9 blind curves don't raise any concerns from this person with cars driving at 35 MPH in the same space as bikes, so clearly adding physically separated bike lanes will make things MORE DANGEROUS for the cyclists at 15 MPH	0	0	0	0
not so, bicycle riders hate sharing their bike lane with pedestrians, as they are in the way. Protected Bike Lanes are still an experiment, the problem is at the intersections where bicycles are in low visibility and unexpected places by vehicle operators, the FEDERAL bicycle guidelines point this danger out (2012)and advise NOT using protected bike lanes.	1/13/2019 18:04	0	174222	172728	A protected bike lane would be great to increase safety of those on bikes and on foot!	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
I dropped off My Child at the daycare there near steck and SCB for years and never had a problem with speeding cars, there are 4 lanes there with lots of capacity for cars, the cars will go around you to give you more space	1/13/2019 18:07	0	174223	166215	The stretch from Anderson to Steck feels like a place to drag race. People drive way too fast here. Narrow the lanes and install protected bicycle facilities. I avoid it on my bike and go through the neighborhood instead since it is so unsafe with my baby on the bike.	0	0	0	0
it is just average not long, cross 3 or 4 lanes, no problem.	1/13/2019 18:08	0	174224	166916	Pedestrian crossing distance here is super long. Lots of speeding car users here.	0	0	0	0
I live on SCB and the Bike lanes are fine as is, do not make any changes, they are the safest design after 6 years of experimentation by the COA, they arrived at the current design of two wide bike lanes, that is 20 foot of the street surface. The protected bike lanes only offer 10 foot? with 1 or 2 foot in the gutter? no room for the large groups of bicyclists that are on Shoal Creek Blvd that happen all week long, and weekends, which means they will not use them, and will use the car lanes instead, what a disaster! Do not change what we have now !	1/13/2019 18:51	1	174236			0	0	30.34635159	-97.74560481

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
No Traffic Circle! the area too small, the traffic circle at 51st I35 is a disaster and takes up a huge amount of room. Bad idea!	1/13/2019 19:08	0	174237	171433	Good candidate for a traffic circle in lieu of the death-dealing, 25-way stop sign that's currently in place. By designing for 1 lane in, 2 lanes out, additional space would free up for sidewalks/bike lanes on 45th street. The design could incorporate dedicated pedestrian crossing areas with additional areas of refuge. Inaction is gross negligence at this intersection, but if you're reading this, you already know that. ;-)	0	0	0	0
as I recall chicanes did not work very well on SCB before in slowing traffic, but did cause wheel damage and blocked bicycle lanes	1/13/2019 20:07	0	174240	166235	Add a chicane here for auto traffic to force cars to slow down.	0	0	0	0
with protected bike lanes this situation is much worse. The bicycles are in un expected locations at the intersections, and motorists have difficulty seeing them.	1/13/2019 20:12	0	174241	166504	This intersection needs more visible bike lanes for the SBR - cars inch out and it is difficult to have a safe spot to wait for the light to turn green.	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
It is not that simple, protected bike lanes cause more problems at the intersections, groups of bicycle riders will not use protected bike lanes as they are to narrow, there are many other aspects to consider	1/13/2019 20:16	2	174242	166269	Parking must be removed from Shoal Creek Blvd from 381/2-183 in order to have protected bike lanes (not parking lanes). Safety of all citizens is far more important than subsidized parking spaces.	0	0	0	0
I clicked on the "agree" but I meant that I agree with the reply "Counter-flow bike lanes will result in bad accidents ...". This spot in particular will be extremely dangerous if there is a counter-flow bike lane on the west side. This is a blind curve with a driveway. Go look at it!	1/13/2019 20:20	0	174244	167870	Narrow car lanes and eliminate on-street parking on one side, add physically separated bike lanes without counter-flow bike lanes on the curb side. Counter-flow bike lanes will result in bad accidents due to drivers turning onto or out of side streets that can't see oncoming cyclists through traffic.	0	0	0	0



Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
<p>it is obvious you do not live here or ride on SCB. When a bike is going to pass or is passing a park car, cars slow down to give him room to be safe. If the car is ahead of the bicycle in the bike lane, the bicycle will slow down if needed and let the car pass. These bike lanes are 10 foot wide each and provide a wide area of safety for the Bicyclist. This is how it is done on SCB, I live on it, ride my bike on it, and drive on it several times a day. It is not frustrating for either, this is our protocol which works fine, see the data on low crash rate for bicycles on SCB.</p> <p>You seem to be trying to generate fear.</p>	1/13/2019 20:26	0	174246	169389	<p>The lanes for bikes the entire length of SCB are not technically bike lanes because, though thankfully wide, they allow car parking that forces bicycles out of their lanes into traffic at frequent intervals. This is unsafe for cyclists, limits cycling along Shoal Creek to only experienced riders and is frustrating to drivers who must continuously slow to avoid hitting cyclists swerving out into traffic from around parked cars. Need protected bike lanes from Hwy 183 to 38th street. The preferable configuration is 2-way protected bike lanes on one side of the Boulevard.</p>	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
disagree. traffic circles cause problems for pedestrians as vehicles and bicycles do not stop.	1/13/2019 20:27	0	174247	174126	Suggest replacing with traffic circle. Traffic flow would be improved and safety issue of running stop signs removed.	0	0	0	0
Please narrow the vehicle lanes or remove one and create room for a bike/low-speed vehicle lane on Shoal Creek Boulevard for its entire length.	1/13/2019 20:31	0	174248			30.2643	-97.7138	30.34255756	-97.74593555
protected lanes have visibility issues, and put separators which are road hazards for both bicycles and vehicles	1/13/2019 20:34	0	174249	167870	Narrow car lanes and eliminate on-street parking on one side, add physically separated bike lanes without counter-flow bike lanes on the curb side. Counter-flow bike lanes will result in bad accidents due to drivers turning onto or out of side streets that can't see oncoming cyclists through traffic.	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
Please eliminate on-street parking on Shoal Creek Boulevard. Residents should store their cars on their property, and should not have special entitlements to use the public right-of-way for their personal use. If on-street parking is to be continued, please put in parking meters and charge market rate for personal use of this space and use the revenue to pay for street improvements.	1/13/2019 20:34	0	174250			30.2643	-97.7138	30.34177978	-97.74635397
I'm ok with this section, I work at Lowes, and it is fine here, not much traffic, and not going that fast.	1/13/2019 20:39	0	174251	170057	Very uncomfortable and unsafe for walking or biking.	0	0	0	0
I support adding high-quality bike facilities on Shoal Creek Boulevard that are also accessible for assistive mobility devices, adult tricycles, scooters, and other low-speed vehicles, and are safe for users of all ages and abilities. I do not support continuing the status quo which favors only people who use cars and subsidizes the use of cars for transportation at the expense of the mobility of all people.	1/13/2019 20:41	0	174252			30.2643	-97.7138	30.33241206	-97.74741139
It is my experience that the cars do not go fast here at all, just average traffic, 30 perhaps 35, I drive this too, there are not many speeders here, there are some on Steck going to MOPAC.	1/13/2019 20:42	0	174253	169757	Along this section, where the road is wide (and cars go plenty fast, since it's straight), could we not have *protected* bike lanes (of the sort we have on Hancock Lane)?	0	0	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
I disagree as well. I drive this section less than speed limit, there are few cars and they dont speed. This is an industrial area with trucks that can pull out at anytime, so one takes his time.	1/13/2019 20:45	0	174254	174087	I disagree.	0	0	0	0
I disagree, I drive this to work daily, it is very lightly use and the traffic is not fast. I dont think you live in the Austin	1/13/2019 20:47	0	174255	166207	From Anderson to 183 there is a lot of traffic and it makes me really nervous to bike there without a physical barrier.	0	0	0	0
One unfamiliar traveler talking on his phone ran this stop sign and never knew it. It was startling and made me wonder if that is a regular occurrence since this four way stop is so close to the traffic light.	1/13/2019 23:28	0	174311			0	0	30.36221228	-97.74047292
I love the idea of a separate lane for runners! Also, we should have a separate lane for scooters, too. And one for dog walking, as well... Let's make the street 90 feet wide, think how convenient it will be for the people who live on SCB, having the sidewalk right next to their front door!	1/14/2019 0:57	0	174320	172729	I really appreciate that this street has sidewalks on both sides but the sidewalks have bumps and cracks, have frequent driveways, overgrown shrubs, and do not always go straight so I often run in the street instead. Having a designated lane for runners would be great!	37.751	-97.822	0	0

Comment	Date	Up votes	Comment Id	In Reply Told	In Reply To	Lat	Long	Point Latitude	Point Longitude
<p>I do not want any changes to the current wide bike lanes, they are safe for bicycles as shown by presented City data. Keep it as is.</p> <p>The protected path lanes on Justin lane really messed up those neighbors, who have trouble backing out, not hitting one of the separators which will take off a tire, and loss of all parking in front of their house AND the bikes do not stay in the lane anyway! Now all austin cars and bicycles have to avoid those glued down rocks on Justin. One neighbor says the COA really F*CK us up.</p> <p>We don't want any of that on SCB,,a good proven design.</p> <p>NO to Protected Bike Lanes,  NO to Cycle Tracks  NO to Sidepaths</p> <p>show they are safe first, and how are you going to keep the bicycles in the bike path???</p>	1/14/2019 1:33	0	174323			0	0	30.35241352	-97.74144455

# Shoal Creek Boulevard

## Emailed Comments

---

Date	Comment
10/23/2012	<p data-bbox="279 199 1507 370"> From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  Sent: Tuesday, October 23, 2012 6:06 PM  To: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;; &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;; austin-bac@googlegroups.com  Cc: Beaudet, Annick; Wilkes, Nathan; Crager, Chad; Kopper, Neil  Subject: Re: [AustinBAC] Something needs to be done about Shoal Creek Blvd </p> <p data-bbox="279 407 1860 472"> I should have added to my original post that I am aware of the history and why it is the way it is. But that's history and there is nothing stopping the city to add some signage to clearly show offending road users they are wrong. </p> <p data-bbox="279 509 1860 574"> The guy that got in my face last week thought he was totally in the right to brush me at less than a foot when passing because I had to ride slightly in the travel lane to safely avoid the parked cars. </p> <p data-bbox="279 612 1793 644"> So yeah, add signage to show the yielding when passing law, and how about removing the bike part from the parking lane signs? </p> <hr data-bbox="279 704 352 721"/> <p data-bbox="279 758 1906 961"> From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  To: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;; &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;; austin-bac@googlegroups.com  Cc: Annick Beaudet &lt;annick.beaudet@austintexas.gov&gt;; Nathan Wilkes &lt;nathan.wilkes@austintexas.gov&gt;; chad.crager@austintexas.gov; neil.kopper@austintexas.gov  Sent: Tuesday, October 23, 2012 5:20 PM  Subject: RE: [AustinBAC] Something needs to be done about Shoal Creek Blvd </p> <p data-bbox="279 998 1890 1310"> Shoal Creek Blvd showed almost everyone involved how not to handle a street restriping/redesign. The voices of the stakeholders (mostly residents) were given more credence than those of the traffic engineers. So, we have what we have today. The good thing to come out of this is that SCB provides an example of what can happen when sound design principles are ignored for a consensus approach. I believe the current environment would not let SCB happen again today. A good example of this is Exposition. Annick and her staff received some pushback on Exposition, but were armed with data and engineering principles to stand their ground and produce a very bike friendly corridor. What Exposition is today is really what SCB should be and essentially what the COA engineers first proposed. Also, there are new guidelines in place that Annick and her staff can lean on to ensure something like this doesn't happen in the future. </p> <p data-bbox="279 1347 1902 1511"> Unfortunately, we have what we have for the immediate future. I am for signage letting cars know bikes have the right to be in the main travel lane. Ideally, that only happens when a parked car is present. I also believe that SCB actually encourages bad cycling behavior also. It encourages cyclists to ride 2 and even 3 abreast in the improved shoulder area. This tends to put some cyclists in the main travel lane even when no parked cars are present. This does not help the </p>

Date	Comment
	<p>situation as motorists see the "selfish" cyclists taking up more space than their fair share. Many motorist view the 10 foot improved shoulder as a very generous bike lane. Partly the signs contribute to this as the sign shows a bike. Of course, it also shows a big P encouraging parking.</p> <p>The majority of motorists I encounter on SCB give way to allow me to pass parked cars. However, I also think there are a higher percentage who do not give way than on other streets because they see this giant bike lane (I know it's not a bike lane, but I believe that's what these motorists view it as) and think bikes have enough room already. They may also not want to cross the center yellow line.</p> <p>Here is a link to some background on the SCB issue.  <a href="http://bicycleaustin.info/roadways/shoalcreek.html">http://bicycleaustin.info/roadways/shoalcreek.html</a>  I do not know if all the info here is accurate, but it seems like the most comprehensive.  Obviously, lots of opinion in there also, so make up your own mind.</p> <hr/> <p>Date: Tue, 23 Oct 2012 14:26:29 -0700  From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  Subject: Re: [AustinBAC] Something needs to be done about Shoal Creek Blvd  To: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;; austin-bac@googlegroups.com  CC: Annick.Beaudet@austintexas.gov; nathan.wilkes@austintexas.gov; chad.crager@austintexas.gov; neil.kopper@austintexas.gov</p> <p>Proposals get shot down by who?</p> <p>How about some cheap, easy signage? Perhaps sharrows on key spots where there are always cars parked? Rollingwood has signs beneath the stop signs that say cyclists are welcome but must obey traffic laws. Sure, it won't completely stop cyclists, but it may help. Maybe a sign that says "disregarding others loses their respect for you". And "cars must yield to cyclists passing parked cars." All my above suggestions will cost very little, infringe on no one and I'd like to know who is going to shoot them down.</p> <p>As it is, Shoal Creek Blvd continues to be a disgrace to the cycling community even when it is the most used bike route outside of downtown. The animosity towards cyclists on this road is incredible. I rarely have problems with motorists intentionally not yielding anywhere else in town, like some do on this road.</p> <p>Maybe the Dutch visitors can speak to this topic?</p> <p>As for timing of restriping, lots of areas already have the white lines worn away from car traffic not able to stay in their lane. Maybe it's not that far away...</p> <hr/>



Date	Comment
	<p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  To: austin-bac@googlegroups.com  Sent: Saturday, October 20, 2012 5:10 PM  Subject: Re: [AustinBAC] Something needs to be done about Shoal Creek Blvd</p> <p>People have been saying this for the past 13 years. And, every time someone says that, other people try to get involved and spend their valuable spare time on it, and every proposed solution ends up getting shot down. Frankly, I'm bloody sick of hearing about it anymore.</p> <p>Please take this discussion offline or open up a separate group for it.</p> <p>Sincerely,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Sat, Oct 20, 2012 at 4:58 PM, &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; wrote:</p> <p>Two problems:</p> <ul style="list-style-type: none"> <li>- Cyclists flagrantly blowing stop signs</li> <li>- Motorists not yielding to cyclists who are passing parked cars.</li> </ul> <p>I'm not sure what the answer is, other than education to attain respect on both sides, and/or a proper street re-design. Sooner or later someone is going to get hit, or a confrontation is going to go down badly.</p>
5/18/2015	<p>Thank you for the information. Yes, I would like to be informed if any restriping projects are planned for Shoal Creek Blvd.</p> <p>Thanks again  &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Monday, May 18, 2015 1:11 PM, "Chapman, Aleksiiina" &lt;Aleksiina.Chapman@austintexas.gov&gt; wrote:</p> <p>Hello &lt;&lt;NAME REDACTED&gt;&gt;, thanks for reaching out. We have no plans to reconfigure Shoal Creek at this time. Most of our street re-configuration projects are implemented following street resurfacing and we would wait until resurfacing is scheduled along Shoal Creek to analyze this street for opportunities. If any changes were to occur along Shoal Creek in the future they would be accompanied by public outreach seeking feedback on any project proposals. I would be happy to save your information as a stakeholder along Shoal Creek if anything comes up along this street.</p>

Date	Comment
	<p>Feel free to give me a call if you have additional questions. I can be reached at 512-974-7834.</p> <p>Thanks, Aleksiina</p> <p>Aleksiina Chapman Active Transportation Planning and Design City of Austin Transportation Department (512) 974-7834</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Thursday, May 14, 2015 9:04 AM To: Chapman, Aleksiina Cc: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Subject: 2 way bicycle lanes on Shoal Creek Blvd</p> <p>This message is from &lt;&lt;NAME REDACTED&gt;&gt;. [&lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;] Hello Ms Chapman &lt;&lt;NAME REDACTED&gt;&gt;of BikeAustin (I am also a member of BA) told me in an e-mail that there is a possibility of converting bike lanes on Shoal Creek Blvd to 2 way bike lanes on one side of Shoal Creek. Could you clarify some things for me? 1) Does the city currently plan to implement 2 way bike lanes on Shoal Creek Blvd? 2) Physically separated by curb or pylons? 3)If so, when? 4)If so, why is it felt that a change is needed? I have other questions if a change is indeed being considered, but I will save those until I know the status of the proposal. If you prefer to have a telephone conversation, I can be reached at &lt;&lt;PHONE NUMBER REDACTED&gt;&gt;. I left a phone message for you this morning. If you prefer to respond to this e-mail, feel free to disregard the phone message. Thank you for your time and consideration &lt;&lt;NAME REDACTED&gt;&gt;</p>
12/4/2017	<p>Hi, &lt;&lt;NAME REDACTED&gt;&gt; -</p> <p>Thank you for reaching out and my apologies on a delayed response. You have connected with the right folks to inquire about any proposed safety or mobility improvement projects on Shoal Creek Boulevard. There are no active projects at this time, however there are at least two community-based efforts that I know of that will likely lead to us convening a community conversation to discuss potential improvements some point in the future. One of these is the Shoal Creek Conservancy's Vision and Action Plan, which includes recommendations for portions of Shoal Creek Boulevard. The Conservancy provided an update to the Allandale Neighborhood Association prior to the holidays and the meeting materials included reference to recommendations for segments of Shoal Creek Boulevard, which may have been similar to information on the flier you received. We have also been asked by the District 7 Council Office to respond to community concerns regarding safety along Shoal Creek Boulevard and connectivity to nearby schools, parks and other places. Based on the request from Council District 7 and the forthcoming recommendations from the Conservancy, we do anticipate initiating a public process about addressing segments of Shoal Creek Boulevard, perhaps as soon as later this year, though no timetable has been established. This public process would begin with listening to community concerns in order to develop several potential options, including a "do nothing" scenario. Until then, there is no active project.</p>

Date	Comment
	<p>I will make note of your email address and keep you in the loop as to any next steps.</p> <p>Thank you for reaching out, Laura</p> <hr/> <p>Laura Dierenfield, Division Manager Active Transportation and Street Design Division City of Austin, Austin Transportation Department laura.dierenfield@austintexas.gov (512) 974-7189</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Friday, January 26, 2018 9:23 AM To: Smith, Emily Cc: Dierenfield, Laura; Wilkes, Nathan Subject: Re: Shoal Creek Blvd Dedicated Biking Project?</p> <p>Hi Lauren and Nathan,</p> <p>Just following up on my questions and wondering when I can expect a response.</p> <p>Thanks, &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Wed, Jan 17, 2018 at 10:36 AM, &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; wrote:</p> <p>Hi Laura, Nathan,</p> <p>I was checking to see the overall status of a proposed dedicated bike lane along Shoal Creek. As I mentioned in my email to Emily I had the following initial questions regarding the project.</p> <p>I had previously received a flier the of a purported dedicated bicycle lane project along Shoal Creek Blvd. I wanted to get some additional information regarding this potential project and details regarding the logistics and potential implementation. Who should I talk to or email to get additional information? Fundamentally I'm trying to understand where this potential project is in the project pipeline line, and how likely it is to be approved/implemented.</p> <p>I have checked your website and don't see anything specific regarding the project and where it is in the process.</p> <p>Sincerely,</p>

Date	Comment
	<p data-bbox="279 175 548 199">&lt;&lt;NAME REDACTED&gt;&gt;</p> <p data-bbox="279 277 1289 302">On Thu, Dec 28, 2017 at 2:26 PM, Smith, Emily &lt;emily.smith@austintexas.gov&gt; wrote:</p> <p data-bbox="279 347 583 371">Hi &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p data-bbox="279 417 1854 480">I recommend contacting Laura Dierenfield and Nathan Wilkes (copied here) with our Active Transportation and Street Design Division with these questions.</p> <p data-bbox="279 526 701 550">Apologies for my belated response!</p> <p data-bbox="279 596 819 794">Emily Smith Committee Coordinator Austin Transportation Department 512.974.2358   Emily.Smith@austintexas.gov Keep up with the latest ATD news! facebooktwitter flickr rss</p> <p data-bbox="279 873 894 1005">From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Monday, December 04, 2017 1:37 PM To: Smith, Emily &lt;emily.smith@austintexas.gov&gt; Subject: Shoal Creek Blvd Dedicated Biking Project?</p> <p data-bbox="279 1050 380 1075">Hi Emily,</p> <p data-bbox="279 1120 1898 1284">I received your name from a work colleague of mine, &lt;&lt;NAME REDACTED&gt;&gt;, he mentioned that you are a communication contact regarding transportation related projects. I received a flier the other day regarding a purported bicycle lane project along Shoal Creek Blvd. I wanted to get some additional information regarding this potential project and details regarding the logistics and potential implementation. Who should I talk to or email to get additional information? Fundamentally I'm trying to understand where this potential project is in the project pipeline line, and how likely it is to be approved/implemented.</p> <p data-bbox="279 1330 501 1354">Thanks very much,</p> <p data-bbox="279 1399 548 1424">&lt;&lt;NAME REDACTED&gt;&gt;</p>

Date	Comment
1/14/2018	<p>Hi Mike,</p> <p>I hope I am reaching out to the right person to express my concerns about the Shoal Creek Conservancy's proposal with the proposed changes to bike lanes/parking/sidewalks. As a Shoal Creek resident I am opposed to this plan due to the following reasons:</p> <ul style="list-style-type: none"> <li>- there will be loss of parking in front or near our house that will impact the ability to have friends and family;</li> <li>- the addition of a concrete divider will limit my ability to safely enter and exit my own home;</li> <li>- traffic bollards lining the roadway will negatively impact the value of my property;</li> <li>- the cost/benefit is unequal benefiting only a few bicycle commuters and negatively impacting hundreds of Allandale residents;</li> <li>- this will increase traffic congestion on Shoal Creek Boulevard</li> <li>- bike commuters, in my personal experience and observations, are not compliant to traffic signs and laws, and typically would not stop or slow down to prevent losing their momentum, which creates more safety concerns when backing out of my driveway</li> </ul>
1/25/2018	<p>Thank you for your feedback regarding Shoal Creek. I wanted to confirm that we have received your comment and that it will be added to the project file. It will be considered in detail as the project develops further and as we enter public process. We expect to have a public process to discuss possible changes to the street in the first half of this year. I have also added you to the stakeholder list for the project so you will receive all project communications moving forward.</p> <p>Thanks again for your involvement in the 2018 LMAP process. Nathan Wilkes Austin Transportation Department</p> <p>2018 LMAP Comment Feedback Summary</p> <p>Program: Bikeways Comment: I have recently become aware of a proposal by the Shoal Creek Conservancy to change the current configuration of the bikeways along Shoal Creek Blvd, from 38th through Anderson Lane, to a two-way bike trail on the west side of Shoal Creek. There are a number of issues with this proposal that I believe materially effect the safety of cycling on this stretch of roadway in a very negative manner. As I understand the proposal, the bike trail would not reduce the current automobile travel lane width-nor do I see anyway this would be possible without widening the entire street-while leaving a parking lane on the east side of this stretch of Shoal Creek Blvd. This means that the current cycling infrastructure would be reduced in width by half for each direction off travel, increasing the probability of cyclists needing to exit the marked lane to avoid obstacles or pass slower moving traffic. In the proposed instance of the two-way bike trail being placed on the west side of Shoal Creek Blvd., this would require a cyclist exiting the trail to enter into a head-on situation with southbound traffic-either another cyclist, if exiting the northbound lane to the west, or automobile traffic, if exiting the northbound lane to the east, instead of merging with same direction traffic under the current configuration. As someone who both drives and cycles this</p>

Date	Comment
	stretch of road on a regular basis, I would much rather encounter someone in my lane of traffic moving in the same direction as opposed to opposite direction. It simply is an unsafe configuration.
2/14/2018	<p>Hi Mike,</p> <p>Thanks so much for your response and for your work on these issues here in Austin. I was present at that Allendale Neighborhood Association meeting and followed up with Janae and the Conservancy's consultant. They have verified that their current proposal does include widening the paved area of Shoal Creek Blvd. by approximately 12 feet.</p> <p>Their plan, presented to the neighborhood association and soon to be presented to City Council, proposes to widen the paved area to the full extent of the right-of-way. Right now, that paved area (which includes both the street and the sidewalks), is approximately 48' wide. Their current proposal is to expand that to 60.' Their representative, at that meeting, specifically stated that their plan does require tearing out the retaining walls and trees that line the sidewalks of Shoal Creek, but that since those retaining walls and trees are within the right of way, she felt that was acceptable.</p> <p>When I followed up again, I received an answer that was either confused or disingenuous. Specifically on the issue of the retaining walls and trees, the consultant responded that "No, we won't be removing those." But then she went on to say that they would only be removing things within the right-of-way. Since most of the retaining walls and trees that line the sidewalks are within that right-of-way, this is deeply concerning.</p> <p>I am glad to hear that you will be communicating with the Shoal Creek Conservancy and carefully evaluating anything that they propose.</p> <p>Please keep me in the loop as things move forward. Since I, unlike the Conservancy's representatives and consultants, actually live on Shoal Creek, I am directly concerned about the effects that their plans will have upon the traffic, trees, and flood patterns.</p> <p>Thanks, &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Feb 12, 2018, at 3:32 PM, Schofield, Mike &lt;Mike.Schofield@austintexas.gov&gt; wrote:</p> <p>Hi &lt;&lt;NAME REDACTED&gt;&gt;, Thank you for reaching out and apologies on the delayed response. There are no active projects at this time, however there are at least two community-based efforts that will likely lead to us convening a community conversation to discuss potential improvements some point in the future. One of these is the Shoal Creek Conservancy's Vision to Action Plan, which includes recommendations for portions of Shoal Creek Boulevard. The Conservancy provided an update to the Allendale Neighborhood Association prior to the holidays and the meeting materials included reference to recommendations for segments of Shoal Creek Boulevard.</p> <p>We have also been asked by the District 7 Council Office to respond to community concerns regarding safety along Shoal Creek</p>

Date	Comment
	<p>Boulevard and connectivity to nearby schools, parks and other places. Based on the request from Council District 7 and the forthcoming recommendations from the Conservancy, we do anticipate initiating a public process about addressing segments of Shoal Creek Boulevard, perhaps as soon as later this year, though no timetable has been established. This public process would begin with listening to community concerns.</p> <p>To address your specific concerns, there are no plans for the street, so no plans for removal of retaining wall or trees. Typically, our projects involve narrowing, not widening, the vehicular traveled width, which can have a speed mitigating effect. I will make note of your email address and keep you in the loop as to any next steps.</p> <p>Thank you again for reaching out,</p> <p>Mike Schofield, P.E. Active Transportation and Street Design Division City of Austin Transportation Department mike.schofield@austintexas.gov (512) 974-7834</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Tuesday, February 06, 2018 11:19 AM To: Spence, Janae &lt;Janae.Spence@austintexas.gov&gt; Cc: Schofield, Mike &lt;Mike.Schofield@austintexas.gov&gt; Subject: Re: Shoal Creek Boulevard</p> <p>Hi Janae and Mike, Yes, our address is &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek Blvd. Thanks for talking with me this morning.</p> <p>My biggest concerns with the proposal presented to Allendale are:</p> <ol style="list-style-type: none"> <li>1) The proposal to remove existing retaining walls and trees in order to widen sidewalks/bike lanes. This would expose houses to flooding and destroy the tree-lined character of the street.</li> <li>2) Any visual widening of Shoal Creek because that would increase traffic speeds.</li> </ol> <p>On Feb 6, 2018, at 11:12 AM, Spence, Janae &lt;Janae.Spence@austintexas.gov&gt; wrote:</p> <p>Hi &lt;&lt;NAME REDACTED&gt;&gt;!</p> <p>Thanks for reaching out today regarding changes to Shoal Creek Boulevard. As I stated we are in the very beginning stages of visioning and design for this roadway and nothing has been proposed from the City thus far. Once city engineers come up with a proposed design there will be public engagement regarding the proposal. I have copied Mike Schofield from Austin Transportation Department to this</p>

Date	Comment
	<p>email. He is going to add your email and address to our stakeholder group to make sure you get all correspondence regarding this project.</p> <p>I just wanted to verify that your address is &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek Boulevard, correct?</p> <p>Thanks again and feel free to contact either of us with future questions or concerns.</p> <p>Janae Spence, MBA, EIT, CFM Urban Trails Program Manager Ph: 512/974-3159 Janae.Ryan@austintexas.gov</p>
3/5/2018	<p>Dear Mike,</p> <p>I'm a volunteer co-managing Bike Austin's campaign for protected bicycle lanes on Shoal Creek Boulevard between 38th St and 183. On 2/25, we held a community meeting of supporters to discuss the project and some great questions and comments arose from the conversation, much of which might be good input to inform the City's own community meeting when that happens. Originally, I sent the below to Nathan Wilkes but perhaps you would be the right person for this.</p> <p>Also, what's the best way to find out when the City announces the Shoal Creek bike lane community meeting?</p> <p>Cheers, &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>----- Forwarded message ----- From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; To: nathan.wilkes@austintexas.gov &lt;nathan.wilkes@austintexas.gov&gt;; &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Cc: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Monday, 26 February 2018, 11:56:46 GMT-6 Subject: Re: Shoal Creek</p> <p>Hi &lt;&lt;NAME REDACTED&gt;&gt;, Nathan, et al,</p> <p>Thanks for starting the conversation &lt;&lt;NAME REDACTED&gt;&gt;. We had a great community meeting yesterday at Yarborough Library organized by Bike Austin volunteers (&lt;&lt;NAME REDACTED&gt;&gt; and myself heading up the volunteer team), formed of around 20 residents who support protected bicycle lanes on Shoal Creek (SC) Boulevard, plus representatives from Shoal Creek Conservancy and McCann Adams Studio. Everybody in the room was united in their desire for protected bike facilities on SC, as well as for pedestrian</p>



Date	Comment
	<p>improvements.</p> <p>Attendees had some great questions on this subject. In addition to Jeb's points, there was interest in knowing more about the following:</p> <ol style="list-style-type: none"> <li>1. Is there enough street width on SC for protected bike lanes on both sides of the street (perhaps removing one side of parking)? Even if there isn't enough width, attendees felt it would be a good idea to address this issue at the City's eventual meeting re SC protected bike lanes and to explain why 1-way bike lanes are or are not possible and the tradeoffs re 1-way / 2-way bike lanes.</li> <li>2. Are there safety data (from Austin and other cities) on 2-way protected bike lanes?</li> <li>3. Are there safety issues for cyclists trying to turn off of a 2-way lane and cross the street onto a side street? And are there intersection treatments that can make this crossing safe?</li> <li>4. Is there an advised limit to the volume of cyclists that 2-way one-sided lanes can accommodate before safety becomes an issue (bearing in mind the context of SC)?</li> </ol> <p>It would be great to address these questions at a City-organized SC bike lane community meeting. We're organizing a second community meeting on this subject on March 7th and we'll be sure to forward any questions from that event.</p> <p>Thanks, &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Sunday, 25 February 2018, 16:21:57 GMT-6, &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; wrote:</p> <p>Hi Nathan,</p> <p>Bike Austin had a meeting today to discuss possible options for a protected bike lane along Shoal Creek Boulevard.</p> <p>We discovered a need for data on how Shoal Creek is currently used, particularly:</p> <ul style="list-style-type: none"> <li>• How many cars regularly park on-street along Shoal Creek from 38th to Foster?</li> <li>• How many cyclists regularly use Shoal Creek? If possible, it might be helpful to break this down by users, i.e. commuters, casual cyclists, recreational cyclists, kids, etc.</li> </ul> <p>Does the City currently have this data or have a means of collecting it?</p> <p>Also, what is the City's schedule for public meetings about Shoal Creek?</p> <p>One thing that we're all interested in is avoiding the division and acrimony that accompanied the prior discussion which resulted in the current shared use lanes.</p>

Date	Comment
	<p>We look forward to working with you and the City on this.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>
4/13/2018	<p>I think line-of-sight issues are of interest. I'd like to see a map of what you two were looking at. Frankly, I've never been a fan of bikes going the same way as traffic. The bicyclists don't have a chance to avoid an oncoming car. I am aware how bad rear collisions are on bicyclists, but I haven't seen any study about solutions and percentage of those types of collisions.</p> <p>I talked with a neighborhood leader in Crestview last night. Justin Lane is set to have the car lanes narrowed between Burnet and Lamar, bike lanes on one side, concrete "turtles" lining the street between cyclists and cars, and parking only on one side of the street. So this is the very thing that SCC is discussing on Shoal Creek, though they backed off of them at the Dec meeting some. If you haven't seen the turtles, drive down Arroyo Seco from Koenig to Justin heading north. I consider them a serious danger.</p> <p>I prefer Jean's thinking on this to the blanket elimination of parking on one side of the street and bike lanes on the other. When a UPS truck shows up at a residence on Justin Lane the same time that the garbage cans are out, I don't think cars can get by. The level of bike use on Shoal Creek is such that we need both the bike lanes as now configured. That way the uses are spread around in fashion where they are useable regardless of time of day.</p> <p>Thanks for including me on this.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  Sent: Thursday, April 12, 2018 12:46 PM  To: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;; laura.dierenfield@austintexas.gov; Nathan Wilkes &lt;nathan.wilkes@austintexas.gov&gt;  Cc: everett.beldin@austintexas.gov; &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;; &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  Subject: Shoal Creek Blvd and bike safety</p> <p>Laura and Nathan,</p> <p>In light of the APD Baker Sector stakeholder's meeting coming up on 4/23 I reached out to Allandale residents to see if they have safety concerns they'd like me to share. &lt;&lt;NAME REDACTED&gt;&gt; (included on this email) asked me to walk along SCB between Foster and White Rock with her to see some issues including points in the bike lane where curves block a bikers line of sight to cars, people, or trash cans that may be just around the curve. She is suggesting , in her words, "a few 'no parking' diagonal paint strips in strategically located spots (places that wouldn't interfere with residents' parking), would give bikers a kind of safe zone -- a little obstruction-free breathing space".</p> <p>Examples of locations include the west side of the street (south bound lane) in front of 7008 SCB, the east side (north bound lane) between Stoneway and Pioneer, and the east side just north of 6711.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt; also suggested the curbs on Treadwell and Stoneay are hard to see at night and might benefit from some paint.</p>

Date	Comment
	<p>She also made note of "shrubby that is crowding the sidewalks is also a problem, especially for visually- or mobility-impaired travelers". I told her we have a Girl Scout in Allandale working on this for her silver project and will email the 2 of them together.</p> <p>I know Shoal Creek Conservancy and the City have drafted a bicycle "Trail Plan" that includes SCB and I was in attendance at the 12/6/17 ANA meeting when Joanna Wolaver presented and you answered questions. I also know BikeAustin has been interested in making biking safer along SCB and saw them present at ANA as well.</p> <p>So the question is where do we go from here and how can Jean's suggestions be best heard? When we had concerns about GNB ya'll met with us and then got community input , but this is obviously a bigger and more involved issue.</p>
6/13/2018	<p>Update as of today: 2,000 people have now signed the Shoal Creek protected bike lane petition. Support is growing!</p> <p>On Wednesday, 13 June 2018, 10:38:00 GMT-5, &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; wrote:</p> <p>Hi Mike,</p> <p>Thanks for the information. Yes, your timeline makes sense. I'm back from vacation August 20th and will be in touch thereafter. Of course, if there's any updates before then please don't hesitate to reach out.</p> <p>Cheers,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Tuesday, 12 June 2018, 17:28:30 GMT-5, Schofield, Mike &lt;Mike.Schofield@austintexas.gov&gt; wrote:</p> <p>Hi &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thanks for all the community outreach you are doing on this. Very much appreciated.</p> <p>We don't yet have the public meeting date set for this fall. Could you follow up with us again in August or so, when we're getting a little closer to a proposal and meeting? We'll be happy to meet up with you then and the feedback would be a little fresher for us when meeting with the public. That should also give us plenty of time to potentially incorporate any of the feedback you're collecting into a proposal.</p> <p>Thanks, Mike</p> <p>Mike Schofield, P.E.</p>

Date	Comment
	<p>Active Transportation and Street Design Division City of Austin Transportation Department mike.schofield@austintexas.gov (512) 974-7834</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Tuesday, June 12, 2018 11:37 AM To: Schofield, Mike &lt;Mike.Schofield@austintexas.gov&gt;; Wilkes, Nathan &lt;Nathan.Wilkes@austintexas.gov&gt; Cc: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Subject: Shoal Creek protected bike lanes update</p> <p>Hi Mike and Nathan,</p> <p>We've been getting a ton of support recently, and some great community feedback and questions, about Bike Austin's campaign for protected bicycle lanes on Shoal Creek. Would it be possible to set up a short meeting with you and members of our team to discuss some of the feedback and hear more about the process moving forward?</p> <p>One burning question we're hearing: Has the date for the Fall meeting to present bike lane designs been set yet?</p> <p>Thanks, &lt;&lt;NAME REDACTED&gt;&gt;</p>
7/10/2018	<p>Thank you.</p> <p>The reason I ask is that I saw the draft of the Shoal Creek Trail Plan that was referenced as backup material for a Pedestrian Advisory Council meeting last night and it shows a shared use path that goes between the 183 turnaround and the UP tracks. I thought the UP had nixed that configuration quite a long time ago due to limited ROW considerations, and instead the plan was to cross the frontage road twice under the 183 bridge. I believe that was your idea.</p> <p>Did something change on the railroad's side, or are the Shoal Creek Trail folks in error? Just curious. A trail that doesn't have to cross the frontage road would be ideal if it could be pulled off.</p> <p>Here's the doc I reference, trail section is C-11, p. 66-7 of the plan, 78-79 of the pdf.</p> <p><a href="https://shoalcreekconservancy.org/wp-content/uploads/2018/06/DRAFT-SC-REPORT-2018.06.21-digital.pdf">https://shoalcreekconservancy.org/wp-content/uploads/2018/06/DRAFT-SC-REPORT-2018.06.21-digital.pdf</a></p> <p>thanks again, &lt;&lt;NAME REDACTED&gt;&gt;</p>

Date	Comment
	<p>On Monday, July 9, 2018, 11:56:37 PM CDT, Wilkes, Nathan &lt;Nathan.Wilkes@austintexas.gov&gt; wrote:</p> <p>This work has been long delayed but should be starting soon. They had issues with pricing and change order negotiation with the contractor so they ended up bidding a separate construction package with a few other pieces of work for the overall project that were in the same situation.</p> <p>Nathan</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  Sent: Monday, July 9, 2018 10:57 PM  To: Wilkes, Nathan &lt;Nathan.Wilkes@austintexas.gov&gt;  Subject: connection under 183 at shoal creek</p> <p>Nathan,</p> <p>My understanding was that the connection from the end of Shoal Creek under 183 to Neils Thompson was supposed to happen as part of the MoPac improvement project. In fact I thought that was funded. Am I completely wrong or is that still in the works with monies from MoPac improvement?</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>
7/22/2018	<p>Hi</p> <p>I ride SC 3 to 4 times a week. Club rides, commuting, family, all of it. Honestly, I am not in favor of this. This is not what SC needs. Trash days, multiple group rides, etc, there will not be enough room. The way it is existing is that riders need to take the car lane from time to time. It is that simple. And it works. I have never had a problem in 15 years. Not one. People walk in the Great Northern bike lanes. People walk in the Arroyo Seco bike lanes. People will walk/run/jog in the protected bike lane on SC. And protected lanes don't get cleaned. When they installed the dividers/flower beds on SC I was angry and we got that reversed.</p> <p>What we really should be working towards is a Bicycle Highway that runs initially North to South. It should be completely unobstructed by cars or traffic lights. No impediments whatsoever. Bicycle Highways work, they get people out of their cars and commuting by bike because they feel safe and people know they are doing something good for themselves and the city. Austin is truly way behind in this regard. Even Dallas is building a 107 mile bicycle highway on a high grade blacktop surface and not that surface we have at Walnut Creek Trail.</p>
7/23/2018	<p>Hello Mike,</p> <p>As an observer of the comings and goings of traffic both auto , bicycle and pedestrian for the last 40 years on &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek I have one observation . Groups of cyclist DONOT ride single file ! They ride side by side. The current plan puts bike riders on narrow paths . My guess if you implement the design the conservancy is passing around the Pack riders will bicycle in the Car lane NOT their designated bike path.</p> <p>You are never going to make biking 100% safe , the current bike lanes work and should be left as is.</p>

Date	Comment
7/23/2018	<p data-bbox="279 139 1839 204">Some thoughtful feedback on the 2-way bike lane proposal. I did clarify to &lt;&lt;NAME REDACTED&gt;&gt; that this newsletter was from Bike Austin volunteers, not Shoal Creek Conservancy.</p> <p data-bbox="279 245 674 269">Sent from Yahoo Mail on Android</p> <p data-bbox="279 350 1146 415">On Thu, Jul 19, 2018 at 6:57 PM, &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; wrote: Hi Shoal Creek Conservancy</p> <p data-bbox="279 456 1545 480">I love the idea of the Big Loop and appreciate all your planning and hard work! The proposal looks amazing!</p> <p data-bbox="279 521 1671 545">I would like to voice my concern, though, over replacing the two bike lanes on Shoal Creek with one two-way bike lane.</p> <p data-bbox="279 594 348 618">COST</p> <p data-bbox="279 626 1850 691">Shoal Creek is already fun to ride and lots of people do it! Since the two one-way bike lanes are currently working well, I hope you will consider funding other aspects of the plan first, especially if there is any risk that funding could be cut off.</p> <p data-bbox="279 732 401 756">BARRIERS</p> <ul data-bbox="279 764 653 789" style="list-style-type: none"> <li>• 51st street, east of Springdale</li> </ul> <p data-bbox="279 805 1083 829">Barrier prevents street sweeping, bike lane is full of glass and debris</p> <ul data-bbox="279 870 432 894" style="list-style-type: none"> <li>• Barton Hills</li> </ul> <p data-bbox="279 902 1535 927">Sections of this barrier prevent bikes from entering the road to get around obstacles. This is DANGEROUS.</p> <p data-bbox="279 976 401 1000">TWO WAY</p> <ul data-bbox="279 1008 432 1032" style="list-style-type: none"> <li>• Pedernales</li> </ul> <p data-bbox="279 1049 1902 1114">Entering and exiting the two-way bike lane is very awkward. If you are turning right, you have to look behind you while operating a bicycle. Since you are in motion, you only have a few seconds to check if you can safely cross (before you miss your turn).</p> <ul data-bbox="279 1154 474 1179" style="list-style-type: none"> <li>• Great Northern</li> </ul> <p data-bbox="279 1187 1545 1211">Many North-bound cyclists don't use it. It's effectively a really wide one-way bike lane with pedestrians in it.</p> <ul data-bbox="279 1260 432 1284" style="list-style-type: none"> <li>• Barton Hills</li> </ul> <p data-bbox="279 1292 1892 1357">East-bound two way bike lane is DANGEROUS and unusable! Bike lane does not provide sufficient turn-radius for cyclists descending the steep hill. Cyclists must take the lane.</p> <ul data-bbox="279 1430 527 1455" style="list-style-type: none"> <li>• Barton Hills (again)</li> </ul> <p data-bbox="279 1471 1902 1495">The presence of the two-way bike lane makes some motorists feel entitled to the road. They act hostile toward cyclists who are not in the</p>

Date	Comment
	<p>bike lane "where they should be."</p> <p>CONDITIONS</p> <p>Shoal Creek Blvd does not offer the favorable conditions that make two-way bike lanes successful.</p> <ul style="list-style-type: none"> <li>• Bikeways Southern Walnut Creek and Lamar at 24th work very well! However, these bikeways are completely separated from motor traffic. For this reason, they don't have the same problems with debris, awkward lane crossings, or entitled motorists.</li> <li>• Downtown Traffic lights slow all cyclists to around 8mph. When all bike lane users are riding at similarly slow speeds in an environment where lots of start-and-stop is expected, obstacles are somewhat less stressful. Also, under these conditions, cyclists are less likely to go into the zone, ride heads-down, or ride at speeds that would shorten their response times.</li> </ul> <p>BEHAVIOR</p> <p>Although survey respondents indicate they would ride their bike more if there were barriers and such, please consider that these respondents are not active users, and therefore don't have much practical experience with these solutions.</p> <p>I have not sat on a corner and collected two-way bike lane usage data, but I have casually observed many cyclists ignore two-way bike lanes. My hypothesis is that if a two-way bike lane were built on Shoal Creek Blvd, cyclists will continue to ride with motor traffic, only using the two-way bike lane if it happens to be on the right side of the street for them. Furthermore, I believe the presence of a two-way bike lane on Shoal Creek Blvd will make motorists act with hostility toward cyclists who do not use it.</p> <p>..</p> <p>Thank you for considering these concerns. Again, I'm very excited about the Big Loop and all the plans going into it. My only real worry is this one.</p> <p>On Thu, Jul 19, 2018 at 7:13 PM, &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; wrote: I just sent y'all a very long email, but this statement highlights my main fear. Cyclists will still ride with traffic, even when a two-way bike lane is present. You will not get 100% user adoption. However, the presence of a two-way bike lane will make motorists feel entitled to the road. In other words, drivers will get angry and hostile toward cyclists who are not following the rules.</p> <p>11. I drive on SC. Why would I support the 2-way bike lane design? You would no longer have to worry about dodging cyclists who keep pulling out into the vehicular lane to avoid parked cars.</p> <p>Thanks again for considering.</p>

Date	Comment
8/28/2018	<p>Hi Mike,</p> <p>Here's some more public feedback on the 2-way bike lane design re Shoal Creek and my reply.</p> <p>Cheers, &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>----- Forwarded message -----  From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  To: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  Cc: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  Sent: Tuesday, 28 August 2018, 10:11:55 GMT-5  Subject: Re: E-introduction</p> <p>Hi &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you so much for taking the time to share your fantastic feedback. I'll forward it on to the engineer working on the Shoal Creek bike lane project. You have a lot of good points there and it's great to hear your actual experience of a 2-way bike lane.</p> <p>It would be good to see data from Austin and elsewhere regarding our current 2-way bike lanes. I assume that any design of bike lane has some risks to users, but how does the 2-way variety compare?</p> <p>For Shoal Creek, the issues you raise would be most salient on the northern half of our target area (38th St - Hwy 183) where there are more intersections; between 38th St and Allandale there are much fewer intersections. I wonder if there are solutions such as bulbouts, a raised bike lane across some intersections, and/or visual aids such as mirrors or clearing obstructions that could be applied to slow drivers down at intersections to reduce the risk of crashes. Just thinking out loud there. We're still open to other designs, as long as they're protected, which is one of our group's few demands.</p> <p>Thanks again for the feedback. Let me know if you have any other ideas. It's much appreciated!</p> <p>Cheers, &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Monday, 27 August 2018, 17:27:12 GMT-5, &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; wrote:  Hi &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>I'd like to chat about this proposed bike lane configuration change for sure!</p> <p>I live in Barton Hills and am a cyclist and a motorist. We have a double bike lane on one side of the street and have had 2</p>



Date	Comment
	<p>bicycle/motorist collisions since it was reconfigured a year ago.</p> <p>Here are some reasons why a double bike lane on one side of the street doesn't work:</p> <ol style="list-style-type: none"> <li>1. Many motorists turning from a cross street look left and then turn to the right, without looking to the right, where a cyclist would be coming from with a double bike lane situation. I have had (and continue to have) many near misses due to this situation. The city tells me that motorists will adapt, but this situation hasn't improved in the last year at all! Many motorists are not residents of the area and don't travel the street regularly. And don't think the city will put up signage on the cross streets asking motorists to look both ways - they won't! We've been asking for a year and nothing has been done except small signs on a flexible post in between the double bike lane and the car lane, which do nothing but get hit by motorists!</li> <li>2. There are lots of curves on Shoal Creek Blvd. (just like Barton Hills) so you have to think about the "blind curves": a motorist turns right from a side street and even if they look to the right, there is a curve which limits their visibility of cyclists. Some of the curves limit visibility in both directions so the motorist would have to diligently look in both directions to try to see around a curve before proceeding through the bike lane. Sometimes there is foliage blocking their view so they inch out into the bike lane to see, and now with bikes coming in both directions, you create problems.</li> <li>3. Cars turning left off of Barton Hills onto a side street (that have to cross the double bike lane) do not, cannot, or will not look over their left shoulder to see if a cyclist is coming (traveling in the same direction) before turning! Motorists are used to looking over their right shoulder but not their left, for cyclists.</li> </ol> <p>I think the configuration of Exposition works well - a parking lane and bike lane on one side and just a bike lane on the other side. It would be helpful to have bumps between the bike and car lanes.</p> <p>Thanks. &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On 8/27/2018 5:15 PM, &lt;&lt;NAME REDACTED&gt;&gt;wrote: Hi &lt;&lt;NAME REDACTED&gt;&gt; and &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>I would like to introduce the two of you over email. &lt;&lt;NAME REDACTED&gt;&gt;, &lt;&lt;NAME REDACTED&gt;&gt; is the super Bike Austin volunteer that is working on the Shoal Creek Blvd effort. Adam, Teresa contacted me as a cyclist interested in sharing ideas for the configuration of SCB and shared thoughtful feedback on the proposed two-way bikeway. I mentioned that she might be interested in talking with the Bike Austin group and getting more involved and offered to introduce the two of you. She is also interested in potentially helping organize tours of existing bike paths around the city to look at what works and what doesn't work.</p>
9/26/2018	<p>Hello Mike,</p> <p>As a neighbor who lives close to Shoal Creek (I'm 1 block off, at &lt;&lt;ADDRESS REDACTED&gt;&gt;) and someone who bikes and has young kids, I'm very supportive of protected bike lanes. I'd love to get your updates on the design for Shoal Creek. I know the neighborhood association, ANA, has been a vocal opponent, but I just</p>

Date	Comment
	joined that Board because I believe in protected bike lanes. I am curious to see the latest designs. Do you know when they will be ready to share?
10/2/2018	<p>Dear Mr. Schofield,</p> <p>My name is &lt;&lt;NAME REDACTED&gt;&gt;. As a resident of the city of Austin, I want you to know that I support protected bikes lanes on Shoal Creek Boulevard.</p> <p>As I understood it, the city was to have set a date sometime this Fall for a community meeting to present bike lane designs. Has a timeline been established for when we might expect this meeting to happen?</p>
10/10/2018	<p>Dear Mike,</p> <p>I dislike the idea of more bike lanes and limiting any more space on shoal creek. Great northern has already been completely taken over by bicyclists to the point of frustration for the people whom live and commute down that road way. Many of whom now take shoal creek, sometimes a longer way around to their house to avoid bicyclists. Many bicyclists sharing the road in the area already do not obey any traffic laws and keep people nervous at a 4 way stop wondering if they will stop or signal their next intentions. These bicyclists that are using up tax dollars are doing so for a hobby or exercise. I see very few riding a bicycle for commuting purposes. I feel our tax dollars could be put to a much broader use that more citizens in the shoal creek area can enjoy. Such as expanding activities at the local parks.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I am a full time cyclist, no car, and regularly use Shoal Creek as a ride route. It is not safe in it's current configuration. That said I am a strong supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting prior to the start of the holidays as it will be hard to get the needed feedback after the season starts.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p> <p>I appreciate your consideration concerning this matter.</p>

Date	Comment
	Thank you.
10/10/2018	<p>Dear Mike,</p> <p>My name is &lt;&lt;NAME REDACTED&gt;&gt;. I've been a resident of Austin for 21 years.</p> <p>The reason I email you today is this: I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183. When will the City of Austin set a date for a community meeting to present possible designs for the lanes?</p> <p>I urge you to hold this meeting in the next couple of months. In the meantime, you're welcome to contact me with any questions you have.</p>
10/10/2018	<p>Dear Mike,</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Hey Mike --</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183, and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes.</p> <p>I'm interested in designs that prioritize the safety and comfort of active users of the road, rather than the convenience of those who want to store their cars in the roadway. I'd especially like to see designs that integrate greenery, including green barriers (planters, rain gardens, etc.) to protect the bike lanes from car traffic.</p> <p>I'm hoping this meeting will take place in the next couple of months. Could you let me know whether that will happen?</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike, (writing again to properly cc &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;)</p> <p>I love Austin and the opportunity to get out and about on my bike across the city with my family.</p> <p>I'm writing now because I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months, or sooner if possible!</p>

Date	Comment
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I am a regular cyclist and motorist who lives near and utilizes Shoal Creek Boulevard on a daily basis. I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Sent from my iPhone Mr. Schofield,</p> <p>I am an long-time, 71 year-old, Austin cyclist. I commute to work nearly every day by bicycle. The majority of my route is along Shoal Creek Boulevard (SCB) from Steck Avenue to 40th Street. As such I am acutely aware of the currently less-than-optimal bicycle facilities along the route. The bike lanes on SCB are thankfully wide, but allow car parking that forces bicycles out of their lanes into traffic at frequent intervals. This is unsafe for cyclists, limits cycling along Shoal Creek to only experience riders and is frustrating to drivers. Not long ago a driver continuously blew his horn at me for 15 to 20 seconds as I negotiated around a line of parked cars. That would be enough to scare a less hardened cyclist into leaving the bike in the garage.</p> <p>I write to you because I am aware that you are considering plans to possibly implement protected bike lanes on Shoal Creek Boulevard and may be setting dates for community meetings. Could you please let me know the schedule for any such meetings.</p> <p>The need for protected lanes is urgent. Right now, the bike lanes on Shoal Creek do not conform to best practice, will not get us closer to the goals of Vision Zero and do not provide a safe route to schools or to the focus area for the Big Jump.</p> <p>Thanks for all you and your group do to make Austin a better place. I look forward to hearing about your plans for Shoal Creek Boulevard at upcoming community meetings.</p>
10/10/2018	<p>Dear Mike,</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183. In coordination with several others, I am writing to ask when the City of Austin will hold a public meeting to present possible designs for the lanes.</p> <p>We need to see the designs being considered. I urge you to hold this meeting in the next few months.</p> <p>Thank you for your time and attention to this matter. Please keep me informed regarding progress on this request.</p> <p>Respectfully,</p>

Date	Comment
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p> <p>For a city that thinks it is outdoor and recreation friendly, it is pathetically behind on bike transportation thoroughfares and safety compared to many other major cities.</p>
10/10/2018	<p>Mike,</p> <p>I bike throughout the City of Austin and am in favor of protected bicycle lanes on Shoal Creek Boulevard between 38th Street and Hwy 183. It's my understanding that a date for a community meeting to present possible designs for the lanes has not been scheduled.</p> <p>I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike, I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months. We frequently bicycle the Shoal Creek area as a family so it is important to have protected bicycle lanes.</p>
10/10/2018	<p>Dear Mr. Schofield,</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>

Date	Comment
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike, I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mr Schofield, I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes.</p>
10/10/2018	<p>Mr. Schofield,</p> <p>I commute down Shoal Creek from North Loop to 35th every weekday, and regularly see two to five bicycles even on my brief commute. I'm happy to share the road with them, but I'm certainly a supporter of constructing protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183. I feel it would be safer for all commuters, and would encourage fewer people to drive if they had a safe bike option. (I'm one of them!)</p> <p>I would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes.</p>
10/10/2018	<p>Dear Mike,</p> <p>I am a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 (and elsewhere in the city pending planning). I have greatly appreciated the protected lanes on 3rd St in downtown and wide lanes on Guadalupe for commuting from UT to south Austin. Shoal Creek would help complete a solid network of safe lanes for commuters.</p> <p>When will the City of Austin set a date for a community meeting to present possible designs for the lanes? I hope this meeting can be held in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm an Austin cyclist as well as car driver and a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183.</p>

Date	Comment
	<p>I'd would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p> <p>Austin enjoys a positive reputation as a progressive and green minded city, and adding more safe cycling infrastructure will only make it a better place to live, raise families and work</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Hi Mike.</p> <p>I'm writing to ask your help in getting the City to move forward with adding protected bike lanes on Shoal Creek Blvd between 183 and 38th street. I would like to see a public hearing on design proposals scheduled in the next month or so. This is too important to let it slip away.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p> <p>I live in Barton Hills and our protected lanes have been a Godsend to our community. So many children and parents now bike together to school or for exercise. People commute to work in much larger numbers on their bikes. I bike regularly on it and feel safe and protected. My husband and I also ride Shoal Creek frequently and would love to have protected bike lanes there also. Please get going on getting this project underway.</p>
10/10/2018	<p>Dear Mike,</p> <p>As an urban cyclist, I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Mr. Schofield,</p> <p>I'd like to register my support for protected bike lanes along Shoal Creek, and for continuing to move that process along with all required meetings.</p> <p>I ride along Shoal Creek, so I know how much protected lanes would help to truly make that critical route part of the all ages network. But I also see how sparsely parked the current parking lanes are. This leads to a perceptually wide road, and therefore to high levels of speeding along Shoal Creek. The perceptual narrowing afforded by protected lanes would also make Shoal Creek safer for residents. Truly a win win.</p>

Date	Comment
10/10/2018	<p>Hello,</p> <p>I am wondering when the city will move forward with the proposal for protected bike lanes on Shoal Creek Blvd between 38th St and 183. I've been hearing about this project being in the works for such a long time, but I know that there has not yet been a public meeting. This is a key bike route for transportation purposes and I simply don't feel safe biking there with my children with the current bike lane configuration. Delays in moving forward with protected lanes are a real hardship to those of us who depend on biking for transportation. I hope that you will hold a public meeting for Shoal Creek bike lanes within the next two months.</p>
10/10/2018	<p>Dear Mike,</p> <p>The necessity of protected bike lanes on Shoal Creek between 38th St and Hwy 183 increases by the day. This change is needed not so much for bikes but for the cars. Austin has a large cycling community and Shoal Creek is arguably the safest and most efficient route north. So eliminating cyclists from this road is not an option.</p> <p>When riding in the bike lanes on Shoal Creek, a parked car in the lane requires cyclists to enter the car lanes - potentially slowing them down and increasing the chance of an accident. Protected lanes would eliminate both problems making it safer for cyclists and faster for cars.</p> <p>I would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Mike</p> <p>I strongly support adding bike lanes to Shoal Creek -- this street is a major bike way now. This is not going to change. I ride it regularly. The cars that are parked on Shoal Creek and the lack of appropriate bike lanes make this road dangerous for cyclists and parkers, pedestrians and other alike. Bike lanes would make it much more safe. In addition, bike lanes would facilitate bike commuting which benefits our entire community.</p> <p>I urge you to set a meeting for public consideration of the design for bike lanes -- this public discourse should happen soon.</p> <p>Please feel free to contact me if you have any questions and thank you for considering this input</p>



Date	Comment
10/10/2018	<p>Dear Mike,</p> <p>As one of the many bikers in this city who am scared for my life everyday riding in unsafe bike lanes, I am a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I am an avid cyclist. I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I just wanted to reach out to let you know that I support adding protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183. As someone who both regularly rides bikes and drives down Shoal Creek I think this is an important move to make this street more predictable for both drivers and cyclists. I would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p> <p>Thank you for your time. I look forward to hearing back with details of when this meeting will take place.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p> <p>To add to this I'd like to see what it would take to have protected bike lanes on most if not all of heavily congested roads. I ride for my health and have been put on jeopardy more times than I can count.</p>

Date	Comment
10/10/2018	<p>Dear Mike,</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes.</p> <p>I urge you to hold this meeting in the next couple of months.</p>
10/10/2018	<p>Dear Mike,</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183W. I want to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. Please hold this meeting within the next couple of months.</p>
10/10/2018	<p>Greetings Mr. Schofield, I am a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183. I am writing to inquire when a public meeting is planned to present possible designs?</p> <p>Thank you for taking the time to respond to my inquiry.</p>
10/11/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on in South Austin off SW Parkway, and Shoal Creek Boulevard between 38th St and Hwy 183.</p> <p>I urge you to hold this meeting in the next couple of months.</p>
10/11/2018	<p>Dear Mike, I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/11/2018	<p>Dear Mike,</p> <p>I hope you're doing well! I'm writing to say that I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/11/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/11/2018	<p>Hello Mike,</p> <p>I live a stone's throw from Shoal Creek Blvd and support the proposed protected bike lanes from 38th St to Hwy 183. My wife and I would like to know when the City of Austin will hold the next public meeting to present possible designs for the lanes. The sooner, the better for this improvement as it is long overdue.</p>
10/11/2018	<p>Dear Mike, I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>

Date	Comment
10/11/2018	<p>Hi Mike,</p> <p>I'm writing to express support for improved bicycle lanes on Shoal Creek Blvd. I ride this road frequently for commuting, fun, and exercise and believe it would be much safer if cyclists didn't have to swerve into traffic to get around parked cars.</p> <p>Do you know when the city will be presenting proposals to improve this street? I hope to hear about progress in the next month or two.</p>
10/11/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/11/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/11/2018	<p>Dear Mr. Schofield:</p> <p>I am a resident and condo owner on Shoal Creek Blvd. in the area where the proposed controversial bike lanes would be. I encourage you to move forward with the plan, despite the complaints of some residents on the street who do not want their ability to park on the street in front of their house to be taken away.</p> <p>All of the single-family homes along Shoal Creek have garages and long driveways - there is no reason why those homeowners should also feel entitled to a parking space along the curb in front of their houses.</p> <p>I have noticed the separated bike lanes to have been successfully implemented on a number of streets in the area without any problem, including Justin, North Loop, and Rio Grande. Those type of bike lanes would work very well on Shoal Creek Blvd.</p>
10/11/2018	<p>Dear Mike,</p> <p>As someone who grew up biking around Austin and now volunteer with Ghisallo which leads bike afterschool bike rides with elementary school children, I urge you to put a protected bike lane on Shoal Creek. Buffered, shared or paint only lanes are not safe enough for the children of Austin, so please place a protected lane on Shoal Creek</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting ASAP.</p>
10/11/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>

Date	Comment
10/11/2018	<p>Dear Mike,</p> <p>I want to see dedicated protected bike lanes on Shoal Creek Boulevard, sooner rather than later. I urge you to set up a public meeting soon to address this issue.</p> <p>As a bicyclist, "bike lanes" with cars with them aren't really bike lanes at all.</p>
10/12/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. Please hold this meeting sooner rather than later.</p>
10/12/2018	<p>Dear Mike, I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/14/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p> <p>Please remember that Shoal Creek is one of the most important bike corridors in Austin, so this project requires priority.</p>
10/14/2018	<p>Dear Mike,</p> <p>As a long time resident of Shoal Creek blvd, I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/15/2018	<p>Dear Mike,</p> <p>I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/15/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>
10/15/2018	<p>Dear Mike,</p> <p>I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.</p>

Date	Comment
	I have been bicycle commuting in Austin for 45 years, and I am very grateful to the city for the many new bike lanes, especially the ones on Rio Grande. These are a model I hope you use elsewhere. I see they are now fairly widely used. I use them every morning.
10/15/2018	Dear Mike,  I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.
10/16/2018	Dear Mike,  I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.
10/17/2018	Hi Mike,  I support protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months
10/17/2018	Dear Mike,  I'm a supporter of protected bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.
10/17/2018	Dear Mike,  I'm a supporter of removing parking from the existing bicycle lanes on Shoal Creek Boulevard between 38th St and Hwy 183 and would like to know when the City of Austin will set a date for a community meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months.
10/22/2018	Dear Mike,  I support protected bicycle lanes on Shoal Creek Boulevard between 38th Street and Highway 183 and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I urge you to hold this meeting in the next couple of months. As someone who regularly cycles along Shoal Creek, protected bike lanes are a very important issue to me.
10/22/2018	Hi Mike,  Hope your week is going well. :)  Reaching out as I support protected bike lanes on Shoal Creek Boulevard between 38th St and Hwy 183, and would like to know when the City of Austin will hold a public meeting to present possible designs for the lanes. I encourage you to hold this meeting in the next couple of months.

Date	Comment
11/21/2018	<p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  Sent: Tuesday, November 20, 2018 11:30 PM  To: Smith, Emily &lt;emily.smith@austintexas.gov&gt;  Cc: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  Subject: Re: BAC 11/20 citizen communication</p> <p>Emily,</p> <p>No worries. The extended notes from my comments are:</p> <p>(1) Congrats to all that pushed for and worked on the bicycle and pedestrian underpass at US 183 near Shoal Creek Blvd over the years. A safe crossing of US 183 has been a long time coming, and we should celebrate that the job will be done in 1-2 weeks.</p> <p>(2) [As an Esquina Tango Board Member, Esquina Tango is at 209 Pedernales] We'd like to engage with the city to improve the safety of the dedicated bike lanes along Pedernales. Some of our members and staff commute by bicycle, and while they are grateful for the dedicated bike lanes they are not always seen by traffic turning onto or off of Pedernales. Especially when the cyclists are heading South (against normal traffic flow). We would like to work with the city to improve signage or other measures to make the lanes safer.</p> <p>(3) [As an Allandale homeowner and cyclist] As a member of the Allandale Neighborhood Association Special Committee on the Shoal Creek Boulevard Bike Path Proposal by the Shoal Creek Conservancy (SCC), speaking for myself and not the Committee, I just wanted to go on record as being frustrated with the response the Committee received from the Shoal Creek Conservancy to our concerns with their plan. The Committee wants improved safety along Shoal Creek Boulevard (SCB). But we do have concerns with safety, financial responsibility, and community engagement with their plan. We wanted to engage with SCC to work through these concerns. Instead, I feel like our concerns have been brushed aside and/or passed off to the city. As such, I hope we can engage with the city to ensure that our concerns are heard. SCB is different than other roadways that have dedicated bike lanes with its long blocks, low-visibility curves, and existing large bicycle traffic – including groups of riders. I respectfully want to have these special circumstances addressed head-on instead of brushed aside, to ensure than any changes will be improvements to the existing multi-use lanes.</p> <p>=====</p> <p>Thanks to both of you for taking the time to speak with me after the meeting. After checking my e-mails, it was indeed Nathan Wilkes that worked on the Pedernales dedicated bike lanes.</p> <p>Again, my hope would be to start with an e-mail to Nathan that includes more details about the safety issues, with details from our bike-commuting staff member. Then to follow-up with Nathan with a brief face-to-face meeting where we could talk about possible solutions. What's the best way to get a little time on his calendar?</p> <p>Thanks,  &lt;&lt;NAME REDACTED&gt;&gt;</p>

Date	Comment
	<p>On Nov 20, 2018, at 6:07 PM, Smith, Emily &lt;emily.smith@austintexas.gov&gt; wrote:</p> <p>Hi &lt;&lt;NAME REDACTED&gt;&gt;, can you please summarize your comments from this evening for me via email? Apologies for the extra work, but I was a bit distracted at this time and want to make sure your messages are reflected in the meeting minutes.</p> <p>Emily Smith</p> <p>Program Coordinator</p> <p>Austin Transportation Department</p> <p>512.974.2358   Emily.Smith@austintexas.gov</p>
11/29/2018	<p>Good afternoon Tyler,</p> <p>I want to convey my support for protected bike lanes on Shoal Creek Boulevard as part of the 13-mile Shoal Creek Trail vision.</p> <p>I support the Shoal Creek Conservancy's goals and visions for the benefit of our city.</p>
12/3/2018	<p>Good morning, Tyler.</p> <p>I plan to attend the upcoming public meeting on the plans for Shoal Creek Boulevard. Thank you so much for arranging it.</p> <p>I live just off SCB and use a bicycle on the road frequently. I consider myself an experienced rider, generally comfortable in low/moderate-speed traffic. It might be too late to make any changes to any current proposals but, nevertheless, may I make a couple of observations:</p> <ol style="list-style-type: none"> <li>1. I think that, in most cases, a two-way bicycle lane on one side of the road only is a very poor solution for at least three reasons. (a) For many cyclists, its a potentially hazardous maneuver to access and leave the lane at its ends. (b) one side is always going against traffic, so motorists coming in from side streets have to think to look the other way to avoid a crash. (c) In some instances, they also increase the risk of bike-to-bike-collisions.</li> <li>2. I also believe that the round, low-level "pill box" studs recently installed on some other roads in Austin are a disastrous way to separate a bicycle lane from other traffic. They can easily cause riders to fall, especially beginner/intermediate cyclists, and, in a worse case, possibly into traffic.</li> <li>3. I suspect that, if a two-way bicycle lane on one side of the road is installed on SCB, many cyclists will ignore it when riding in the opposite direction and will continue to ride in the traffic lane.</li> <li>4. A better solution (space permitting) is the Exposition model with bike lanes on each side of the road and a parking lane on one side of</li> </ol>

Date	Comment
	<p>the road.</p> <p>5. I do understand that, as legal vehicles on public roads with the privileges so granted, cyclists have an obligation to obey the transportation laws and to be respectful of other road users.</p> <p>Respectfully submitted.</p>
12/3/2018	<p>Hi Tyler,</p> <p>I can't make it to the listening session, but do have some feedback to share!</p> <p>I commute the entirety of Shoal Creek Blvd, top to bottom, 3-4 days a week via bicycle. I live in Holly (78702) and work at the Domain (78759).</p> <p>For almost all of Shoal Creek Blvd, cycling is quite efficient and safe, but several issues come to mind when thinking about how to improve the corridor:</p> <ol style="list-style-type: none"> <li>1. Due to parking allowed in bike lanes on Shoal Creek Blvd, I swerve into vehicle lanes 8-10 times on every commute. It's a lot of looking behind me, negotiating space with car traffic, etc. Despite the sentiment of homeowners along the street, from experience I think it was a poor decision to allow parking in the bike lanes. It's not safe, and has led me as a cyclist to simply take the vehicle lane for portions of my commute down Shoal Creek, which of course angers drivers. The current state is not sustainable or safe for cyclists or motorists.</li> <li>2. The loss of a bike lane heading southbound at Anderson Lane, between Anderson and Foster, is an issue because it forces bicycles and vehicles into the same lane immediately after crossing Anderson. This is unsafe and a conflict for both cars and cyclists. Due to low traffic volume on this stretch and generous lane width, this seems easily fixable.</li> <li>3. The loss of a bike lane heading southbound at Koenig lane, in the ~100 yards before the Koenig traffic signal heading south on Shoal Creek, is an issue for cyclists commuting southbound during rush hour. The light backs up significantly at times between 5-6pm, and since cyclists don't need to wait in car lines, this leads cyclists to zig-zag between cars, or try to negotiate a bumpy sidewalk to get to the light. Then, when the light turns green, there's competing for space, and ambiguity if the cyclist enters the intersection from the sidewalk intending to re-intercept the bike lane south of Koenig. This is unsafe and a conflict for both cars and cyclists. Due to generous lane width, this seems fixable.</li> </ol> <p>Thanks so much for hearing! Happy to help with any questions.</p>
12/3/2018	<p>Hi, Tyler.</p> <p>Regretfully, I cannot attend Dec 12th meeting so I offer this input. I have commuted daily by bicycle since 1987, and continue to do so. I lived in the Crestview neighborhood from 1987 to 1993 before we moved southwest. Biking to and from downtown Austin, I thought almost every day about how great it would be to have protected lanes so that I could feel safer. Shoal Creek Blvd in morning/afternoon rush hour traffic is not safe, and not much fun – especially in the night when it's raining! Protected lanes as you know makes it safe for bikes, cars and everyone.</p>



Date	Comment
	Therefore, I strongly support protected bike lanes on Shoal Creek Boulevard as part of the 13-mile Shoal Creek Trail vision! Thanks for listening.
12/3/2018	<p data-bbox="281 212 407 237">Mr. Wong -</p> <p data-bbox="281 277 1409 302">I cannot attend the listening session, so I appreciate this opportunity to give feedback via email.</p> <p data-bbox="281 350 1871 448">I live at &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek Boulevard, so I travel on SCB literally every day by car. I also bike from my house to the Allandale HEB and the Wal-Mart on Anderson Lane on occasion. I would love to bike along SCB more, and to allow my kids to do so without being accompanied, but I am hesitant, because it is not very safe. Some particular problems include:</p> <ul style="list-style-type: none"> <li data-bbox="281 488 1881 586">* The intersection at 45th Street. The 4-way stop does not give walkers or bikers enough time to cross safely. Also, enough drivers do not know how 4-way stops work (i.e., one car at a time) for the intersection to be very dangerous. It is also not infrequent that drivers run the stop signs at SCB when traveling on 45th Street. The hilly and curvy nature of 45th Street contributes to this problem.</li> <li data-bbox="281 626 1902 724">* Drivers go too fast on SCB. The portion between 41st Street and 45th Street is a particular problem. The downhill curve from the south and the downhill straight-away from the north (especially with the flat parking lot and grounds of the Texas Repository Library to the west) creates a "racetrack" effect in this area.</li> <li data-bbox="281 764 1902 829">* The intersection at 2222. The speeding drivers on 2222 makes the intersection of SCB and 2222 very dangerous for walkers and bikers trying to cross 2222.</li> <li data-bbox="281 870 1860 935">* SCB gets very heavy use as an "alternative" route when Mopac or North Lamar are jammed during afternoon rush hour. When traffic gets very heavy, drivers will often drive in the bike lanes in an effort to go faster.</li> <li data-bbox="281 976 1902 1073">* SCB appears to be a commonly used route by impaired drivers who are trying to avoid law enforcement on Mopac or North Lamar, especially in the late night/early morning hours. It is not uncommon for parked cars, mailboxes, and lawns to be hit or run over in the late night hours.</li> <li data-bbox="281 1114 1871 1179">* The wide bike lanes on both sides of SCB are much appreciated, but cars frequently swerve into the bike lanes. Some sort of physical barrier/separation between the car lane and the bike lane is needed.</li> </ul> <p data-bbox="281 1219 642 1243">I hope this feedback is helpful.</p> <p data-bbox="281 1292 1892 1455">I do have one specific question and would appreciate a response. What is the status of the pedestrian bridge across Shoal Creek to connect the Shoal Creek trail to the new Grove development on Bull Creek Road? This was part of the approved plan for The Grove, and the developers dedicated some funding to it, but my understanding that the City had to provide some coordination and funding as well. That pedestrian bridge will be a very important connector to create pedestrian/bike access to The Grove from the east, as there is no safe access along the north side of 35/38th Street or the south side of 45th Street.</p>

Date	Comment
	Thanks very much.
12/3/2018	<p>I will be unable to make the listening session, but wanted to make this comment.</p> <p>Even as incomplete as it is, Shoal Creek Boulevard provides the least risky pathway from 38th to 183 for walkers and bikers and those riding scooters, hooverboards, et al. Burnett, Lamar, and Mopac are currently way too auto-oriented to provide that function. For me, it makes errands possible via my recumbent trike that would otherwise require a car. Please do all you can to maintain and improve the Boulevard as a safe alternative for alternative modes of transportation.</p> <p>Thank you.</p>
12/3/2018	<p>Good Evening &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for your inquiry. We are just starting up the project and the public process and have been collecting input by email. We have our first public meeting on December 12, 2018 from 5:30-7:00pm at the Gullett Elementary School cafeteria, which will be in a listening session format (see the link below for more details). I have also added you to our email list to keep you up to date on upcoming public meetings and announcements.</p> <p>Contact Info:  Tyler Wong   Tyler.Wong-contractor@austintexas.gov  English: 512-974-7061   Español: 512-974-7853  Learn more / Obtenga más información: AustinTexas.gov/ShoalCreekBlvd</p> <p>Thank You,  Tyler Wong  Contractor – Active Transportation and Street Design Division  City of Austin Transportation Department</p> <p>-----Original Message-----  From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt;  Sent: Monday, December 03, 2018 5:30 PM  To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt;  Subject: Re: Date for input ?</p> <p>Shoal Creek (38th to 183)</p> <p>On Dec 3, 2018, at 11:43 AM, Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; wrote:</p> <p>Hi &lt;&lt;NAME REDACTED&gt;&gt;,</p>

Date	Comment
	<p>Could you clarify what subject you are looking for to submit input for?</p> <p>Thank You, Tyler Wong Contractor - Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>-----Original Message----- From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Monday, December 03, 2018 10:29 AM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; Subject: Date for input ?</p> <p>Sent from my iPhone</p>
12/3/2018	<p>Tyler – Not sure I can make it to the listening session.</p> <p>My requests are:</p> <ol style="list-style-type: none"> <li>1. Find a way to easily connect the 38th street end of the bike trail to the next segment to the south – well marked, navigable, with safety for bikers – so that we can easily get to downtown and the river.</li> <li>2. Find a way to easily connect the northern end of the bike trail to segments that navigate bikers further north, east and west. To get us across, under and over Mopac, 183, Research Blvd., etc.</li> </ol> <p>My goal would be connections that enable 20, 30, 40-mile rides.</p> <p>And, please, connect the Southern Walnut Creek Trail to the Northern Walnut Creek Trail and new bridge alongside Mopac, aiming at one long circle trail all around Austin – a loop, akin to highways that circle major cities.</p> <p>Then put all this on a web site that allows bikers to map and plan rides. This may exist, already, somewhere, but I have not found it. If you have a link, send it!</p> <p>The Southern Walnut Creek Trail, by the way, from Bolm Road at the south to the RC airfield at the north, should be the model. It's superb.</p>
12/4/2018	<p>Hello Mr. Wong,</p> <p>Just wanted to express my opinion regarding the bike lanes proposed for Shoal Creek. If I understand the proposal for the Shoal Creek area, the city would be installing two-way bike lanes on just one side of the street, similar to what we have on Bluebonnet and Barton Hills Drive. If that's the case, I think this is a HORRIBLE idea!</p> <p>I live in the Barton Hills/Zilker area, and ride my bikes some 250-300 miles per week. I'm a very active member in the cycling community and an accomplished cyclist.</p>

Date	Comment
	<p>The two-way bike lanes that are located on one side of the street are consistently DANGEROUS. As an example: cars/drivers coming from the side streets that exit onto Bluebonnet and Barton Hills are NOT expecting cyclists to be coming from their right side. Drivers look left, and then simply pull into the road. I've been run off the road numerous times like this. Also, drivers coming up Bluebonnet (going north) do not look left when turning left. Thus, they run across my front wheel when I'm headed north (in the same direction as the driver). I've even had a driver cut across my front wheel with only inches to spare, then turn around, chase me down, and start yelling at me that "cyclists think they are entitled!!!" Mind you, I was riding in the supposedly protected bike lane!</p> <p>Further, when these two-way bike lanes are installed, drivers regularly park in these wide bike lanes. The City of Austin public vehicles are among the worst for this, including police cars and Austin Electric. When these big trucks park in the bike lane, cyclists can't see around them. Our only option is pull blindly into oncoming traffic.</p> <p>The approach of running cyclists up onto the sidewalks temporarily and then back into traffic also does not work. Examples of this include the new death ramps at Congress and Oltorf, and the death ramps in front of school on Barton Hills. These are simply awful.</p> <p>Please, please, don't repeat these same awful designs yet again.</p>
12/4/2018	<p>Hello Mr. Wong,</p> <p>I will be unable to attend the Shoal Creek bike lane discussion so just wanted to give my input here.</p> <p>As a regular cyclist and a group ride leader, I am strongly against the proposed two-way bike lanes. They are extremely dangerous when the volume of cyclists goes up beyond the bare minimum. They require much more skill and rapt attention than the lanes as they are now.</p>
12/4/2018	<p>I am an avid cyclist. I ride 30-40 miles 5-6 days each week (weather permitting). I do not want protected bike lanes on Shoal Creek. It is not the right street for protected bike lanes and it is not the right solution to the perceived problem.</p> <p>The cycling community has gotten it in their heads that raised curbs or plastic lane dividers are the answer to safe cycling instead of actually being a responsible cyclist who is aware of their surroundings. Adding these barriers simply adds to the confusion many drivers experience every morning. For the price of just a mile of concrete barriers, the city could buy reflective gear, tail lights, and bike helmets for virtually every cyclist in this city.</p> <p>The raised concrete curbs on Rio Grande through West Campus provide an excellent example of how these devises don't work. Drivers manage to get one wheel over the barrier and find themselves straddling the curb only to over correct as they try to get their car back in the traffic lane. Making the cyclist more visible is a better and lower cost solution to this issue than trying another failed lane redesign on Shoal Creek or any other street in town.</p> <p>Think of how many "redesigns" Shoal Creek has survived and think of the cost over the years. Don't waste another dollar on new bike lanes for Shoal Creek. The design in 1980 was two traffic lanes with a turn lane down the middle. Traffic moved quickly, bikes managed well with cars entering the turn lane as they passed cyclists, but the neighborhood complained about the traffic and there was a</p>

Date	Comment
	<p>“redesign” to eliminate the center turn lane and slow the traffic. You need to decide what the real purpose is for the “redesign”. Do you want traffic to flow, do you want safe cycling, do you want to appease the neighborhood?</p> <p>The “sandwich” bike lane is another bad idea that needs to be reexamined, but that is not the issue raised for the December 12 meeting.</p>
12/4/2018	<p>I am a cyclist, and ride Shoal Creek quite frequently. I also ride Hancock quite frequently.</p> <p>I rode Hancock before the “protected” lanes were constructed, and after, and can tell you I don’t feel any safer after they were installed than before. I always have felt safe riding on Hancock. I do not know how much they cost, but suspect way more than they are worth. I also feel quite safe on Shoal Creek with the present bike lanes.</p> <p>I would much prefer the finite funding for improved cycling safety, and access go to projects like the sidewalk intersection underpass just constructed along Shoal creek at 24th street, I believe. I also appreciate the widened and improved sidewalk along Lake Austin Blvd. I also applaud the many bike trail projects recently completed.</p> <p>At some point, cyclists have to understand that we are outnumbered by motorists, and need to respect their conveniences and rights and not promote programs that alienate them, as they do vote!! I would rather see the precious funds spent on projects that promote cycling but do so while not impeding motorists or violating property rights.</p>
12/4/2018	I don't want protected bike lanes because two lanes on one side is an invitation for conflict. Keep it the way it is now with lanes on each side.
12/4/2018	<p>Hi Tyler,</p> <p>I’m an avid recreational cyclist and I also ride my bike to work a lot. I have concerns about bike lanes separated from the street with pylons and the like. My experience is that the street sweepers cannot clean them and they quickly fill up with debris. So then you’re forced to ride outside the bike lane to avoid dirt, gravel, trash, etc. You end up with less protection than if nothing had been done.</p> <p>Don’t know what the City has in mind for Shoal Creek, but I’d much rather have a dedicated path or a thick line on the road. Having cleaned-out bike lanes is really crucial!</p>
12/4/2018	<p>Hi Tyler,</p> <p>I won’t be able to make the December 12th meeting but want to voice my support.</p>
12/4/2018	<p>Mr Wong</p> <p>We cyclists need safer places to ride and not interfere with motorized traffic. We need more not less of these places.</p> <p>Keep the Bike lane along Shoal Creek and help Austin be a safe place for cyclist</p>
12/4/2018	<p>Hi Tyler,</p> <p>I am definitely interested in protected bike lanes on shoal creek, I think it is a great idea.</p>
12/4/2018	I am unable to attend the Shoal Creek Listening Session, but I support the idea of protected bike lanes on Shoal Creek Boulevard.

Date	Comment
	At the same time, however, all the bike lanes I have ridden in Austin have the problem of collecting sand, gravel, and broken glass at the side of the road. Bicycle safety over the whole city, Shoal Creek included, would be greatly enhanced by having clean lanes to ride through, without the need to veer into traffic to avoid risky surfaces. Please buy and regularly use a street sweeper.
12/4/2018	<p>Hello Mr. Wong,</p> <p>I hope to attend the discussion of Shoal Creek bike lanes on December 12, but in case I am unable to make it, I want to give my thoughts.</p> <p>I was born and raised in Austin. I have been biking on Shoal Creek most of my life. My first paid job was at the age of 15. I lived in West Austin and worked at a Ginny's, a local copy shop chain, in the Village shopping center on Anderson Lane. The only sensible bike route included Shoal Creek boulevard from 38th St to Anderson.</p> <p>35 years later, I am still a regular cyclist for both transportation and exercise. Shoal Creek is one of only a few half-decent ways to ride between central and north Austin, but the bike lanes have always been primarily a parking lane for cars. This forces riders to constantly leave the bike lane, a maneuver more dangerous than having no bike lane at all.</p> <p>The city has spent a gargantuan amount of money subsidizing flood control for wealthy developers and property owners who made a fortune building along the Shoal Creek watershed. They vastly increased the danger of flooding by the amount of impervious cover. They profited and the rest of us paid for it.</p> <p>Surely a tiny fraction of that amount can be spent creating safe bike lanes. If that means they lose the ability to park in the street, we've all paid for that many, many times over through our donations to their flood prevention.</p>
12/4/2018	I live in south Austin and have been considering biking to work in north Austin for a while now. One of the main concerns is safety and protected bike lanes would reduce my safety concerns drastically. On a macro level, more protected bike lanes throughout the city is a step in the right direction to mitigating traffic congestion and greenhouse gas emissions AND protected bike lanes are cheaper, easier to build, and more eco friendly than building more roads.
12/4/2018	<p>Hi Mr. Wong,</p> <p>We need protected bike lanes on Shoal Creek!</p>
12/4/2018	<p>Hi Tyler,</p> <p>I can't make the meeting on 12/12 as I'll be traveling for work, but I fully support, desire &amp; need bike lanes on Shoal Creek. I commute often from north Shoal creek to downtown. There's more &amp; more car traffic on Shoal Creek which makes going around parked cars difficult and cars are buzzing by me really close more often. I've been very lucky to not get in accidents, but I'd rather rely on dedicated &amp; protected bike lane vs luck. I hope you can help!! Thank you for the work you do.</p>
12/5/2018	i and most of my avid cyclist friends are against protected bike lanes on Shoal Creek Blvd. that street is so heavily traveled by cyclists that adding protection to the lanes would create traffic problems for the cyclists. the bike lanes are fine as they are. they are wide enough to allow heavy traffic. also, the creation of a 2 way bike lane on this street would make matters worse, it would make street parking very limited for residents. they created a protected 2 way lane on Barton Hills that is too wide and takes too much away from the street itself. it makes parking on the other side of the street dangerous because it takes too much of the street needed for car access.

Date	Comment
12/5/2018	<p data-bbox="279 141 1898 204">My first question is: Is this the hike and bike lane project? If so, guess what? It is the Shoal Creek Trail not Shoal Creek Boulevard! You can put all the trail you want in the creek but stay the hell off of Shoal Creek. We have enough problems that you ignore.</p> <p data-bbox="279 245 1898 308">Because of MoPac and now Bull Creek being crazy with the ridiculous Grove project we can barely get in and out of our drive way. During 5 o'clock traffic it is not unusual to find traffic backed up from 45th all the way south up to and passed 41st street.</p> <p data-bbox="279 349 1898 483">APD does not stop commercial trucks from using a clearly marked "NO TRUCKS" area from 38th to Foster. They do nothing about vehicles parked left wheel to the curb. They do nothing about bikers and joggers who have unsanctioned races, who run and/or ride in packs outside the bike lanes that were designed to keep them happy. The bikers completely disobey all traffic laws and the joggers aren't much better.</p> <p data-bbox="279 524 1898 623">I ask ALL of you just once to park in front of my house at &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek and face south and see if you don't fear for your life as you watch north bound traffic veer into the bike lane as you hope they don't hit you or your vehicle. Many people think the bike lane is for vehicular traffic.</p> <p data-bbox="279 664 1898 867">Think you are going to allow parking on only one side of the street? Think again. It would be unwise and more importantly unsafe. Several years ago our son had to park on the west side of the street because visitors from the duplexes on the west side were parked in front of our house and the neighbors (another minus factor thanks to ACL and South by Soward). The mirror was knocked off of his properly parked truck. Of course the bicyclist who hit it did not stop but I bet they knew they had made contact. It's time for common sense. Austin has been kept weird long enough. Maintain our street, maintain lighting, and put the Shoal Creek Trail in the creek where it belongs.</p> <p data-bbox="279 875 1392 899">BTW-think how unhappy I would really be if I didn't support our overworked Police Department</p>
12/5/2018	<p data-bbox="279 912 1898 1011">Hi, I support bike lanes on Shoal Creek Blvd even at the expense of parking. Specifically, I would prefer to have bike lanes on each side, so that there is NO COUNTER-FLOW BIKE TRAFFIC. This can be done by using parking to separate traffic from bikes on the east side of the street.</p> <p data-bbox="279 1052 1898 1219">I have ridden a bike on Pedernales Street on the east side, and found it extremely unsafe. When cars are backed up on Pedernales in traffic, if one turns right into a driveway or side street at a location other than a signed intersection, it is very likely that the turning driver will have no visibility of oncoming bike traffic and will hit a cyclist, severely injuring or killing them. When driving a car, I always check my mirrors when turning right to look for bikes approaching from the rear in the bike lane, but I can't see through the truck in front of me for counter-flow cyclists until it's too late.</p> <p data-bbox="279 1260 1898 1323">Furthermore, traffic turning right out of driveways along a street with a two-way bike lane will find it very difficult to look for approaching "wrong-way" bike traffic.</p>
12/5/2018	<p data-bbox="279 1334 380 1359">Hi Tyler,</p> <p data-bbox="279 1399 1898 1497">I received the flyer in the mail regarding the listening session / public open house at Gullett on Dec 12. Can you provide some additional details around what you seeking to accomplish? Or better yet, what are some of the specific items that you are seeking feedback on? "Safety and mobility needs" seems pretty vague and disingenuous, especially against the backdrop of the changes that were initially</p>

Date	Comment
	<p>being proposed and then pulled recently. From my perspective you could help guide or seed the conversation by giving people some things to think about.</p> <p>In addition, it would be good if the city can provide factual / statistical data regarding safety issues along SCB. I'm thinking specifically along the lines of incidents with parked vehicles, bike and motor vehicle incidents, pedestrian incidents, etc. My family has lived on SCB for 20+ years now and I'm not aware of any specific problems that are in need of solving. Especially for doing things like making one side parking and one side bike lanes when it doesn't seem like there is a need.</p> <p>We've been around long enough to remember the curb island fiasco and I would like to make sure that we don't go down that path again.</p>
12/5/2018	<p>Hi Tyler</p> <p>We have a church group that bikes on Shoal Creek every Saturday. There needs to be protected lanes.</p>
12/5/2018	<p>Hi Tylor – I just wanted to voice my opinion that, from what I've read on the Conservancy website, I am definitely in favor of the bike lane and parking changes, etc. My children don't have a safe route to Gullett Elementary. Hopefully this can change that for future kids/families!</p>
12/5/2018	<p>Hi Laura,</p> <p>I live at and own the house at &lt;&lt;ADDRESS REDACTED&gt;&gt; (east side) and would like to register my support for the protected bike lane that is currently proposed.</p> <p>My support is somewhat tempered by lack of information regarding how my neighbors on the west side will be affected regarding trash and how the curbs will work in plan. If you have any info in that regard could you please send me a link if possible.</p> <p>My only other fear is that the large groups of bikers that seem to feel they need to ride 3-4 abreast will not use it and will bottleneck traffic as they do now to some degree already.</p> <p>In any case I do love the extension of a system of protected bike lanes through the city and look forward to commuting to my job downtown as often as possible.</p>
12/5/2018	<p>Tyler-</p> <p>I'm writing to express my support for protected bike lanes on Shoal Creek. I recently started biking as an adult (after many, many years not getting in a bike) and the protected bike lanes recently installed on Speedway were a key factor in my decision to do so and my ability to grow comfortable biking on the road. I think they are a wonderful asset throughout the city and would be especially useful on Shoal Creek which is already so popular with bicycle riders and provides an essential north-south bicycle arterial.</p> <p>We are preparing to get rid of one of our family cars because we have replaced our need for it with bicycling. Hopefully as Austin's cycling infrastructure grows stronger more people will be able to do the same.</p>
12/5/2018	<p>Good evening, Ms. Dierenfield,</p> <p>Below is an email I sent to my council member and her staff this afternoon expressing support for the proposed improvements to Shoal Creek Trail. I understand from one of my neighbors that you are leading the effort on the planning side for the City. Please let me know</p>



Date	Comment
	<p>how I may be helpful as you move forward with your planning process.</p> <p>Best regards, &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>Begin forwarded message: From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Subject: I support the Shoal Creek Trail proposed improvements Date: December 5, 2018 at 4:49:14 PM CST To: Leslie.Pool@austintexas.gov Cc: Louisa.Brinsmade@austintexas.gov</p> <p>Dear Councilwoman Pool and Ms. Brinsmade, I'm writing to express support for the Shoal Creek Conservancy plan to improve the Shoal Creek trail and associated bike and pedestrian facilities.</p> <p>I became very concerned this past week when I read in the local Community Impact newspaper (Vol. 11, Issue 1) a statistic attributed to Allandale Neighborhood Association (ANA) Vice President, &lt;&lt;NAME REDACTED&gt;&gt;, stating that "over 90 percent of member residents are opposed to the plan..." I was pretty skeptical about this figure, so asked &lt;&lt;NAME REDACTED&gt;&gt; about it, and specifically how many households are members of ANA. He gave me this response: "I don't know how many households are members of the ANA. I suspect it is in the 10-20% range so not that many. But, I think my actual quote to the reporter was 'We haven't done a survey yet, but I suspect more than 90% of ANA members working on the bike plan are opposed to the SCC plan.' " According to another of my neighbors who is also on the board, the ANA committee working on the bike plan consists of five residents. In summary, the quote in the newsletter implies that there is broad Allandale neighborhood opposition to the plan, when what was actually said by Mr. Haynes was that he surmises that about 4-5 people oppose it, but Allandale residents haven't actually been asked yet what they think.</p> <p>I want to make sure you know that residents do support the plan. I understand that a group of about 15 folks visited your office yesterday to express support. I was not a part of that group, and found out about it later, but my neighbor did convey that you would like to hear from us.</p> <p>I've been living in Allandale since 1993, and commuted by bike for more than 20 years to my job (mostly downtown, but for a few years to the office building located at Anderson and Shoal Creek). I've used the bike trails around town for decades and have seen them slowly improve. (For example, there was a time in the 90s when just south of 29th St, you had to dismount, shoulder your bike, and walk rocks to get across the creek from one part of the trail to the continuation of the trail, but now there is a bridge. Yay!) I can't tell you how thrilled I was to see the Shoal Creek Conservancy Plan come out awhile back, because it means improvements right here in my own neighborhood. I strongly support establishing full networks of bike paths that allow cyclists to traverse the whole city safely. My own kids are grown up and off to college, but I support protected lane options for my neighbors' children and cyclists of all skill levels.</p> <p>As Austin continues to grow and become more congested, it is becoming less safe for cyclists, yet we need more folks to be willing to</p>

Date	Comment
	<p>cycle rather than getting in their cars. The Shoal Creek Plan is an important piece of the Austin transportation solution.</p> <p>Please let me know how else I may assist with the process or be a resource to your office. In the meantime, I wanted to register my support for Shoal Creek improvements.</p>
12/5/2018	<p>Tyler</p> <p>Is there any other information that I could receive (Map with details? computer images?) of the shoal creek Protected bike lanes project? I lead a bike ride on shoal creek every Tuesday and thus I'm very interested in this project. Having been involved n cycling for 20 years, lived in Austin for 30+, League Cycling Instructor, I would like to give input on this project.</p>
12/6/2018	<p>Tyler Wong,</p> <p>Thanks for the opportunity to comment. I may be at the event on 12/12, but since I live 16.5 miles away, it may just be too long to bike up there and then bike back home. Would be 10 PM or later before I got home.</p> <p>I'm 73 and have biked on Shoal Creek to get home or go places for years. I consider it a reasonably acceptable route now, especially when compared to other north-south options. Obviously, dedicated bike lanes would make it better. For commuters it is a good route that could be better. Families might venture onto it more if they felt safer.</p> <p>I also happen to be an environmentalist quite concerned about global warming. If a few people who might want to commute found that bike lanes made it safer then that would reduce the carbon load to the planet. Likewise, it would take those cars off the already crowded streets and improve the health of those riding.</p> <p>I did not see anything to indicate what would happen to parking if bike lanes are added. If I lived on the street that would concern me greatly. If there were wide sidewalks or gravel trails like along Lamar that would be great. My guess is that separated bike lanes would be a "lane too far." In any case, thank you for having the meeting and even looking at making these improvements.</p>
12/8/2018	<p>Hello Tyler,</p> <p>I was alerted by Bicycle Sport Shop to your upcoming Listening Session regarding Shoal Creek Blvd. Since I'm not able to attend, I wanted to share my thoughts with you regarding the bicycle infrastructure on the Boulevard.</p> <p>I've been cycling on Shoal Creek Blvd. since 2001. The current set-up of wide shared bicycle and parking lanes was a compromise solution arrived at in the early 2000's after community involvement then. But you probably already know that.</p> <p>Unlike Bicycle Sport Shop, I am not in favor of protected bike lanes in this case. The volume and speed of vehicle traffic along Shoal Creek Blvd do not justify the infrastructure capital and the ongoing expense of maintaining protected lanes. I find motorists along Shoal Creek (I am one of them too) to be very aware they are driving on a major cycling thoroughfare, and they treat cyclists with courtesy.</p> <p>That said, I believe the current striping could be improved. There is currently parking allowed on both sides of the street, but my observation is that parking along one side only would be sufficient for the number of cars one typically sees parked. Most of the homes along this street have large driveways and the amount of on-street parking could be cut in half. By allowing vehicle parking on only one</p>

Date	Comment
	<p>side of the street, I believe the thoroughfare width would allow for a dedicated bicycle-only lane and a dedicated vehicle lane in each direction, plus a parking lane on one side only. The parking lane could alternate sides from block to block if the residents thought they were being treated unfairly, but I would withhold this from the initial plan and offer it up as a bargaining chip if needed. As an example, the bike lanes on Exposition Blvd. are well implemented in my opinion, given the width of the thoroughfare. Where there is more width available, I really like the bicycle lanes as implemented on Shoal Creek Blvd. north of Steck, where there is an additional buffer line painted between the vehicle lane and the bike lane (I think this could be implemented also between Anderson and Steck).</p> <p>I would also like to see walk signal buttons added near the curb, so they are easily reached from a bicycle without having to get up on the sidewalk. Sometimes the walk signal button is the only way to get a traffic light to change, if there are no vehicles around (at night, for instance). The sensors in the pavement typically don't respond to bicycles (and sometimes even motorcycles).</p> <p>I am not a fan of protected bike lanes as I've seen them implemented in Austin. First, most of them are bi-directional, creating conflicts between cyclists going in opposite directions, and making passing difficult. Second, pedestrians just won't stay out of them (there are a lot of runners on Shoal Creek Blvd and we're dodging each other as it is). Third, the street sweepers can't get into them, so debris piles up there. Finally, an experienced cyclist will want to be able to use the roadway as needed to safely operate the bicycle. I don't want to be trapped in a protected bike lane where I may not be able to avoid a hazard, which will include inexperienced cyclists and runners in the same lane.</p> <p>Thank you for the opportunity to share my views as a long-time multi-modal user of Shoal Creek Blvd, one of Austin's great bikeways.</p>
12/9/2018	<p>Hi Tyler,</p> <p>This is &lt;&lt;NAME REDACTED&gt;&gt;, Austin resident and soon-to-be resident of the North Shoal Creek neighborhood. I don't think I'll make it to the Shoal Creek Blvd listening session on Dec 12, so I wanted to submit some comments here.</p> <p>Shoal Creek Blvd needs safe, dedicated bike lanes free from cars. Dedicated bicycling facilities (where cars cannot park) will allow for all bicyclists, novice and experienced, to travel north-south more safely and with more confidence. This is a big win for relatively low cost with very few downsides, which is a rare combination.</p> <p>Shoal Creek Blvd has more than enough parking as it is, and even if parking is removed from one side of the street, I believe there will still be plenty to satisfy demand. I have seen other downsides brought up, including making trash pick up more difficult or making it more difficult to back out of their driveway. To me, these issues seem either minor and easy to remedy or complete non-issues. In my experience, cars parked on the side of a road make it much more difficult to back out of a driveway (due to visibility) in comparison to any kind of biking facilities.</p>
12/9/2018	<p>I'm afraid I can't attend the meeting on 12/12, but I support protected bike lanes and doing everything we can to make Shoal Creek a safe and effective trail that runs from Walnut Creek to Lady Bird Lake.</p>
12/10/2018	<p>Hello Mr. Wong</p> <p>My name is &lt;&lt;NAME REDACTED&gt;&gt;. I have lived and bicycled in Austin for 40 years. Before I retired, I commuted 8 miles by bicycle to my workplace. I live in central Austin within 2 miles of Shoal Creek Boulevard. I lead group rides of from 10 to 20 riders for Bike Austin from</p>

Date	Comment
	<p>Mellow Johnny's and from The Peddler. I ride approximately 3000 miles per year, mostly inside the city and in the surrounding countryside. I have used most of the major bike streets and bike lanes in Austin and I am familiar with the different kinds of bike lanes.</p> <p>I will be unable to attend the December 12th meeting concerning bike lanes on Shoal Creek Blvd., but I would like to share my thoughts. Thank you for listening.</p> <p>Even though I am a Bike Austin member and ride leader and generally support BA's efforts on behalf of bicycling, I disagree with BA's position on bicycle lanes for Shoal Creek.</p> <p>I don't think two-way bike lanes are appropriate for Shoal Creek Boulevard. In my opinion, two way bike lanes are dangerous on through streets with heavy traffic and numerous cross street intersections. The brief article in the link below expresses my feelings about two way bike lanes, especially "protected" two-way bike lanes. Protected two way bike lanes give inexperienced riders the illusion of safety, while actually increasing risk. Physical barriers such as turtles, curbs, and sticks aren't much of a barrier for out of control motorized vehicles, but I have seen them cause cyclists to fall. Physical barriers also limit my ability to react to unsafe situations in the bike lanes. Bike lanes, especially protected bike lanes, tend to collect debris and develop holes. Homeowners tend to let trees and shrubbery grow out over the lanes, and of course, homeowners must use the curb for waste collection. I have seen the Bluebonnet Lane bike lane completely blocked by a homeowner who stacked cut brush in the lanes. And regardless of laws and the existence of sidewalks, multi-purpose bike lanes are inevitably fully or partially blocked by inexperienced or inconsiderate users. Reacting to debris and to other users blocking the lanes is hazardous enough when I am cycling alone. It is extremely dangerous when I am being followed by 10-20 riders traveling at 10-20 miles per hour.</p> <p>Changing the configuration of Shoal Creek bike lanes will also unnecessarily antagonize homeowners on Shoal Creek Boulevard. They have already expressed opposition through their homeowners association. If experience on Bluebonnet Lane and Arroyo Seco is any guide, faster cyclists will simply not use the lanes and the decreased lane space will slow motorized traffic more than it does now. That will no doubt increase antagonism between cyclists, residents, and through motorists. I have safely ridden and led rides on Shoal Creek Boulevard as it is currently configured for years. It's not broke and it doesn't need fixing. In my opinion, there are better ways to use the political and financial capital required to change its configuration.</p>
12/10/2018	<p>I have lived in northwest Austin for 18 years, and drive my car and ride my bike on Shoal Creek Blvd regularly. Over the years I have rode my bike over 10,000 miles within Austin city limits.</p> <p>I am strongly AGAINST protected bike lanes. They are extremely selfish - they commandeer the road for one person's vision of exactly one mode of transportation, at the expense of all other road users. My motto is always Share the Road. Cars, bikes - fast and slow riders, single file and side-by-side, bikes pulling trailers, recumbents, trikes, pedicabs, inline skaters, skateboarders, e-bikes, scooters, motorcycles, pedestrians, runners, wheelchairs, baby strollers, school buses, delivery trucks, emergency vehicles... the list goes on... all need to share the road and have different space needs and speeds. Slower traffic should always keep to the right and faster traffic pass on the left. Physical barriers which artificially narrow the road cause accidents, not prevent them.</p> <p>There is room for improvement on marking, signage, enforcement, and other minor issues, but Shoal Creek is great how it is - don't mess it up!</p>

Date	Comment
12/10/2018	<p>Hi Tyler,</p> <p>I can not make the Listening Session this Wednesday, but wanted to provide my personal feedback on the Shoal Creek project. I am an avid rider, from commuting to race training, and utilize the Shoal Creek roadway frequently. I am excited about potential improvements to the area, as there are currently a lot of conflicts between parking, the bike lane, runners/walkers, and vehicles. However, I am strongly opposed to the option for a 2-way bike lane. I know that can be successful in some (very few) scenarios, but I feel like it would be detrimental to the Shoal Creek area. A good example of how badly it works is on Great Northern. As a cyclist who can ride 12-18 mph, it feels incredibly unsafe to have traffic potentially passing you on both sides, moving in different directions, and potentially pinned in without a quick avenue to make adjustments if needed (squirrel, cat, debris, unsteady rider, etc.). In the majority of the locations with 2-way bike lanes, I choose to ride in the lane with vehicles, as it feels like the safest alternative. I hope you will consider that you and the planning team will consider eliminating the 2-way bike lane option.</p> <p>Thanks for listening, and looking forward to hearing further developments on the project!</p>
12/10/2018	<p>Hello,</p> <p>I am writing to voice my unequivocal support for the bike lane to be constructed on Shoal Creek Blvd from 38th St to 183. This will encourage biking, as well as make cyclists safer! And there is plenty of parking available on Shoal Creek.</p> <p>I am unfortunately unable to attend the listening session tomorrow, but please register my preference.</p>
12/11/2018	<p>Hello -</p> <p>Protected bike lanes makes perfect sense... until you deal with intersections, where merging with cars becomes a serious problem. Shoal Creek bike planning has a checkered history at best - think about the absurd "curb islands."</p> <p>As a regular cyclist on Shoal Creek Boulevard, I say leave well-enough alone. You'll probably make it worse with dedicated (protected) bike lanes.</p>
12/11/2018	<p>Dear Mr. Wong,</p> <p>I am writing this email to let you know that I fully support protected bike lanes on Shoal Creek Boulevard as part of the 13-mile Shoal Creek Trail vision.</p> <p>We all know that Austin has been growing incredibly quickly. In order for this growth to continue in a sustainable fashion, the city desperately needs to expand its alternative transportation options, which must include safe and friendly bike lanes that are protected from traffic via barriers. This would further set Austin apart from other cities in the region and help attract jobs, increase economic activity and improve the safety and well-being of residents.</p> <p>I will not be able to attend tomorrow's meeting at 5:30 pm due to schedule conflicts, but many of my friends and colleagues will. I am hopeful that the City will ultimately make the right decision in this matter.</p>
12/12/2018	<p>Dear Tyler. Thank you for your response. Unfortunately I have a Rodeo meeting tonight.</p> <p>In my original email I forgot to mention that Capital Metro constantly uses Shoal Creek for some unknown reason. Plus in the last 20 minutes a commercial truck from Southern Star Brewing of Conroe was traveling southbound on a clearly marked street. Not to</p>

Date	Comment
	<p>mentioned the gaggle of bicyclists having another unsanctioned disruptive road race.</p> <p>We have too much traffic through the neighborhood.</p> <p>Again, thank you. &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Wednesday, December 12, 2018, 9:17:15 AM CST, Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; wrote:</p> <p>Good Morning &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for your feedback on this project. I have recorded your comments and added you to our email list to keep you up to date on upcoming public meetings and announcements. The extents that we are looking at are on Shoal Creek Boulevard from 38th Street to US 183 and this project was identified because Public Works Department is planning to resurface a majority of Shoal Creek Boulevard in 2019. We will be looking at the uses of the street, including for all modes (pedestrians, bicyclists, personal and commercial vehicles) and seeing what changes could be made to the road to better accommodate them. Please feel free to stop by our listening session for the project tonight, December 12, 2018 from 5:30-7:00pm at the Gullett Elementary School cafeteria (see below for more details). The meeting is being held in a listening session type format, meaning we are looking to get more feedback and understanding of problem areas/intersections/etc that we should look more in depth into.</p> <p>Project Website: <a href="http://AustinTexas.gov/ShoalCreekBlvd">AustinTexas.gov/ShoalCreekBlvd</a></p> <p>Thank You,</p> <p>Tyler Wong</p> <p>Contractor – Active Transportation and Street Design Division</p> <p>City of Austin Transportation Department</p>
12/12/2018	<p>Tyler,</p> <p>I cannot attend the session this evening at Gullett Elementary, so please receive my comments here: I am IN FAVOR of protected bike lanes.</p> <p>I am a long-time bike commuter, I have ridden my bike all over Austin for years. And the current configuration of Shoal Creek is not safe even for a hardened rider like me. Having to dodge parked cars leads to a higher risk for collisions with oncoming traffic, and for being doored by someone sitting in their parked car and opening the door without realizing a bike is passing their car.</p> <p>The more protected bike facilities we have, the more people will ride, and the safer/healthier/happier/less polluting we will ALL be.</p>

Date	Comment
12/12/2018	<p data-bbox="277 141 317 167">Sir,</p> <p data-bbox="277 209 1262 235">Thank you for consulting residents concerning the future of Shoal Creek Boulevard.</p> <p data-bbox="277 277 1856 342">Our family of four lives a block away from Shoal Creek Blvd at &lt;&lt;ADDRESS REDACTED&gt;&gt; and are frequent users of both the north and south stretches of Shoal Creek Boulevard. We use it for walking, running, bicycling and driving.</p> <p data-bbox="277 384 443 410">Observations:</p> <ol data-bbox="277 453 1885 761" style="list-style-type: none"> <li>1. Shoal Creek Boulevard runs parallel to MoPac, Burnet and Lamar. Shoal Creek acts as another option for southbound and northbound traffic during rush hour despite the other throughfares having more capacity.</li> <li>2. Cars often speed on Shoal Creek Boulevard, going significantly faster than the posted speed of 30 mph.</li> <li>3. Parking on Shoal Creek Boulevard is possible on both sides of the road. Parking is never very busy, and it seems either side is always less than 50% occupied.</li> <li>4. Runners often use the street instead of the sidewalk, probably because of uneven surface of the sidewalk.</li> <li>5. The area next to sidewalks is often marked as shared parking and cycling. It doesn't work well for cyclists who have to go around parked cars by entering the car lane. Especially kids on bicycles or groups with kids find it a challenge to share the car lane when cars don't always expect bicycles in the car lane.</li> </ol> <p data-bbox="277 803 352 829">Ideas:</p> <ol data-bbox="277 872 1902 1351" style="list-style-type: none"> <li>1. Shoal Creek Boulevard runs parallel to MoPac, Burnet and Lamar. With MoPac, Burnet and Lamar being optimized for car traffic, there is an opportunity to create a pedestrian and bicycle friendly avenue through north central Austin.</li> <li>2. Seeing that parking is utilized less than half, parking could be limited to a single parking lane, leaving more room for traffic.</li> <li>3. Shoal Creek Boulevard is popular with runners and cyclists. With the added space, wide lanes for bicycles and foot traffic could be created with appropriate road surface material, preferably in distinct coloring.</li> <li>4. Traffic calming measures for cars are necessary. Care should be taken with the design that traffic calming measures do not impact the experience for those on bicycles.</li> <li>5. Signposting should make it clear to car traffic to expect bikes and foot traffic next to and in car lanes.</li> <li>6. Speed limit should be reduced to 20 or 25 mph. Permanent speed radar should show cars their current speed as a psychological speed calming measure.</li> <li>7. For intersections, care should be taken to ensure flow of foot traffic and bicycles, for example by only allowing right turns for traffic entering Shoal Creek Boulevard, or use of roundabouts.</li> </ol>
12/12/2018	<p data-bbox="277 1367 369 1393">Hi Tyler</p> <p data-bbox="277 1435 449 1461">I live in Austin.</p>

Date	Comment
	<p>Just wanted to let you know that I support protected bike lanes on Shoal Creek Boulevard as part of the 13-mile Shoal Creek Trail vision.</p> <p>I am also curious if you are familiar with this organization: <a href="http://www.strongtowns.org">www.strongtowns.org</a>.</p> <p>Here is a very good video on how a town can be strong.</p> <p><a href="https://youtu.be/TcmzF8zn5FE">https://youtu.be/TcmzF8zn5FE</a></p>
12/12/2018	<p>Tyler,</p> <p>I have lived along Shoal Creek for over a decade now and am both a long time Austin (Allendale) resident and bicyclist. I support the Shoal Creek Conservancy Plan, particularly the bike lane restructuring. I believe this plan will increase the safety of our neighborhood for bikes, pedestrians and cars. I hope we can move forward quickly. I'm happy to present publicly, if needed.</p>
12/12/2018	I want protected lines on Shoal Creek.
12/12/2018	<p>Hi Tyler,</p> <p>My name is &lt;&lt;NAME REDACTED&gt;&gt;. I live in Crestview and was hoping to attend the City of Austin listening session this evening on safety and mobility on Shoal Creek Boulevard.</p> <p>I wasn't able to make the meeting in person, so I wanted to just e-mail you instead. I am in favor of protected bike lanes on Shoal Creek Boulevard.</p> <p>In addition to riding a standard bicycle on Shoal Creek, I also ride a Dutch-built long-john bicycle to ferry our infant son to/from daycare and around north-central neighborhoods. So having protected bike lanes on Shoal Creek would really expand mobility options for me and my family.</p> <p>many thanks!</p>
12/13/2018	<p>Where were you at 5 yesterday when it took almost 10 minutes to get from &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek through the intersection at 45th. Where you the rest of the trip north on Shoal Creek to Steck having to dodge 3 idiots on bicycles who refused to stay in the over priced bike lane that was designed to meet their specifications.</p> <p>You do realize that Shoal Creek is so messed up that even if you were only paving it from 38th to 183 that you'd have to start all over again by the time you got from one end to the other.</p> <p>I can't wait to see how bad the City is going to screw this deal up.</p>
12/13/2018	<p>Dear Janae,</p> <p>It was a pleasure to meet and talk with you last night at the Shoal Creek Boulevard Listening Session.</p> <p>I attach an article by Amy Zlpkin from the New York Times dealing with non-recreation biking (biking for business purposes). Although it</p>



Date	Comment
	<p>deals specifically with biking to the airport to catch a flight, it emphasizes just how important cycling is to the transportation network of a city and how it is used for more than just recreation. I do think that Austin has a focus on recreational biking and has only limited concerns for getting from point “A” to point “B.” I have found that when one tries to bicycle from “A” to point “B” in Austin it can be a life-endangerment ordeal.</p> <p>Shoal Creek Blvd. is vital to cycling in Austin. It’s the only safe street for cyclists to take going north from downtown. The re-striping of Shoal Creek Boulevard, from West 38th Street to Foster Lane, that the Shoal Creek Conservancy and Bike Austin are promoting—a two-way, protected bicycle lane, along the western edge of the existing curb and within the public right of way—violates the safety standards of the Fedral Highway Administration:</p> <p><a href="https://safety.fhwa.dot.gov/PED_BIKE/univcourse/pdf/swless19.pdf">https://safety.fhwa.dot.gov/PED_BIKE/univcourse/pdf/swless19.pdf</a></p> <p>See in particular pages 19-2 and 19-4 of the above report. The re-striping of Shoal Creek Boulevard proposed by the Shoal Creek Conservancy and Bike Austin would be a nightmare for cyclists and motorists alike.</p> <p>Austin has been over the issue of re-striping of Shoal Creek Boulevard, from West 38th Street to Foster Lane, before (see attached 2 March 2006 City of Austin, Recommendation for Council Action). This action by the city is worth investigating for insight into present considerations for Shoal Creek Boulevard. In 2006, a bicycle lane on both sides of Shoal Creek Boulevard, from West 38th Street to Foster Lane, was recommended by the City Council Staff (Option #2), “as it is consistent with the Bike Plan and meets AASHTO [American Association of Highway and Transportation Officials] guidelines.”</p> <p>The plan recommended by the Council Staff was not approved. Instead, the City Council engaged in a fiction that there could be “bicycle/parking lanes” along both sides of Shoal Creek Boulevard that would simultaneously accommodate both parked cars and bicycles, and approved a plan that seemed to give equal weight to both parked cars and bicycles, but, in fact, favored parked cars.</p> <p>The present configuration of Shoal Creek Boulevard, from West 38th Street to Foster Lane, basically follows the plan approved by the City Council in 2006, although, to my knowledge, there were never shared-use markings for bikes put on this stretch of Shoal Creek Boulevard. Shared-use markings for bikes should be placed along this stretch of the street ASAP, both in the traffic lanes and in the so-called “bicycle/parking lanes.”</p> <p>I have very little confidence that Austin will approve a plan for Shoal Creek Boulevard that will truly benefit the city in terms of its present and future needs. The same forces that proved so successful in 2006 at turning down a plan recommended by the City Council Staff will be a work once again, this time, recast as the Shoal Creek Conservancy, Bike Austin, and the promoters of parking along both sides of Shoal Creek Boulevard.</p> <p>The very plan that the Austin City Council rejected in 2006 for Shoal Creek Boulevard, from West 38th Street to Foster Lane, should become the cornerstone for the 2019 plan for Shoal Creek Boulevard. If the Austin City Council cannot be moved by AASHTO guidelines, perhaps an appeal to scripture, not reason, will bring them around.</p>

Date	Comment
	<p>Regarding your particular focus on trail linkage in Austin, the Shoal Creek area has two major problem concerns. The first is from W. 29th St. to W 31st St. where cyclists are forced to leave Shoal Creek and navigate on N. Lamar Blvd. and W. 31st St. What can be done along this stretch of the hike and bike trail?</p> <p>The second problem area is from US 183 to the western edge of Walnut Creek Metropolitan Park. The hike and bike path under US 183 to the southern end of Neils Thompson Dr. is nearly complete, and this will be a godsend to cyclists who have had to contend with a goat path in this area for years, but what can be done as one proceeds northward along Neils Thompson Dr.? The University of Texas at Austin likes to think of itself as very bike-friendly, but, in practice, it is very inhospitable to cyclists. Can't UT be encourage to be helpful? Yes, I understand that the J.J. Pickle Research Campus has safety concerns, but these can be addressed.</p> <p>In my neck of the woods, Hyde Park High School has a gate on the western end of its campus that can only be accessed by pedestrians and cyclists, not cars. This gate is kept open even after dark and neighbors can access the campus—some to play tennis, others, like myself, to bike through as a way to get to the Domain or to head north or south along the MoPac Service Rd. Can't the Pickle Campus permit such an access through its grounds? All it has to do is to open a pedestrian gate at the southern boundary of its grounds at Neils Thompson Dr. All other entrances to the Pickles Campus are completely open to pedestrian and bicycle traffic 24/7.</p> <p>If this is not agreeable, why can't the Pickle Campus allow a hike and bike trail to be constructed along the western boundary of its grounds, paralleling Creativity Trail?</p> <p>The next hurdle is the Domain, which is very unfriendly to cyclists. The only accommodation that the Domain has made to cyclists is to paint shared-use bike markings on its streets, but these have never been maintained, and most, if not all, have faded away. What the city should do is convince the Domain to construct a hike and bike path that would run from its S. entrance to Feathergrass Ct. and Amy Donovan Plaza to connect with the existing hike and bike path that goes under MoPac. Once on the other side of MoPac, there is a hike and bike trail that leads all the way to the eastern end of Balcones District Park and the western end of Walnut Creek Metropolitan Park.</p> <p>What is the likelihood is getting any cooperation from UT and the Domain? Another issue is Austin's practice of ceding enormous areas of the city to IT companies, or other large corporations, while making no provisions for pedestrian and cycling traffic around these areas. In my neighborhood, I have Apple and National Instruments Corp. to deal with. With Apple's new \$1 billion campus in Austin, can't they be persuaded to spend a pittance to accommodate pedestrians and cyclists?</p> <p>In 2016, I sent a letter to Mayor Adler proposing a "Cycling Cardo Maximus" for Austin (see attachment below). It took his office six months to respond, and, when they did, there was only a piecemeal approach to the issue I raised. So I have never really received a reply to my proposal for a Cycling Cardo Maximus in the city. My brief survey of urban planning in Austin, from its incorporation as a city in 1839, is that it has never planned for the future, not ever. Instead, in Austin, the future just happens, and the city adjusts piecemeal to it.</p> <p>I urge you to look into the 2 March 2006 decision of the Austin City Council and to talk to the members of the Council Staff who recommended Option #2. Some may still be around and others may be reachable by phone. They would have great insight regrading their recommendation and perhaps be able to explain why their recommendation failed to sway the City Council.</p>

Date	Comment
	I thank you for your consideration and I shall look forward to hearing from you.
12/13/2018	<p>Hello Mr Wong</p> <p>My name is &lt;&lt;NAME REDACTED&gt;&gt;. I am a member of Request Yo Racks, a non profit programming group led by &lt;&lt;NAME REDACTED&gt;&gt;, an avid bicycle user.</p> <p>I'm sending my email to give you my full support on the Shoal Creek Boulevard project for installing a bicycle lane from 38th street to US 183.</p>
12/13/2018	<p>Tyler,</p> <p>I live on Shoal Creek. I'm told letters went out to everyone on the street, but I did not receive one. The sign for the meeting last night was up one day before, so I almost missed it. I'd appreciate being put on the mailing list.</p>
12/13/2018	<p>Tyler, thanks to you and the City crew for putting on a solid session yesterday - quite informative. I bet you've got a ton of info and feedback to process. Question: did I see an info board referencing SCB re-surfacing in mid-2019? Wanted to check if that is really going to happen -- we've been waiting years!</p> <p>Other than that, what are the next steps? Will we hear back via email about the different options being considered? Do you plan on further sessions like yesterdays?</p> <p>Thanks again for all the hard work,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt; (SCB home owner AND keen cyclist)</p>
12/13/2018	<p>I'm a resident of Allandale, and I use SCB frequently as a driver, cyclist, and runner. I've cycled for recreation and exercise and for commuting to work. I generally support the idea of replacing west-side parking with a dedicated 2-way bike lane. I also agree that a protected bike lane would encourage more cyclists, a goal that I support.</p> <p>However, I am concerned about the problems that SCB residents face trying to pull their cars out into SCB traffic. A 2-way bike lane would make this problem worse for west side residents. That's a threat to the safety of drivers and cyclists alike.</p> <p>Is there a solution? Consider this modest proposal.</p> <ul style="list-style-type: none"> <li>• What if I could add an extension to the side of my driveway?</li> <li>• What if it was big enough for me back into, turn forward, and enter SCB facing traffic?</li> <li>• Now it's easier for me to see and to cross the bike lane safely into the road.</li> <li>• And hey! Now I have room for a visitor or a workman to park!</li> <li>• What if the City of Austin offered me a rebate to offset part of the cost?</li> </ul>

Date	Comment
	<ul style="list-style-type: none"> <li>• I wouldn't mind if they insisted on limiting impervious cover or other reasonable rules.</li> <li>• I might even splurge and add a circular drive. Even safer! And even more parking!</li> </ul> <p>Considering that CoA was considering widening SCB sidewalks (which is not really feasible), perhaps the cost of (on-request only) driveway extensions would not be so great. And this would address a number of resident concerns with parking, safety, and inability to change driveway cuts after protected bike lanes are in place.</p>
12/14/2018	<p>Tyler --</p> <p>Regarding the discussion of protected bike lanes on Shoal Creek Boulevard, I was unable to attend the listening session on December 12 but want to share my thoughts. I am an avid recreational cyclist and a Bike Austin ride leader. I certainly am in favor of measures to ensure the safety of Austin cyclists but have reservations about the proposal for "protected bike lanes." First, I don't think that two-way bike lanes work well. On Great Northern Boulevard, I'll ride on the two-way bike lane when I'm headed south but never when I ride from south to north. Riding with the flow of automobile traffic always seems safer to me.</p> <p>More importantly, I think that the poles that separate lanes on two-ways and the "buttons" that separate bike lanes from the road are dangerous. When the poles are damaged (as they often are on Bluebonnet Lane), they present a very real hazard for cyclists. Touching a wheel to one of the "buttons" can also take a rider down in an instant. The buttons don't seem to improve safety for cyclists -- let's stick with the 3-foot safe passing law.</p> <p>I'm all for improving rider safety, but not for two-way bike lanes or installing potentially hazardous poles and buttons. Thanks for considering my comments.</p>
12/15/2018	<p>My humble opinion:</p> <p>Do not allow bike riders from all over town and even other nearby towns commuting into Austin determine the use and configuration of Our Allandale streets especially Shoal Creek Blvd.</p> <p>If bike riders don't appreciate the Allandale streets as is, then go ride races and endurance rides Elsewhere. From the disorganized City of Austin meet &amp; not even greet at Gullett school - the maps and statistics showed either One or possibly No bicycle accidents for entire Shoal Creek Blvd.</p> <p>Is this justification to spend millions of our tax dollars to reconfigure SCB only to have the reconfigurations Again torn out six months later because the true Allandale residents protest so loudly.</p>

Date	Comment
	<p>.</p> <p>.</p> <p>City of Austin only needs to leave Allandale and SCB alone, no reconfigurations. Repave and strip as is. Possibly add a traffic light at 45th. And Require and enforce traffic laws on bike riders - stop signs &amp; lights really mean STOP.</p> <p>Curbs and turtles are only a hazard to bike riders, walkers and autos. All road debris are naturally moved toward the road sides which means bike lanes littered with glass rocks sand you name it AND the city street sweepers can Not clean the bike lanes.....</p> <p>The supposed Allandale SCB representatives You are speaking with do Not represent Allandale....</p>
12/17/2018	<p>Hi there!</p> <p>Great job setting up an interactive way for citizens to participate.</p> <p>I erroneously reported to several staffers I had not received notice via the mail. Just wanted to apologize for my mistake.</p> <p>I look forward to hearing the proposal</p>
12/19/2018	<p>Dear Carly,</p> <p>It was a pleasure to meet and talk with you at the Shoal Creek Boulevard Listening Session on Wednesday.</p> <p>I have communicated with Tyler Wong and Janae Spence by email and I hope they will share all of my feedback with you along with all other feedback from the Wednesday session.</p> <p>My advice for those planning for Austin's future is primum non nocere ("first, to do no harm"). Austin, more than any other city that I have lived in, is a city dedicated to the automobile. For a time in its development, Austin foresaw urban transportation exclusively in terms of motorized transit. Austin has prioritized automotive transportation over all other forms of transportation in the city. Major streets are bereft of sidewalks and bike lanes. Highways have been constructed to cut off pedestrian and bicycle communication. Recent efforts to correct this situation have been problematic, because many past errors in planning cannot be fully corrected. For example, see the hike and bike path currently under construction that crosses over two points of a dead man's curve of the US 183 turnaround at the confluence of US 183 and MoPac).</p> <p>It's time that Austin took a holistic view of its transportation needs, instead of dealing with them in isolation. Human powered transportation in the form of walking and cycling is a constituent part of Austin's transportation system and needs to be considered alongside, not separate from, its automotive transportation network. Transferring a limited amount of funds devoted to automotive transportation in this city to improve the infrastructure for human powered transportation in Austin would greatly improve the quality of life in this city—not to mention the safety of its residents.</p> <p>In 2016 I sent a letter to Mayor Adler regarding a north-south cycling corridor in Austin. His office took more that 200 days to respond,</p>

Date	Comment
	<p>and, when it did, it only dealt with the issue that I raised in piecemeal fashion—the area from US 183 to Neils Thompson Dr. (see attachment).</p> <p>I hope you and your colleagues will take in a wider perspective, and I look forward to hearing what your team envisions for Austin in the future.</p>
12/20/2018	<p>My humble opinion: Do not allow bike riders from all over town and other nearby towns commuting into Austin determine the use and configuration of Our Allandale streets especially Shoal Creek Blvd. If bike riders don't appreciate the Allandale streets "as is", then go ride their races and endurance rides Elsewhere. From the disorganized City of Austin meet &amp; not even greet at Gullett school - the maps and statistics showed either One or possibly No bicycle accidents for entire length of Shoal Creek Blvd.</p> <p>..</p> <p>Is this justification to spend millions of our tax dollars to reconfigure SCB only to have the reconfigurations Again torn out six months later because the true affected Allandale residents along SCB protest so loudly.</p> <p>..</p> <p>..</p> <p>City of Austin only needs to leave Allandale and SCB alone, no reconfigurations. Repave and strip as is. Possibly add a traffic light OR Two. And Require and enforce traffic laws on bike riders - stop signs &amp; lights really mean STOP.</p> <p>..</p> <p>..</p> <p>Curbs and turtles are only a hazard to bike riders, walkers and autos. Road debris are naturally moved toward the road sides which means bike lanes littered with glass rocks sand sticks you name it AND the city street sweepers can Not clean the bike lanes..... Does the City of Austin hire on another large work crew at about \$60,000 each person to manually sweep the bike lanes?</p> <p>..</p> <p>Pave and re-stripe SCB as is.</p>
12/22/2018	<p>Hi Tyler.</p> <p>Many thanks for your reply. You'll have to tell me which of the standards that you list—FHWA, AASHTO, MUTCD, NACTO, etc.—recommend two-way bike lanes on one side of two-way streets. I have observed this dangerous configuration in various parts of Austin and have seen such an arrangement illustrated in 2014 Austin Bicycle Plan, and I would like to ask who is responsible for such unsafe planning?</p> <p>Regarding "protected" bike lanes, these lanes should never be separated from other motor vehicle lanes by curbs, parking lanes, or other obstructions, since cyclists must periodically merge with motor vehicle traffic, and cyclists need to be able to avoid dangerous situations should a motor vehicle invade the bike lane.</p> <p>The 2014 Austin Bicycle Plan shows a protected bicycle lane on Guadalupe St. (p. 13), but fails to indicate how the configuration depicted in the photograph plays out in real-life with cyclists having to contend with people exiting and entering motor vehicles. In such a</p>

Date	Comment
	<p>situation, the bicycle lane functions as a place for pedestrians to congregate either before entering vehicles or after doing so. The area just north of where this photograph was taken is a real death trap for cyclists, where there are no bicycle lanes, protected or unprotected. Again, this is typical of Austin—no planning beyond a few blocks; no conception of a connected and comprehensive network for pedestrians or cyclists.</p> <p>Austin has always been short of vision, as indicated by the 1839 “Plan of the City of Austin,” with the main north-south street of the city terminating in a dead end, and the present seems no different from the past in this respect. Your concerns appear to be confined to Shoal Creek Blvd. from 38th St. to U.S. 183, but what happens south of 38th St. and north of U.S. 183?</p> <p>There is currently a hike and bike path crossing two point of a dead man’s curve underneath U.S. 183, a situation which will invite accidents no matter what safety precautions are put in place.</p> <p>The 2014 Austin Bicycle Plan envisions bike lanes on Burnet Rd. and Lamar Blvd., but these streets are extremely dangerous for cyclists, given the speed and density of the traffic. I encourage you to cycle along Burnet Rd. and Lamar Blvd. in my neck of the woods and see if you survive the experience.</p> <p>So much of what Austin engages in reminds me of all the wonderful planning, and even development, that Saudi Arabia undertakes. Wonderful plans on paper, and, sometimes, even wonderful realization of a number of plans, but, then, no follow through.</p> <p>Austin has bike paths. Why not maintain them? Why not service them? It could do so with regular street cleaning. As a resident of Austin, why do I think that this will never happen?</p> <p>If Austin just did the very minimum of what other cities in the developed world take for granted, the situation for cyclists would greatly improve.</p> <p>How about the 2019 Austin Street Cleaning Plan? How about the 2019 Austin Hike-&amp;-Bike Trail Cleaning Plan for Walnut Creek Municipal Park?</p> <p>Fantasies, these will seem . . . E. F. Schumacher’s classic Small is Beautiful does have its relevance for Austin. If Austin could do the small stuff, it would be eminently more livable.</p> <p>Happy holidays!</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Dec 19, 2018, at 6:23 PM, Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; wrote:</p>

Date	Comment
	<p>Hi &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thanks again for sharing your feedback and these resources with Janae, Carly, and me. The man, &lt;&lt;NAME REDACTED&gt;&gt;, in the New York Times article you linked actually is of someone I know/worked with while living in Boston!</p> <p>In the Active Transportation and Street Design Division, we are definitely hoping to provide new bike network connectivity throughout Austin for all bikers, as our 2014 Bicycle Master Plan outlines.</p> <p>In regards to protected bike lanes, we define it as a bicycle facility that provides both horizontal (buffer space) and vertical (flexible delineator posts, curb, parked cars, or turtle bumps) separation between bicyclists and vehicles.</p> <p>To answer your question regarding design guidance, we use a combination of federal guidance in the form of FHWA, AASHTO, and MUTCD publications, we also look at industry best practices through National Association of City Transportation Officials (NACTO) publications (Urban Design, Bikeways, and Street Design) and what other state level guidance like the Massachusetts DOT Separated Bike Lane Guide. Along with all of these we also use Engineering Judgement in our designs when creating alternatives and design choices.</p> <p>At this point we are still collecting feedback to determine possible alternatives. Public feedback will be open until January 13.</p> <p>Thank You, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Friday, December 14, 2018 11:54 AM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; Subject: Re.: Shoal Creek Boulevard Listening Session</p> <p>Dear Tyler,</p> <p>It was a great pleasure to meet and talk with you at the Shoal Creek Boulevard Listening Session. I have filled out and sent in the "Shoal Creek Boulevard Survey (38th Street to US 183)" and I look forward to hearing more about what Austin plans to do along Shoal Creek Blvd.</p> <p>I do hope that Austin has the foresight to look beyond the narrow confines of the region from 38th Street to US 183. What Austin needs is a safe north-south cycling corridor, as I spelled out in my letter to Mayor Adler in 2016. This letter meet with only a piecemeal response—the present work being conducted on a hike and bike path underneath US 183 to Neils Thompson Dr. So long as a piecemeal approach is adopted, Austin will never be able to address its present and future transportation needs.</p>





Date	Comment
	<p>See in particular 19-2 and 19-4 of the above report.</p> <p>I look forward to meeting you tonight.</p> <p>Best regards,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>
12/26/2018	<p>PLEASE leave Shoal Creek Blvd alone. Don't mess with it. Its beauty is that it is a small, unfettered, simple street. I used to work at Seton, going to work in the dark. I always took Shoal Creek. I loved it. Now I mostly travel the north end, and still love it.</p> <p>I implore you to leave it alone. No "islands" (what a disaster that was), no "stupid sticks" (how incredibly ugly), no traffic lights.</p> <p>Thank you.</p>
1/2/2019	<p>Hi Tyler,</p> <p>Thank you for the public outreach - I really appreciate the City's interest in supporting the needs of the folks who use Shoal Creek regularly. And, I was super excited to discover that the impetus for this is the paving project planned for next year. We SO need that!!</p> <p>I live at the NW corner of &lt;&lt;ADDRESS REDACTED&gt;&gt; (&lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek Blvd.) and use the street multiple times a day. In a perfect world, the setup we currently have should work fine. Unfortunately, there are cyclists who refuse to properly use the bike lanes, choosing instead to ride in packs or ride on the line, and drivers who refuse to exercise even a modicum of patience with cyclists as they navigate parked cars.</p> <p>Some updates that I think could be helpful:</p> <ul style="list-style-type: none"> <li>• Continue the bike lanes through the intersections - it seems that the lanes are "pinched" at intersections, particularly the northbound lane of Shoal Creek at 2222, forcing bikers into traffic.</li> <li>• Make 45th Street a light - this 4-way stop always feels like a dangerous dance and makes it especially tough for pedestrians to cross. (Btw, THANK YOU for the light with dedicated turn arrows at the intersection of Shoal Creek and Hancock! I cannot tell you how much safer this intersection is as a result!!)</li> <li>• Increased street sweeping - removing debris from the bike lane may make it more navigable for cyclists.</li> <li>• Speed limit enforcement - folks often speed on our stretch of the street and in the 15 years we've lived here I have never once seen any officer enforcement. Even just having someone present periodically to hand out warnings would be great.</li> </ul>

Date	Comment
	<ul style="list-style-type: none"> <li>• Public education - maybe we could benefit from more information on the rules related to traversing a multi-vehicle thoroughfare.</li> </ul> <p>Lastly, I want to mention that I am aware of the dual bike lane plan which was put forth by the Shoal Creek Conservancy and am firmly against it. This will NOT increase safety. The idea of having to back out of my driveway past 11' of sidewalk, 2 bike lanes, and a barrier, before reaching the snarl of traffic that is typical on Shoal Creek gives me nightmares! Please, please do not implement this plan.</p> <p>Thank you again for allowing me to voice my suggestions and concerns. And, Happy New Year!</p>
1/7/2019	<p>Dear Tyler,</p> <p>I own the home on &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek Blvd. I am writing to voice my adamant opposition to the proposal for bike lanes on my side (the West side) of the street. It is already extremely dangerous and difficult to even get in and out of my driveway (I have been rear-ended twice getting into my driveway) without the bike lanes. With the bike lanes, it will be damned near impossible. I strongly oppose.</p> <p>Thank you very much for your time,</p>
1/7/2019	<p>Dear Tyler,</p> <p>Copied on this message are four other homeowners on Shoal Creek Blvd. We understand that we only have until January 13th for our voices to be heard regarding the proposed changes to Shoal Creek Blvd. by the Shoal Creek Conservancy. While two of us knew about the feedback session held last month, we're all a bit shocked at how fast this is moving along, and how uninformed we are. As the ones affected most by this proposal, it seems that every single homeowner on Shoal Creek Blvd. should be aware of this and yet it is difficult to find out all of the information. It directly affects our safety, our convenience, and our property values.</p> <p>Is there any way to extend the January 13th deadline until every homeowner has been contacted? And shouldn't the Shoal Creek Conservancy have to prove that all homeowners have been notified before making such dramatic changes?</p> <p>It is very late in the game for us to inform these homeowners know what is proposed. Given more time, we would be able to solicit the feedback of everyone affected the most - which is only fair.</p> <p>I would appreciate any feedback or help that you can provide.</p>
1/7/2019	<p>I live on Shoal Creek Blvd and have been hearing news about the proposed bike lanes. Can you please provide me any visual photos of what is being considered for the all bike lane area? Neighbors are rumoring concrete barriers? Poles? Is there any actual visual of what is realistically being considered?</p>
1/10/2019	<p>Hi,</p> <p>I live on Shoal Creek Blvd and would like to suggest the protected bike lane also be used for parking. IOW, this would be an additional suggestion beyond what the Shoal Creek Conservancy recommended.</p>

Date	Comment
	On the west side of the street (where my house is), have a two-land protected bike lane and also allow parking on that side of the street, which would further protect cyclists.
1/11/2019	<p>Dear Mr Wong,</p> <p>We own the property at &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek boulevard.</p> <p>We attended the Mobility Plan meeting prior to the one on December 12, 2018, and the residents who actually live in our neighborhood were almost unanimously opposed to removing parking along Shoal Creek and expanding the bicycle lanes.</p> <p>My wife and I assumed after that meeting that the issue was dead. But apparently it is not?</p> <p>Would you please email me the latest proposal for our review?</p>
1/12/2019	<p>Tyler Wong:</p> <p>.</p> <p>Please enter my comments into the Shoal Creek Blvd comments.</p> <p>My humble opinion: Do not allow bike riders from all over town and even other nearby towns commuting into Austin determine the use and configuration of Our Allandale streets especially Shoal Creek Blvd. If bike riders don't appreciate the Allandale streets as is, then go ride races and endurance rides Elsewhere. From the disorganized City of Austin meet &amp; not even greet at Gullett school - the maps and statistics showed either One or possibly No bicycle/auto accidents for the entire length of Shoal Creek Blvd.</p> <p>.</p> <p>Is this justification to spend millions of our tax dollars to reconfigure SCB only to have the reconfigurations "Again" torn out six months later because the true Allandale residents protest so loudly. This is Our neighborhood.</p> <p>.</p> <p>.</p> <p>City of Austin only needs to leave Allandale and SCB alone, no reconfigurations.</p> <p>Repave and strip as is. Possibly add a traffic light at 45th. And Require and enforce traffic laws on bike riders - stop signs &amp; lights really mean STOP.</p> <p>Curbs and turtles are only a hazard to bike riders, walkers and autos. All road debris are naturally moved toward the road sides which means bike lanes littered with glass rocks sand you name it AND the city street sweepers can Not clean the bike lanes.....</p>
1/13/2019	<p>Might help...if the bicyclists and joggers would ever actually stop at the stop signs!</p> <p>The trail needs to be in the creek not on the street. Bicyclists and joggers already ignore the existing bike lanes that were put in at my</p>

Date	Comment
	<p>expense based on their designs. Make the obey the traffic laws. Keep the commercial traffic off of Shoal Creek. Keep Cap Metro off of Shoal Creek.</p> <p>If people want the stuff they have in Europe then they can move to Europe.</p>
1/13/2019	<p>Hi Tyler,</p> <p>I'm a current Allandale resident living in the &lt;&lt;ADDRESS REDACTED&gt;&gt; of Shoal Creek Boulevard. I'm writing because it is my understanding you are collecting feedback and concerns from the neighbors on the Shoal Creek Conservancy proposal, which I'm listing below.</p> <ul style="list-style-type: none"> <li>- Increased amount of traffic (from cars, bikes and people). It is already a challenge and unsafe exiting our driveways with the large number of people (runners), bikers and cars always present on the street.</li> <li>- No clear cost / benefit analysis. The main issue on SCB is the increasing numbers of cars, however the current proposal doesn't address the main issue residents have. It doesn't clearly articulate the decrease in cars traffic after implementing the proposal, neither how sustainable that would be considering the city's growth and development of new projects like the Groove, neither how many more bikes we should expect to see.</li> <li>- Limit our ability to safely enter or exit driveways if concrete dividers get added.</li> <li>- Loss of parking on one side of the street would make it unsafe because people would have to jaywalk or walk until they find an intersection (which can be a long walk) in a not well illuminated street.</li> <li>- Decrease of property values due to increased congestion, bollards and signs, increased noise mainly from bikers</li> <li>- Another concern is that many of the bikers who usually bike on Shoal Creek are not being compliant of the traffic signs, get aggressive with others using the street and make more - noise than even cars or runners, specially when they run into other bikers on the other side of the street they get loud.</li> <li>- Increased risk of flooding created when adding a tunnel under 2222 &amp; SCB.</li> </ul> <p>Thanks for taking the time to read this email. If you have any questions, please contact me.</p>
1/13/2019	<p>Good afternoon Tyler,</p> <p>I would love to provide input on the fact that there is not a safe way to cross Rosedale neighborhood at Shoal Creek. 39th 1/2 Street would be an ideal location for a pedestrian light similar to the one on North Lamarr at 32nd St.</p> <p>Many kids can't bike or walk to school because there's not a safe way to cross from the Rosedale neighborhood over to the bike lane on the west side of Shoal Creek. Please include a way to stop traffic at 39th and a half Street in order to allow kids to get safely to school.</p>
1/14/2019	<p>Dear. Mr. Wong,</p> <p>I just wanted to send an email to encourage the project to use bike lanes like the ones on Justine Lane and in Brentwood. Lots of families including mine in Allendale would really appreciate the improvement. I also encourage working with the house owners on Shoal creek to find a solution for their safety when leaving their driveways as I have heard in PTA meetings that this is a concern for them.</p>
1/14/2019	<p>Hi Tyler,</p>

Date	Comment
	<p>First, thank you for putting your effort into coming up with a good use of resources to address the communities concerns. It must be like having hundreds of bosses who each want the TPS reports filled out slightly differently. I'm not writing because I want to be another boss.</p> <p>Instead, I have a short list of real, i.e. not leading or rhetorical, questions about the options and data used to chose the path (see what I did, there?) forward. I'm curious myself, and would like to have more info about the process during neighborhood conversations. Take as much (for example, "While we did evaluate the utility of taking that approach...") or as little (For example, "No.") time as you like. Ok?</p> <p>Four questions, all could be answered yes or no and I'd be ok with that.</p> <p>1. Did you look at data from Strava Metro (<a href="https://metro.strava.com/">https://metro.strava.com/</a>)? I use the lower-resolution data from the heatmap to find side-routes to add to my commute and ways to get to new locations. I'm sure the Metro data would say a lot about commuters. Might even say how often riders run stop signs...</p> <p>2. Was Bull Creek from 38th to Hancock considered? It's already safer (wide lanes, traffic light at 45th, no blind corners, etc.) and would serve new traffic coming from the Grove. It was my bet for the new route, by adding a 'smoother' corner at the SE corner at Hancock, and it looks like I lost.</p> <p>3. Did you look at the relative safety of Shoal Creek to the surrounding area? I saw a graphic of the incidents along Shoal Creek but it did not show incidents on nearby roads. I just got over a hip fracture from being hit on North Loop, just a couple of blocks off of Shoal Creek. It didn't make the map.</p> <p>4. How 'bout Woodivew from Hancock to Northland? It's a quiet street that has the right-of-way all the way down. Putting a bike/pedestrian connection between Northland and the 2222/Shoal Creek intersection (it's steep grass now) would make that an option. Again, that was my bet.</p> <p>Thanks for your time, seriously.</p>
1/17/2019	<p>Hi Tyler,</p> <p>I'd love to know more ways to get involved in this project. I know the listening sessions already passed, and I think I submitted my survey responses already, but are there more ways to get involved? I'm super duper interested &amp; invested in the growth of alternate modes of transportation in Austin.</p>
12/5/2018-1/23/2019	<p>Just a few more questions:</p> <ol style="list-style-type: none"> <li>1. How long will the comment period likely be?</li> <li>2. Will the preferred design be presented at another community meeting?</li> </ol> <p>Thank you, &lt;&lt;NAME REDACTED&gt;&gt;</p>

Date	Comment
	<p>On Jan 23, 2019, at 2:33 PM, Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; wrote:</p> <p>Hi &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>With the initial comment period closed, we will be working to analyze and summarize the input and release it to the public in the coming weeks. Following that we are planning to schedule a second meeting to present this data in person and to present alternatives that we are creating based on the public input roughly in March (no date set yet). After that meeting we will open a second comment period to collect feedback on the alternatives. Once that second period closes we will again summarize the input we collected and present it with the preferred alternative design. The public process timeline is dictated by the scheduled street resurfacing this summer, so we hope to have all comments resolved by then.</p> <p>Thank You, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Wednesday, January 23, 2019 1:45 PM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; Subject: Shoal Creek Trail Improvements - I support protected bike lanes.</p> <p>Hi Tyler, I believe there's going to be another 'Listening Session' sometime in Feb (exact date still TBD?). Could you help clarify the process. For example at the Feb meeting will there be any designs or concepts presented, or any results from the information gathered from the first meeting on 12/12?</p> <p>After the Feb meeting, do you have any estimate for when the City's actual bike lane designs on SCB will be made public?</p> <p>Thank you,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;ADDRESS REDACTED&gt;&gt;</p> <p>On Dec 10, 2018, at 2:23 PM, Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; wrote:</p> <p>Good Afternoon &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>Thank you for your feedback and support. As we are just starting up the project and the public process we are glad to be receiving feedback. I look forward to meeting you at the listening session.</p>

Date	Comment
	<p>Thank You,</p> <p>Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Wednesday, December 5, 2018 10:22 AM To: Dierenfield, Laura &lt;Laura.Dierenfield@austintexas.gov&gt; Subject: Shoal Creek Trail Improvements - I support protected bike lanes.</p> <p>Hi Laura,</p> <p>I just wanted to let you know I'm on the ANA Board too and I absolutely support protected bike lanes on SCB. I'm happy with the plan that SCC helped develop and I'm excited to see the plans that the CoA will create for SCB. I'll be at the 12/12 meeting at Gullett and I'm letting my neighbors know as well. Most of the neighbors I know want to see Protected Bike Lanes on SCB.</p> <p>Thanks!</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>----- Forwarded message ----- From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Date: Fri, Nov 30, 2018, 7:41 AM Subject: Re: Shoal Creek Trail Improvements To: &lt;Laura.Dierenfield@austintexas.gov&gt;</p> <p>Thanks. I just have not seen anything yet. I will look again, but was it in the chronicle this week? Chronicle made it seem like trail design was a done deal. I am still interested in scheduling a meeting with your staff that will design the trail along with CM Pool and ANA members. I am not interested in meeting with SCC since they are out the the "design" picture at this point.</p> <p>Thanks, &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Fri, Nov 30, 2018 at 5:51 AM Dierenfield, Laura &lt;Laura.Dierenfield@austintexas.gov&gt; wrote:</p> <p>Good Morning, &lt;&lt;NAME REDACTED&gt;&gt;-</p> <p>Thank you for reaching out. The attached informational card has been mailed to all residents along the street as well as emailed to</p>



Date	Comment
	<p>neighborhood associations, school leadership and other community groups, with a request to share the information.</p> <p>We also have a webpage at <a href="http://www.austintexas.gov/shoalcreekblvd">www.austintexas.gov/shoalcreekblvd</a>.</p> <p>Additional outreach efforts will include social media and our weekly newsletter, starting next week.</p> <p>Please let me know if you have any questions or would like to discuss further.</p> <p>Thanks, Laura</p> <hr/> <p>Laura Dierenfield, Division Manager Active Transportation and Street Design Division City of Austin, Austin Transportation Department <a href="mailto:laura.dierenfield@austintexas.gov">laura.dierenfield@austintexas.gov</a> (512) 974-7189</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Friday, November 30, 2018 12:38 AM To: Dierenfield, Laura &lt;<a href="mailto:Laura.Dierenfield@austintexas.gov">Laura.Dierenfield@austintexas.gov</a>&gt; Subject: Shoal Creek Trail Improvements</p> <p>Ms. Dierenfield:</p> <p>How is the event on December 12th at Gullett being advertised? I could not find anything on the ATD website. Are you putting signs out?</p>
3/20/2018-7/17/2018	<p>From: Wilkes, Nathan Sent: Tuesday, March 20, 2018 10:18 AM To: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Cc: Schofield, Mike &lt;<a href="mailto:Mike.Schofield@austintexas.gov">Mike.Schofield@austintexas.gov</a>&gt; Subject: RE: Shoal Creek Bike Lanes/Trail</p> <p>Hi Suzie,</p> <p>Yes, I've been following the coverage about the SCC plan as well and have seen some of the related discussion. It's definitely good to get this feedback. I've got you on our email contact list, which we haven't used yet, but will before any public meeting. Once a public meeting is planned and we've mailed and emailed you a notification, please do pass it along to neighbors!</p> <p>Thanks, Mike</p>

Date	Comment
	<p>Mike Schofield, P.E. City of Austin Transportation Department mike.schofield@austintexas.gov (512) 974-7834</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Tuesday, July 17, 2018 8:06 AM To: Schofield, Mike &lt;Mike.Schofield@austintexas.gov&gt; Subject: Re: Shoal Creek Bike Lanes/Trail</p> <p>Hi Mike,</p> <p>A neighbor made me aware of the Statesman's article last week concerning the Shoal Creek Conservancy's proposal, so I wanted to check in with you for a quick status update.</p> <p>As I'm sure you're aware, the majority of Shoal Creek residents oppose this plan, particularly those of us who reside on the West side of the street. The idea of having to back out of my driveway past 11' of sidewalk, 2 bike lanes, and a barrier, before reaching the snarl of traffic that is typical on Shoal Creek Blvd., gives me nightmares!</p> <p>Please keep me posted on any upcoming events where my neighbors and I can make our voices heard. Thanks so much! &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Tue, Mar 20, 2018 at 10:50 AM, Schofield, Mike &lt;Mike.Schofield@austintexas.gov&gt; wrote:</p> <p>Hi &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for reaching out. You have connected with the right folks to inquire about any proposed safety or mobility improvement projects on Shoal Creek Boulevard.</p> <p>There are no active projects at this time, however there are at least two community-based efforts that we know of that will likely lead to us convening a community conversation to discuss potential improvements at some point in the future. One of these is the Shoal Creek Conservancy's Vision to Action Plan, which includes recommendations for portions of Shoal Creek Boulevard. We have also been asked by the District 7 Council Office to respond to community concerns regarding safety along Shoal Creek Boulevard and connectivity to nearby schools, parks and other places.</p> <p>Based on the request from Council District 7 and the forthcoming recommendations from the Conservancy, we do anticipate initiating a public process about addressing segments of Shoal Creek Boulevard, perhaps as soon as later this year, though no timetable has been established. The process we use for project development relies heavily on public engagement and this process regularly shapes project</p>

Date	Comment
	<p>proposals. This public process would begin with listening to the community to identify concerns and needs for the street followed by a detailed study of possible alternatives. Any proposed changes would then be taken to the public for further input. Our process also always includes a “do nothing” scenario. I want to assure you that all interested will have the ability to participate in any process that takes place to discuss changes to Shoal Creek Boulevard.</p> <p>I will make note of your email address and keep you in the loop as to any next steps.</p> <p>Thank you again for reaching out,</p> <p>Mike Schofield, P.E. Active Transportation and Street Design Division City of Austin Transportation Department mike.schofield@austintexas.gov (512) 974-7834</p> <p>On Tue, Mar 20, 2018 at 10:50 AM, Schofield, Mike &lt;Mike.Schofield@austintexas.gov&gt; wrote: &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for reaching out about Shoal Creek. I’m connecting you with Mike Schofield who can provide a response.</p> <p>I’m glad to hear about your holiday surprise! I hadn’t heard that there was a signal installed. Glad to hear that it is making a difference.</p> <p>Sincerely,</p> <p>Nathan Wilkes Austin Transportation Department</p> <p>From: &lt;&lt;EMAIL ADDRESS REDACTED&gt;&gt; Sent: Tuesday, March 20, 2018 8:26 AM To: Wilkes, Nathan &lt;Nathan.Wilkes@austintexas.gov&gt; Subject: Shoal Creek Bike Lanes/Trail</p> <p>Hi Nathan,</p> <p>I received your contact information from the Shoal Creek Conservancy after attending the Allendale Neighborhood Association meeting back in December, and wanted to check in with you regarding the proposed changes to Shoal Creek bike lanes/parking/sidewalks. As a resident of Shoal Creek Blvd., I am hopeful that this plan will not be implemented. Can you update me on the current details?</p> <p>On another note, I want to send a sincere THANK YOU to the persons involved in installing the new traffic lights with turn signals at Shoal</p>

Date	Comment
	Creek and Hancock. This was the best Christmas present ever! I seriously cannot tell you what a positive impact this has had on the neighborhood. :)

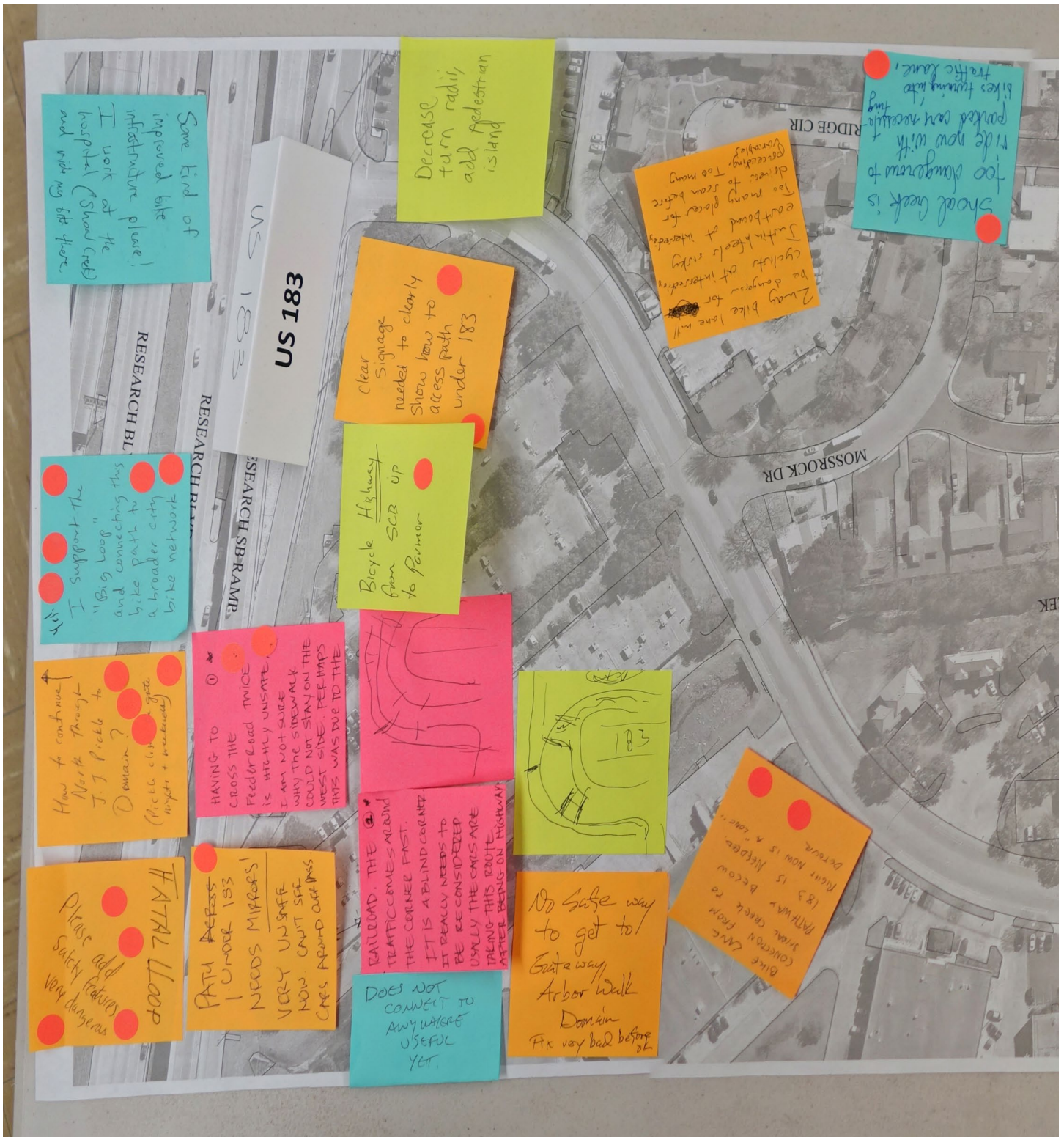
# Shoal Creek Boulevard

## December 12 Listening Session

### Map Comment Pictures

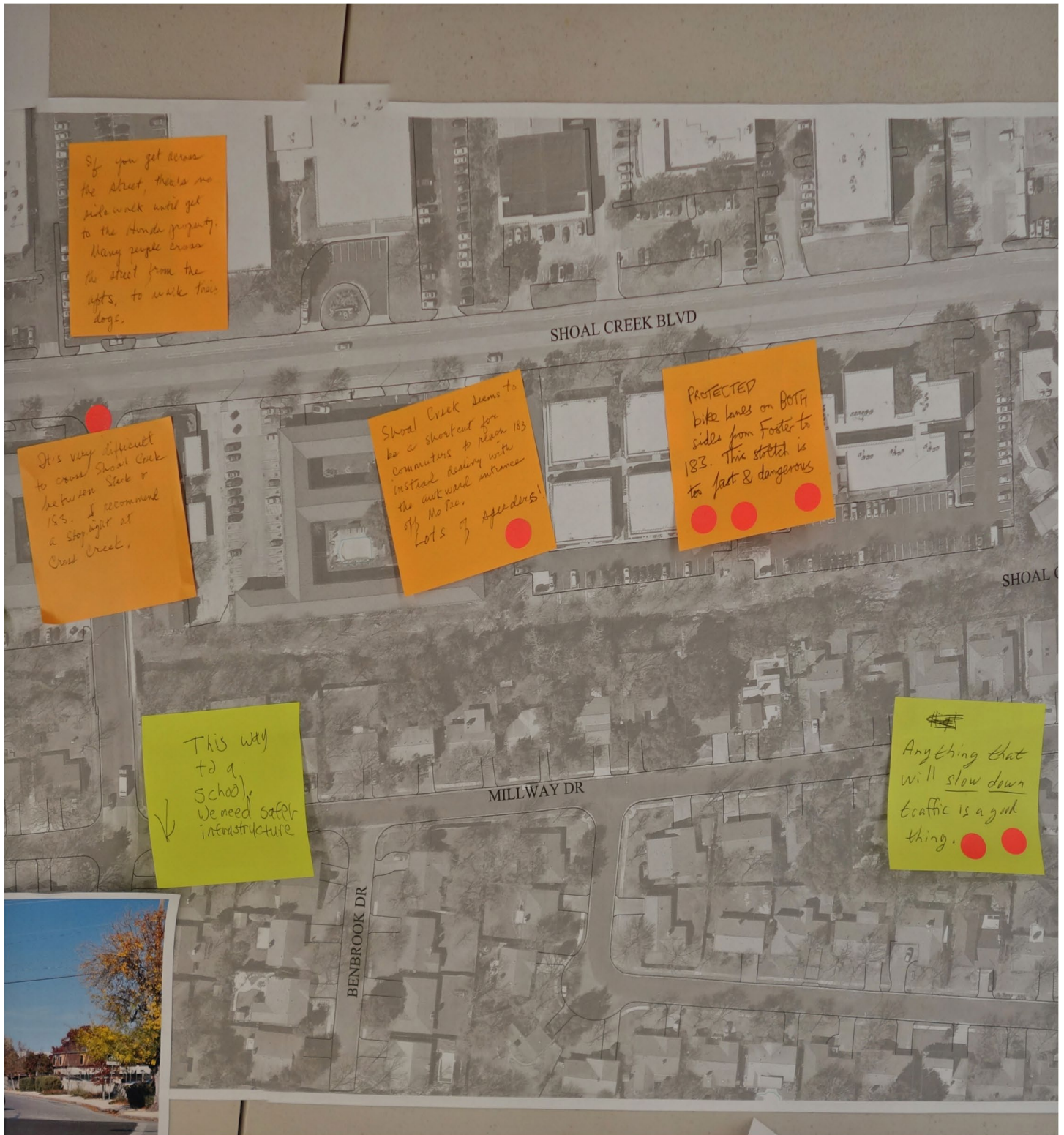
---

# Listening Session Map 1



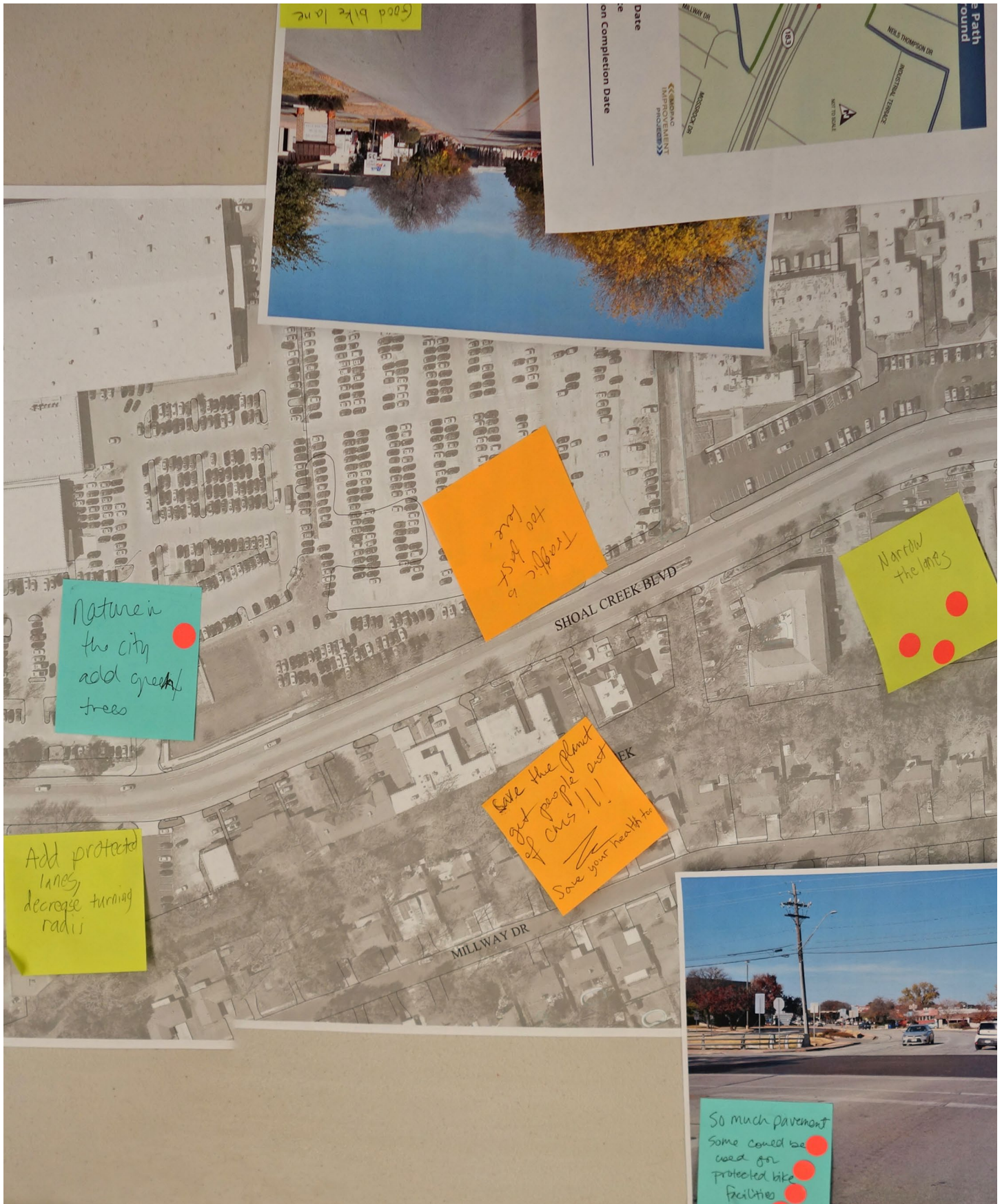


# Listening Session Map 1 (continued)



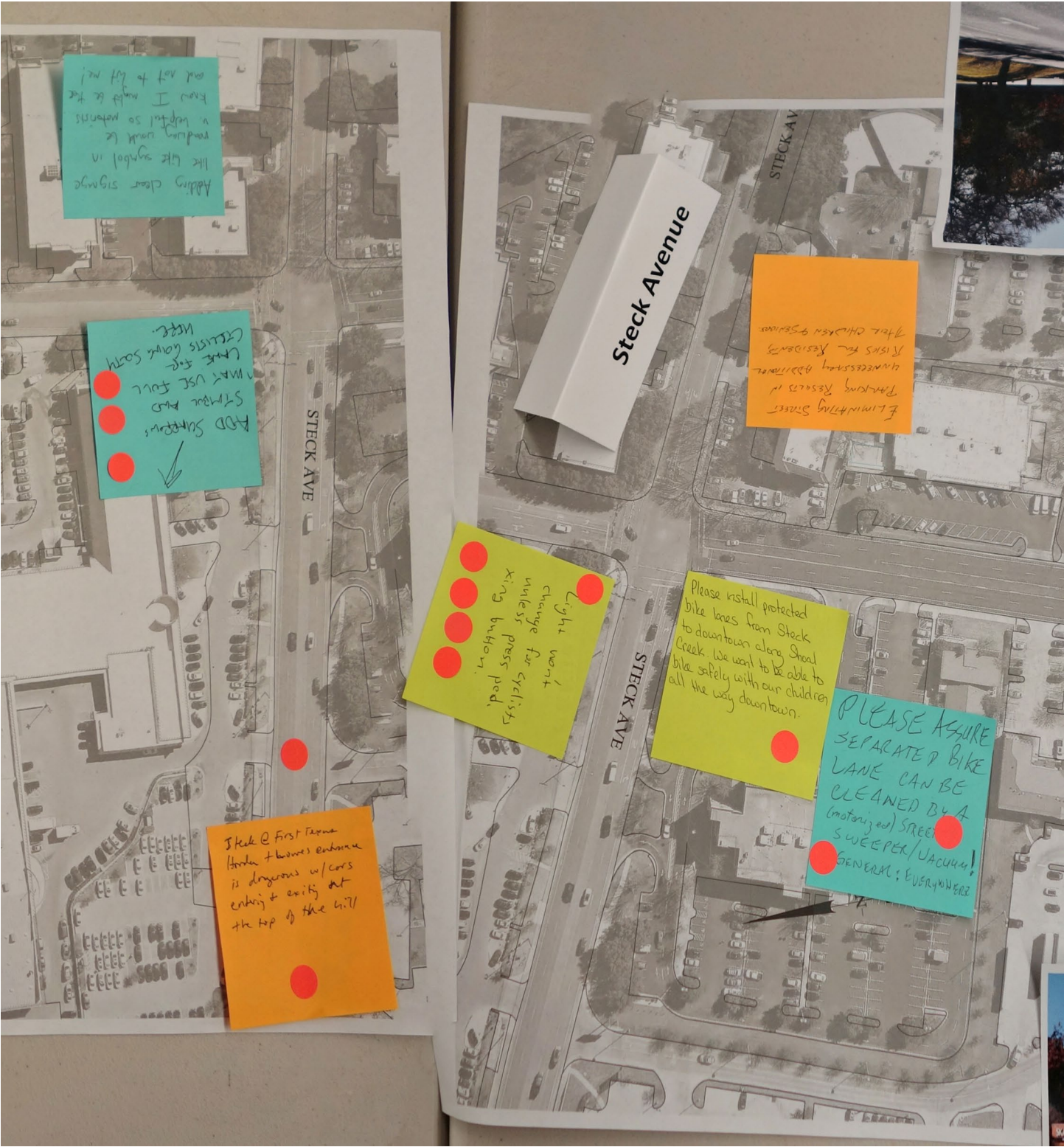


# Listening Session Map 1 (continued)



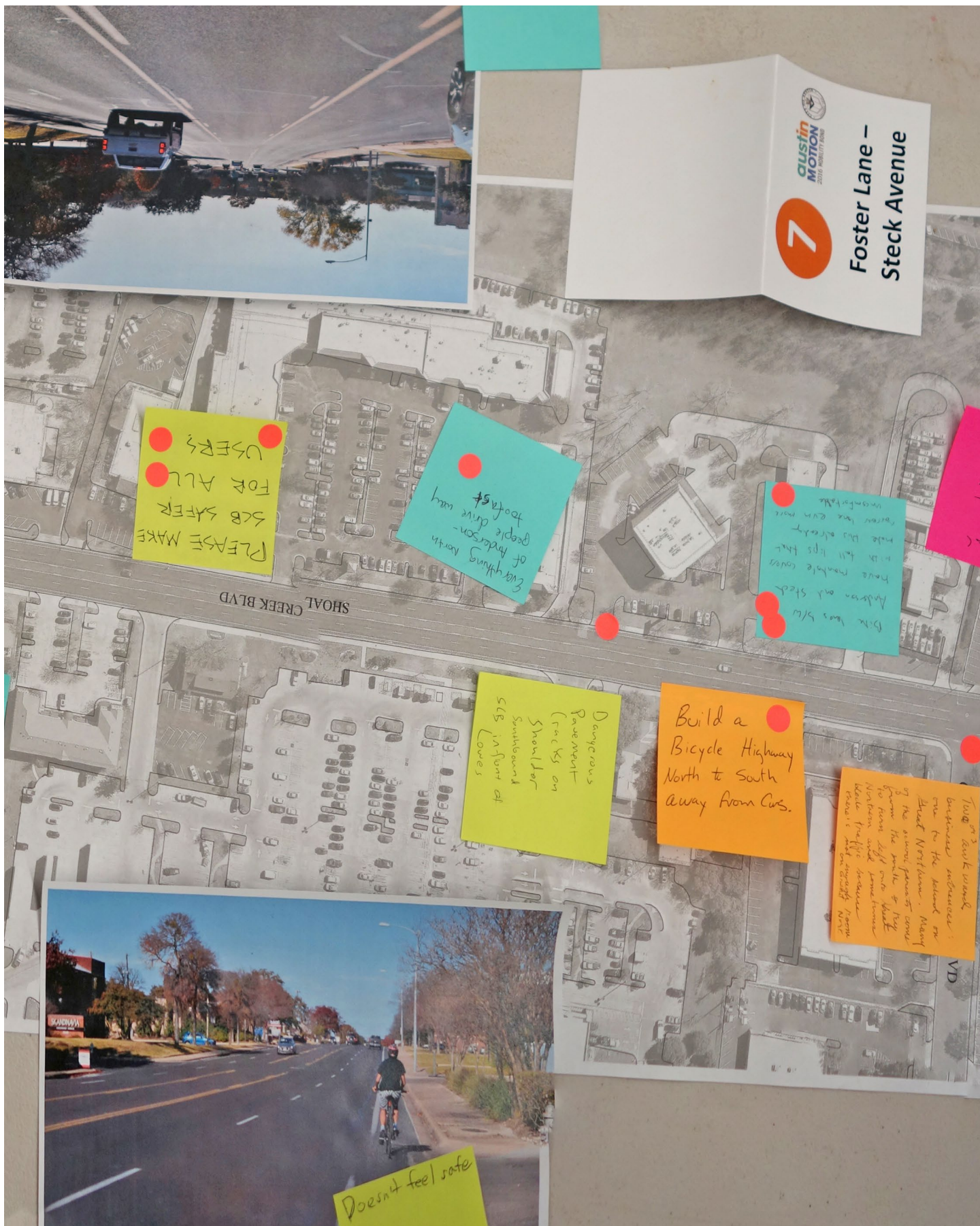


Listening Session Map 1 (continued)





# Listening Session Map 1 (continued)





W Anderson Ln

Shoal Creek Blvd

Handwritten notes on sticky notes:

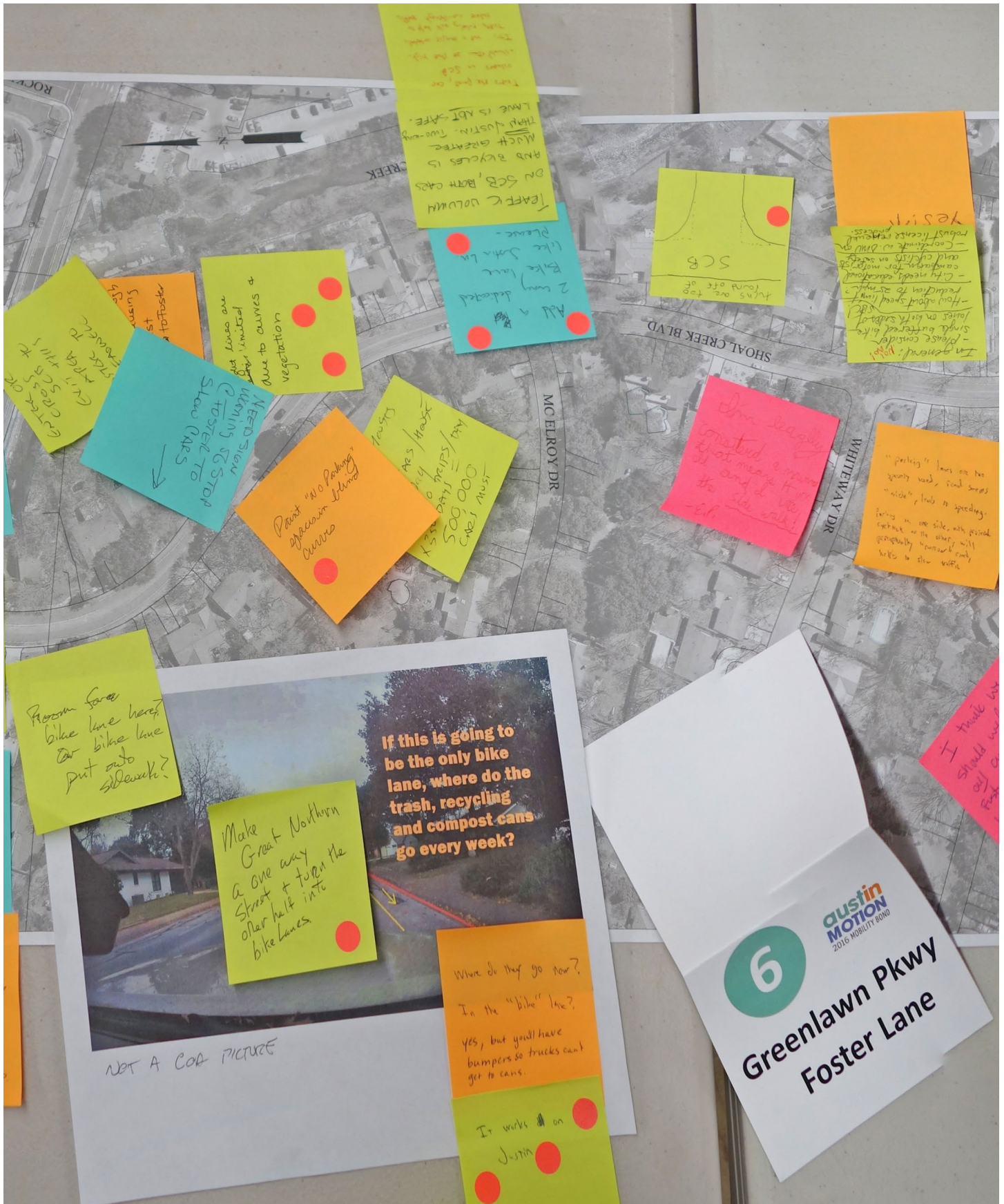
- Top Left (Pink):** Commercial area not suitable for two-way bike lane of street
- Top Center (Yellow):** I do support 2-way bike lanes
- Top Right (Yellow):** Add sidewalks to East side of SCB north of Foster
- Center Left (Orange):** I am on I support 2-way bike lanes
- Center (Yellow):** Kids commuting by bike have to ride on and cross SCB.
- Center Right (Orange):** Construct air has made Shoal Creek Very busy
- Bottom Left (Pink):** Create trail extend Grant Northern bikeway with under Anderson Ln
- Bottom Center (Teal):** no bike lane SB of Anderson
- Bottom Right (Yellow):** Do you want bikes stopped @ intersection w/ worst # accidents, on least safe corner?
- Far Right (Yellow):** No sidewalk on SCB of Foster
- Far Bottom (Orange):** Bike lanes added here. This is the end section of Shoal Creek with no bike lane, not even shared lane.
- Far Bottom Right (Pink):** This whole block has no bike lane south of Anderson. I hate biking that block.
- Far Bottom Right (Orange):** bike lane just for R. Road Zone
- Far Bottom Right (Yellow):** Traffic is horrible on Shoal Creek because of Lucy Read being doing flowchart for trips.
- Far Bottom Right (Yellow):** Crossing is dangerous. BIKES, THAT WANT TO GO IN SHOAL CREEK. REQUIREMENTS SIGNALS







# Listening Session Map 1 (continued)





People  
all the time  
at this corner

Strong reaction again  
see protected a way  
Instead consider  
single buffered bike  
lane on both sides  
This improves safety  
and limits cost

No way to  
stay in lanes  
at posted speed  
limit from  
foster south to  
work rock

David - No Parking  
Areas in Drive  
curves

Cyclist/driver  
a safety  
education  
will make  
the area  
a safer place  
for everyone

I live and ride  
a bike on Shoal  
Creek and do  
not feel I need  
a protected  
lane when riding.

I think we  
should welcome  
all cyclists to  
fish/shoot out  
be a family friendly  
neighborhood. Let's  
celebrate! -  
Harrison

as a cyclist and a  
mountain biker, I  
would also great  
that cyclists who  
live families who  
live + work in  
the children

cyclists can  
go to the mid  
recently all  
bike the city  
over

cars routinely  
exceed safe  
speeds here,  
causing them to  
routinely depart  
the lane multiple  
times between  
greenhouse  
& foster

driveway cuts are not  
smooth transitions  
making it difficult  
when walking w/ a  
stroller between  
greenhouse + silverway

is now bad  
for cyclists  
forced!  
this makes the  
roadway less friendly

yes!  
- City me  
- Coor  
- and city  
- can  
- reduction  
- How about  
- lanes on both  
- single buffered  
- please  
- In general

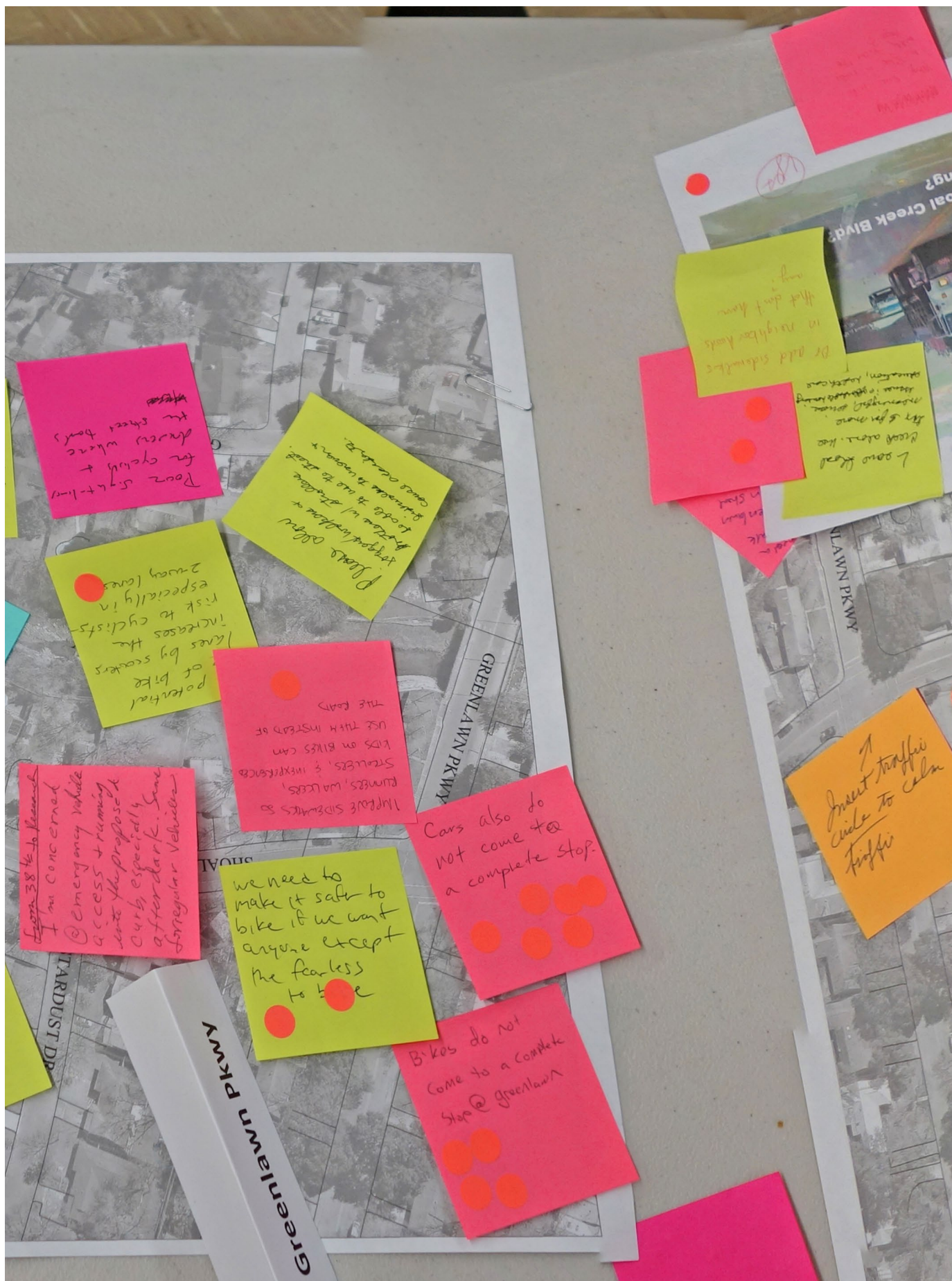
any not both?

any bike to be  
speed limit (give in and  
use it less frequently)  
make it hard to achieve  
drivers

SILVERWAY DR  
ERLEAF CIR  
SHOAL CREEK



# Listening Session Map 1 (continued)



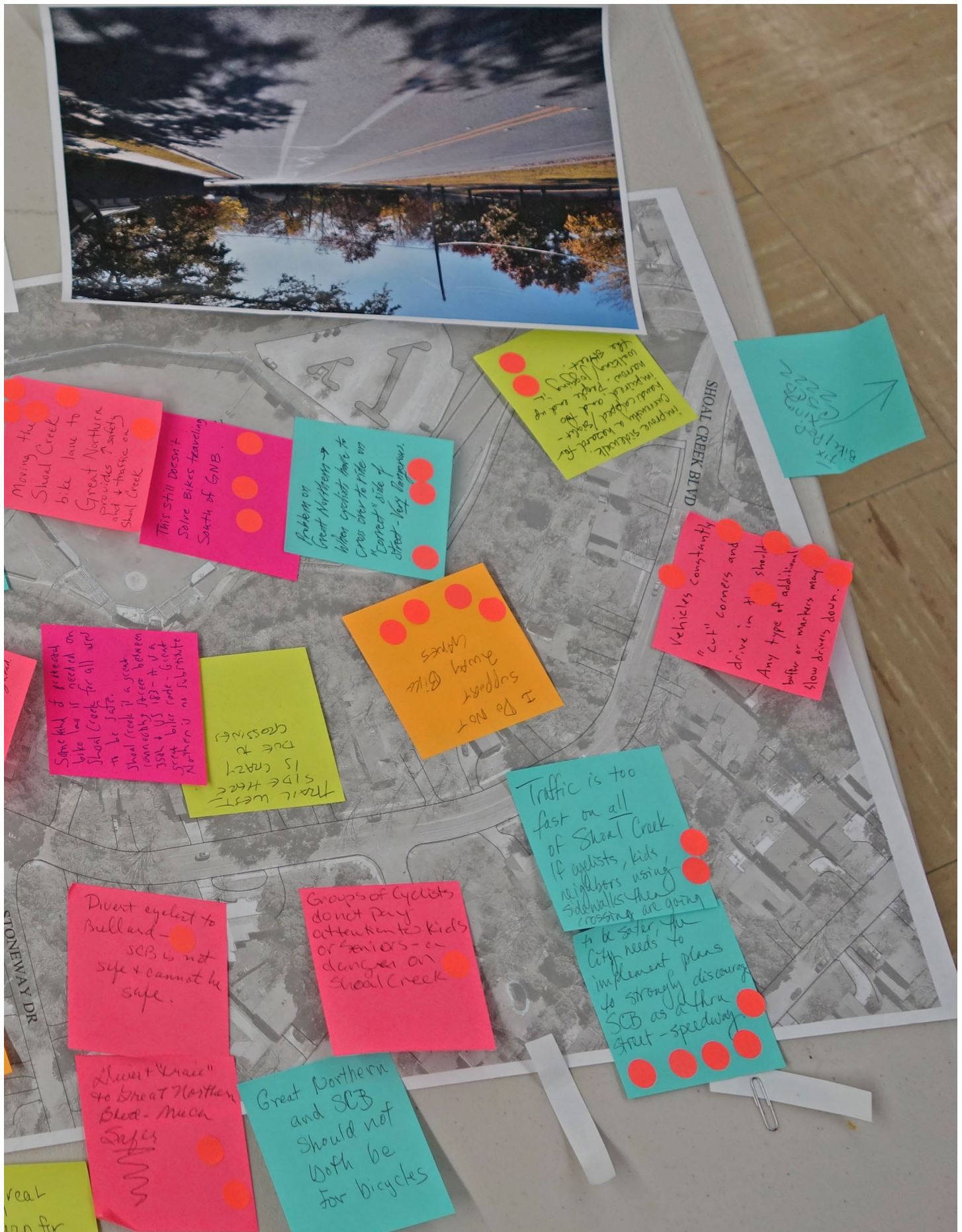


# Listening Session Map 1 (continued)





# Listening Session Map 1 (continued)

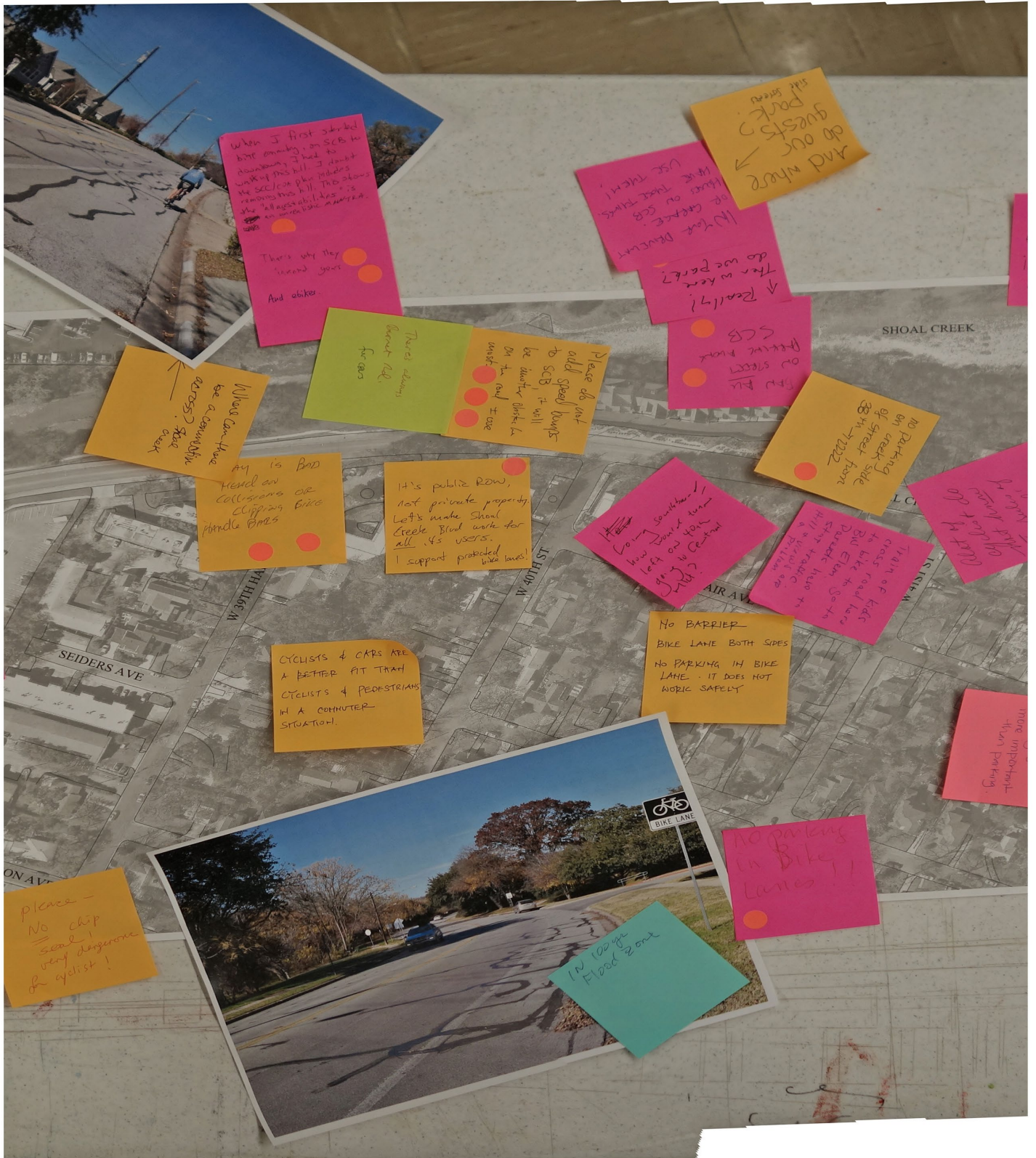




[illegible]

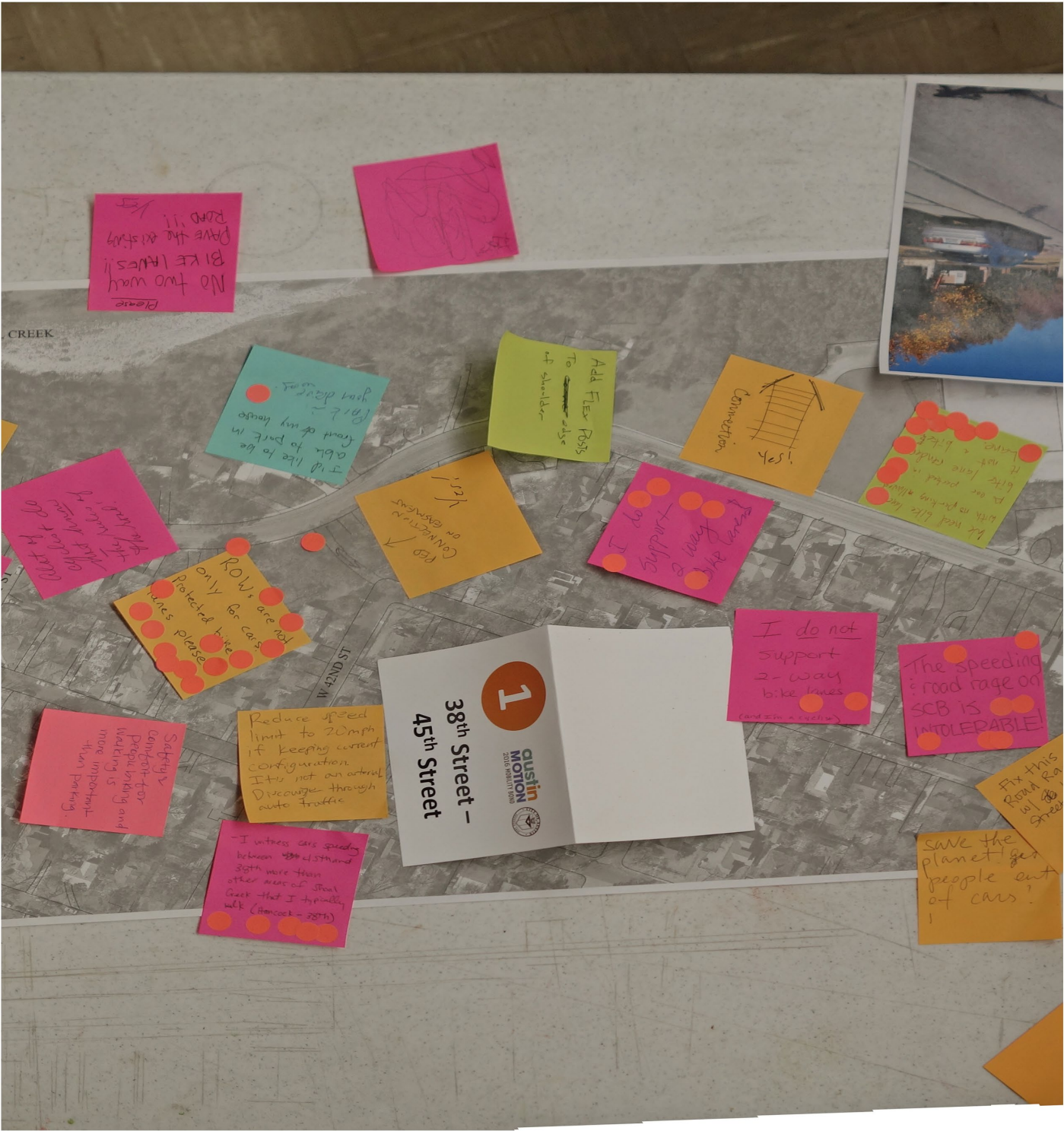


## Listening Session Map 2 (continued)





# Listening Session Map 2 (continued)



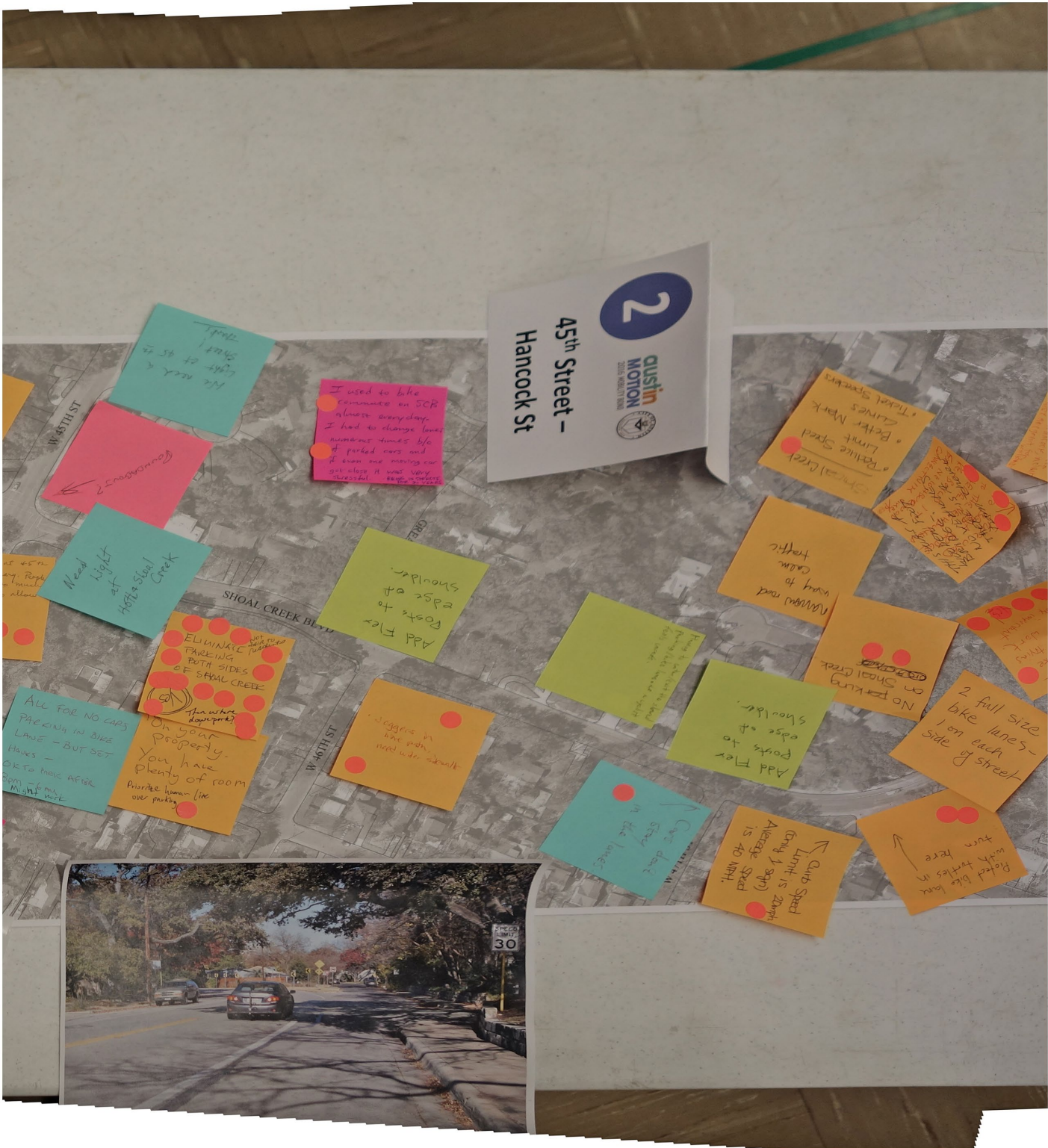


## Listening Session Map 2 (continued)



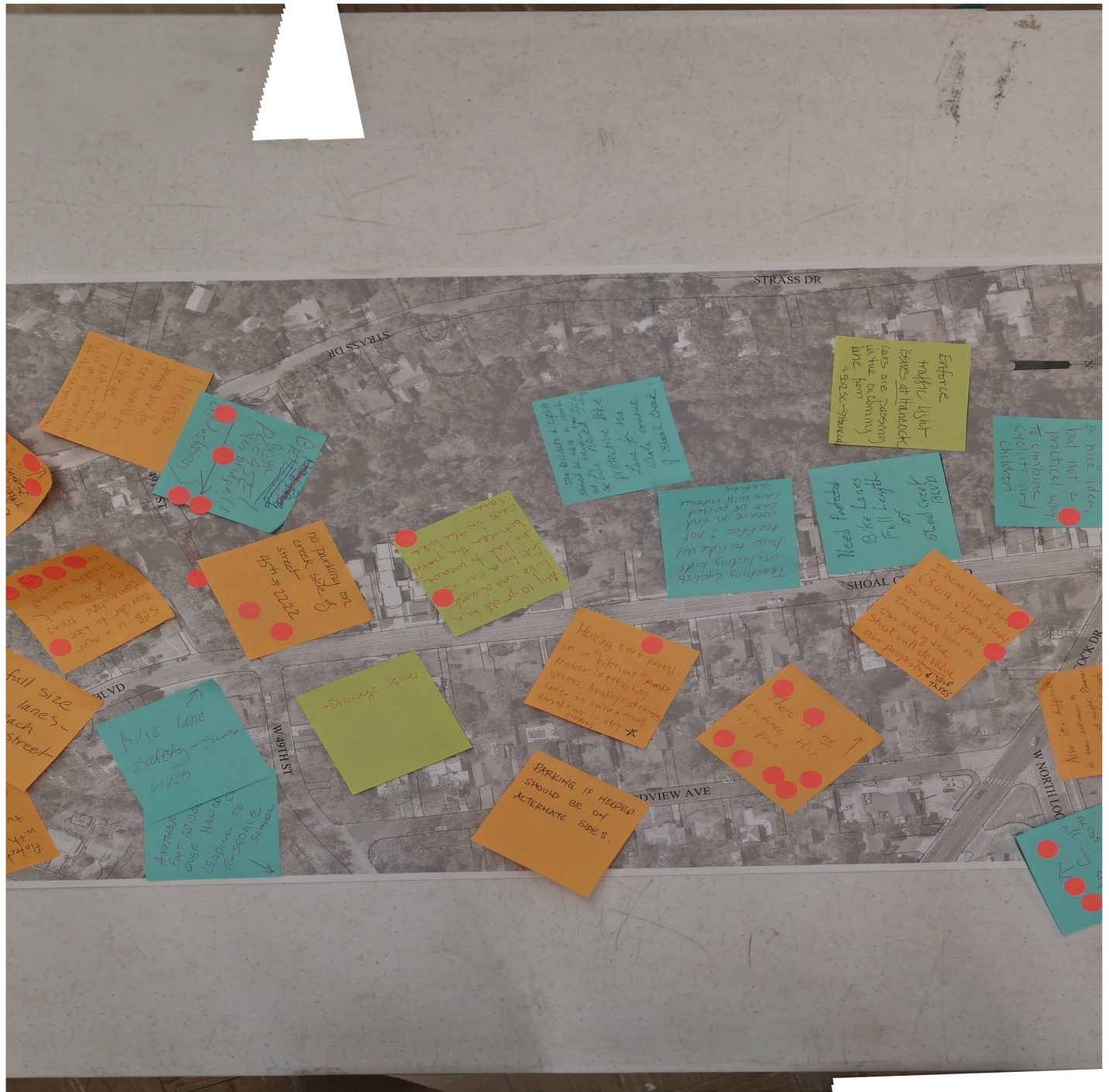


# Listening Session Map 2 (continued)

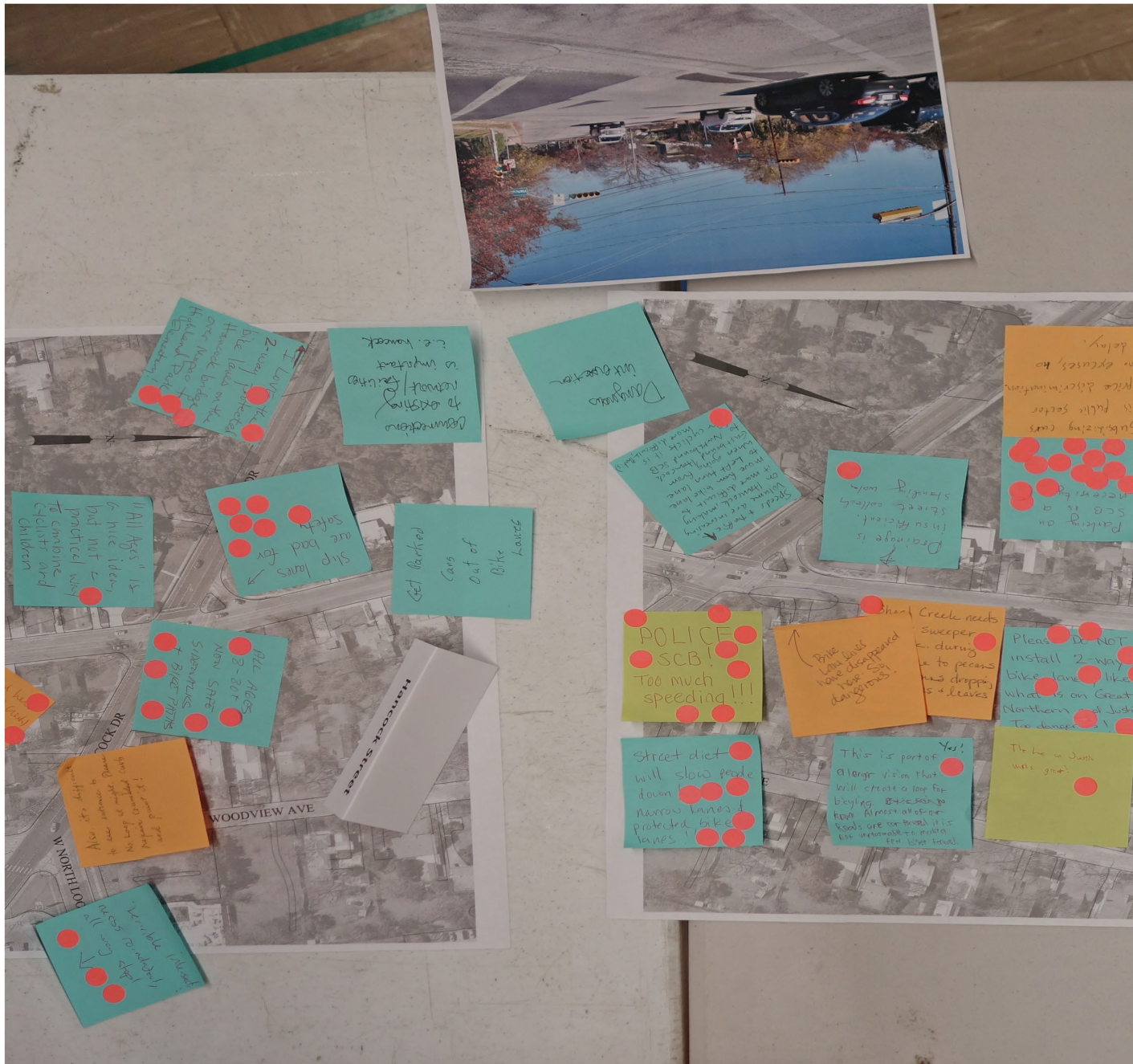




## Listening Session Map 2 (continued)

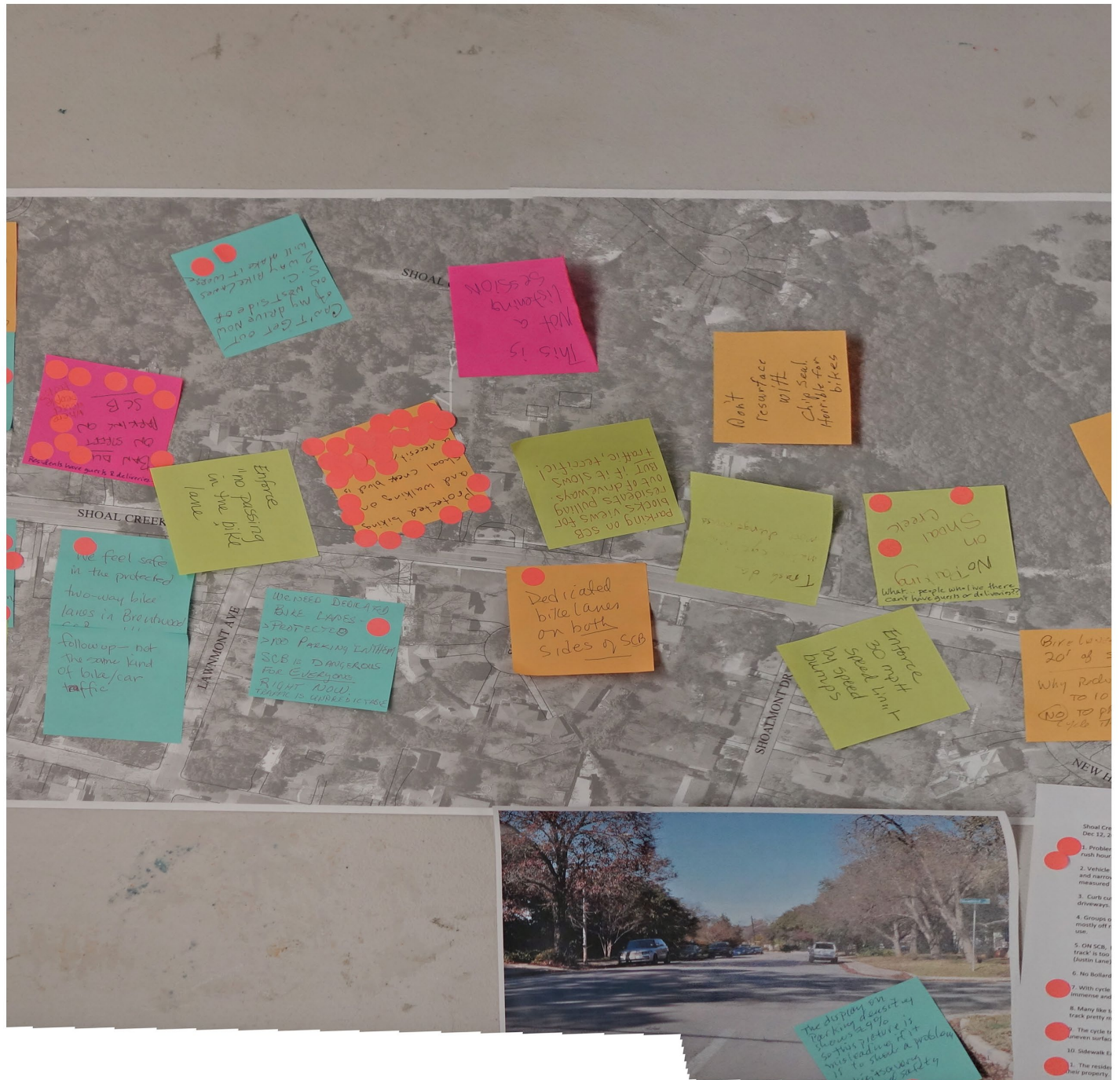


Listening Session Map 2 (continued)

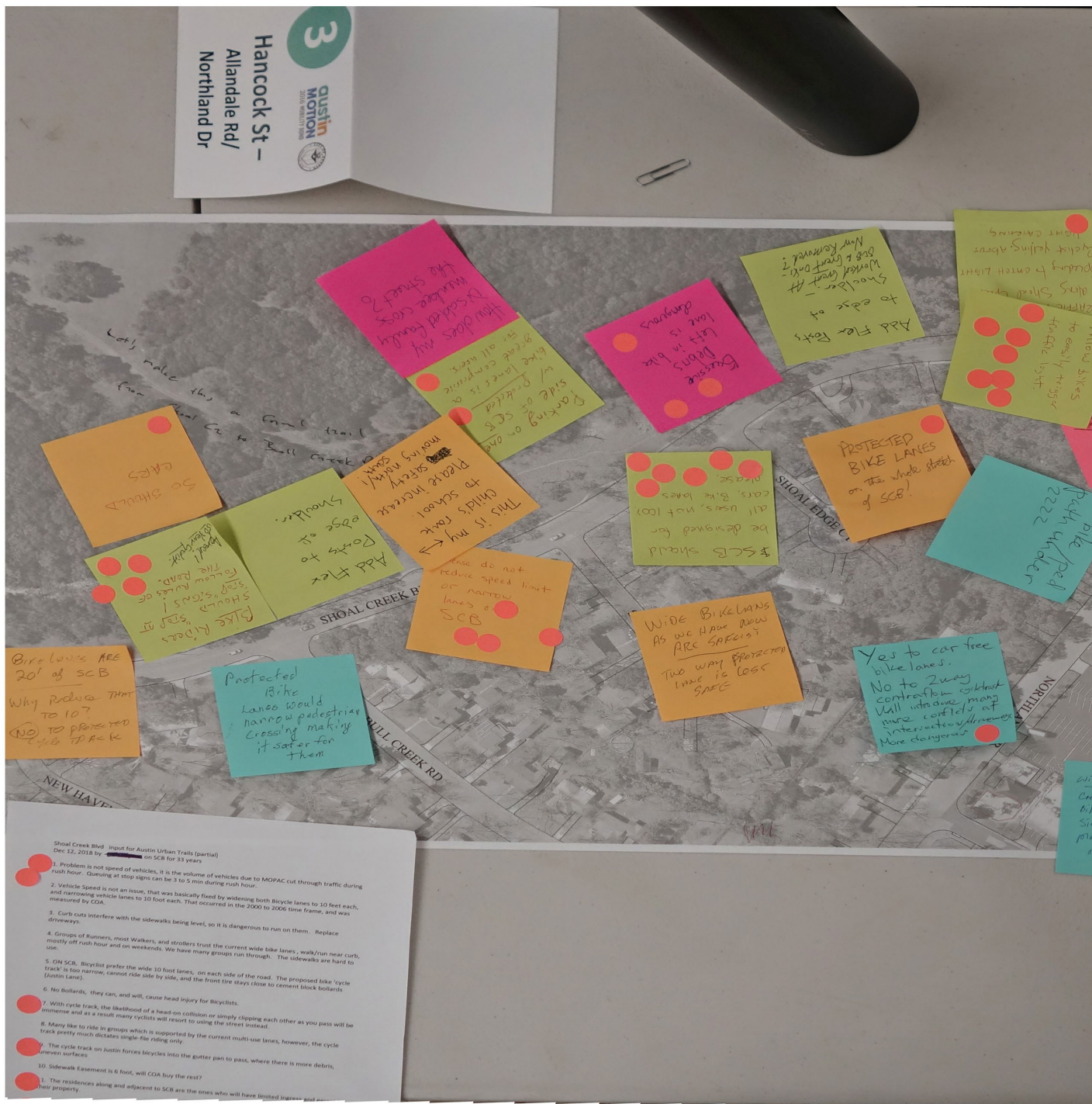




# Listening Session Map 2 (continued)

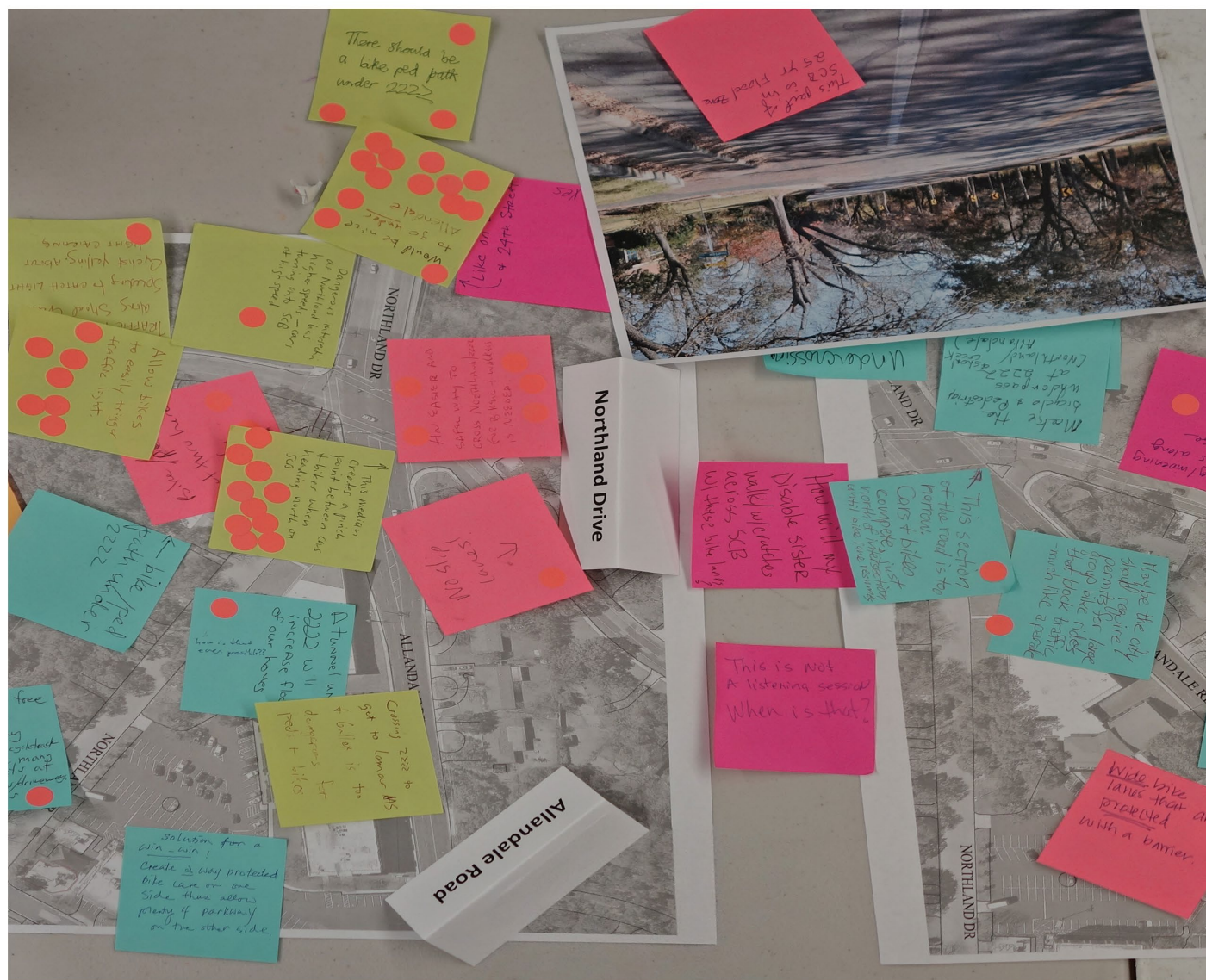


## Listening Session Map 2 (continued)



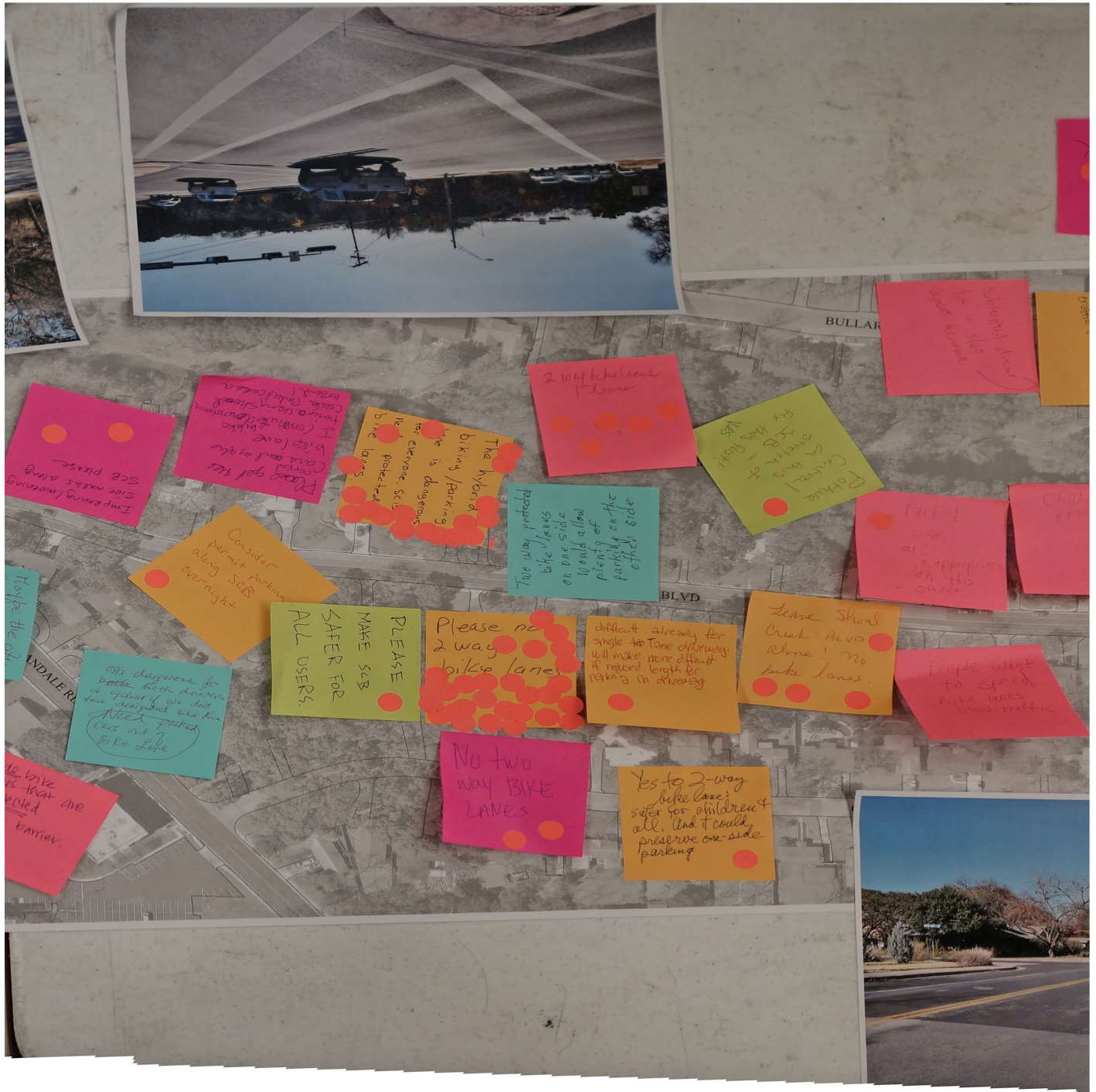


## Listening Session Map 2 (continued)



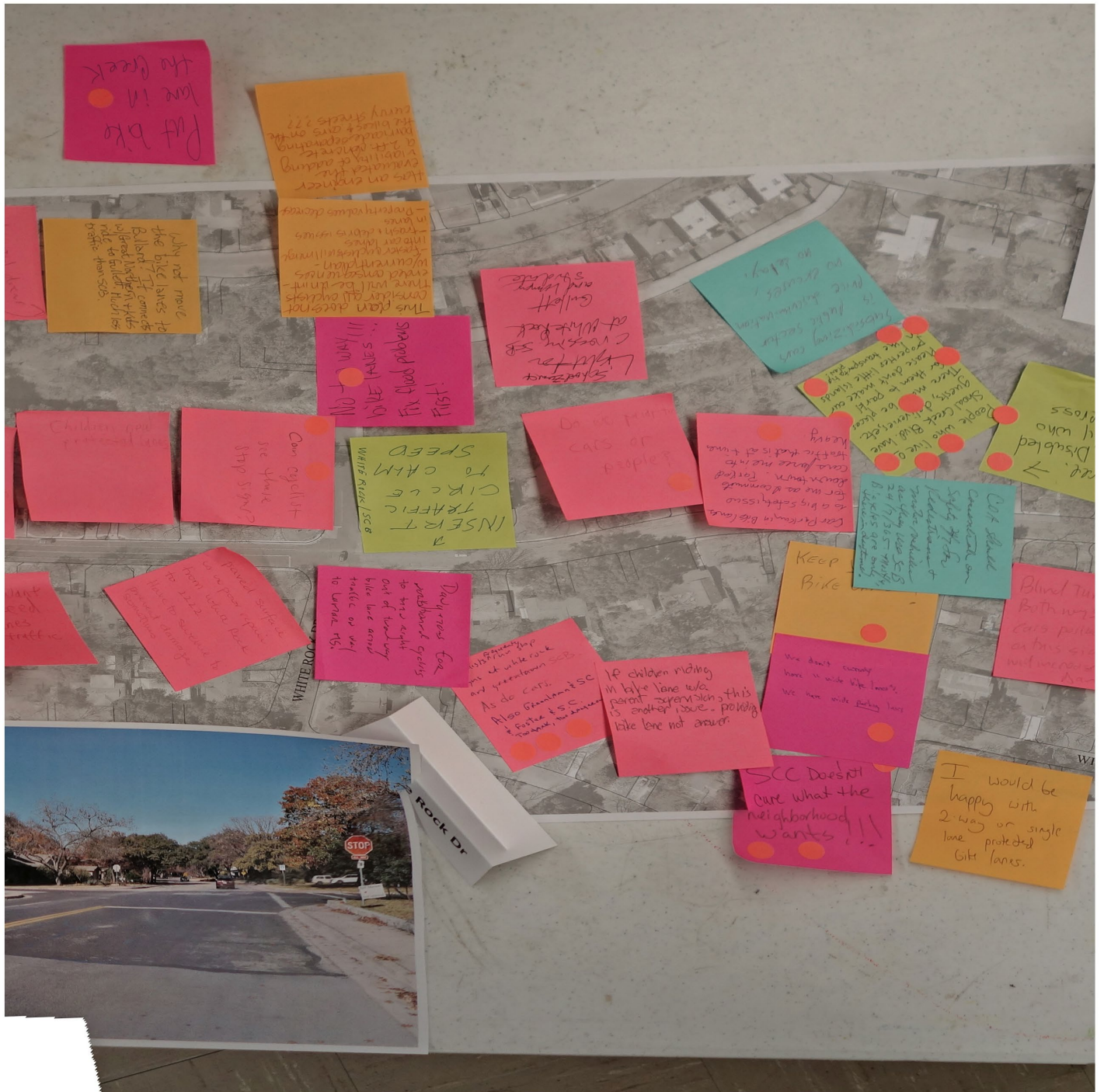


## Listening Session Map 2 (continued)



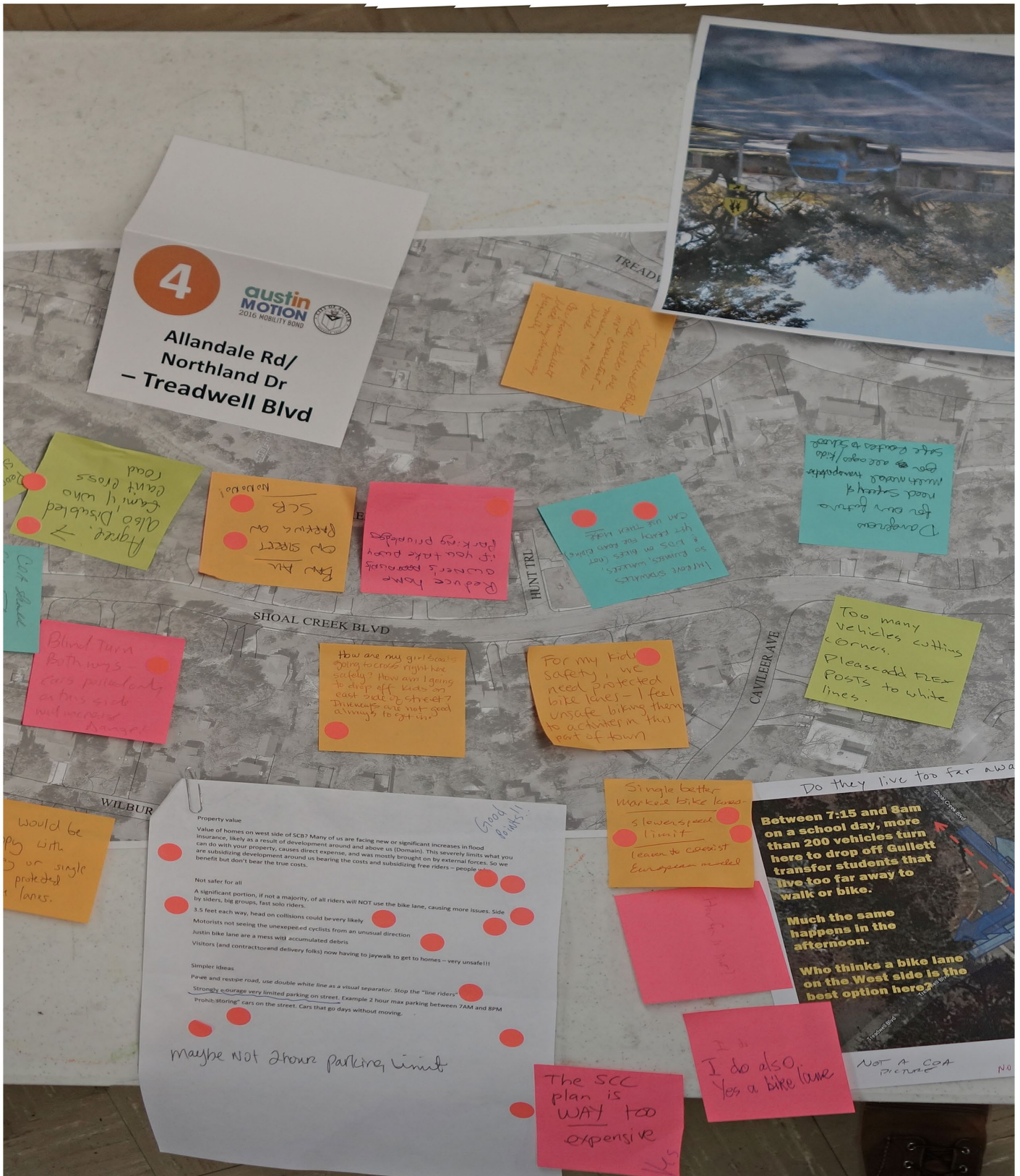


## Listening Session Map 2 (continued)



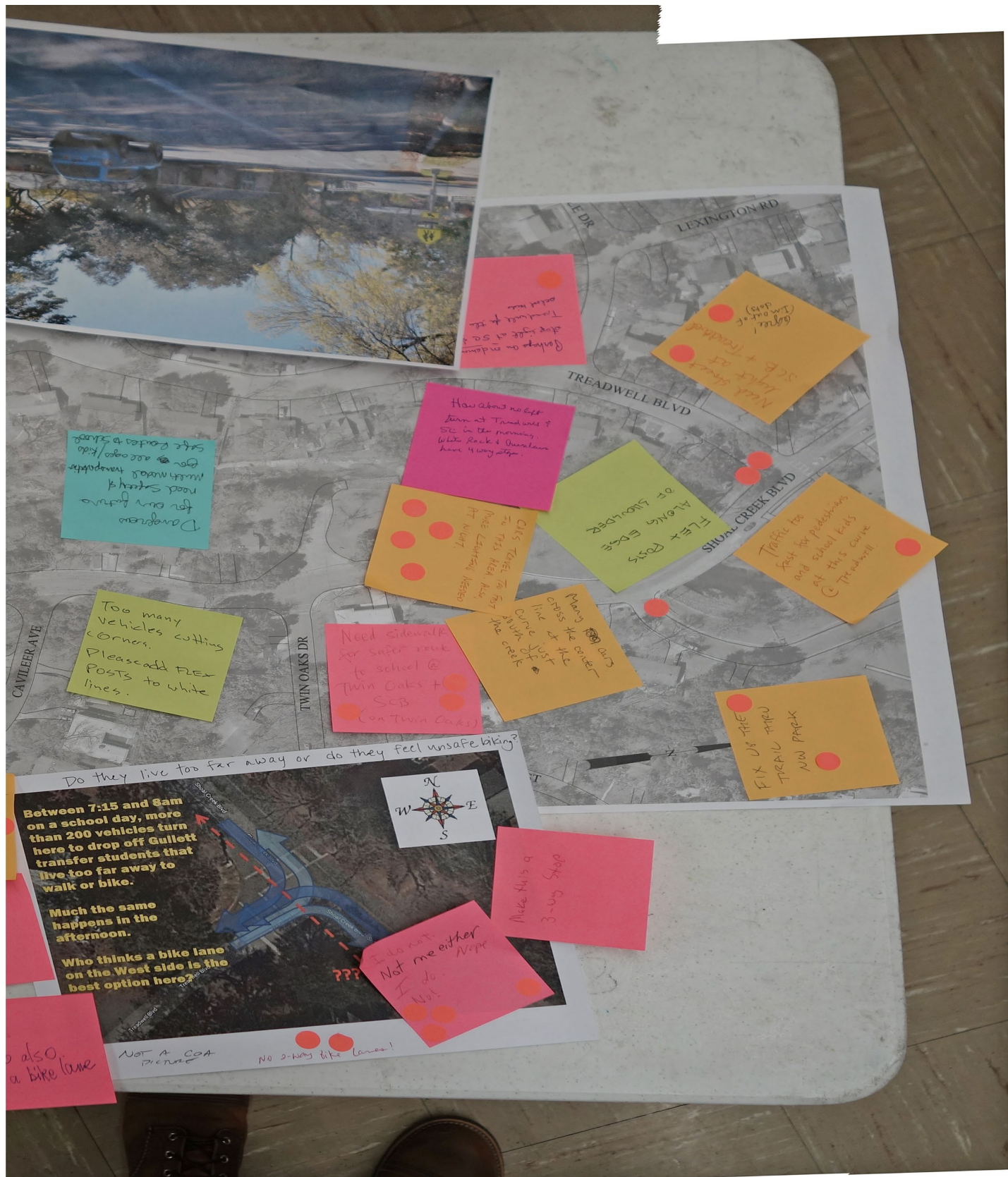


## Listening Session Map 2 (continued)





# Listening Session Map 2 (continued)





# Shoal Creek Boulevard

## Additional Materials from Listening Session Participants

---

Shoal Creek Blvd input for Austin Urban Trails (partial)  
Dec 12, 2018 by [REDACTED] on SCB for 33 years

1. Problem is not speed of vehicles, it is the volume of vehicles due to MOPAC cut through traffic during rush hour. Queuing at stop signs can be 3 to 5 min during rush hour.
2. Vehicle Speed is not an issue, that was basically fixed by widening both Bicycle lanes to 10 feet each, and narrowing vehicle lanes to 10 foot each. That occurred in the 2000 to 2006 time frame, and was measured by COA.
3. Curb cuts interfere with the sidewalks being level, so it is dangerous to run on them. Replace driveways.
4. Groups of Runners, most Walkers, and strollers trust the current wide bike lanes , walk/run near curb, mostly off rush hour and on weekends. We have many groups run through. The sidewalks are hard to use.
5. ON SCB, Bicyclist prefer the wide 10 foot lanes, on each side of the road. The proposed bike 'cycle track' is too narrow, cannot ride side by side, and the front tire stays close to cement block bollards (Justin Lane).
6. No Bollards, they can, and will, cause head injury for Bicyclists.
7. With cycle track, the likelihood of a head-on collision or simply clipping each other as you pass will be immense and as a result many cyclists will resort to using the street instead.
8. Many like to ride in groups which is supported by the current multi-use lanes, however, the cycle track pretty much dictates single-file riding only.
9. The cycle track on Justin forces bicycles into the gutter pan to pass, where there is more debris, uneven surfaces
10. Sidewalk Easement is 6 foot, will COA buy the rest?
11. The residences along and adjacent to SCB are the ones who will have limited ingress and egress to their property.
12. Backing out of driveway, one currently has to go well across the center line , in the cycle track idea this will be obstructed by Bollards. Just ask the residents on Justin Lane.
- ✓✓ 13. Home owners on one side of SCB will lose all parking in front of their houses, number of visitor diminished. Value of Home will decrease. *Taxes will decrease!* ★
14. Hundreds of Bollards glued to the street create hundreds of hazards, for both Vehicles, Bicycles, and others.
- ✓ 15. One sided parking creates hundreds more pedestrian street crossings at non intersections.

*ALTERNATE SIDED PARKING*

Good  
Points!!

### Property value

Value of homes on west side of SCB? Many of us are facing new or significant increases in flood insurance, likely as a result of development around and above us (Domain). This severely limits what you can do with your property, causes direct expense, and was mostly brought on by external forces. So we are subsidizing development around us bearing the costs and subsidizing free riders – people who benefit but don't bear the true costs.

### Not safer for all

A significant portion, if not a majority, of all riders will NOT use the bike lane, causing more issues. Side by sides, big groups, fast solo riders.

3.5 feet each way, head on collisions could be very likely

Motorists not seeing the unexpected cyclists from an unusual direction

Justin bike lane are a mess with accumulated debris

Visitors (and contractors and delivery folks) now having to jaywalk to get to homes – very unsafe!!!

### Simpler ideas

Pave and restripe road, use double white line as a visual separator. Stop the "line riders"

Strongly encourage very limited parking on street. Example 2 hour max parking between 7AM and 8PM

Prohibit "storing" cars on the street. Cars that go days without moving.

maybe not 2 hour parking limit



## PROJECT TIMELINE

- April 2018: **Project Notice of Award Date**
- August 2018: **Construction Start Date**
- Spring 2019: **Anticipated Construction Completion Date**


**MOPAC  
IMPROVEMENT  
PROJECT**

13 April 2018

Ms. Katie Smith Deollos, Executive Director  
Bike Austin  
1000 Brazos St., Suite 100  
Austin, TX, 78701

Dear Ms. Deollos:

After obtaining a copy of the striping plan for Shoal Creek Blvd. between 38th St. and Foster Ln. (see enclosed document), I find that the plan was never implemented.

The striping on this section of Shoal Creek Blvd. establishes a *parking lane* on both sides of the street that does not allow for both parking *and* biking in the same lane. There are no shared lane markings to speak of, and the lane cannot function as a bike lane when cars are parked in it.

Bike riding in this lane creates a potentially dangerous situation because cyclists are forced to more in and out of moving traffic to avoid the parked cars, rather than being able to stay in one unbroken lane.

The 2006 plan for "bicycle/parking lanes" on Shoal Creek Blvd. was never put in place. The City of Austin does understand what constitutes "bicycle/parking lanes" because you can see them in Tarrytown. The City of Austin also understands what constitutes "shared lane markings" because it has produced a report on such signs: "Effects of Shared Lane Markings on Bicyclist and Motorist Behavior along Multi-Lane Facilities" (<https://nacto.org/wp-content/uploads/2011/02/Effects-of-Shared-Lane-Markings-on-Bicyclist-and-Motorist-Behavior-along-Multi-Lane-Facilities.pdf>).

As an organization that promotes bicycle safety in this city, why has Bike Austin not taken action over the past dozen years to see that the city implements the plan approved for Shoal Creek Blvd. in 2006?

I shall be obliged if you will kindly indicate what actions Bike Austin proposes to take regarding the implementation of Austin's 2006 plan for Shoal Creek Blvd.

Thank you very much.

Sincerely yours,





18 November 2016

Mr. Steve Adler, Mayor of Austin  
P.O. Box 1088  
Austin, TX 78767

Dear Mr. Adler:

On your recommendation, I voted for Proposition 1 dealing with the Smart Corridor Plan. I would like to propose to you a Smart Corridor Plan for cyclists along a north-south Austin axis that would connect north Austin with downtown Austin along a safe bike route. Currently there is no safe north-south Austin corridor for cyclists due to the high level of traffic along the major roadways serving the north-south axis of Austin.

A project, with the working title of "The North-South Austin Cycling Corridor," or, simply, "Austin's Cycling Cardo Maximus," could fill a vital need by relieving congestion on Austin's roads by encouraging more people to use bicycles instead of cars, thus contributing to the health of our community by reducing air pollution.

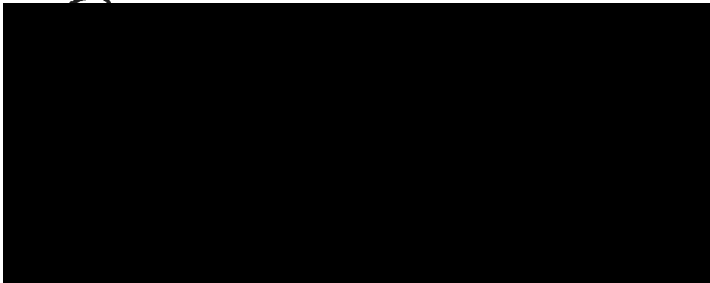
At present, Shoal Creek Boulevard already functions as a fairly safe north-south corridor for cyclists, because this artery sees less traffic than other north-south routes in Austin. Although improvements could certainly be made in the area of Seider Springs Greenbelt and Shoal Creek Greenbelt, the real problem is that Shoal Creek Boulevard dead ends at the confluence of U.S. Route 183 and MoPac Expressway.

Cyclists have creatively adjusted to this dead-end by threading their way through the industrial area to the north and south of U.S. Route 183 and linking up with the J. J. Pickle Research Campus of the University of Texas and then continuing through "The Domain." But this makeshift route, in part, is over open land which floods in heavy downpours making it impassable, and is closed on weekends because the Pickle Research Campus locks its south gate on Saturdays and Sundays.

I encourage you to create Austin's Cycling Cardo Maximus and to join with institutions in the city, such as the University of Texas, that would have a vested interest in such a project, since it would link by bicycle its downtown campus with its uptown Research Campus.

I hope that you will give this project your serious consideration and I look forward to hearing from you.

Sincerely yours,

A large black rectangular redaction box covering the signature and any handwritten notes.

## LESSON 19

# Bicycle Lanes

### 19.1 Purpose

The AASHTO *Guide for the Development of Bicycle Facilities* defines a bike lane as “a portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.” As levels of bicycling have increased in the United States, there has been a growing amount of support for bike lanes on urban and suburban roadways. Bike lanes are a preferred facility type in European countries, and in North America, nearly every major city has made an effort in recent years to install bicycle lanes, either as “pilot projects” (to test their success) or, in many cases, on larger networks of interconnecting roadways. Several small towns have led the way in establishing networks of bicycle lanes, particularly college towns where there are high levels of student bicycle commuters (e.g., University of California at Davis and University of Texas at Austin).

As a relatively new feature in the roadway cross-section, bike lane design has been the topic of much study in recent years. Bike lane design can be quite challenging in situations where the existing urban traffic patterns are complex and cross-sections are already constrained by heavy traffic

volumes. Designers throughout the country develop new and better solutions each year. This section includes excerpts from several sources, including Oregon’s *1995 Bicycle and Pedestrian Plan* and Philadelphia’s *Bicycle Network Plan*.

Note: The Europeans have pioneered innovative bike lane design solutions. Lesson 22 includes a description of European approaches that have been successful.

As with the other bicycle facility design issues covered in this manual, bike lane design is covered in





some detail by the AASHTO *Guide for the Development of Bicycle Facilities*. This text should be referenced for additional information.

## 19.2 Bicycle Lane Widths and Construction Standards

Bicycle lanes serve the needs of all types of cyclists in urban and suburban areas, providing them with their own travel lane on the street surface. The minimum width of a bike lane should be 1.5 meters (5 feet) against a curb or adjacent to a parking lane. On streets where the bike lane is adjacent to the curb and the curb includes a 1-foot to 2-foot gutter pan, bike lanes should be a minimum of 4 feet wide (width does not include the gutter pan, since bicyclists are typically unable to use this space).

Wider bike lanes are recommended on streets with higher motor vehicle speeds and traffic volumes, or where pedestrian traffic in the bike lane is anticipated. Width measurements are taken from the curb face to the bicycle lane stripe.

Since bicyclists usually tend to ride a distance of 0.8 meters to 1.1 meters (2.5 feet to 3.5 feet) from the curb face, it is very important that the pavement surface in this zone be smooth and free of structures. Drain inlets and manholes that extend into this area cause bicyclists to swerve, having the effect of reducing the usable width of the lane. Where these structures exist and the surface cannot be made smooth, bike

lane width should be adjusted accordingly. Regular maintenance is critical for bike lanes (see text in this section).

Bike lanes should be constructed to normal full-depth pavement standards since motor vehicles will occasionally cross them, or may use them as a breakdown area.

## 19.3 Unmarked Lanes

Where the minimum widths listed above cannot be met, it may be possible to provide an unmarked lane. Studies have shown that the bicyclist's perceived level of comfort is higher when a striped area is provided; therefore, this method can raise the bicycle level of service for the street. An unmarked lane is a striped area of 0.6 m (2 ft) wide or more that contains no markings or signing that would denote it as a bike lane. "Share the Road" signs may be used to caution motorists to be alert for bicyclists.

It is important to recognize that this is a temporary solution. Particularly on busy streets, narrow unmarked lanes will not adequately serve the needs of the majority of bicyclists.

## 19.4 Location Within the Street Cross-Section

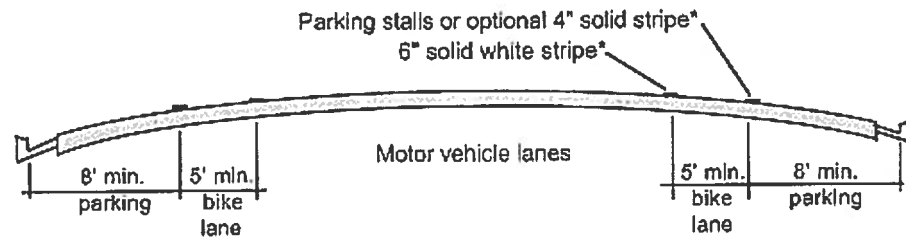
Bicycle lanes are always located on both sides of the road on two-way streets. Since bicyclists must periodically merge with motor vehicle traffic, bike lanes should not be separated from other motor vehicle lanes by curbs, parking lanes, or other obstructions. Two-way bike lanes on one side of two-way streets create hazardous conditions for bicyclists and are not recommended.

On one-way streets, bicycle lanes should be installed on the right-hand side, unless conflicts can be greatly reduced by installing the lane on the left-hand side. Left-side bicycle lanes on one-way streets may also be considered where there are frequent bus or trolley stops, unusually high numbers of right-turning motor vehicles, or if there is a significant number of left-turning bicyclists.



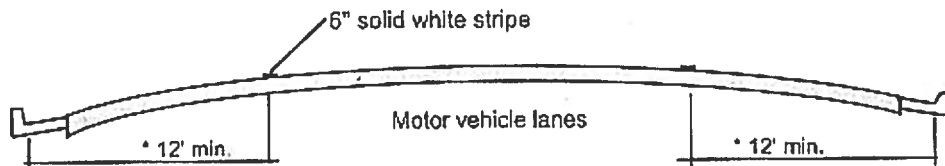
As a temporary solution, striping narrow lanes through intersections may be an option where space is limited.

**(1) Striped parking**



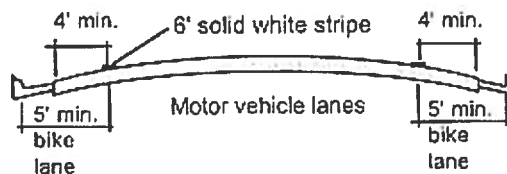
\* The optional solid stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

**(2) Parking permitted without parking stripe or stall**

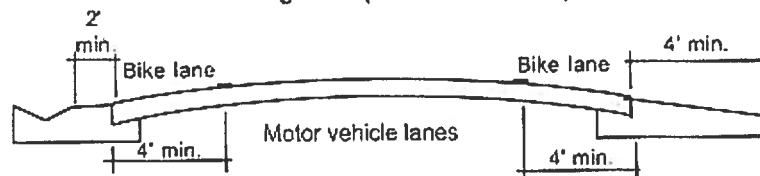


\* 13' is recommended where there is substantial parking or turnover of parked cars is high (e.g., commercial areas).

**(3) Parking prohibited**



**(4) Cross section on roads with no curb and gutter (source: NCDOT)**



*Bicycle lanes provided under different types of conditions. Source: AASHTO Guide for the Development of Bicycle Facilities, 1991.*

## 19.5 Practices To Be Avoided

### Two-Way Bike Lane

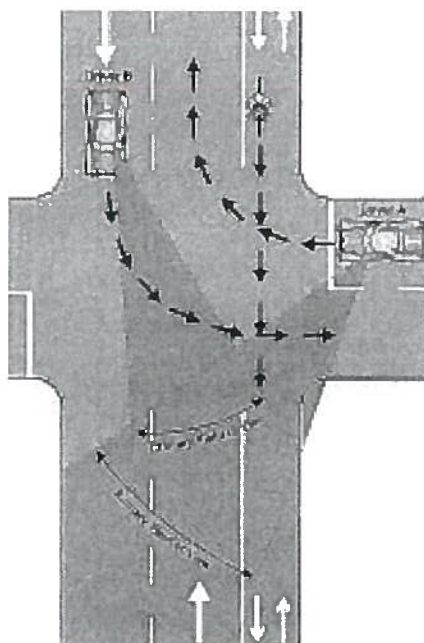
This creates a dangerous condition for bicyclists. It encourages illegal riding against traffic, causing several problems:

- At intersections and driveways, wrong-way riders approach from a direction where they are not visible to motorists.
- Bicyclists closest to the motor vehicle lane have opposing motor vehicle traffic on one side and opposing bicycle traffic on the other.
- Bicyclists are put into awkward positions when transitioning back to standard bikeways.

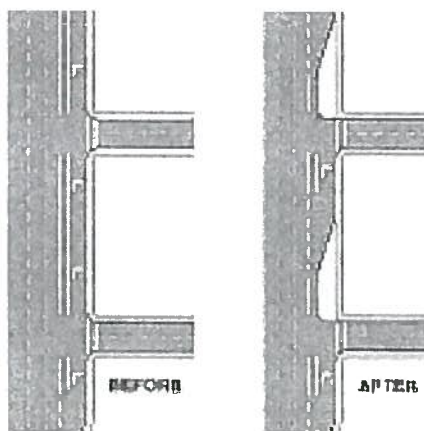
If constraints allow widening on only one side of the road, the centerline stripe may be shifted to allow for adequate travel lanes and bike lanes:

### Continuous Right-Turn Lanes

This configuration is difficult for cyclists: Riding on the right puts them in conflict with right-turning cars, but riding on the left puts them in conflict with cars merging into and out of the right-turn lane. The best solution is to eliminate the continuous right-turn lane, consolidate accesses, and create well-defined intersections.



In both cases above, a wrong-way bicyclist is not in the driver's main field of vision.



Continuous right-turn lane reconfigured to standard approaches.

to ride against traffic, which is contrary to the rules of the road and a leading cause of bicycle/motor vehicle crashes.

There are, however, special circumstances when this design may be advantageous:

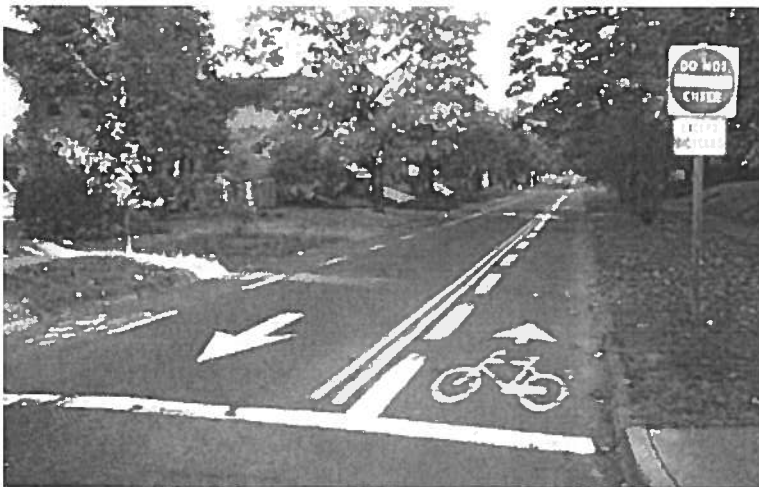
- A contra-flow bike lane provides a substantial savings in out-of-direction travel.
- The contra-flow bike lane provides direct access to high-use destinations.
- Improved safety because of reduced conflicts on the longer route.
- There are few intersecting driveways, alleys, or streets on the side of the contra-flow lane.
- Bicyclists can safely and conveniently re-enter the traffic stream at either end of the section.
- A substantial number of cyclists are already using the street.
- There is sufficient street width to accommodate a bike lane.

A contra-flow bike lane may also be appropriate on a one-way residential street recently converted from a two-way street (especially where this change was made to calm traffic).

For a contra-flow bike lane to function well, these special features should be incorporated into the design:

## 19.6 Contra-Flow Bike Lanes

Contra-flow bike lanes on a one-way street are not usually recommended. They may encourage cyclists



*Contra-flow bike lanes can provide direct access to high-use destinations.*

- The contra-flow bike lane must be placed on the right side of the street (to motorists' left) and must be separated from oncoming traffic by a double yellow line. This indicates that the bicyclists are riding on the street legally, in a dedicated travel lane.
- Any intersecting alleys, major driveways, and streets must have signs indicating to motorists that they should expect two-way bicycle traffic.
- Existing traffic signals should be fitted with special signals for bicyclists; this can be achieved with either loop detectors or push buttons (these should be easily reached by bicyclists without having to dismount).

Note: Under no circumstances should a contra-flow bike lane be installed on a two-way street, even where the travel lanes are separated by a raised median.

## 19.7 Bike Lane Pavement Markings

The *Manual on Uniform Traffic Control Devices* (MUTCD) section 9C addresses standard bike lane markings. The stripe between the bicycle lane and the adjacent motor vehicle lane should be a 100-millimeter (4 inch) wide white line (minimum width). Six- to eight-inch-wide lines provide an even clearer division of space, and are highly recommended.

Where parking is allowed next to a bike lane, the parking area should be defined by parking space markings or a solid 100 millimeter (4 inch) wide stripe.

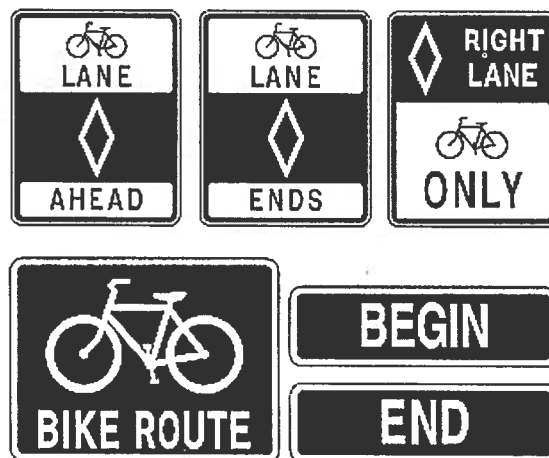
Care should be taken to use pavement striping that is durable, yet skid-resistant. Reflectors and raised markings in bike lanes can deflect a bicycle wheel, causing a bicyclist to lose control. If reflective pavement markers are needed for motorists, they should be installed on the motorist's side of the stripe, and have a beveled front edge.

While the 1988 edition of the MUTCD recommends the use of the diamond-

shaped preferential lane symbol in conjunction with bike lane signs, this symbol is often confusing for both the bicyclist and motorist. For this reason, subsequent editions of the MUTCD will probably eliminate the use of the diamond in bike lanes. The new standard pavement markings for bicycle lanes are the bicycle symbol (or the words BIKE LANE) and a directional arrow.

## 19.8 Bike Lane Signing

The *Manual on Uniform Traffic Control Devices* (MUTCD) section 9B addresses standard bike lane signing. According to section 9B-8, the R3-16 sign should be used in advance of the beginning of a



*Bike lane signs should be replaced with bike lane stencils, with optional NO PARKING signs where needed.*



designated bicycle lane to call attention to the lane and to the possible presence of bicyclists. In locations where bicycle lanes are ending, the same R3-16 sign should be used, with the word ENDS substituting for the word AHEAD. The R7-9 or R7-9a signs should be used along streets where motorists are likely to park or frequently pull into the bike lane.

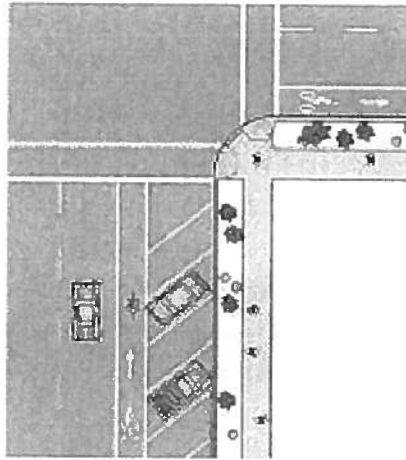
## 19.9 Diagonal Parking

Diagonal parking causes conflicts with bicycle travel: Drivers backing out have poor visibility of oncoming cyclists and parked vehicles obscure other vehicles backing out. These factors require cyclists to ride close to the center of a travel lane, which is intimidating to inexperienced riders.

Where possible on one-way streets, diagonal parking should be limited to the left side, even if the street has no bike lane; on one-way streets with bike lanes, the bike lane should be placed adjacent to parallel parking (preferably on the right).

Bike lanes are not usually placed next to diagonal parking. However, should diagonal parking be required on a street planned for bike lanes, the following recommendations can help decrease potential conflicts:

- The parking bays must be long enough to accommodate most vehicles.
- A 200-millimeter- (8-inch-) wide stripe should separate the parking area from the bike lane.
- Enforcement may be needed to cite or remove vehicles encroaching on the bike lane.



*Bike lane next to diagonal parking, 8-inch stripe should separate the areas.*

## 19.10 Bike Lane Design at Intersections

### Intersections With Bus Stops

If there is a bus stop at the near side of the intersection, a broken line should extend the length of the bus stop (no less than 15 meters [50 feet]), and the solid white line should resume on the far side of the intersection, immediately after the crosswalk. If a bus stop is located on the far side of the intersection, the solid white

line on the far side of the intersection should be replaced with a broken line for a distance of at least 24 meters (80 feet) from the crosswalk (at this intersection, a broken line would still be required on the near side if there is right-turning traffic).

### Intersections With Right-Turn Lanes

In general, right-turn lanes should be used only where warranted by a traffic study, as they present problems for both bicyclists and pedestrians:

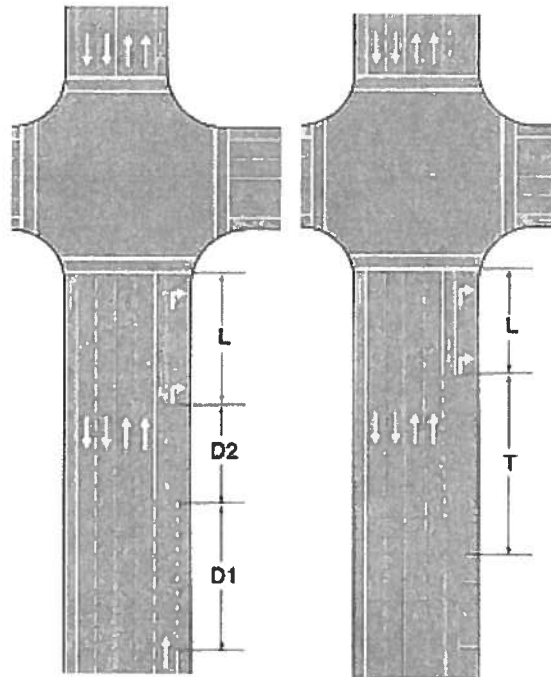
- If right-turning cars and through bicyclists must cross paths.
- If the additional lane width adds to the pedestrian crossing distance.
- If right-turn moves are made easier for motorists, which may cause inattentive drivers to not notice pedestrians on the right.

The through bike lane to the left of a right-turn lane should be striped with two 100-millimeters- (4-in-) wide stripes and connected to the preceding bike lane with 0.9-meter (3-foot) dashes and 2.7-meter (9-foot) spaces. This allows turning motorists to cross the bike lane. A legend must be placed at the beginning of the through bike lane. Sign R4-4, BEGIN RIGHT TURN LANE, YIELD TO BIKES, may be placed at the beginning of the taper in areas where a through bike lane may not be expected.

Not all intersections can be widened to provide a right-turn lane. A bike lane to the left of right-turning cars should still be provided. One common configuration occurs where a right-turn lane is developed by dropping parking (see figure at right).

Another configuration occurs where a lane is dropped and turns into a right-turn lane.

Note: This is a difficult movement for bicyclists as they must merge left and find a gap in the traffic stream:



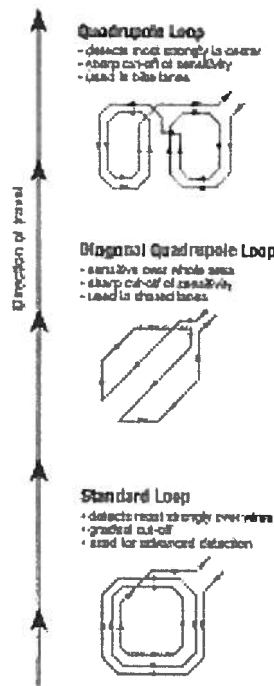
Above left: Bike lane left of right-turn lane developed by dropping a travel lane. Above right: Bike lane left of right-turn lane developed by dropping parking.

#### Exception #1: Heavy Right Turns

If the major traffic movement at an intersection is to the right, and the straight through move leads to a minor side street, then the bike lane may be placed on the right and wrapped around the curve, assuming that the majority of cyclists will desire to turn right too. This often occurs where a highway is routed over local streets and the route is indirect.

#### Exception #2: Tee Intersections

At a Tee intersection, where the traffic split is approximately 50 percent turning right and 50 percent turning left, the bike lane should be dropped prior to the lane split to allow cyclists to position themselves in the correct lane. Where traffic volumes are very high, a left- and right-turning bike lane should be considered.



Different loop configurations: The quadrupole loop is recommended for bike lanes.

#### Offset Intersections

Care should be taken to ensure that motorists are not inadvertently encouraged to ride in the bike lane because of offset travel lanes. At intersections with offset lanes, dashed offset lane markings should continue through the intersection to direct traffic flow (MUTCD Section 3B-7).

#### Traffic Signal Actuation

It is highly recommended that new on-road bicycle facilities include traffic signals that detect bicycles for all actuated signal systems. *The Traffic Detector Handbook* (FHWA-IP-90-002) recommends several bicycle-sensitive loop

configurations (loops are wires installed beneath the pavement surface that detect the presence of vehicles) that effectively detect bicycles. The quadrupole loop is the preferred solution for bike lanes, and the diagonal quadrupole loop is preferred for use in shared lanes.

One solution for existing intersection signals that do not respond to bicycles is to install a special pavement marking over the exact spot that a bicycle must stand in order to "trip" the signal.

#### Expressway Interchanges

Expressway interchanges often present barriers to bicycle circulation. Designs that encourage free-flowing motor vehicle traffic movements are the most difficult for pedestrians and bicyclists to negotiate.

### At-Grade Crossings

Interchanges with access ramps connected to local streets at a right angle are easiest for bicyclists to negotiate. The intersection of the ramp and the street should follow established urban intersection designs. The main advantages are:

- The distance that pedestrians and bicyclists must cross at the ramps is minimized.
- Signalized intersections stop traffic.
- Visibility is enhanced.

If these configurations are unavoidable, mitigation measures should be sought. Special designs should be considered that allow pedestrians and bicyclists to cross ramps in locations with good visibility and where speeds are low.

### Grade-Separated Crossings

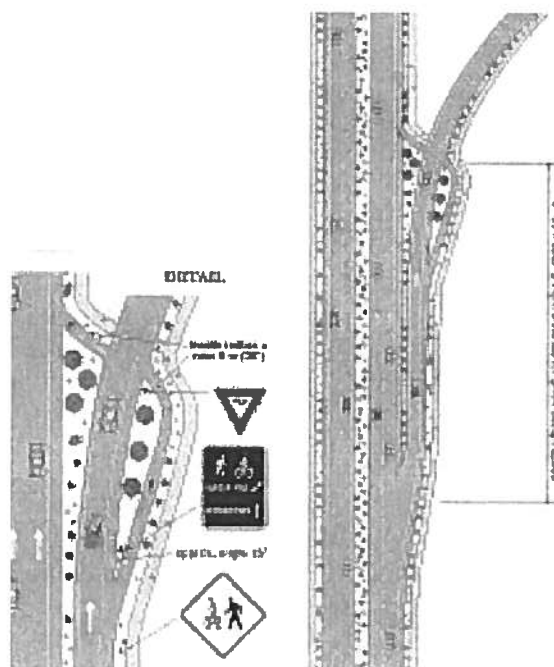
Where it is not possible to accommodate pedestrians and bicyclists with at-grade crossings, grade separation should be considered. Grade-separated facilities are expensive; they add out-of-direction travel and will not be used if the added distance is too great. This can create problems if pedestrians and bicyclists ignore the facility and try to negotiate the interchange at grade with no sidewalks, bike lanes, or crosswalks.

In some instances, a separate path can be provided on only one side of the interchange, which leads to awkward crossing movements. Some bicyclists will be riding on a path facing traffic, creating difficulties when they must cross back to a bike lane or shoulder (clear and easy-to-follow directions must be given to guide bicyclists' movements that are inconsistent with standard bicycle operation).

To ensure proper use by bicyclists, structures must be open, with good visibility (especially underpasses).

### Other Innovative Designs

These concepts are presented as examples of innovative solutions to bike lane design at freeway interchanges and intersections.



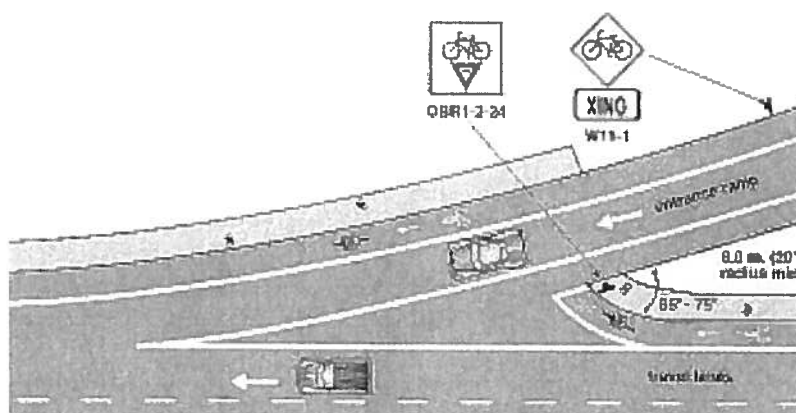
*Exit ramp configuration for bike lane and sidewalk (urban design — not for use on limited-access freeways).*

Traffic entering or exiting a roadway at high speeds creates difficulties for slower moving bicyclists. The following designs help alleviate these difficulties:

### Right-Lane Merge

It is difficult for bicyclists to traverse the undefined area created by right-lane merge movements, because:

- The acute angle of the approach creates visibility problems.



*Right-lane merge — bike lane and sidewalk configuration (urban design — not for use on limited-access freeways).*



- Motor vehicles are often accelerating to merge into traffic.
- The speed differential between cyclists and motorists is high.

The following design guides bicyclists in a manner that provides:

- A short distance across the ramp at close to a right angle.
- Improved sight distances in an area where traffic speeds are slower than farther downstream.
- A crossing in an area where drivers' attention is not entirely focused on merging with traffic.

#### Exit Ramps

Exit ramps present difficulties for bicyclists because:

- Motor vehicles exit at fairly high speeds.
- The acute angle creates visibility problems.
- Exiting drivers often do not use their right-turn signal, confusing pedestrians and bicyclists seeking a gap in the traffic.

The exit ramp design on the previous page guides bicyclists in a manner that provides:

- A short distance across the ramp, at close to a right angle.
- Improved sight distances in an area where traffic speeds are slower than farther upstream.
- A crossing in an area where the driver's attention is not distracted by other motor vehicles.

#### Dual Right-Turn Lanes

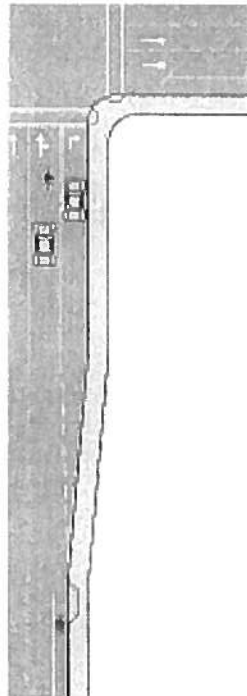
This situation is particularly difficult for bicyclists. Warrants for dual turn lanes should be used to ensure that they are provided only if absolutely necessary.

The design for single right-turn lanes allows bicyclists and motorists to cross paths in a predictable manner, but the addition of a lane from which cars may also turn adds complexity: Some drivers make a last minute decision to turn right from the center lane without signaling, catching bicyclists and pedestrians unaware.

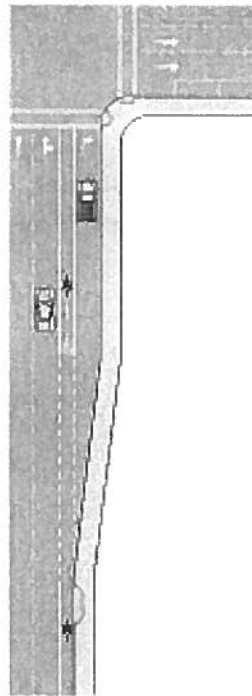
Bicyclists and motorists should be guided to areas where movements are more predictable, so bicyclists and motorists can handle one conflict at a time, in a predictable manner. A curb cut provides bicyclists with access to the sidewalk, for those who prefer to proceed as pedestrians.

- Design A (see Figure 19-13) encourages cyclists to share the optional through-right-turn lane with motorists.
- Design B guides cyclists up to the intersection in a dedicated bike lane.
- Design C allows cyclists to choose a path themselves (this design is the AASHTO recommendation—simply dropping the bike lane prior to the intersection).

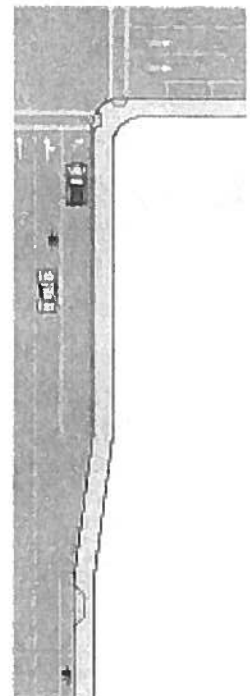
A.



B.



C.



Bike lane through dual right-turn lanes.

A fourth design places an island between the right-turn lane and the optional through-right turn lane. This creates a more conventional intersection, separating the conflicts. This design is also better for pedestrians, as the island provides a refuge.

Engineering judgment should be used to determine which design is most appropriate for the situation.

#### Right-Turn Lane Without Room for a Bike Lane

On bike lane retrofit projects where there is insufficient room to mark a minimum 1.2-meter (4-foot) bike lane to the left of the right-turn lane, a right-turn lane may be marked and signed as a shared-use lane to encourage through-cyclists to occupy the left portion of the turn lane. This is most successful on slow-speed streets.

## 19.11 Exercise

Redesign a local intersection to include bike lanes. Choose an intersection with a moderate level of complexity, and assume that curb lines can be moved at will in order to achieve your design. Prepare a report and graphics that show existing conditions and recommended modifications. Signalization changes (if necessary) should also be explained, as well as any advance striping and signing needed on the intersection approaches.

## 19.12 References

Text and graphics in this lesson were derived from the following sources:

Oregon Department of Transportation, *Oregon Bicycle and Pedestrian Plan*, 1995.

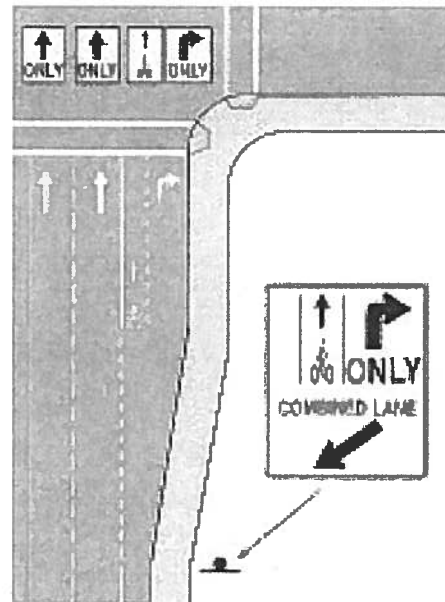
Philadelphia Department of Streets, *Philadelphia Bicycle Facility Design Guidelines*, 1998.

For more information on this topic, refer to:

AASHTO, *Guide for the Development of Bicycle Facilities*, latest edition.

ITE Technical Committee 6A-55, *Review of Planning and Design Standards for Bicycle Facilities*, 1997.

USDOT, *Manual on Uniform Traffic Control Devices*, Section 9, latest edition.



Joint use of a right-turn lane for through-bicyclist.



**RCA  
CITY OF AUSTIN  
RECOMMENDATION FOR COUNCIL ACTION**

**AGENDA ITEM NO.: 21  
AGENDA DATE: Thu 03/02/2006  
PAGE: 1 of 2**

**SUBJECT:** Approve a striping plan for Shoal Creek Boulevard between 38th Street and Foster Lane.

**AMOUNT & SOURCE OF FUNDING:** Funding in the amount of \$72,000 is available in the Fiscal Year 2005-2006 Approved Operating Budget of the Public Works Department for the installation of the appropriate warning signs and to remove the curb islands.

**FISCAL NOTE:** There is no unanticipated fiscal impact. A fiscal note is not required.

**REQUESTING** Public Works  
**DEPARTMENT:**

**DIRECTOR'S  
AUTHORIZATION:** Sondra Creighton

**FOR MORE INFORMATION CONTACT:** Sondra Creighton, 974-7175; Laura Bohl, 974-7064

**PRIOR COUNCIL ACTION:** March 29, 2001 – Resolution # 010329 directing the City Manager to conduct a transportation analysis for Shoal Creek Boulevard, with review by the Urban Transportation Commission, for a pilot traffic calming program. December 16, 2004 – authorizing execution of a construction contract with JAY-REESE CONTRACTORS, INC., Austin, TX, for the Shoal Creek Transportation Project in an amount not to exceed \$295,285.50. September 29, 2005 - authorizing removal of the curb islands from Shoal Creek Boulevard between 38th Street and Foster Lane.

**BOARD AND COMMISSION ACTION:** July 5, 2000 - Urban Transportation Commission; September 18, 2000 - Urban Transportation Commission; August 19, 2002 - Urban Transportation Commission; July 18, 2005 - Urban Transportation Commission; February 13, 2006 - Land Use and Transportation Subcommittee.

**PURCHASING:** N/A

**MBE / WBE:** N/A

---

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.

The project was completed in the Spring of 2005, and subsequently, at a public meeting, a significant majority of citizens voiced opposition to the project. Council, at their September 29, 2005 meeting, authorized the removal of the curb islands and instructed staff to work with Stakeholders to develop striping options which should be brought back at a later date after reviewing the re-striping plan with the Land Use and Transportation (LUT) Subcommittee.

Public Works staff facilitated an extensive public input process to obtain striping options. The stakeholders in this process included residents, tenants and businesses from the Rosedale and Allandale neighborhoods, and cyclists from the Austin Cycling Association and the Austin Ridge Riders. The process included soliciting suggestions as to how to re-stripe the Shoal Creek Blvd. and included a workshop in which stakeholders ranked their favored options. Ballots were then distributed to approximately 6300 stakeholders to allow them to vote on their favorite option.



**RCA  
CITY OF AUSTIN  
RECOMMENDATION FOR COUNCIL ACTION**

**AGENDA ITEM NO.: 21  
AGENDA DATE: Thu 03/02/2006  
PAGE: 2 of 2**

At the December 5, 2005 meeting of the LUT Subcommittee the results of the public input process were presented. Additionally, staff from the Texas Transportation Institute reported on their research of other communities to address the impact of narrow lanes/roads on speeding, and Best Practices on bicycling and pedestrian facilities. Two top stakeholder options were reviewed, **Option #2** and **Option #3**. Option #2 calls for utilizing 2 - 6-foot wide car-free bike lanes, 2 - 10-foot wide travel lanes separated by a 1 foot wide centerline, and 1 - 7-foot wide parking lane on the east side only. **Option # 3** calls for 2 - 10-foot wide bicycle / parking lanes and 2 - 10-foot wide travel lanes. Staff recommends Option #2 as it is consistent with the Bike Plan and meets AASHTO guidelines.

At that meeting, Council Member McCracken suggested that various pilots be implemented on Shoal Creek Boulevard for a period of nine months. The Subcommittee voted unanimously to implement these pilot projects, but asked for staff to first develop a process for the implementation and advise them of the cost. A vote was not taken regarding the striping plan for Shoal Creek.

At the February 13, 2006 LUT Subcommittee meeting, the members voted unanimously for Option #3, and reaffirmed that the curb islands be removed (as previously authorized by Council). The LUT Subcommittee also recommended that pilot projects should not be implemented on Shoal Creek Boulevard at this time, but tried on other streets. The candidate streets and the layouts for these pilot projects will be determined and brought back to the LUT subcommittee.

Sidewalks will be constructed along Shoal Creek Boulevard as part of the sidewalk program. It is anticipated that construction will start in mid April 2006 and will take 6-8 months to complete.



5. Obstructions				
Are there any horizontal or vertical obstructions (incl. temporary) along the facility?	Is there adequate horizontal and vertical clearance?	If bollards or other physical terminal devices are used, is the risk of occasional motorized vehicles greater than the risk of a fixed object within the travel way?	Is the waiting area free of temporary/permanent obstructions that constrict its width or block access to the bus stop?	
6. Roadside				
Is the clear zone for cyclists' operating space adequate?	Are railings, guardrail, and/or parapets and other structures installed at an appropriate height and shy distance?	If bollards or other physical terminal devices are used, is the risk of occasional motorized vehicles greater than the risk of a fixed object within the travel way?	Are bicycle accommodations connected and convenient for public transport users?	
7. Confinity and connectivity				
Are bicycle accommodations continuous? Do bicycle accommodations provide adequate connectivity to major destinations?	Are bicycle accommodations continuous, or do they end abruptly at bridge/tunnel crossings?	Are bicycle accommodations continuous, or do they end abruptly at crossings/ junctions/ interchanges?	Is there a safe way for cyclists from both directions to access connections or continue to other destinations along the street network?	Are crossings convenient and free of potential hazards for cyclists?
8. Lighting				
Is the riding surface adequately lit?	Are bridges and tunnels adequately lit?	Are the junction/transition and paths leading to the transition adequately lit?	Are transit access ways and facilities adequately lit?	
9. Visibility				
Is the visibility of cyclists using the facility adequate from the perspective of all road users?	Can cyclists see approaching vehicles/ pedestrians, and vice versa?	Can cyclists see approaching vehicles/ pedestrians at all legs of a junction/ crossing, and vice versa?	Is the visibility of cyclists as they make the transition from one facility or roadway geometry to another adequate from the perspective of all road users?	Is the visibility of cyclists using the facility adequate from the perspective of all road users?
10. Signs and pavement markings				
Are signs and markings along the riding surface visible, wellmaintained, easily understood, and adequate?	Are adequate warning signs posted at entrances?	Do signs and markings along the cycling facility clearly indicate the cyclist path and right-of-way at junctions?	Are signs and markings at transition areas appropriate?	Are signs and markings at designated areas for cyclists using transit appropriate?
11. Traffic signals				
If bicycle traffic signalization and detection are present, are they properly positioned, functioning, and effective? Does the traffic signal design accommodate all users?				
12. Human factors/behaviours				
What are all roadway users (vehicles, bicyclists, pedestrians, transit, etc.) doing with regards to bicycle traffic, and vice versa?				
Source: (Nabors, et al. 2012)				

### *Accounting for confounding factors*

There are multiple confounding variables that may have an impact on observed safety outcomes that may not be captured in ex-ante or ex-post evaluation of bicycle safety measures. “Safety in numbers”, as discussed in Chapter 1, is one good example. Does safety result from the presence of numerous cyclists or are numerous cyclists evidence of a safe cycling environment? Alternatively, does the assessment of a bicycle safety measure account for the generalised road safety improvement that can be observed in many countries? Robust assessment methodologies and ensuring relevant temporal or spatial coverage of bicycle safety measures should reduce the risk of missing confounding variables. Without these, there is a risk that safety policies lead to unintended and possibly deleterious consequences.

### *Accounting for behavioural responses to safety measures*

Road safety policy, especially that targeting infrastructure, has typically assumed a deterministic and fixed response to road safety interventions wherein road users have a single and predictable response to changes in infrastructure design or a new policy (Noland 2012). For instance, the typical assumption would be that improved sightlines on roads would simply allow traffic users to better detect potential obstacles and avoid them in time and thus reduce the number and severity of crashes. However, a likely response to such an intervention is that road users increase their speed. Why this would be the case has been the focus of much recent research in the traffic safety field and though debate is ongoing, there is broad (but not unanimous) support for theories relating to *risk compensation* or *risk homeostasis*. These approaches assume that road users explicitly or implicitly make decisions on the basis of a target or acceptable level of risk or otherwise trade off risk for other desirable outcomes (shortened travel time, thrill of speed, etc.)<sup>1</sup>.

For cycling safety policy, this means that behavioural responses to safety policies must be accounted for in policy development and assessment. For instance, will riding in a cycle lane or wearing a helmet increase the propensity for motorists to pass cyclists more closely? Alternatively, will providing dedicated cycling infrastructure or helmet-wearing increase risk-taking on the part of cyclists? While it seems unlikely that behavioural responses will negate the safety-improving effect of most safety interventions, the potential for reduced benefits is important and this may affect the outcome policy appraisal. We highlight some of the behavioural response aspects of the measures described in this chapter where research is available.

### *Differentiating between safety and the perception of safety*

We should also make clear that the discussion of “bicycle safety” itself is not a unitary concept. There are actions that demonstrably reduce the material risk of crashes or attenuate their severity – these types of measures have a direct impact on the safety of existing cyclists. There are also measures that reduce the perception of crash risk by cyclists – e.g. measures that increase the perception of safety. In some cases, this perception may not reflect actual crash risk and in most cases, is highly dependent on the level of experience of cyclists themselves (see for example Box 5.2). A classic example is the heightened perception of safety attributed by many cyclists to separated cycle tracks even though actual crash risk at road-cycle track junctions may in fact be higher when these junctions are poorly designed. It may seem that improving perceived safety is an unimportant distraction that may result in negative outcomes but improving the perception of safety may attract new cyclists and thus deliver the very strong overall health benefits discussed in Chapter 1. This is especially important if groups currently under-represented in cycling populations are to be encouraged<sup>2</sup>. Authorities seeking to maximise the benefits stemming from cycling will have to address both material and perceived safety simultaneously and they should do



- Bi-directional cycle tracks along roads invariably lead to non-conventional manoeuvres at junctions and where such tracks terminate. These situations entail a significant risk of crashes. Two-directional cycle tracks along roads generally should be avoided, unless the advantages are very clear or the space constraints for two unidirectional tracks insurmountable.

Bicycle tracks marked directly on the sidewalk might be the easiest and cheapest way of providing bicycle infrastructure (Figure 5.9), but conflicts between bicyclists and pedestrians are inevitable for this configuration and in general it should be avoided.

Figure 5.9 Left: Bicycle track (barely) marked on the sidewalk (Germany)  
Right: Bicycle track marked on the sidewalk (Faroe Islands)



Photo credit: Authors

One-way systems should normally only apply to motor vehicular traffic in dense urban street networks; the inconvenience of permitting bidirectional cycle traffic - with appropriate markings and protection - is usually less than the inconvenience of compelling cyclists to take a diversion or of having them ride in contravention of the rules. Contra-flow cycling on low-speed streets has been deployed in a number of countries. This measure requires clear entry and exit markings and surface treatments to alert motor vehicle drivers of the possibility of oncoming cyclists (Figure 5.10). (Mairie of Paris, 2012) has evaluated the before and after safety impact of contra-flow cycling on a number of one-way (for cars) streets in Paris. They find that the implementation of contra-flow cycling significantly increased overall bicycle traffic on the streets in question and also resulted in a drop in average motor vehicle speed (the streets in question were all limited top 30km/hr though actual motor vehicle speeds were sometimes higher). At the same time, there was no increase in cycling crashes (despite higher numbers of bicycles) and that those crashes that occurred did not significantly diverge in nature from the pre-contra-flow situation (e.g. most crashes were due to car-door collisions and failure to cede right-of-way in the motor-vehicle direction of travel). The study found that the incidence of post-contra-flow frontal bicycle-car collisions was extremely low (1 in fact over the one year post-implementation study period though this had been cited as one of the major risk factors) as was the crash's severity (possibly a consequence of reduced motor vehicle speed). The study's findings did highlight the risk for pedestrians in mid-block crossings. These findings provide a snapshot of the early effects of the implementation of contra-flow cycling just as motorists and cyclists are adapting to the new street configuration - it may be expected

Despite the high number of studies showing similar results, the safety performance of bicycle tracks and in particular the increase in number of crashes observed on this type of infrastructure is disputed and the results stated above have often challenged. It is true that some of the studies are quite old and that many of the studies are from a limited number of northern European countries with a well-established tradition for bicycling and crowded bicycle facilities. Furthermore, the results of many of the studies are not adjusted for changes in bicycle traffic volumes.

It may be that the safety effect of separated cycle tracks may be different in different contexts as well. Recent studies from North America do not find a similar increased crash and injury risk associated with separate bicycle tracks -- (Lusk, et al. 2011) report that the relative risk of injury on a bicycle track was 0.72 as compared with riding on parallel reference streets in Montreal and (Teshke, et al. 2012) report a relative risk of 0.11 for riding on a cycle track as compared to a similar reference street in Toronto and Vancouver. Unlike the northern European cycling environments that served as the backdrop for studies finding increased (junction-related) crash risk for cycle tracks, the Canadian traffic situation that sets the context for the two aforementioned studies is characterised by lower numbers of cyclists and a much lower cycle infrastructure density. It is unclear from these studies if these factors had an impact on study results<sup>4</sup>.

Most of the studies contributing to the results in (Elvik, Høye, et al. 2009) address the effect of building bicycle paths/tracks in urban areas. According to a recent Danish synthesis bicycle paths in rural areas show far better results (Jensen, Andersson and Herrstedt 2010). The total number of injury crashes involving bicycles (and mopeds) decrease by 62% (average for sections and junctions) when bicycle paths are installed along roads in rural areas. For fatalities the effect is even higher (80% decrease overall). A possible explanation to this very high effect is the speed level in rural areas and the subsequent benefit of separating bicycle and motor vehicle traffic.

According to (Elvik, Høye, et al. 2009) and (Jensen, Andersson and Herrstedt 2010) it is not possible to identify specific results for *two-directional bicycle paths*. Despite the absence of specific results in terms of overall safety effects, experience has shown some specific safety problems connected to two-directional bicycle paths:

- Head-on collisions between cyclists or between cyclists and moped riders.
- Collisions with cars from the side road in priority junctions (car drivers not paying attention to cyclists from the “wrong” direction on the bicycle track).

Despite the counter-factual evidence from North America cited above, the observed increase in crash risk associated with cycle tracks in northern European countries is problematic since many countries are seeking to increase this type of bicycle infrastructure. What then are possible explanations for this phenomenon and how can they be addressed by policy? A number of theories have been outlined to explain why bicycle paths and tracks lead to an increasing number of bicycle crashes at junctions. A generally accepted theory is that the physical separation on the road sections makes bicyclists and car drivers pay less attention to each other when they approach junctions. This is likely to especially be the case where the design of the bicycle track “hides” the cyclist from turning cars (Figure 5.15).

Denmark removed the on-street, bi-directional lanes from Best Practice for bicycle infrastructure over 20 yrs ago.

- more dangerous than 1-way lanes on each side

~~Haring bicycles comi~~

90% collisions not caused by being hit from behind but from conditions/actions in front of cyclist.

**Amy Zipkin, “A Swift and Nimble Way to Your Flight: Airports are Increasingly Accessible by Bicycle, Offering Connecting Trails and Free Racks,” *New York Times*, 27 November 2018.**

<https://www.nytimes.com/2018/11/26/business/business-travel-airport-bike.html>



Conor Semler, a transportation planner, rides his bike to Boston Logan Airport when he needs to head out of town. “I prefer not to be in a car,” he said. Credit Kayana Szymczak for The New York Times

Travelers have a bunch of choices on how to get to the airport. They can drive and pay to park. They can take a taxi or car service, or, perhaps, a bus or train. But whatever way they choose, travelers usually face delays in traffic or as they arrive at the terminal.

That’s where a new option comes in, at least at some airports: the bicycle.

Conor Semler, a transportation planner for a private firm who lives in Somerville, Mass., north of Boston, rides his bicycle to Boston Logan International Airport when he travels for work, about twice a month.

“I prefer not to be in a car,” he said.



He said the seven-mile trip to the airport takes about 45 minutes compared with 25 minutes by car. And it has obstacles, including rutted streets through an industrial area. If it snows, cycling is out. And once, he said, he was flagged for a pat-down by airport security after the initial scanner screening picked up an anomaly — perspiration. Still, the trip and parking are free, and he has a choice of seven bike rack locations at the airport.

Other airports around the country have also become bicycle accessible, among them Baltimore-Washington and the airports in San Diego and Portland, Ore. Of course, some airports were built far from residential neighborhoods or, like Newark Liberty International Airport in New Jersey, are accessible only from highways that restrict bicycles.

In many cases, it's not just travelers using bicycles but airport employees.

The nascent phenomenon comes as bike-sharing systems expand and the travel industry looks to reduce its environmental impact.

At the same time, it has been aided by technology apps and a growing recognition that cycling is integral to the transportation network in many cities. It's the ability to "combine technology with forms of transportation," said Marcello Gasdia, the research lead for Deloitte's travel, hospitality and services practice.

"Regional and state transportation planners are rethinking airport access and who travels to the airport, and how and why," said Sharon Feigon, executive director of the Shared-Use Mobility Center, a national public interest organization in Chicago dedicated to affordable transportation. "Airports can facilitate bicycle travel for employees and some travelers."

About five years ago, researchers at the Safe Transportation Research and Education Center at the University of California, Berkeley, found that airport operators were adapting to bicycle travel as a way to reduce the number of employee parking spaces. They focused on seven airports, including Los Angeles International, Boston Logan and Portland International.

"One aspect that has changed is the penetration of cargo bikes that can now easily accommodate bags for short airplane trips," said Offer Grembek, a co-director of the center who was not involved in the study. "Another aspect is electrification of bikes that increase the range and reduce the level of effort needed."

The federal Bureau of Transportation Statistics estimated there were 106 bike-sharing systems with fixed docking stations available to the public for a fee as of May, an increase from 88 systems a year earlier. And the National Association of City Transportation Officials estimated that 35 million bike-share trips were taken in 2017, up 25 percent from 2016.

There is also increased economic muscle behind bicycling. Last April, Uber bought Jump Bikes, a dockless electric bicycle sharing system operating in 12 cities in the United States. (A dockless bike can be picked up wherever the last rider left it.) In July, Lyft bought Motivate, a New York company that organizes and operates bike-sharing systems in New York, Boston, Chicago and Washington.



Mr. Semler converts his rolling luggage into a backpack. Some airports have taken steps to accommodate bicycles to reduce the amount of employee car parking. Credit Kayana Szymczak for The New York Times

On trips to Washington, Mr. Semler walks about 10 minutes from Ronald Reagan Washington National Airport to a Capital Bikeshare station in Crystal City, a neighborhood in Arlington, Va., for the 30-minute ride to his company's office at the Navy Yard. He uses Google Maps for directions. "With biking, I have a more reliable trip. With Metro, I could be stuck in a tunnel for 15 minutes," he said.

Other biking routes, including the Mount Vernon Trail along the Potomac River, take bikers through Arlington and Alexandria, Va., down to Mount Vernon.

Some airports are trying to make life easier for cyclists.

Baltimore-Washington International Airport has the 12.5-mile Hiker-Biker Trail, which circles the airport and connects to public transportation and to Zagster Bike Share.

Ten bicycles are in a rack directly outside the airport rail station. "It's for members of the community, customers and employees," said Jonathan Dean, an airport spokesman.

On the websites for the San Diego International Airport and Portland International, bicyclists have their own pages with directions.



Portland airport also has a separate bicycle assembly area for passengers who fly with their cycles, a repair station, free bicycle parking, a bike path, and a connection to TriMet, the area mass transit.

Jonathan Maus, editor and publisher of BikePortland.org, a website devoted to cycling, said the assembly room gets high marks, but some people might find biking from the airport daunting. While he doesn't consider himself a timid rider, "the route includes pretty scary arterial intersections," he said. And the directional signals along the path are confusing to cyclists.

The path for bikers and pedestrians was paid for by the Port of Portland. The airport said it was aware of the shortcomings, but did not have the funding for all the suggested improvements.

In San Diego, Sreenath Narayan, a medical resident in radiology who has four bicycles, said he turned to cycling to the airport after being stuck in traffic too often. "The bicycle trip is more predictable," he said. The airport has 104 bike parking spaces, but after a year of using the free bicycle racks exclusively, he sent a \$25 deposit to San Diego Association of Governments to become eligible to use a sheltered bicycle locker there.

His trip typically originates in La Jolla, and he said directional signs were sparse at first. The airport is near the Bayshore Bikeway, a 24-mile bicycle circuit that connects to the South Bay and Coronado. Closer to the airport is a shared-use path for bicyclists and pedestrians, said Rebecca Bloomfield, an airport spokeswoman. The path is separate from vehicle traffic, she said, and connects the airport to downtown San Diego and the landmarks Spanish Landing Park, Liberty Station and Point Loma.

The Port Authority of New York and New Jersey, which runs La Guardia Airport, Kennedy International and Newark Liberty International, is promoting bicycle use, and its 2017 Bicycle Master Plan shows how cyclists can use secondary roads and airport transportation to cycle to the three airports.

As bicycling for transportation becomes more widespread, the federal government might help defray some of the cost of bike paths. The Federal Aviation Administration has jurisdiction over airport safety, which includes access roads — and those are eligible for funding as long as they meet all access road requirements, the agency said in a statement.

As for Mr. Semler, he has expanded his cycling habits to include travel to meetings and family outings. "The first time I rode my bike to Logan, it was mostly for the novelty," he said. "But after trying it I realized it was not just possible but kind of easy."

Shoal Creek Blvd

Dec 12, 2018

WARRIOR

Why are kids  
to bike in traffic  
with their life  
piece?

W

Narrower traffic lanes on Shoal Creek Blvd?  
What could possibly go wrong?

NOT A COA PICTURE



**If this is going to  
be the only bike  
lane, where do the  
trash, recycling  
and compost cans  
go every week?**

Where do they go now?

In the "bike" lane?

Yes, but you'll have  
bumpers so trucks can't  
get to cans.

TW

It works on

Justin

TW

NOT A CAR PICTURE

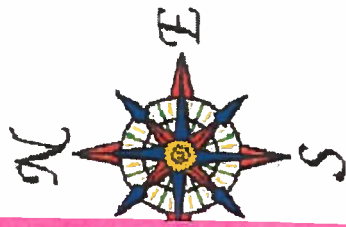


Do they live too far away or do they feel unsafe biking?

**Between 7:15 and 8am on a school day, more than 200 vehicles turn here to drop off Gullett transfer students that live too far away to walk or bike.**

**Much the same happens in the afternoon.**

**Who thinks a bike lane on the West side is the best option here?**



How far is that?

TW

I do  
I do also.  
Yes a bike lane

I do not.  
Not me either  
Nope

I do.  
No!

TW

No 2-way bike lanes!

Not A CoA  
Picture