

WHERE DO YOU LIVE? WHERE DO YOU GO? ¿DONDE VIVE? A DONDE VA?



HOW WE GOT HERE

2000

Following the resurfacing of Shoal Creek Boulevard in 2000, pilot traffic calming was installed and later removed after data analysis showed that the treatment was not effective.

2001-2005

The City of Austin conducted a transportation analysis and public involvement process to develop solutions for the street, resulting in the Shoal Creek Boulevard Transportation Project.

2005-2006

The Shoal Creek Boulevard Transportation Project began construction of curb extensions in the shared bicycle and parking lanes in 2005 and was subsequently removed in 2006. The current street configuration was installed.

2011-2012

In March 2011, the first national guidance on protected bicycle lanes was released. The first protected bicycle lanes were installed in Austin.

2012-2014

The Austin Bicycle Plan was updated with a focus on the all ages and abilities bicycle network. Shoal Creek Boulevard from 38th Street to US 183 is recommended for protected bicycle lanes. The Urban Trail Plan was developed and adopted and Shoal Creek Boulevard is recommended as the means of extending the existing Shoal Creek Trail.

2016-2017

Austin voters approved the 2016 Mobility Bond, including funding for Local Mobility. A series of community Walk Bike Talks identified top priorities for this bond funding. Shoal Creek Boulevard was identified as a high priority street in need of safety improvements during this process.

2017-2018

The Shoal Creek Conservancy's *Shoal Creek Trail: Vision to Action Plan* recommends that Shoal Creek Boulevard between 38th Street and Foster Lane be reconfigured with protected bicycle lanes on the west side of the street. In this section, it is not possible to build the Shoal Creek Trail along the creek.

2019

Resurfacing is planned for Shoal Creek Boulevard from 38th Street to US 183 in 2019 as part of routine street maintenance, which provides an opportunity for the City of Austin to reassess the configuration of the street.

The current configuration of Shoal Creek Boulevard has led to safety concerns among many road users, including people riding bicycles, as more people are using the street for driving motor vehicles, for riding bicycling, and for on-street parking.

RESURFACING OPPORTUNITY

Shoal Creek Boulevard is scheduled for routine maintenance in Summer 2019, giving ATD a chance to consider short-term changes to make the street work better for everyone.

Why do we resurface streets?

Resurfacing streets extends the life of the street, adding years of service prior to requiring full-depth reconstruction where the surface is completely removed and replaced.

What does resurfacing have to do with making changes to the street?

When streets are resurfaced the existing lines on the street are covered, which provides a “blank slate” to reconfigure the space.

What types of changes cannot be done with resurfacing?

Resurfacing focuses on improving the surface of the pavement between the curbs. This means that generally it is more difficult and expensive to move curbs to widen the street or add extensive landscaping.

What types of changes can be done with resurfacing?

A variety of very cost-effective treatments can be done, including decreasing crossing distances, slowing motor vehicle traffic to speeds that are closer to posted limits, improving intersections for safety, and adding bicycle lanes or parking spaces.

Why are we having a conversation about this?

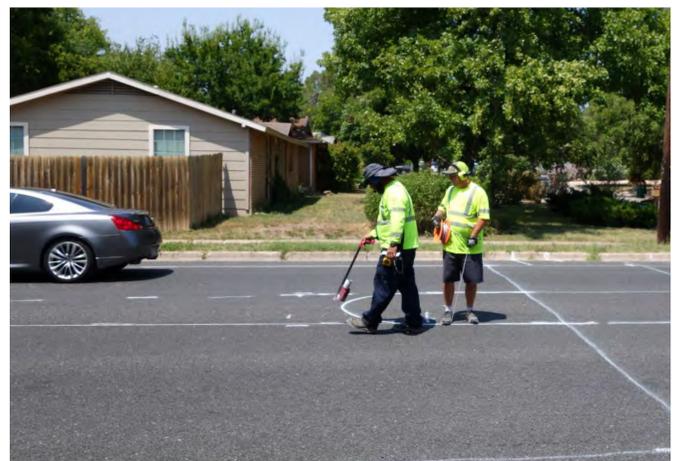
Any change to a street may have impacts to those who use it every day. We are hosting this listening session to better understand how people use Shoal Creek Boulevard to develop solutions based on that feedback.



Street and Bridge Operations overlaying Congress Avenue



Seal coat resurfacing on a residential street



Laying out lines to be striped on Berkman Drive



The striping truck painting lines on Burleson Road

CITYWIDE POLICY DIRECTION

This project is informed by citywide plans and policies including Imagine Austin Comprehensive Plan (2012), Austin Complete Streets Policy (2014), Austin Bicycle Plan (2014), Urban Trails Plan (2014), Vision Zero Action Plan (2016), and Safe Routes to School Infrastructure Plan (in development).



AUSTIN
complete
streets

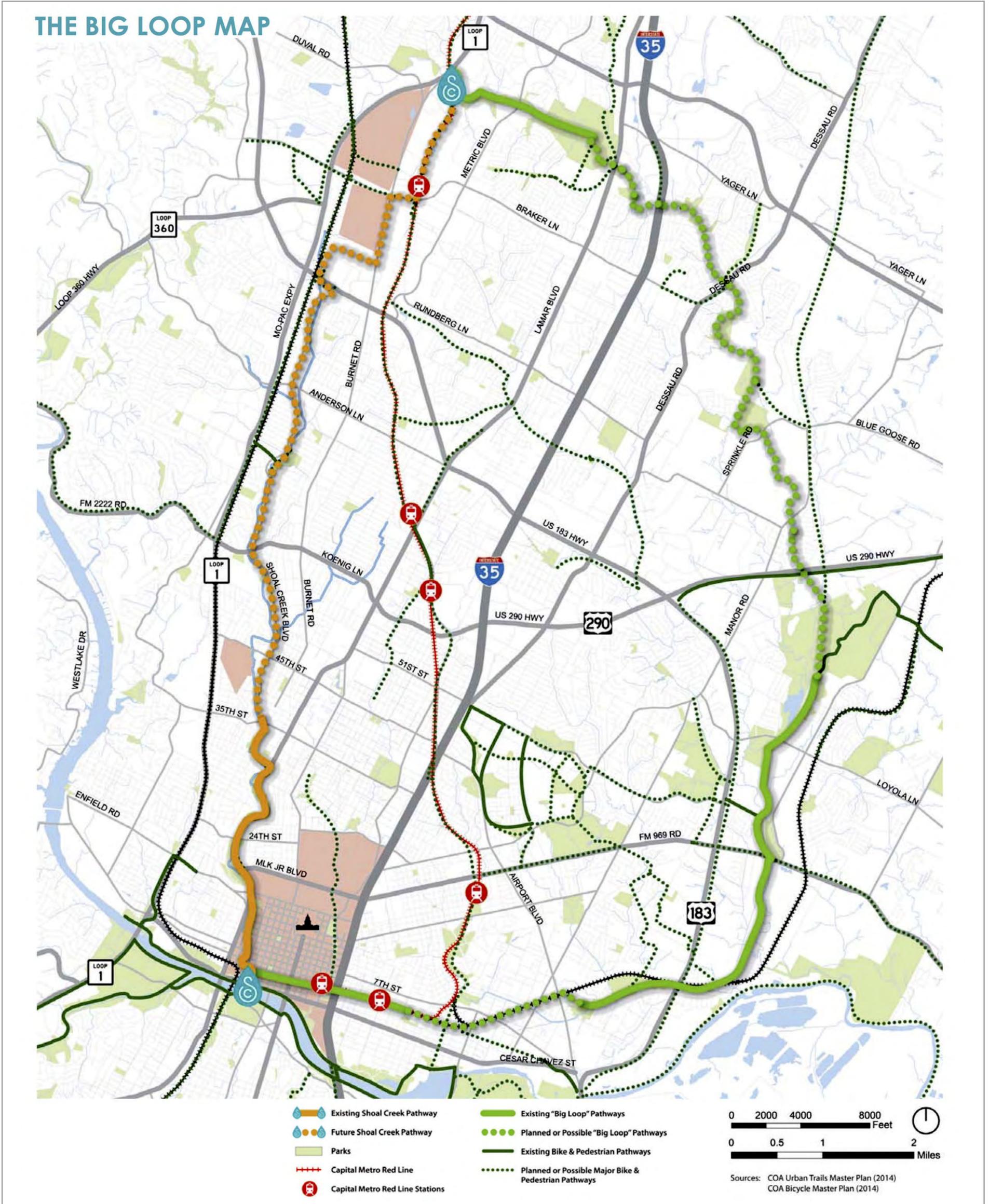


City of Austin Urban Trails

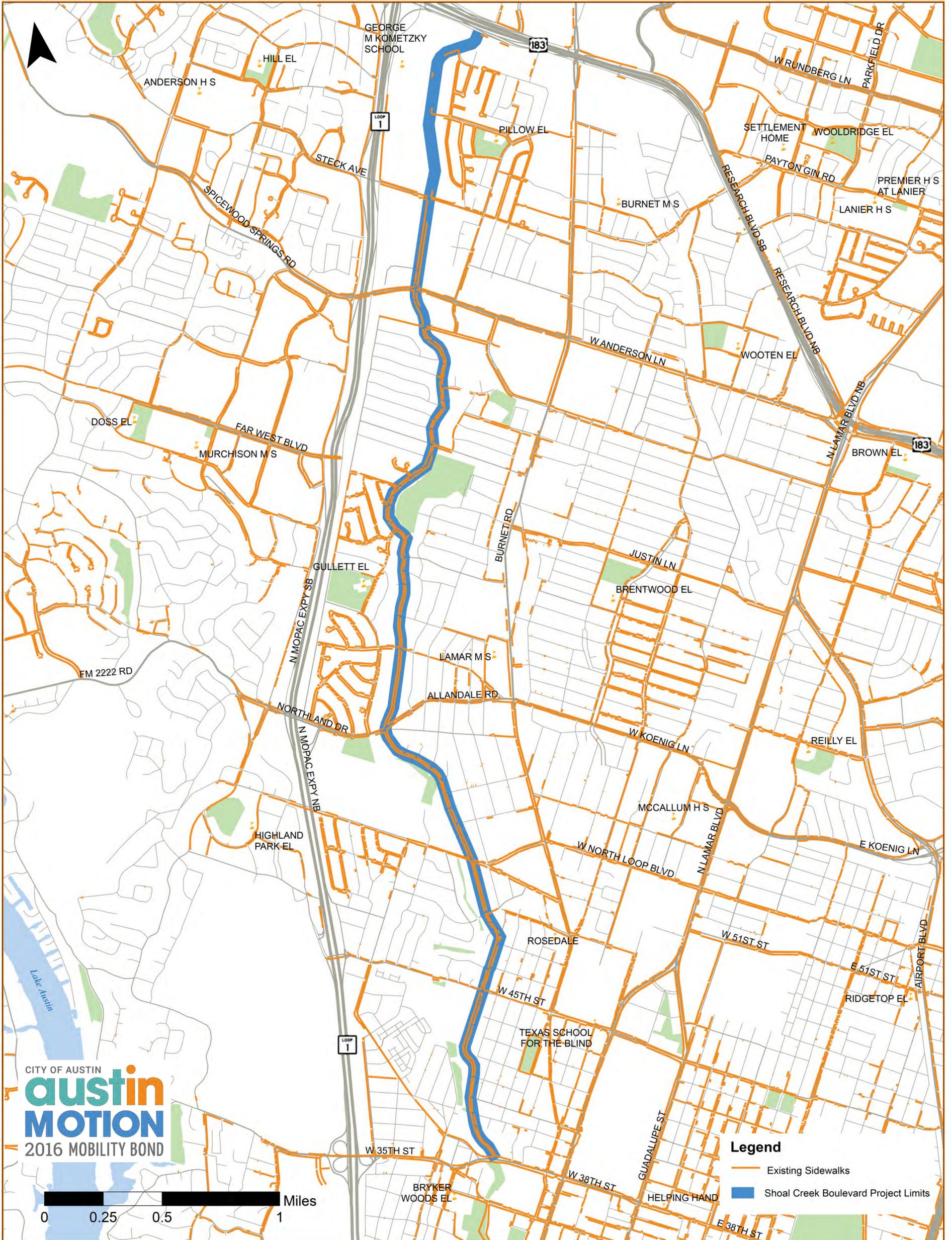


SHOAL CREEK TRAIL: VISION TO ACTION PLAN

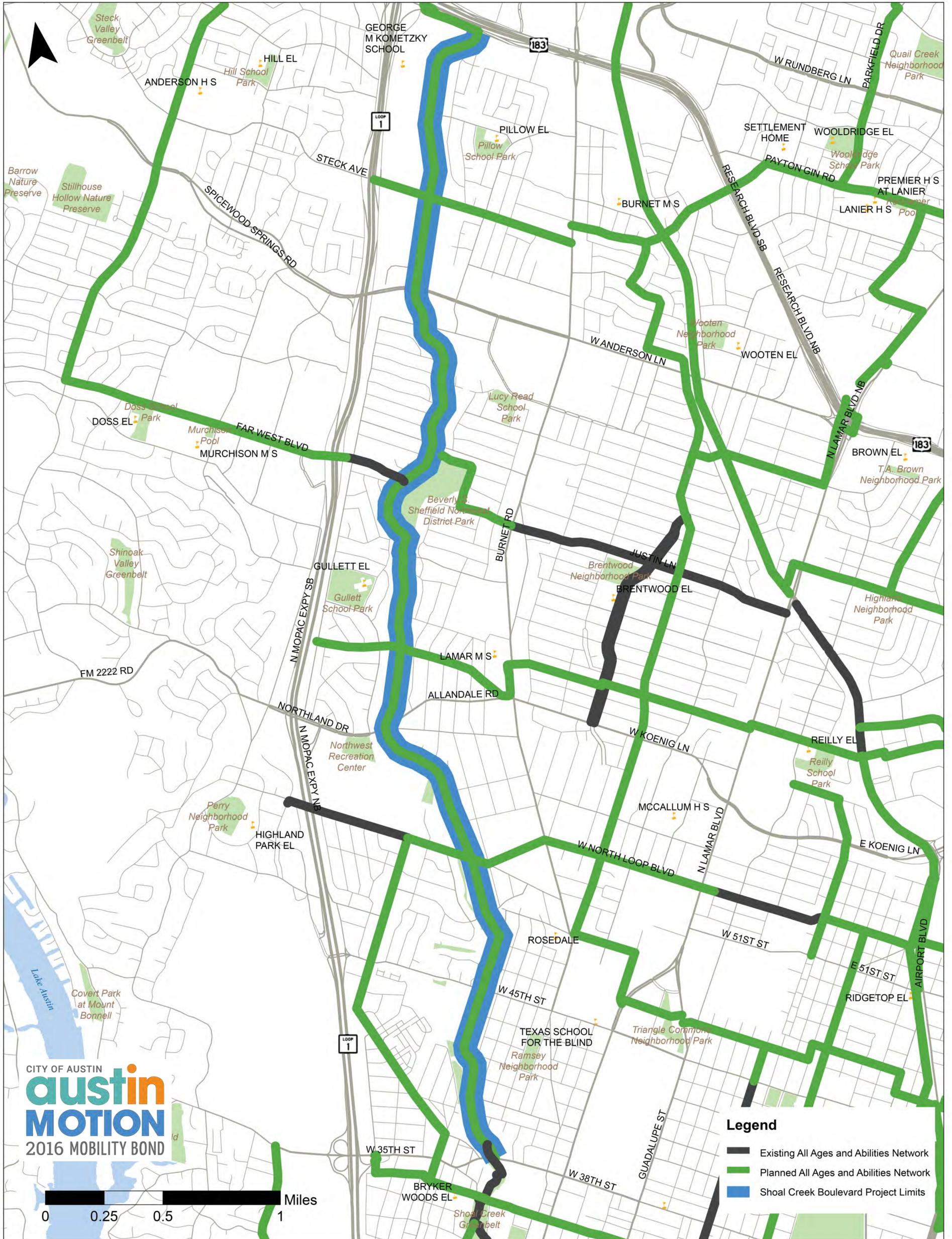
The *Shoal Creek Trail: Vision to Action Plan* is the result of a yearlong planning process funded and led by the Shoal Creek Conservancy in 2017-2018. It presents a 30-mile loop concept connecting the Shoal Creek Trail and sections of Shoal Creek Boulevard to the Northern and Southern Walnut Creek Trails to the east. Shoal Creek Conservancy's *Vision to Action Plan* is separate from the work that the Austin Transportation Department is initiating with this listening session.



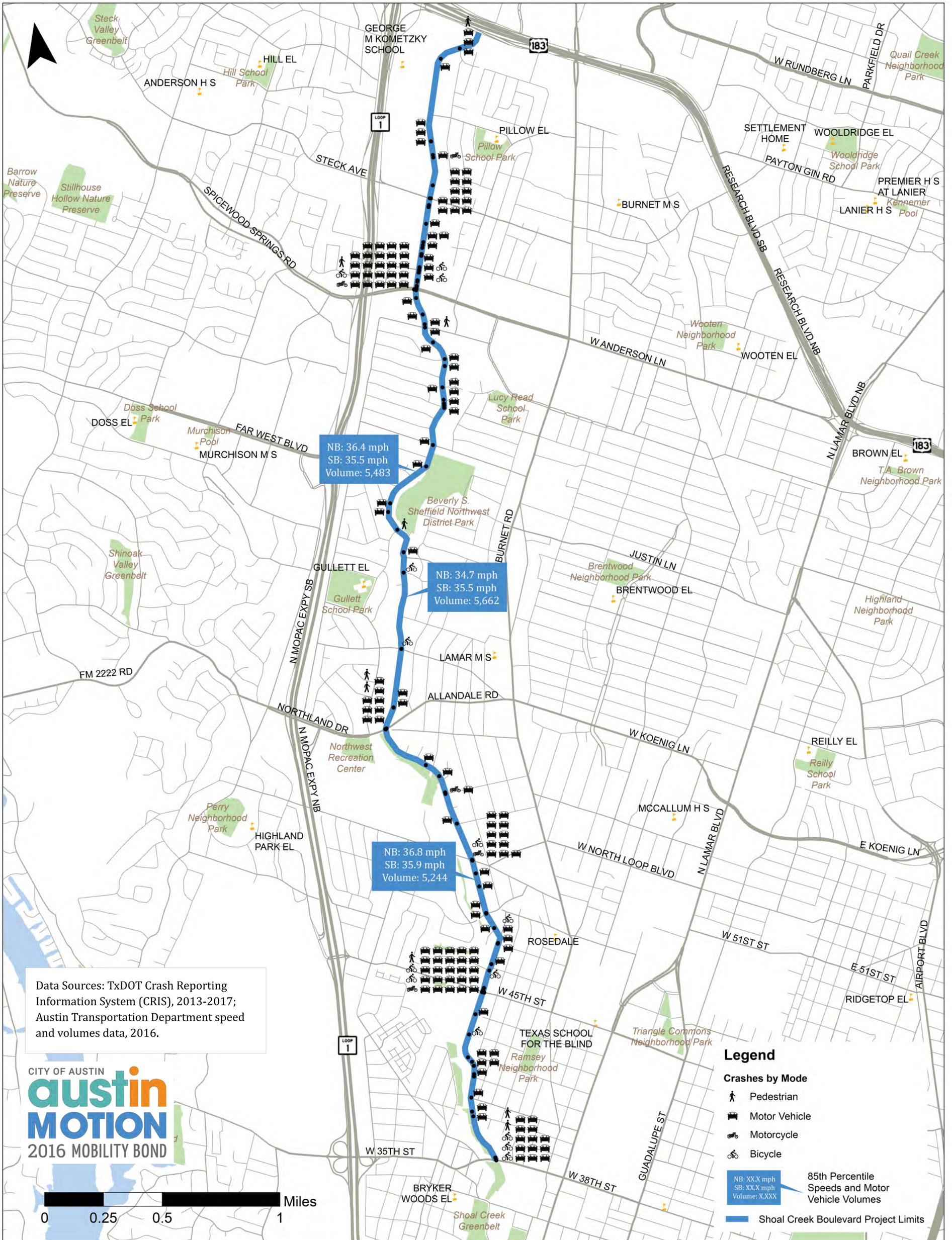
SIDEWALK NETWORK



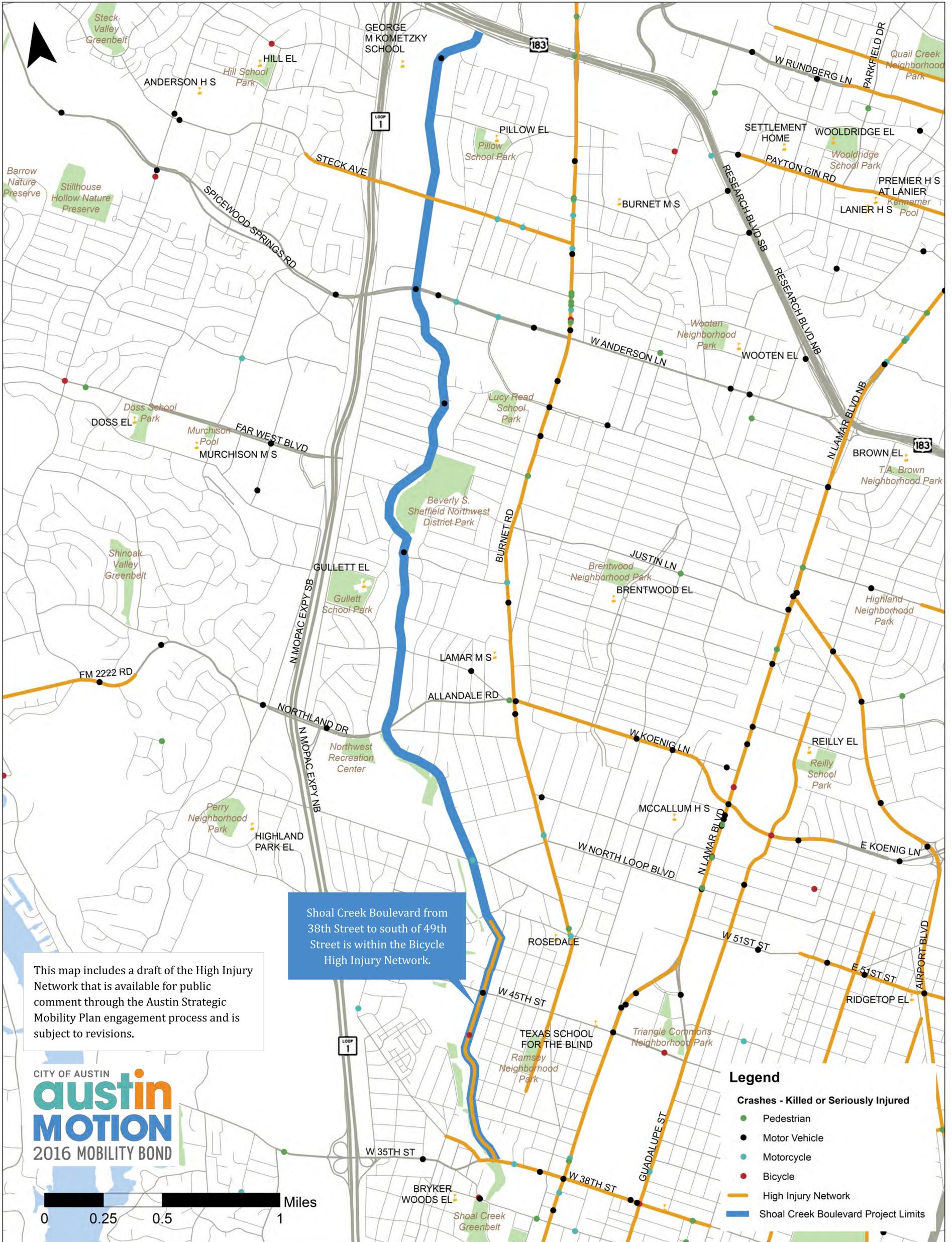
BICYCLE NETWORK



CRASH DATA



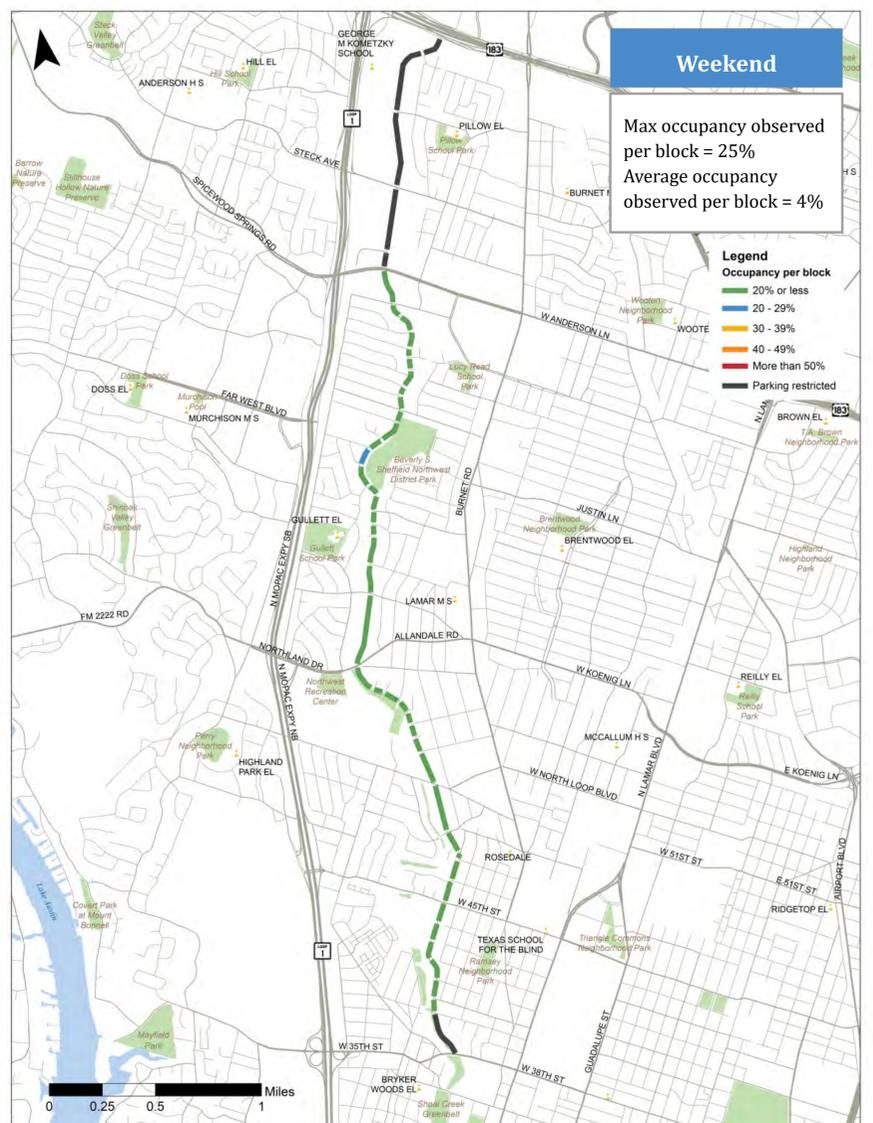
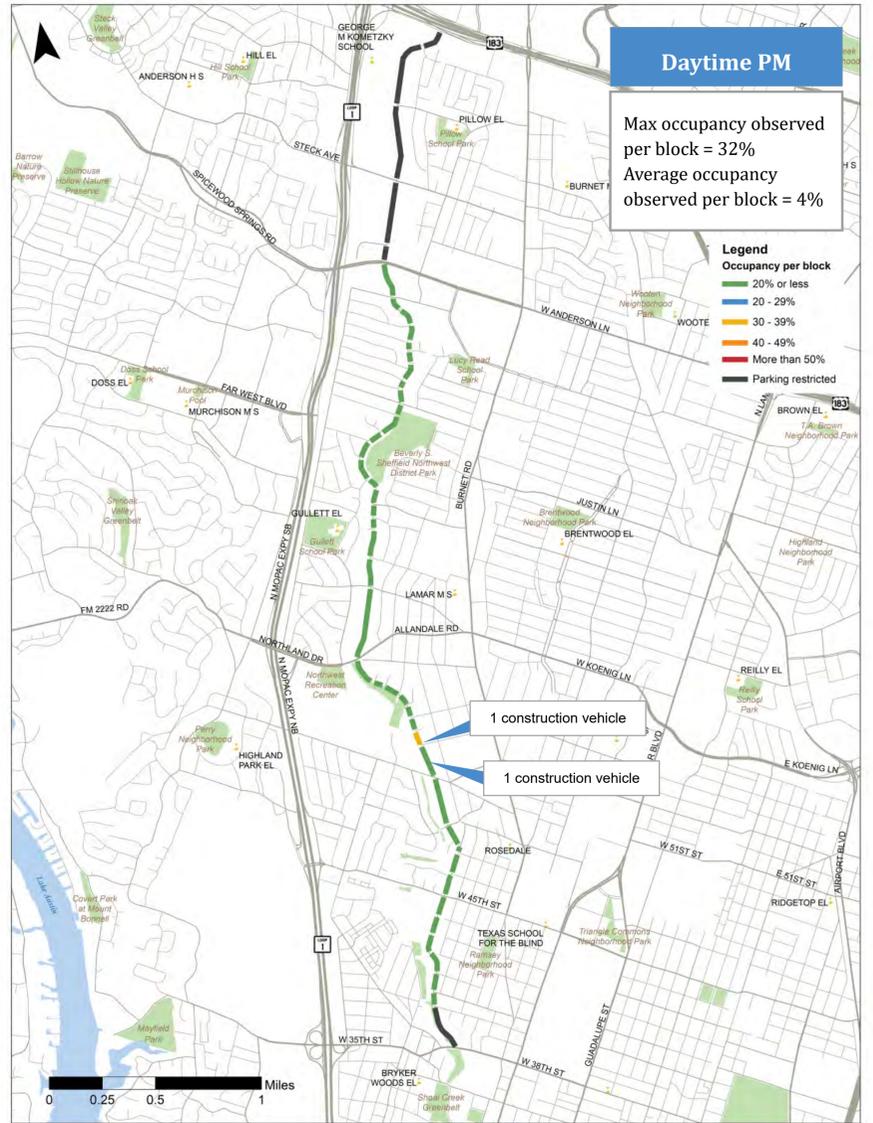
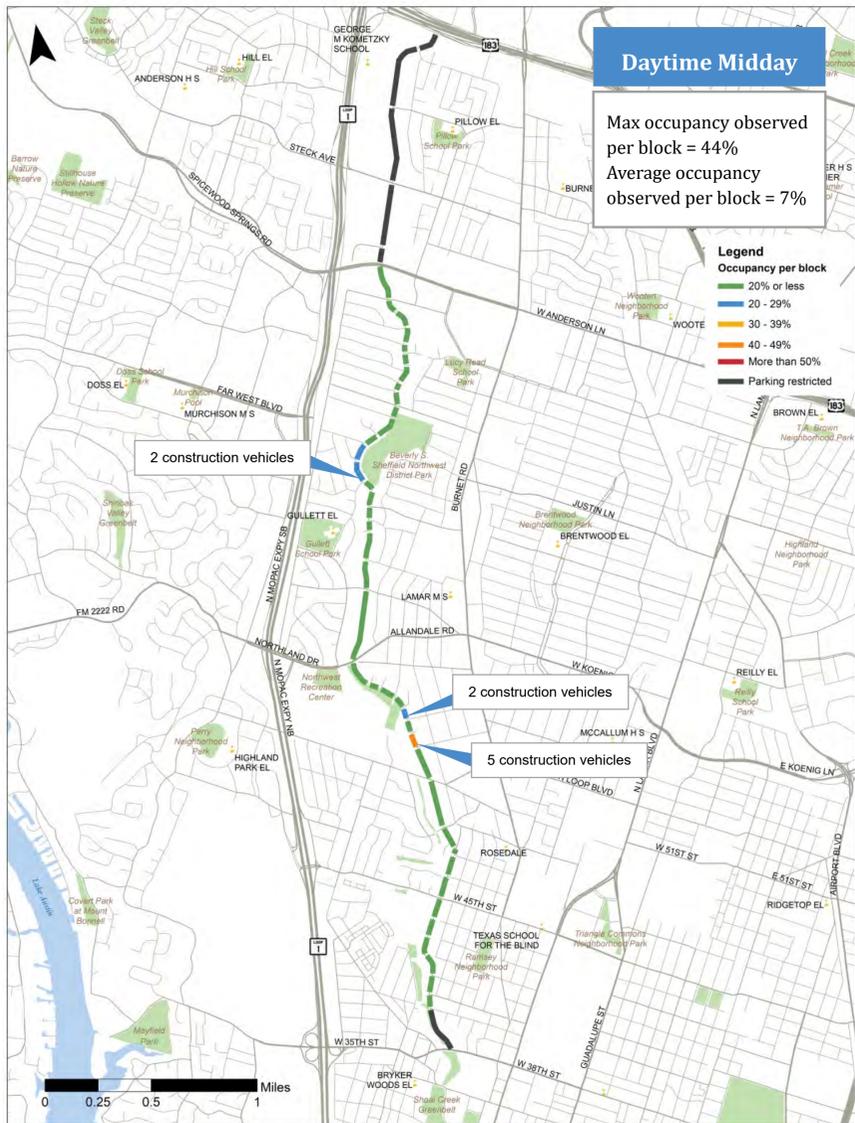
HIGH INJURY NETWORK



VISION ZERO INPUT



PARKING ANALYSIS



PROVIDE FEEDBACK

Activity #1

Provide feedback using sticky notes where you have specific issues on Shoal Creek Boulevard.

Feedback may include:

- Locations where you have issues crossing the street
- Sight line issues (e.g., blind curves or hills)
- Difficult intersections
- Intersections with delay or congestion
- Lighting issues
- Connectivity issues
- Sidewalk issues: ADA, sidewalk width, maintenance, or vegetation
- Any safety issues

Add dots provided next to comments you agree are the most important concerns to address.

