

# Shoal Creek Boulevard

## All Public Input

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# Shoal Creek Boulevard

## Survey Background and Methodology

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## Survey Background and Methodology

The alternatives survey was open March 26, 2019 through April 30, 2019. 2,466 total survey responses were analyzed by Austin Transportation Department staff.

All IP addresses were checked for multiple responses to control for survey abuse. If an IP address had more than two responses, the most recent two were collected and included in the data set. 220 survey responses of 2,599 total online surveys received were removed for IP address abuse. IP addresses with multiple response from Austin Transportation Department tablets at the March open houses were all included in the data set. In addition to the online surveys, 87 paper surveys were submitted and included in the data set.

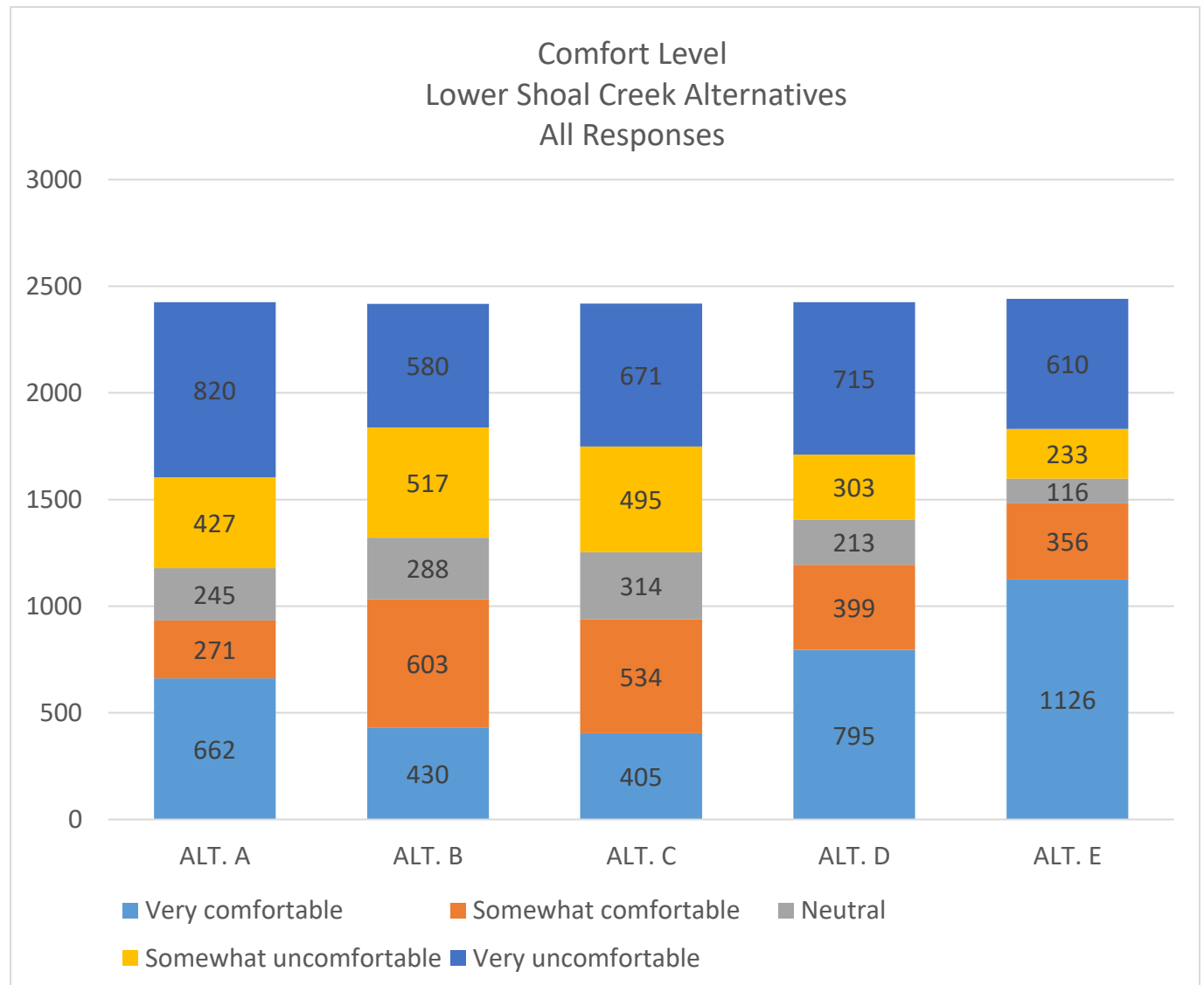
# Shoal Creek Boulevard

## Snapshot of Survey Results

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## Snapshot of Survey Results

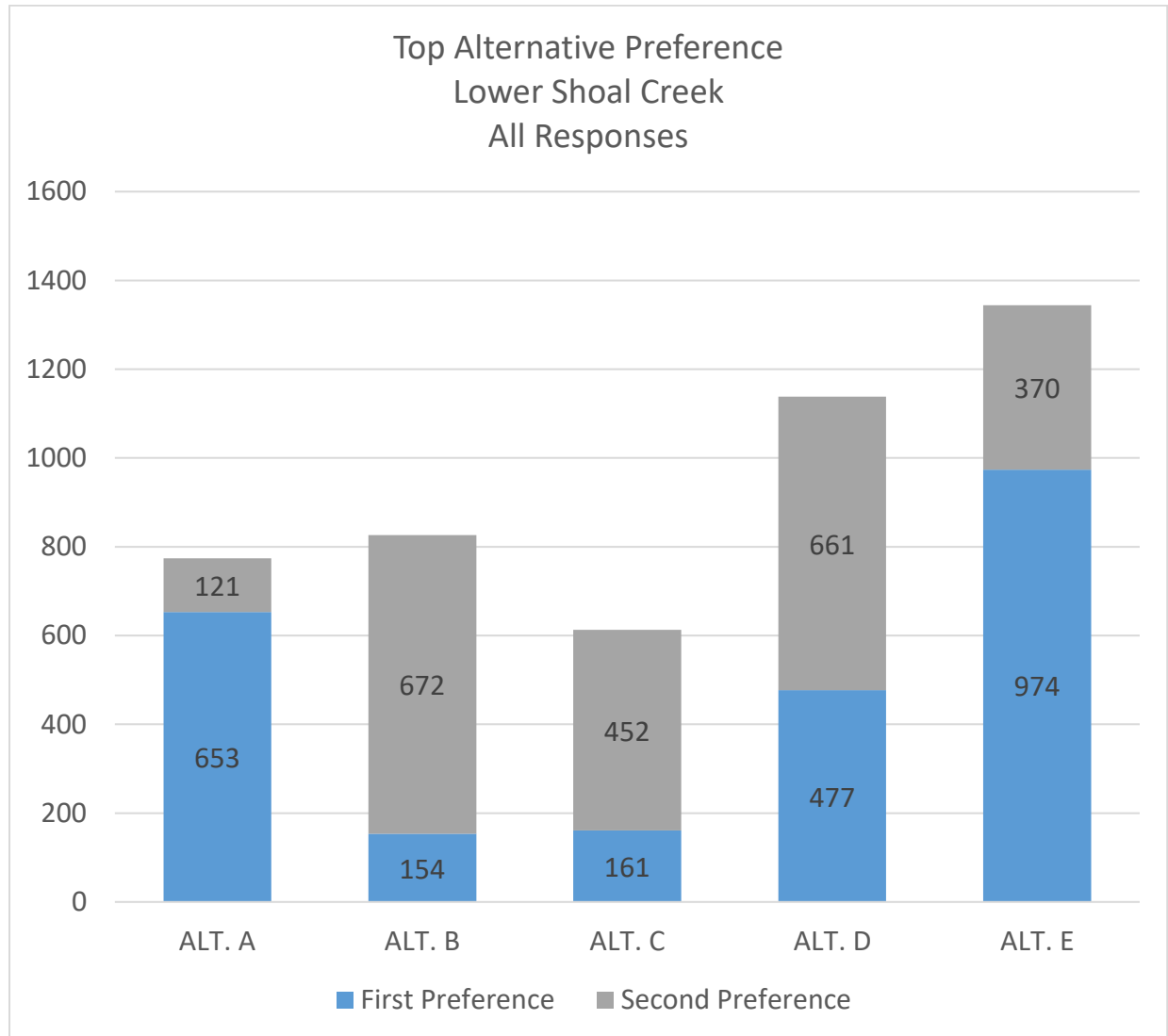
Comfort level for Lower Shoal Creek alternatives



## Snapshot of Survey Results

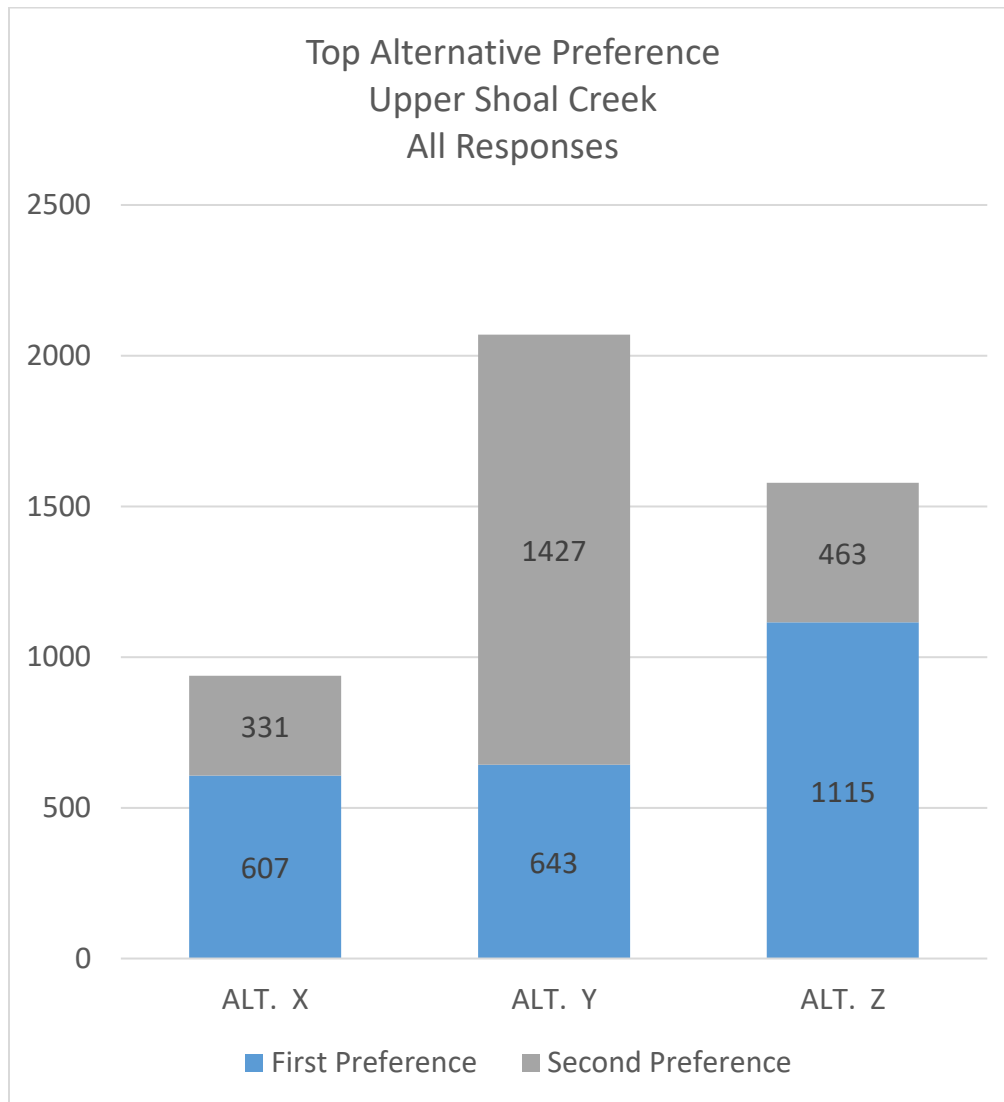
Rankings for Lower Shoal Creek alternatives

*(First and second preferences only, see [Full Online and Paper Survey Responses](#) for complete data)*



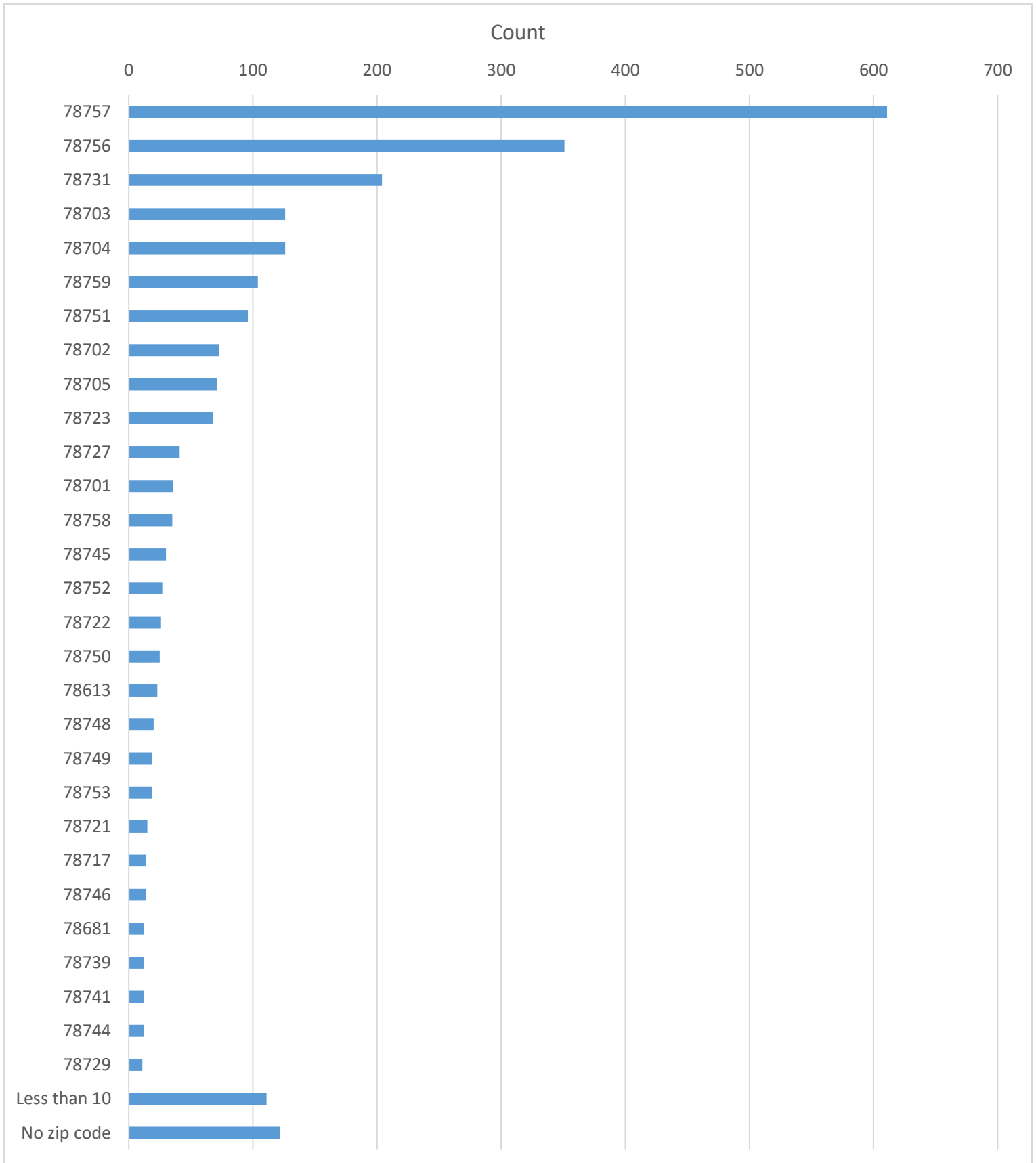
## Snapshot of Survey Results

Rankings for Upper Shoal Creek Alternatives



## Snapshot of Survey Results

Zip Codes



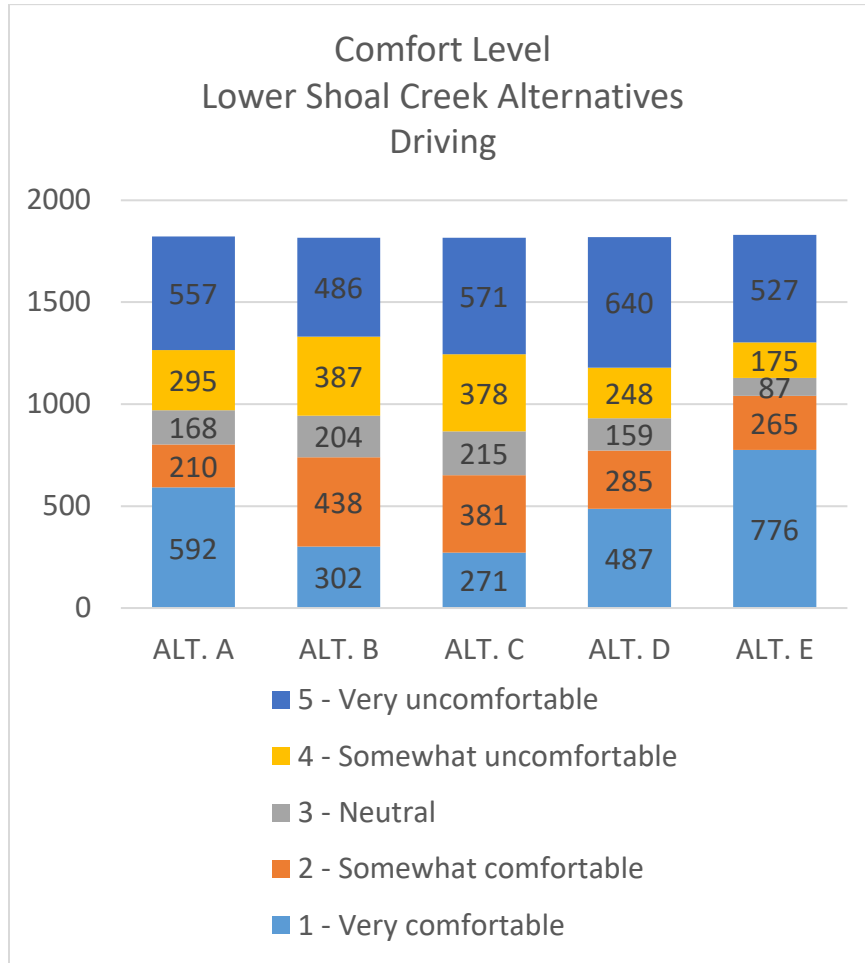
# Shoal Creek Boulevard Responses by User Group

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## Responses by User Group - Driving

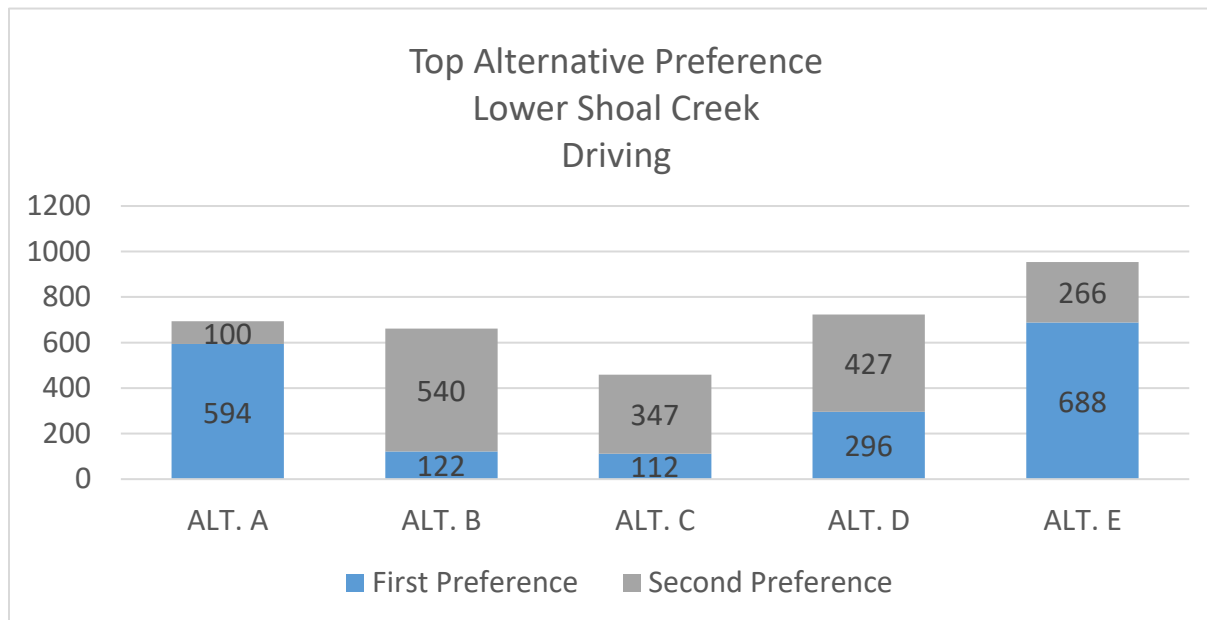
1,846 survey respondents identified as using Shoal Creek Boulevard for driving, 75% of survey respondents

Comfort level for Lower Shoal Creek alternatives

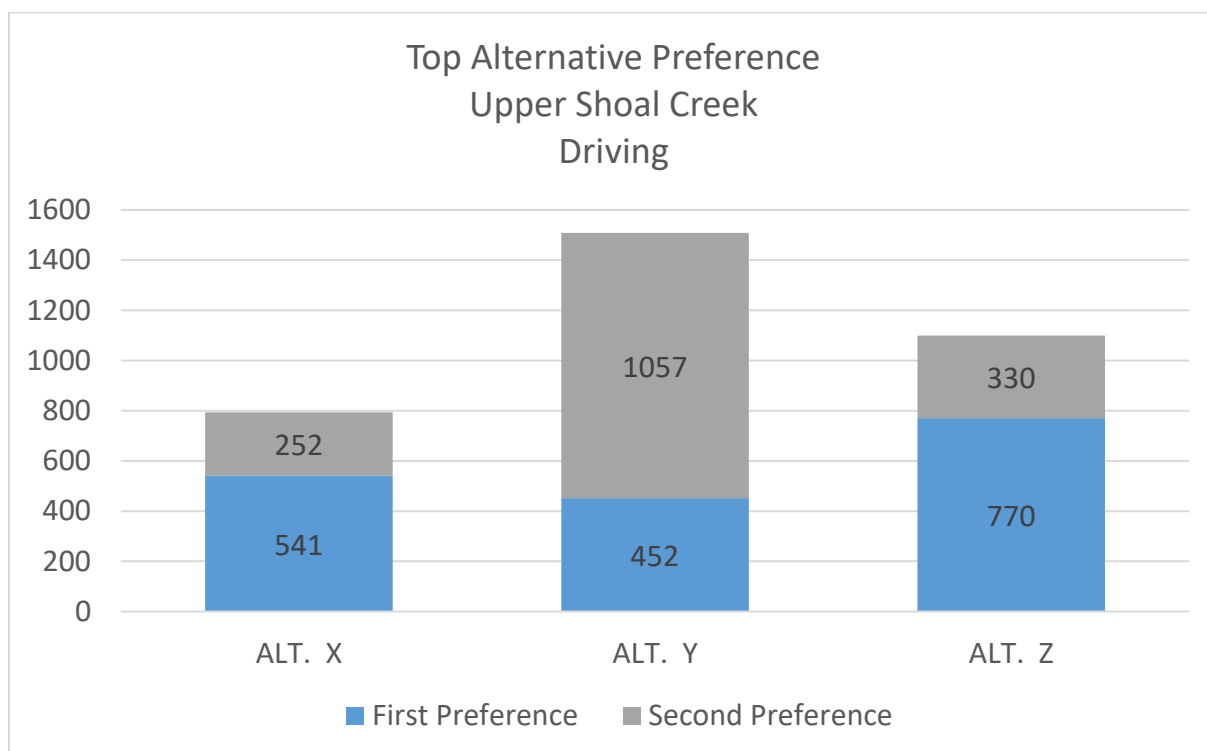


## Responses by User Group - Driving

First and second preferences for lower Shoal Creek alternatives



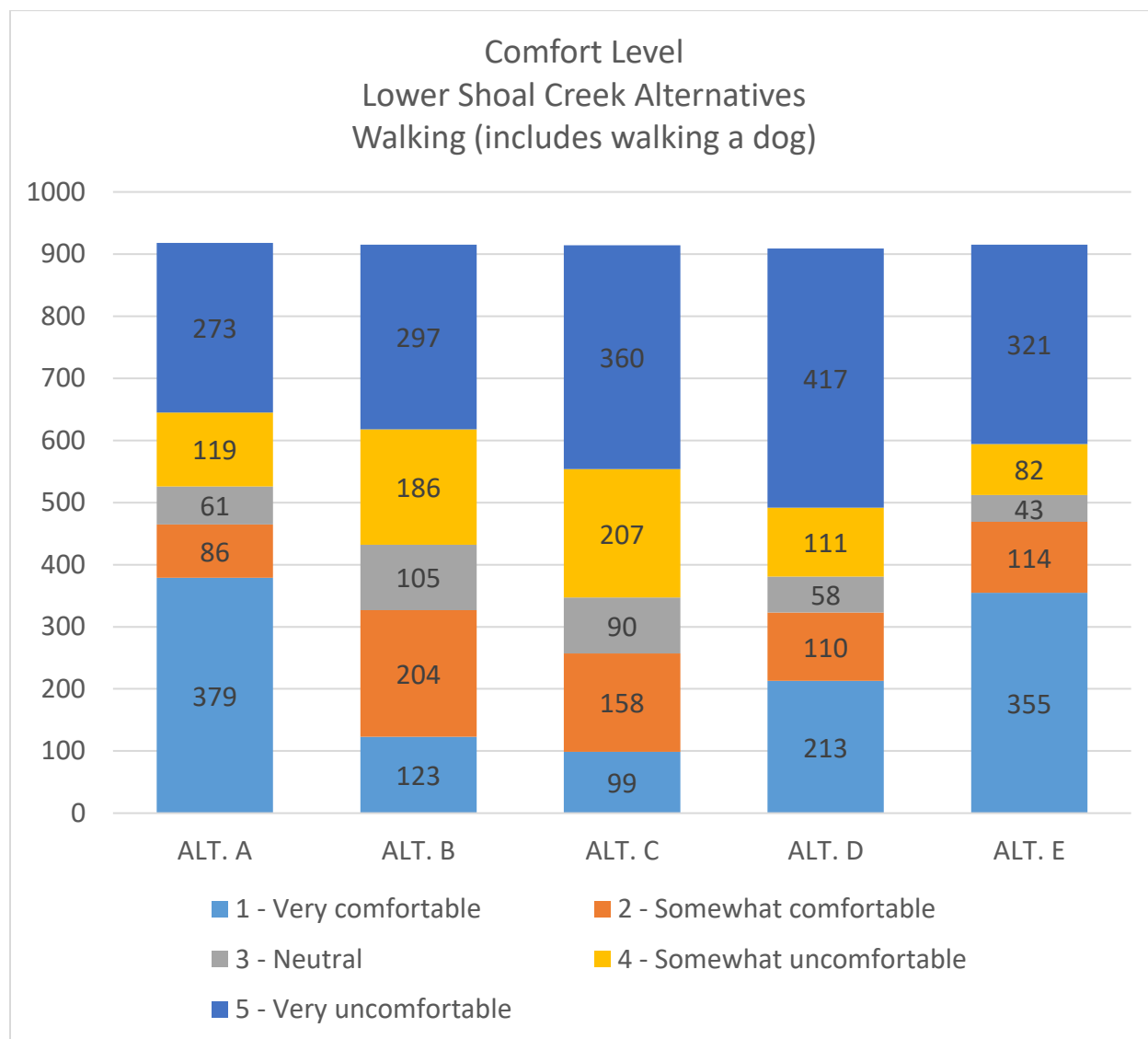
First and second preferences for Upper Shoal Creek alternatives



## Responses by User Group – Walking (includes walking with a dog)

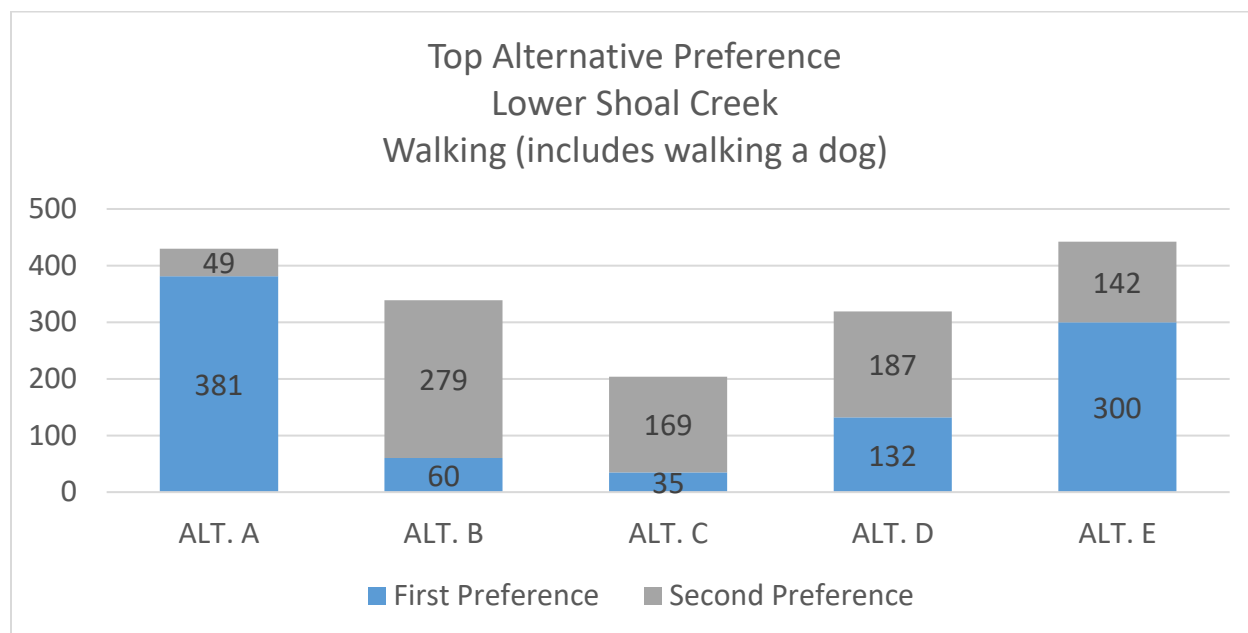
925 survey respondents identified as using Shoal Creek Boulevard for walking (includes walking with a dog) 37% of survey respondents

Comfort level for Lower Shoal Creek alternatives

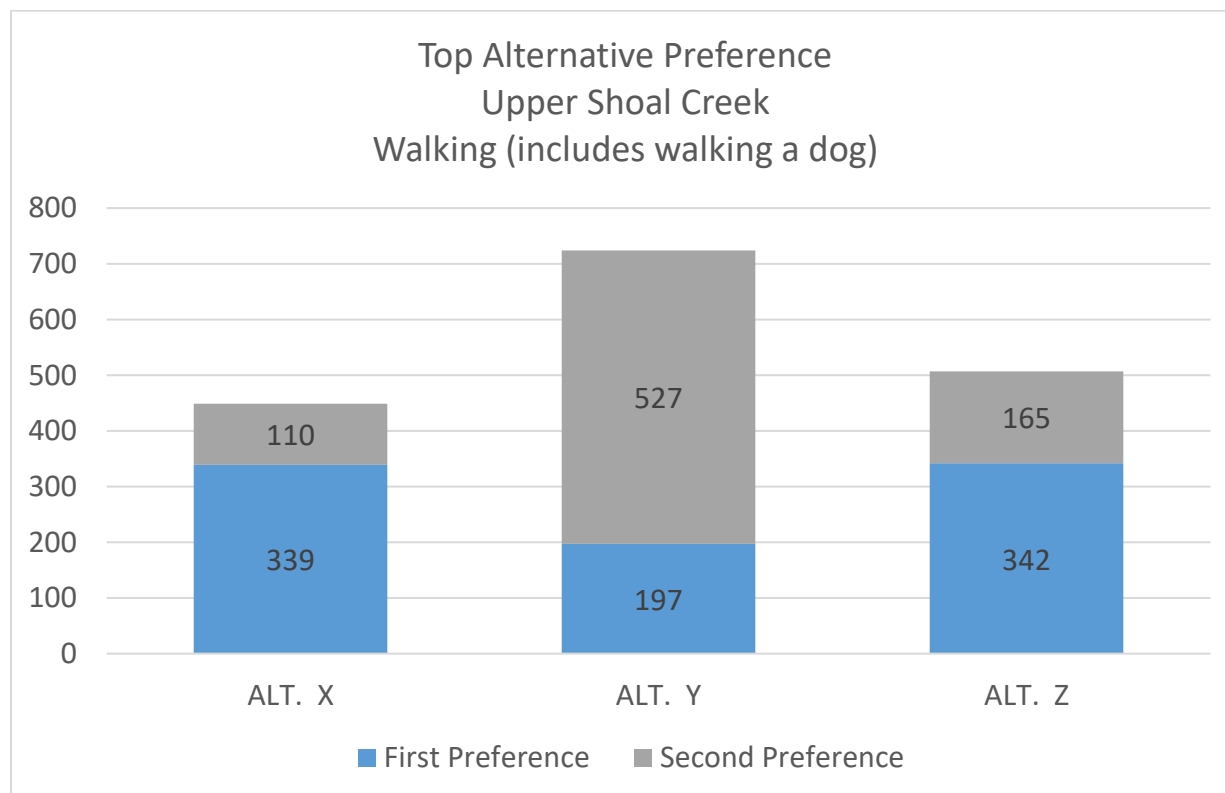


## Responses by User Group – Walking (includes walking with a dog)

First and second preferences for Lower Shoal Creek alternatives



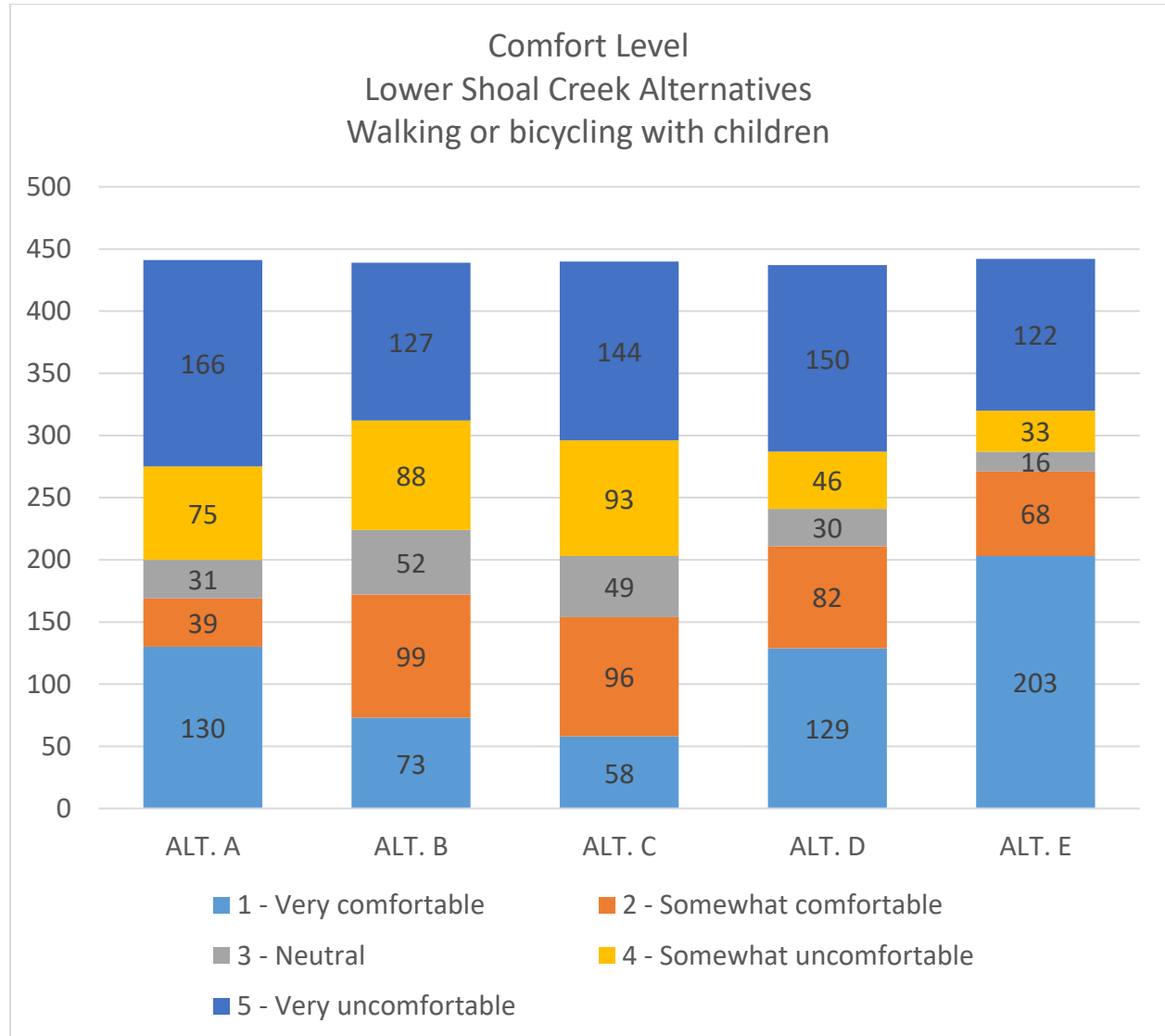
First and second preferences for Upper Shoal Creek alternatives



## Responses by User Group – Walking or bicycling with children

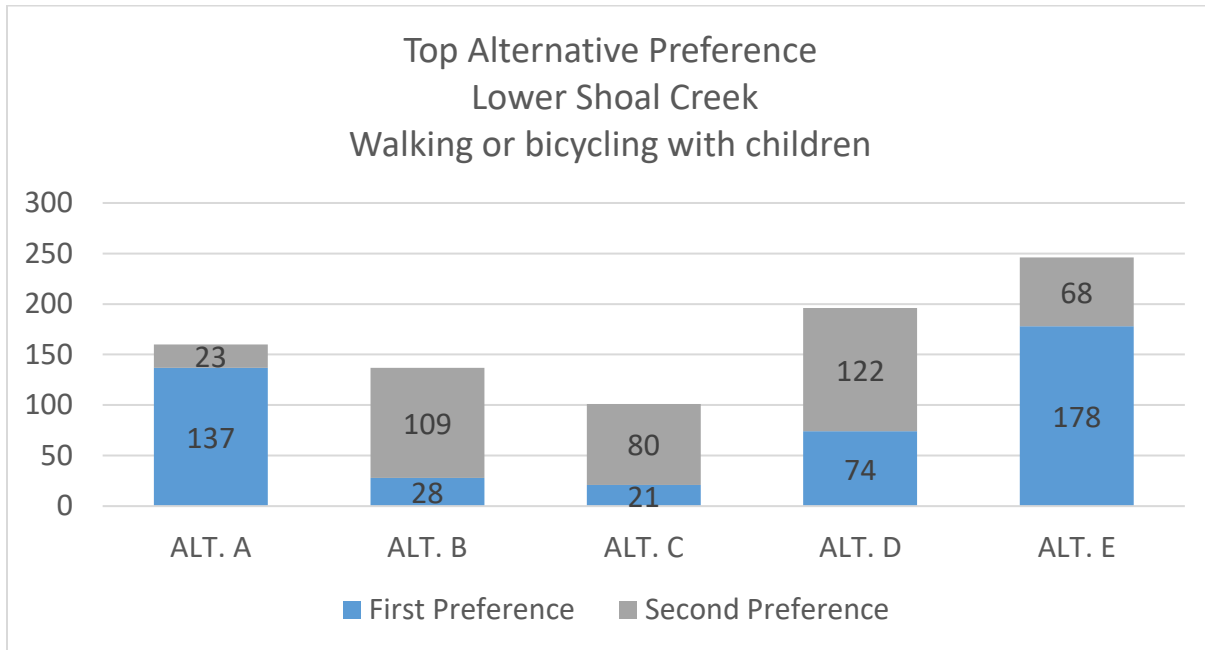
446 survey respondents identified as using Shoal Creek Boulevard for walking or bicycling with children, 18% of survey respondents

Comfort level for Lower Shoal Creek alternatives

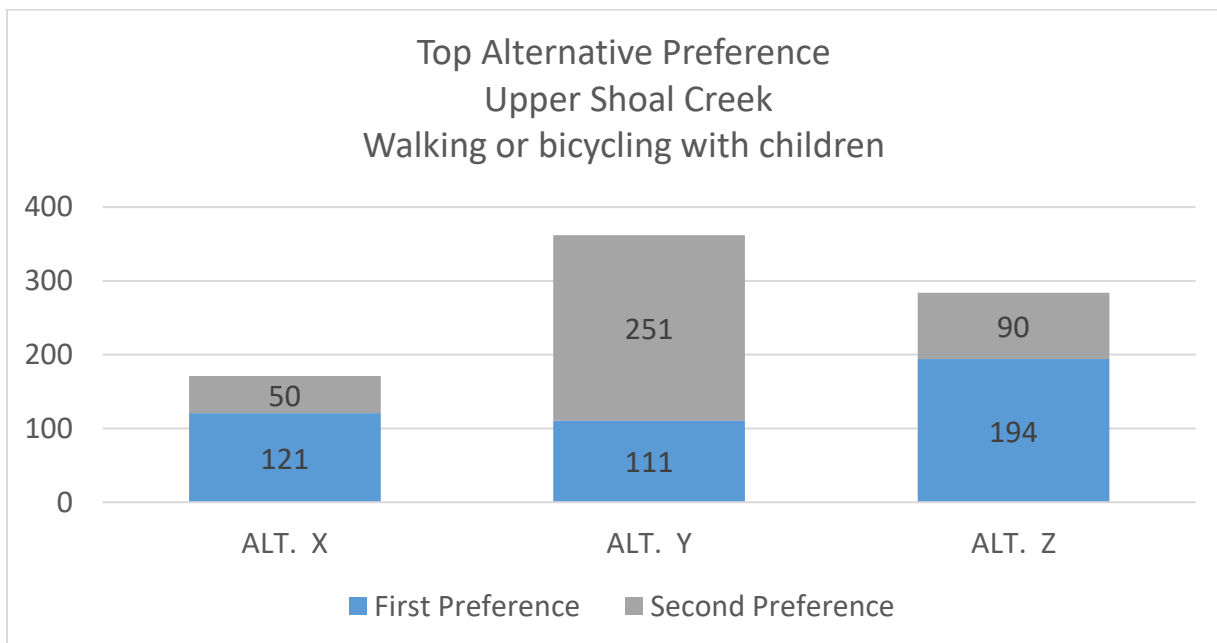


## Responses by User Group – Walking or bicycling with children

First and second preferences for Lower Shoal Creek alternatives



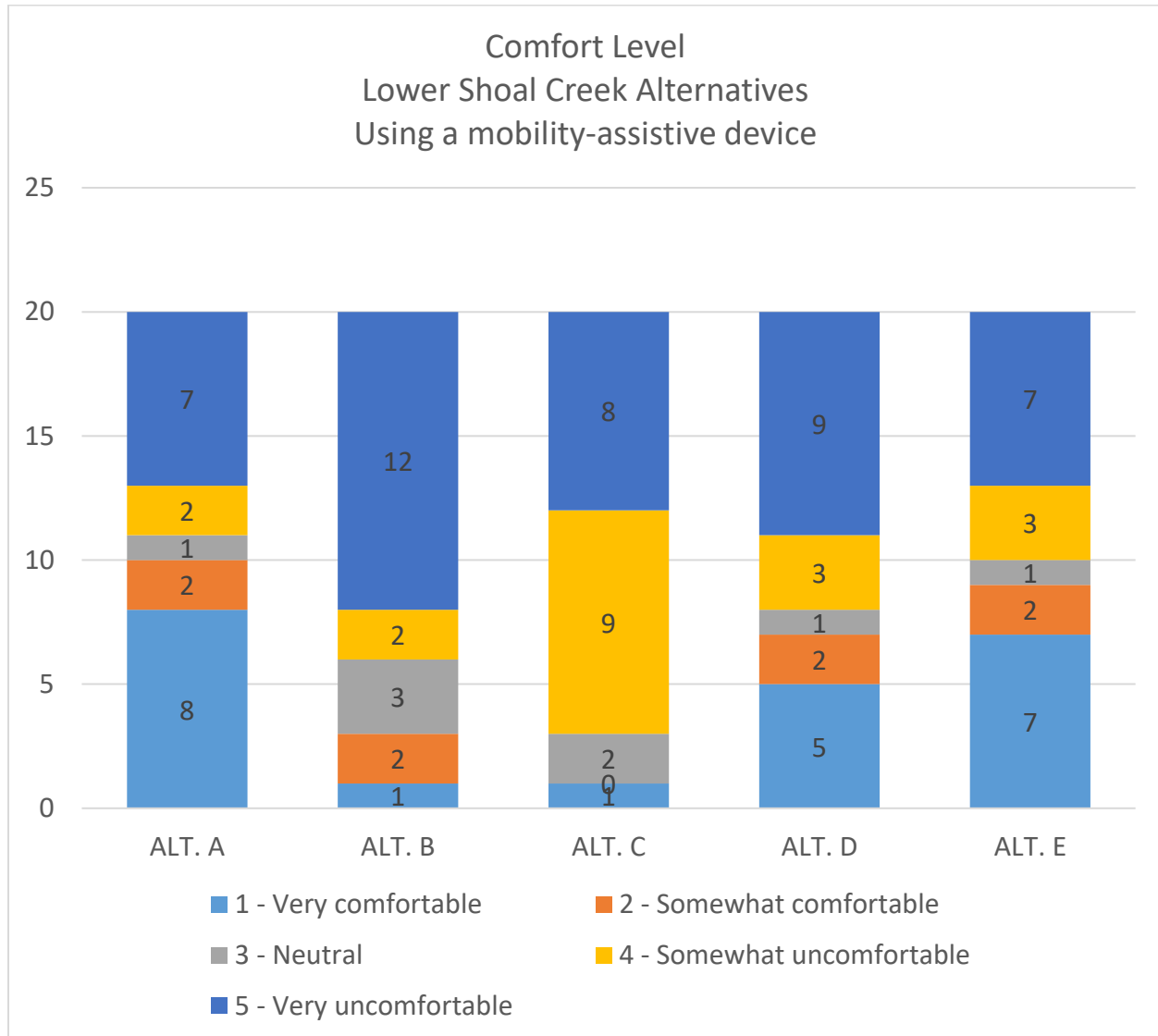
First and second preferences for Upper Shoal Creek alternatives



## Responses by User Group – Using a mobility-assistive device

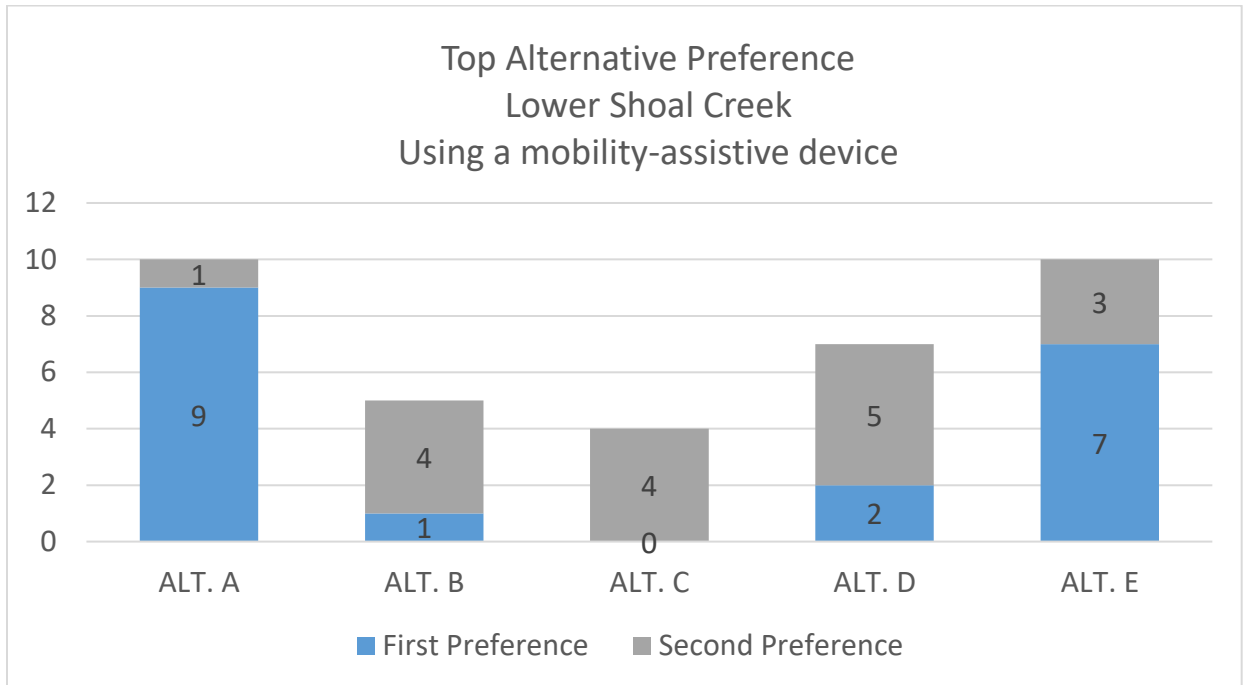
20 survey respondents identified as using a mobility-assistive device, 01% of survey respondents

Comfort level for Lower Shoal Creek alternatives

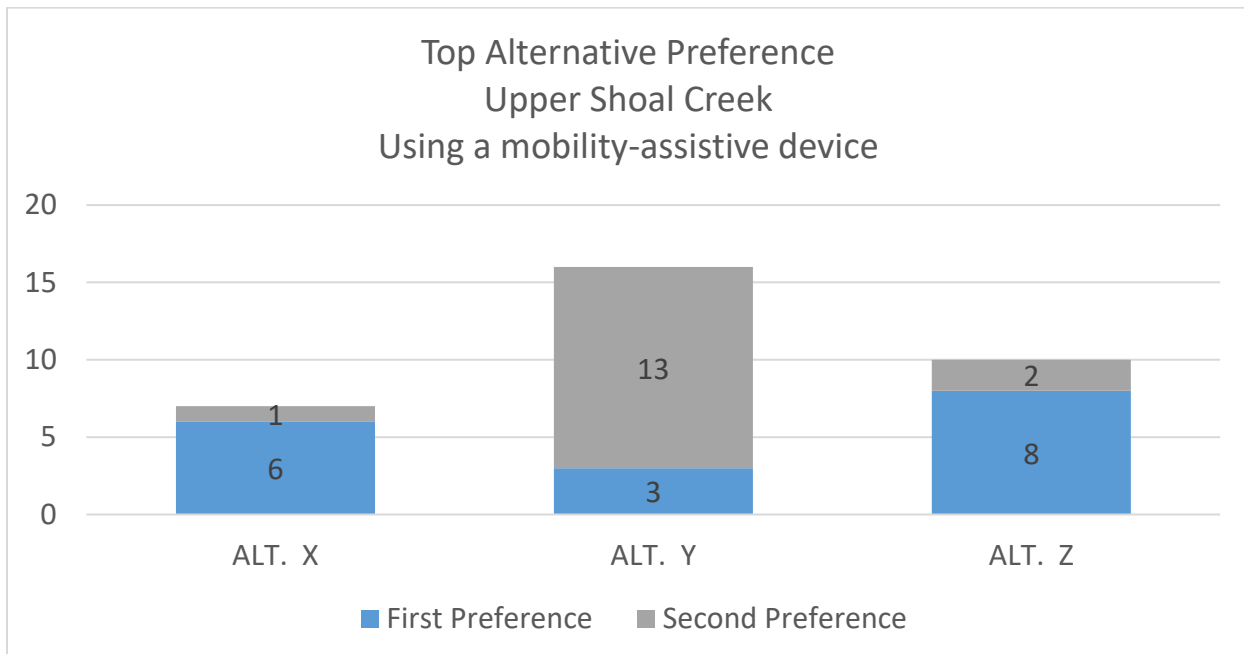


## Responses by User Group – Using a mobility-assistive device

First and second preferences for Lower Shoal Creek alternatives



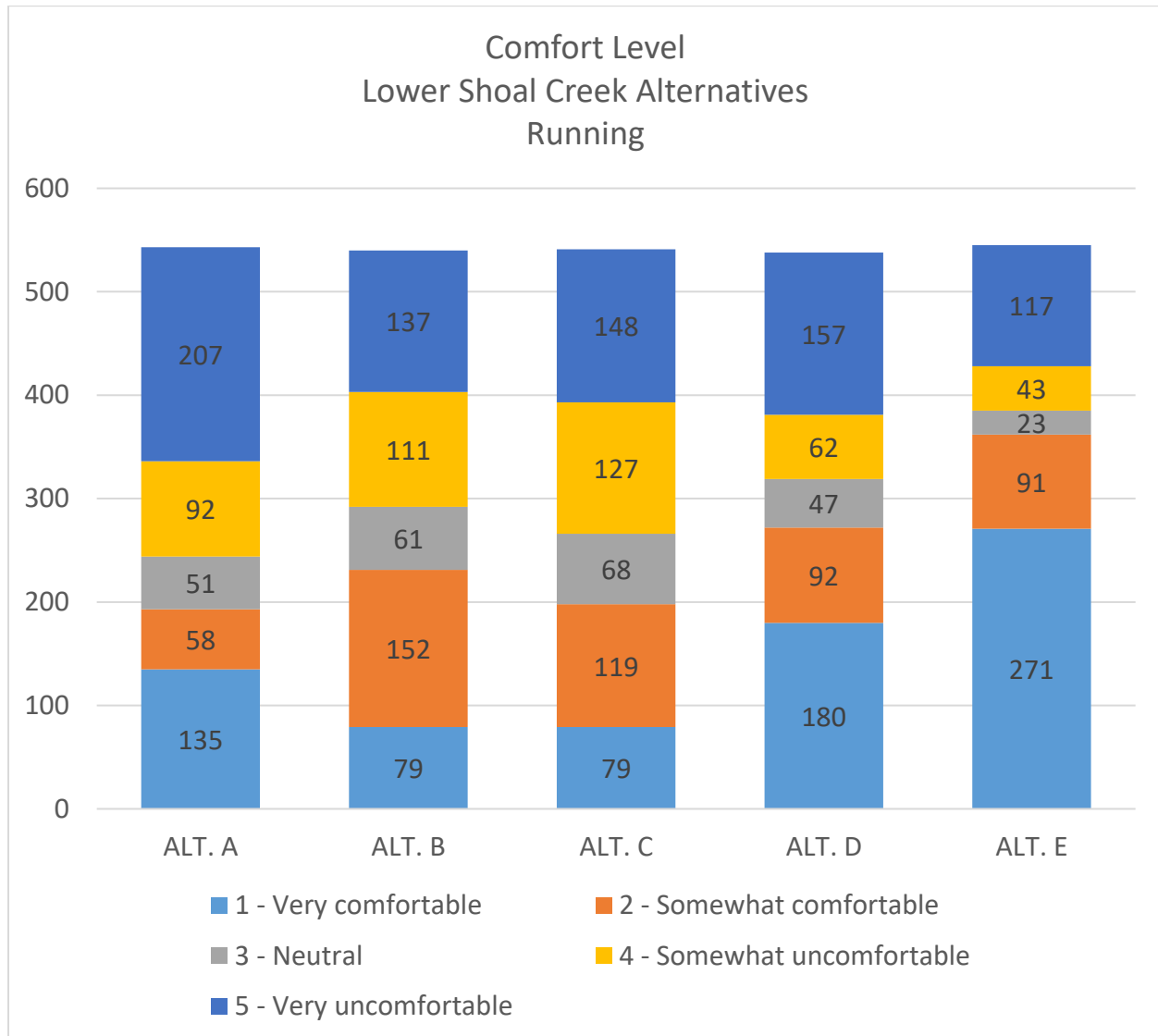
First and second preferences for Upper Shoal Creek alternatives



## Responses by User Group – Running

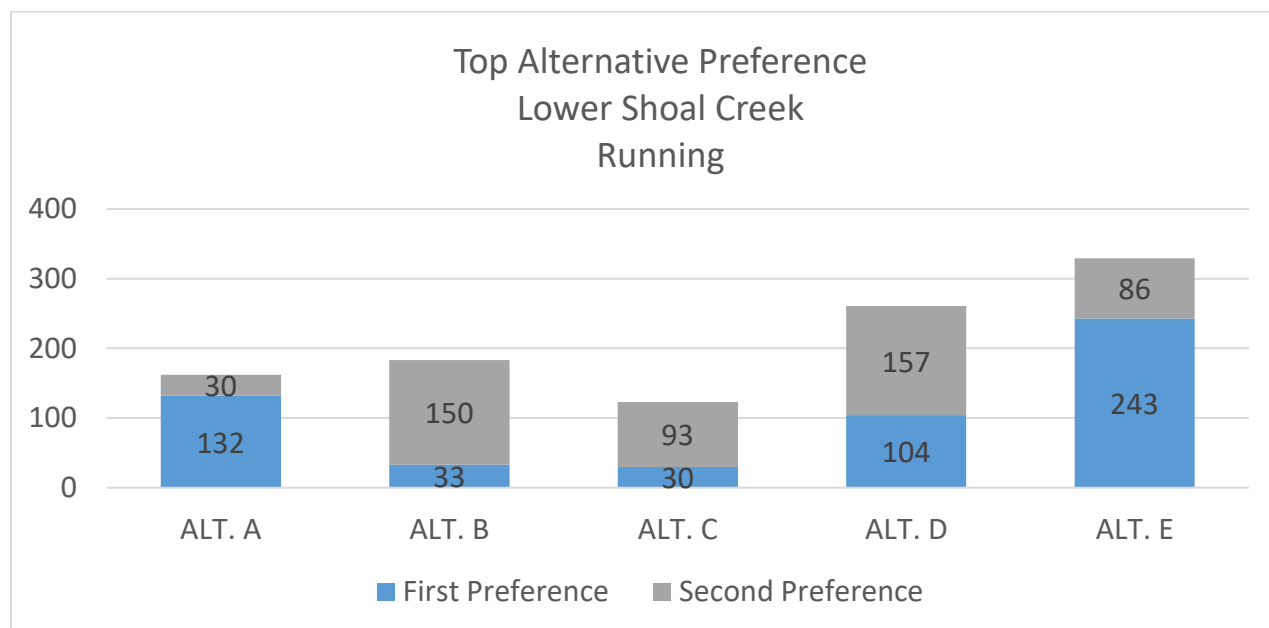
547 survey respondents identified as using Shoal Creek Boulevard for running, 22% of survey respondents

Comfort level for Lower Shoal Creek alternatives

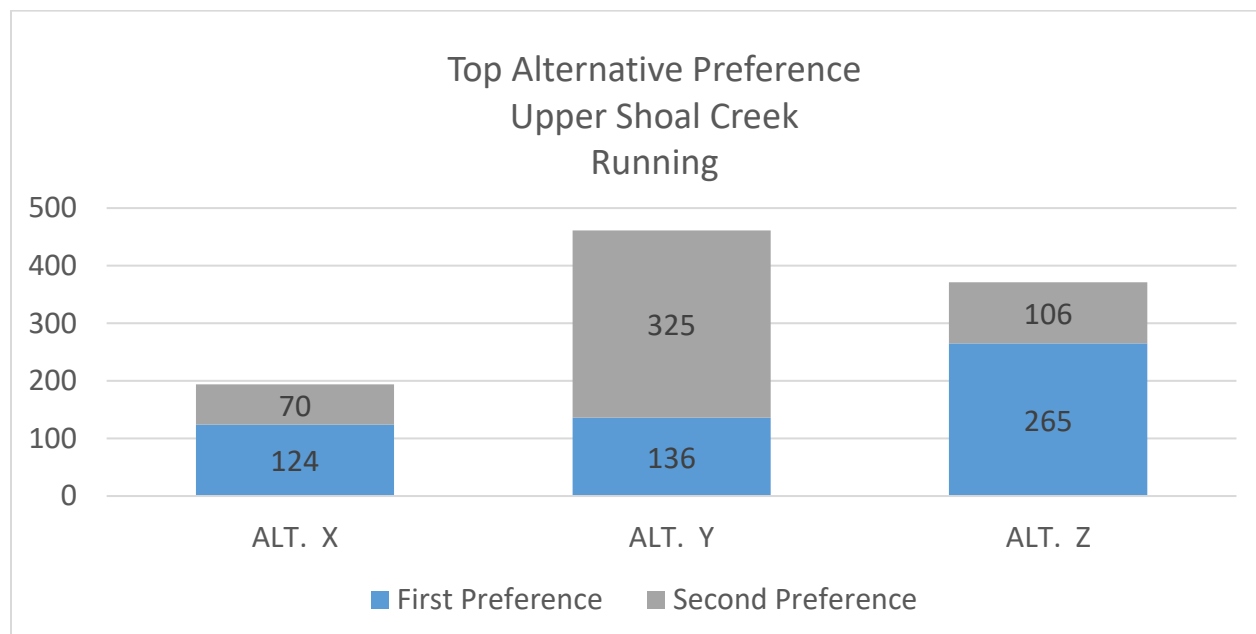


## Responses by User Group – Running

First and second preferences for Lower Shoal Creek alternatives



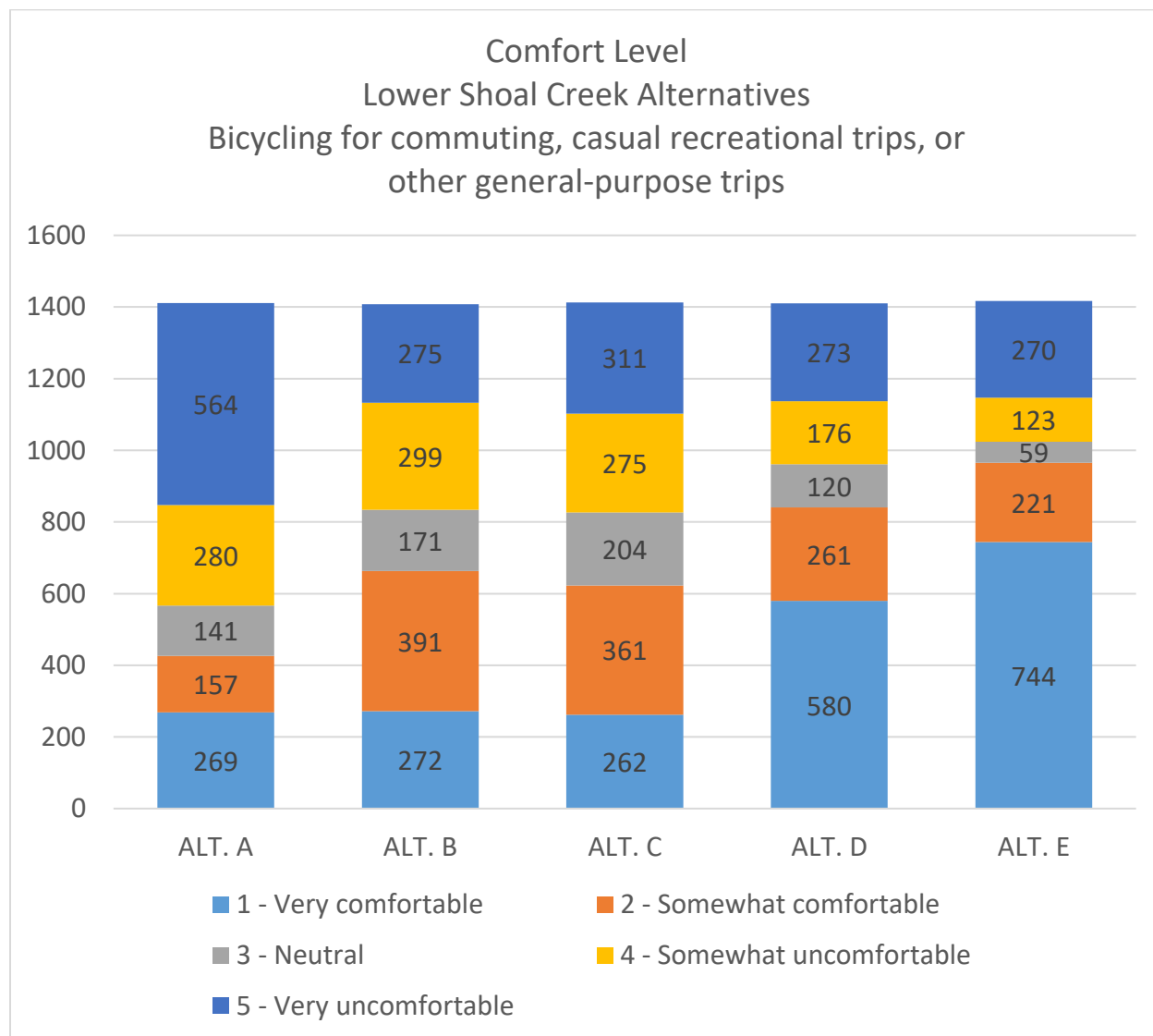
First and second preferences for Upper Shoal Creek alternatives



## Responses by User Group – Bicycling for commuting, casual recreational trips, or other general-purpose trips

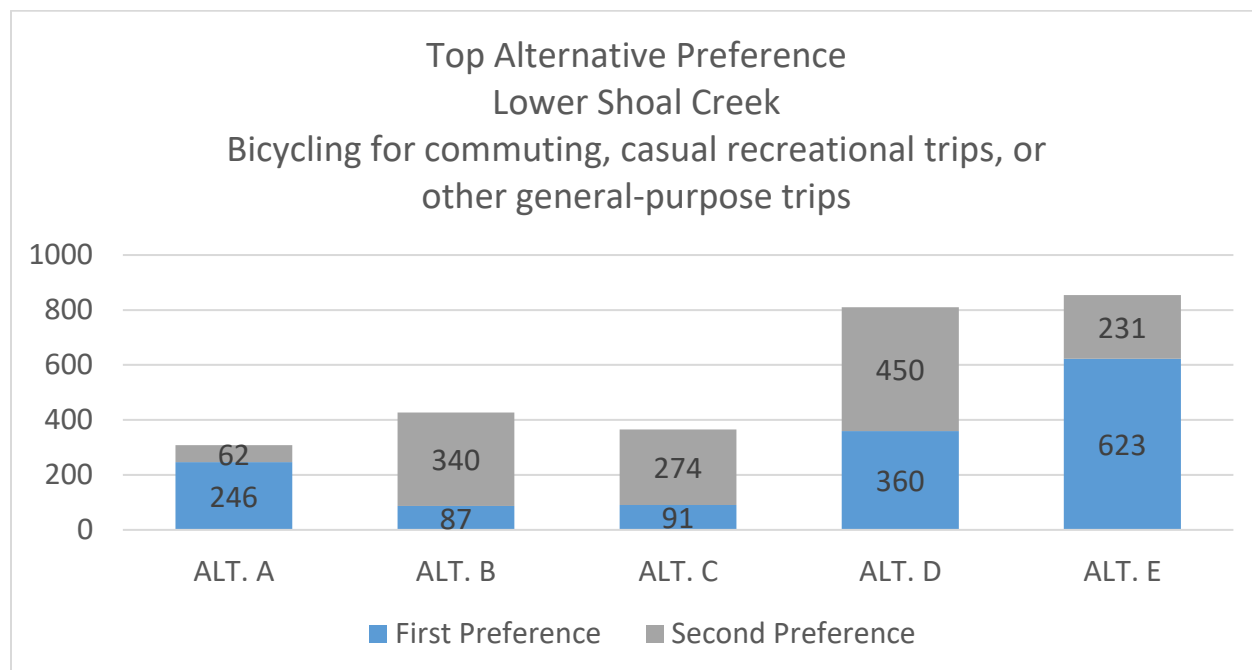
1,427 survey respondents identified as using Shoal Creek Boulevard for bicycling for commuting, casual recreational trips, or other general-purpose trips, 58% of survey respondents

Comfort level for Lower Shoal Creek alternatives

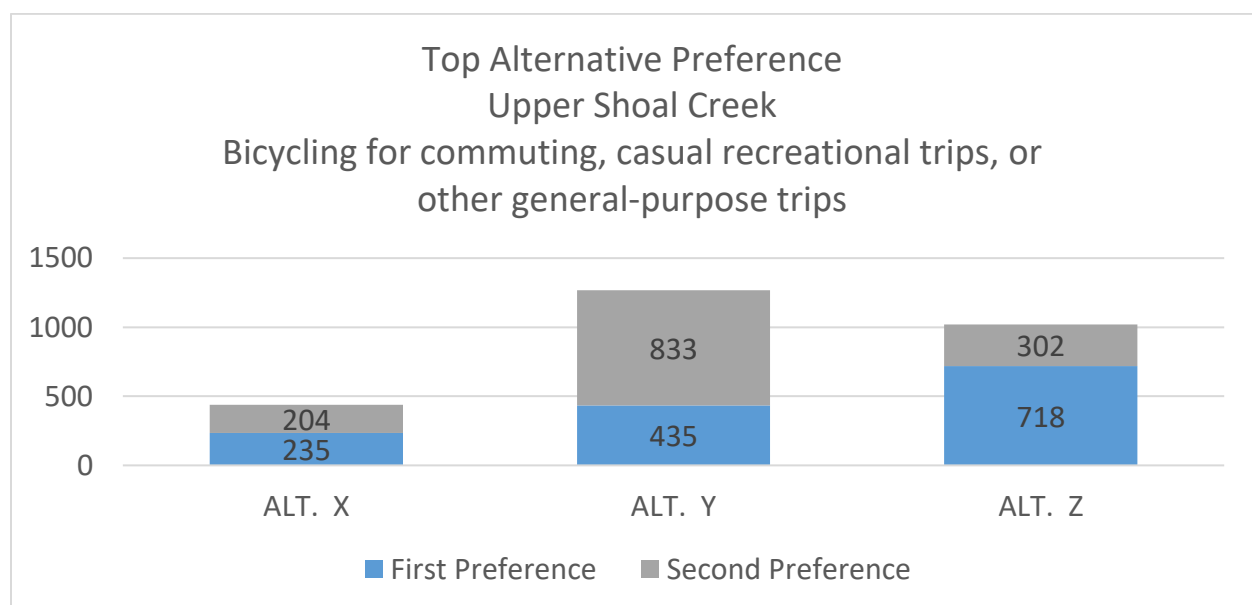


## Responses by User Group – Bicycling for commuting, casual recreational trips, or other general-purpose trips

First and second preferences for Lower Shoal Creek alternatives



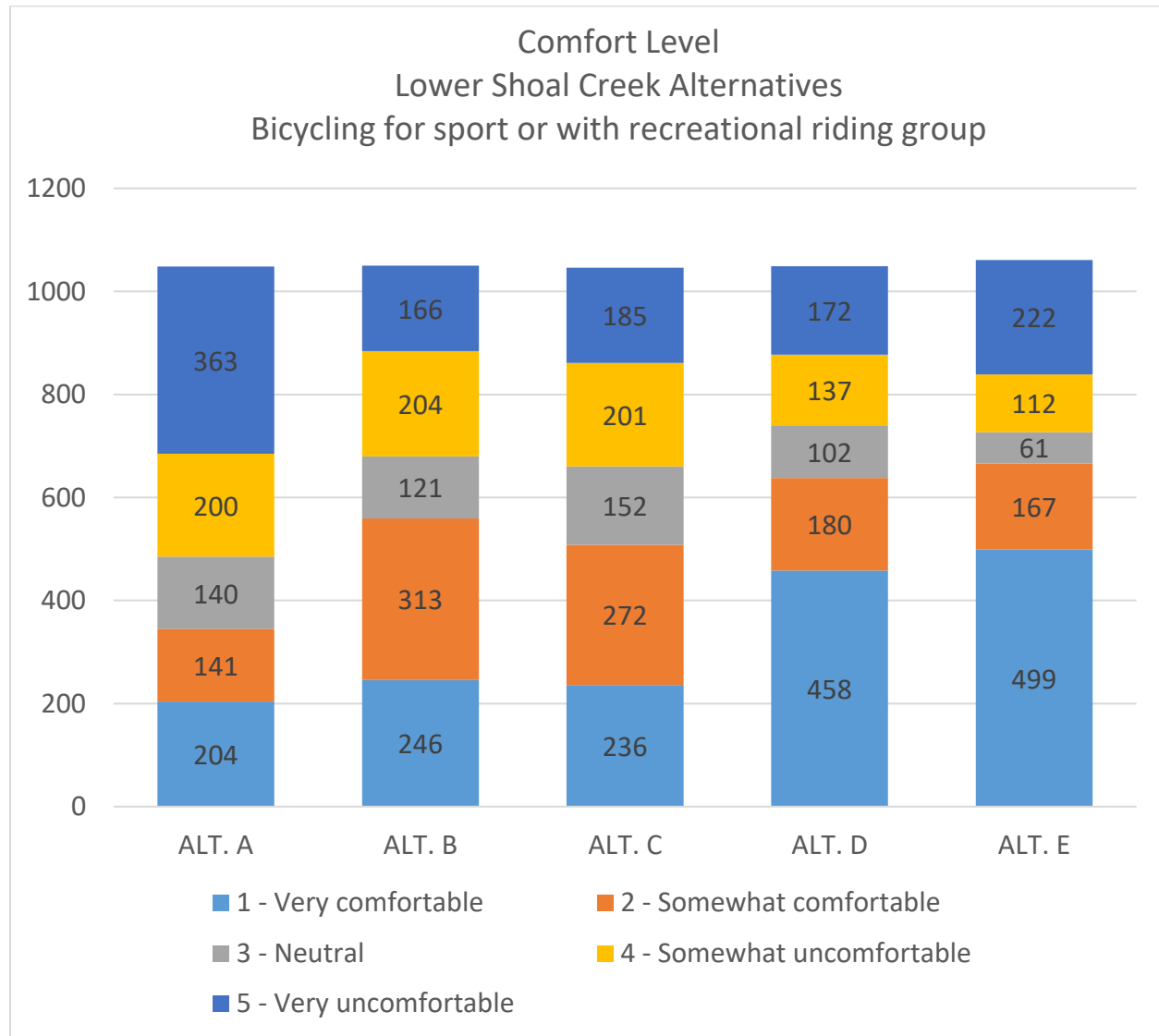
First and second preferences for Upper Shoal Creek alternatives



## Responses by User Group – Bicycling for sport or with recreational riding group

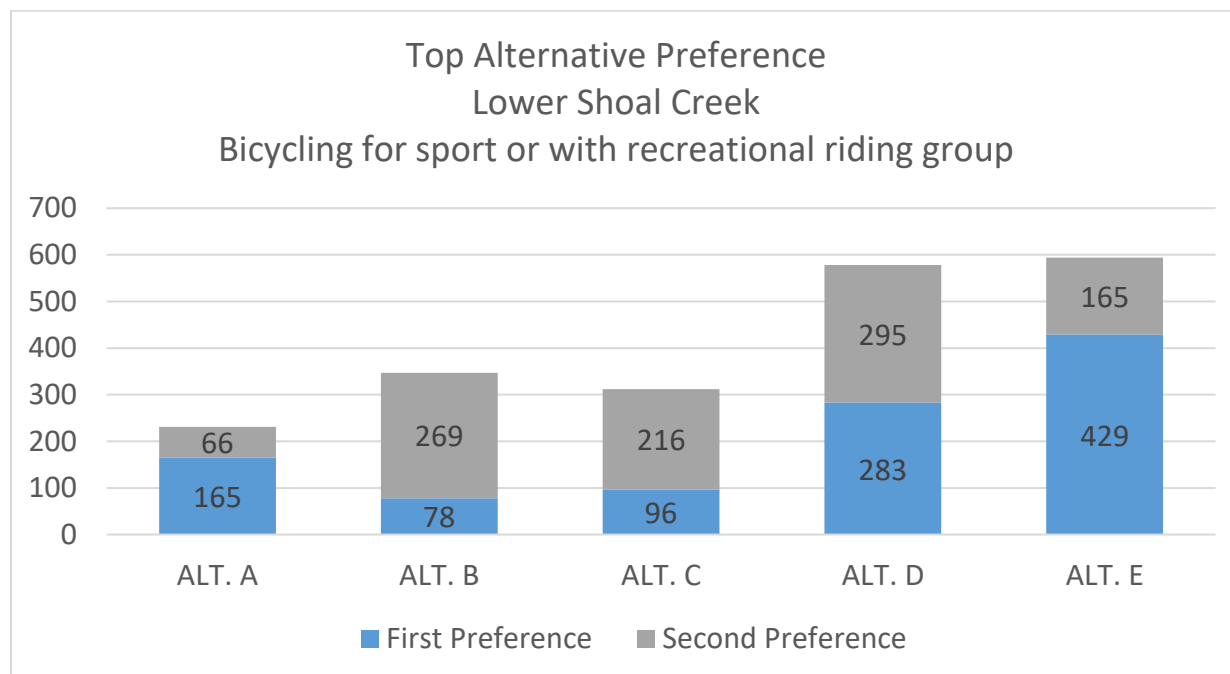
1,065 survey respondents identified as using Shoal Creek Boulevard Bicycling for sport or with recreational riding group, 43% of survey respondents

Comfort level for Lower Shoal Creek alternatives

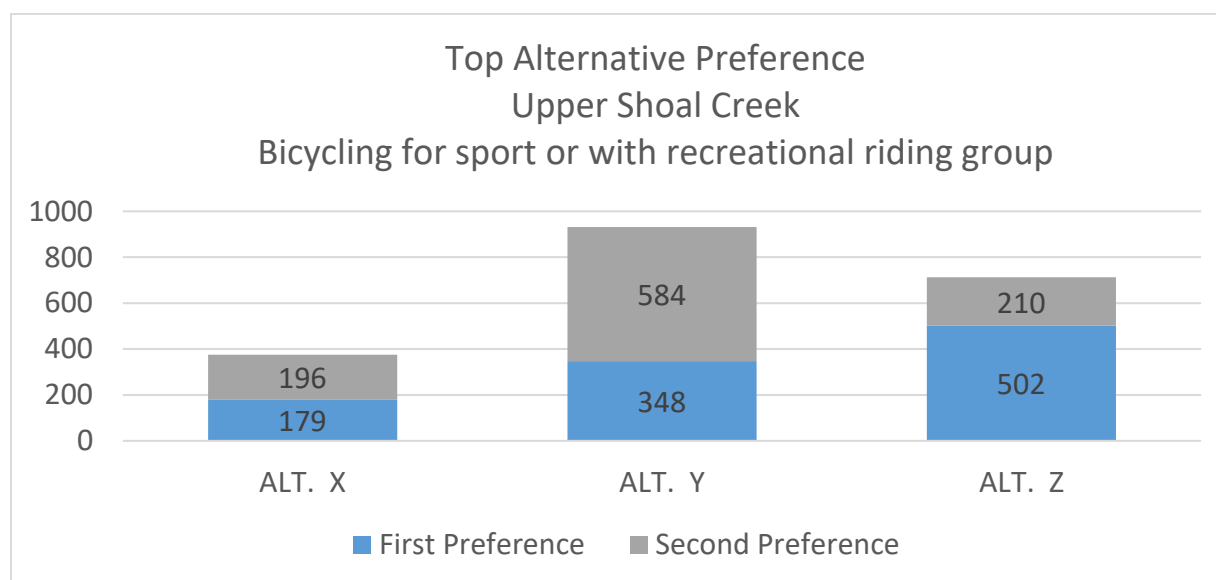


## Responses by User Group – Bicycling for sport or with recreational riding group

First and second preferences for Lower Shoal Creek alternatives



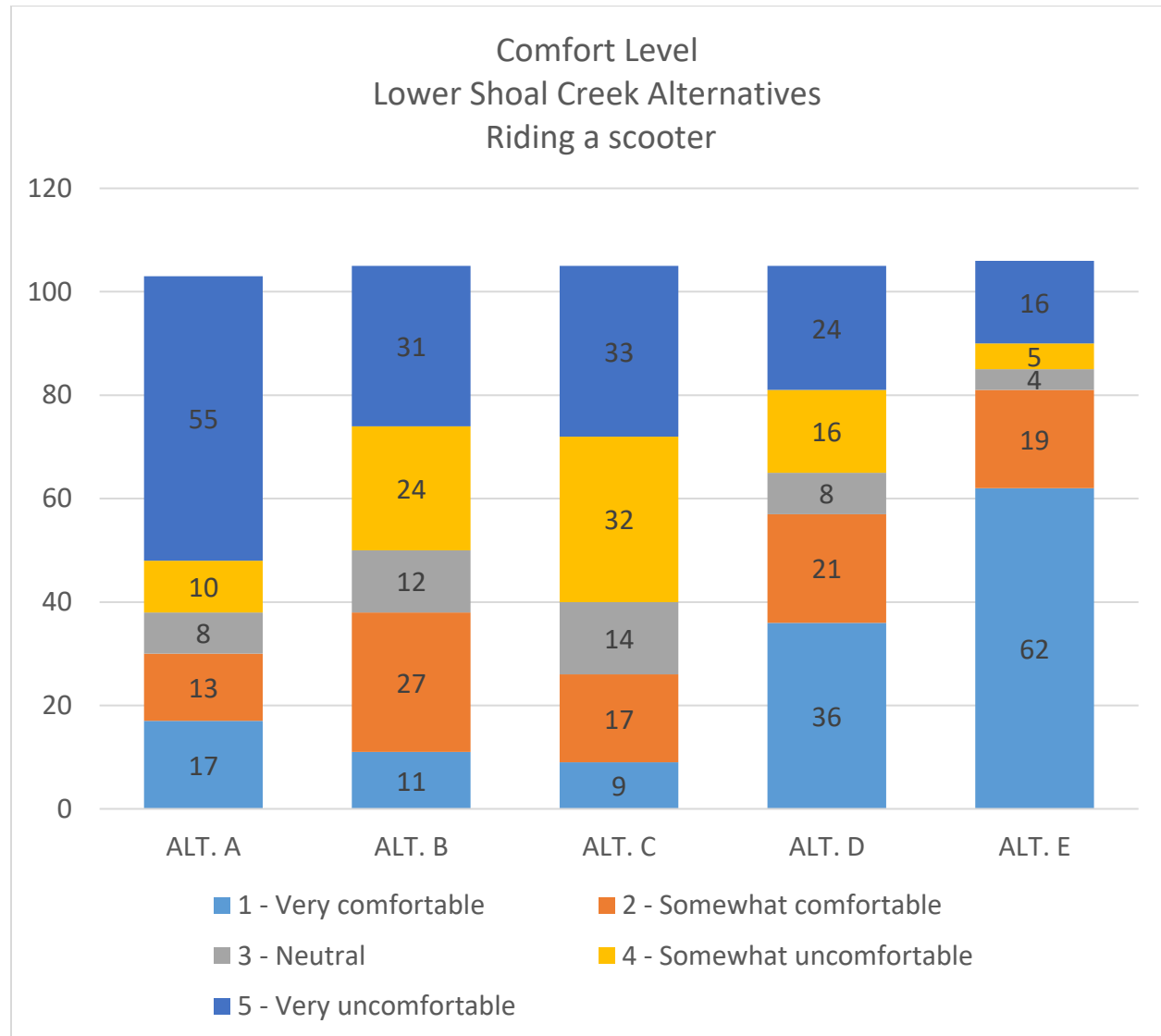
First and second preferences for Upper Shoal Creek alternatives



## Responses by User Group – Riding a scooter

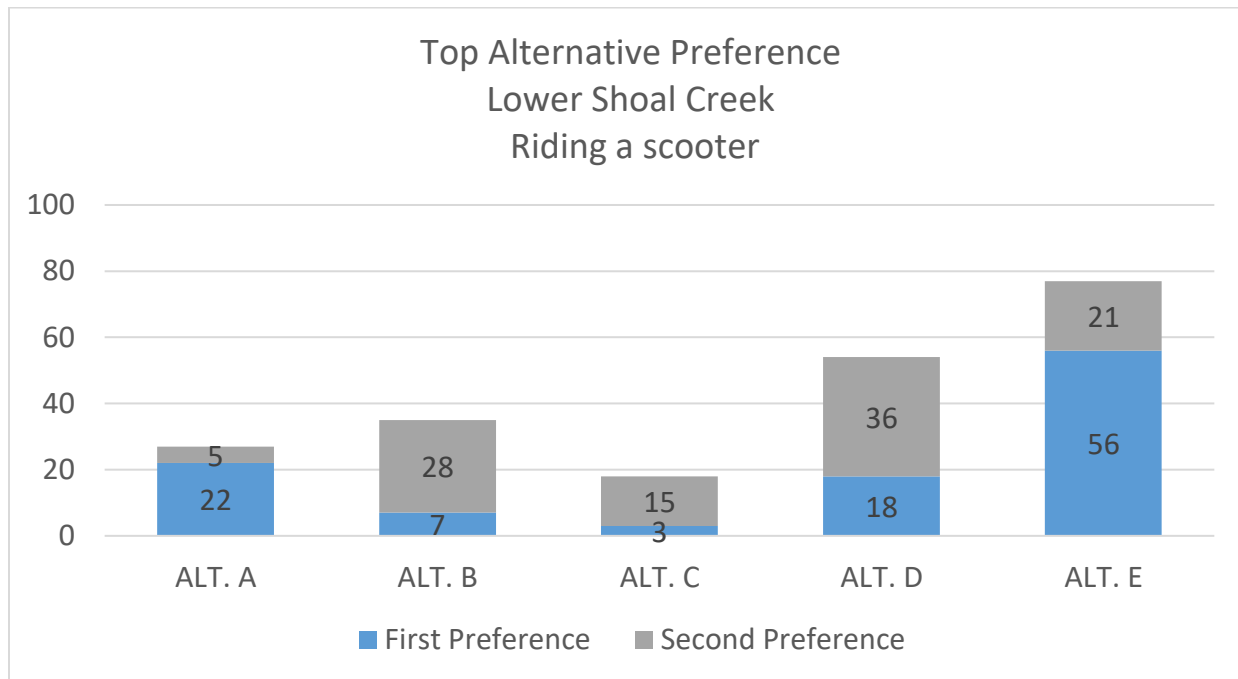
106 survey respondents identified as using Shoal Creek Boulevard for riding a scooter, 04% of survey respondents

Comfort level for Lower Shoal Creek alternatives

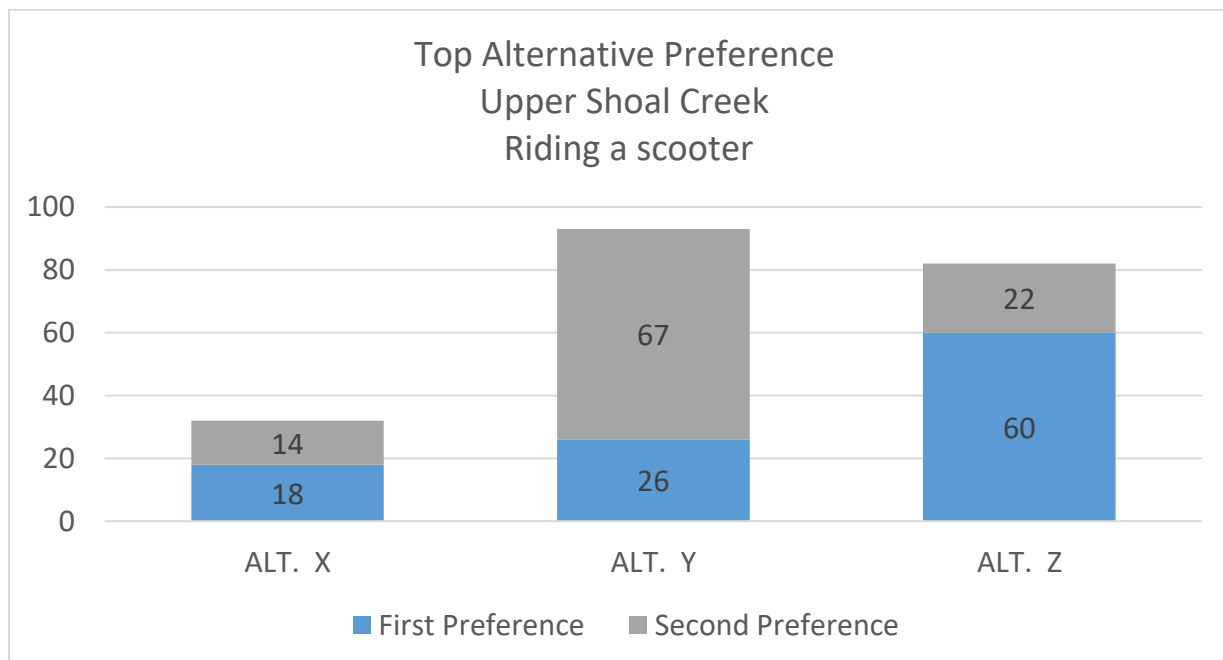


## Responses by User Group – Riding a scooter

First and second preferences for Lower Shoal Creek alternatives



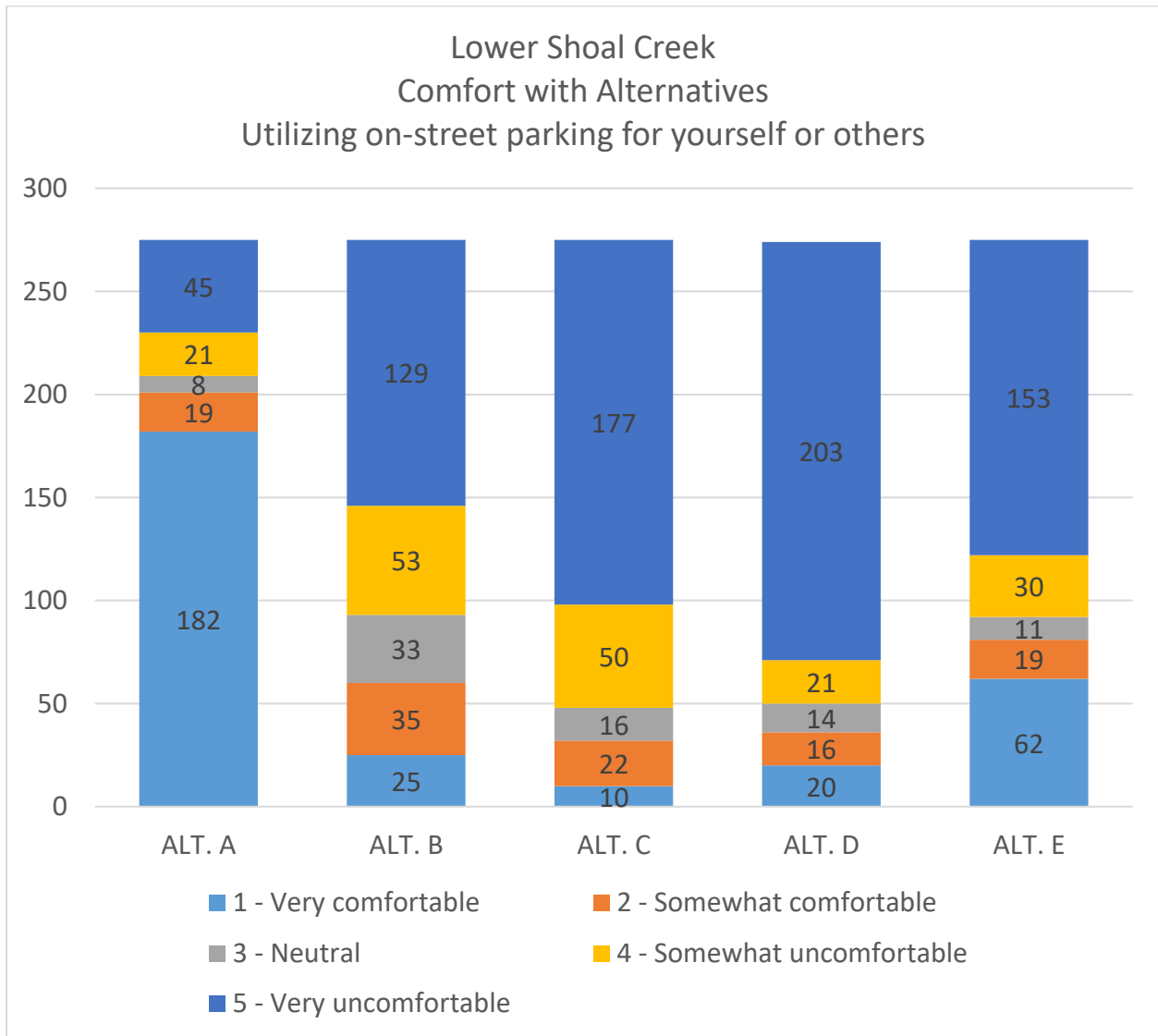
First and second preferences for Upper Shoal Creek alternatives



## Responses by User Group – Utilizing on-street parking for yourself or others

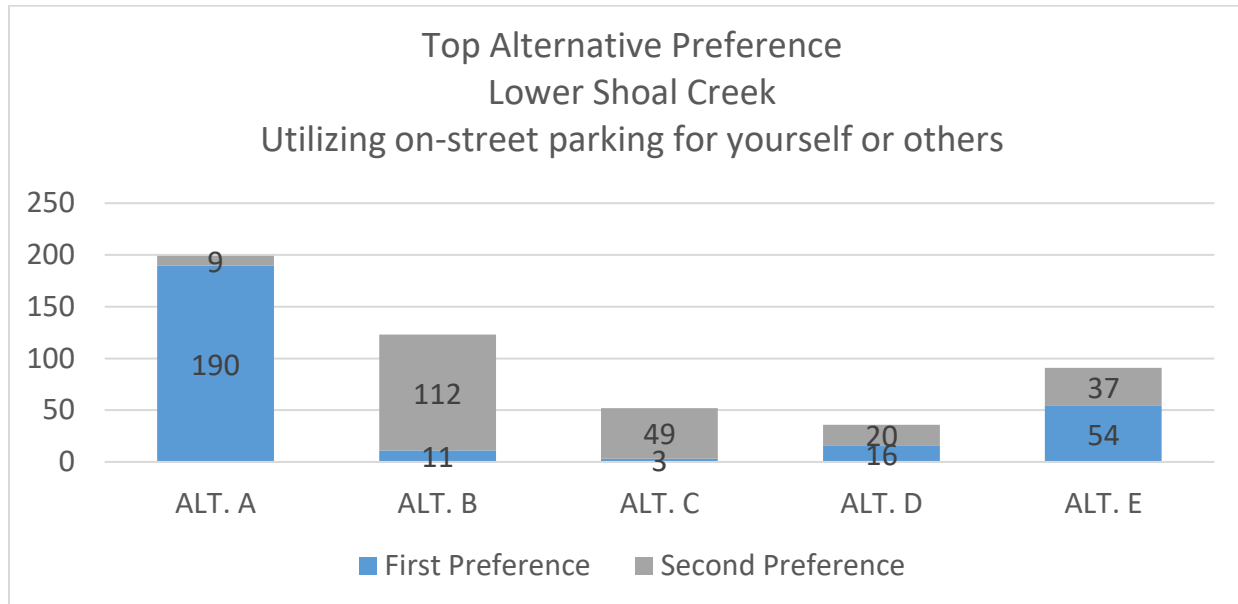
279 survey respondents identified as using Shoal Creek Boulevard for utilizing on-street parking for themselves or others, 11% of survey respondents

Comfort level for Lower Shoal Creek alternatives

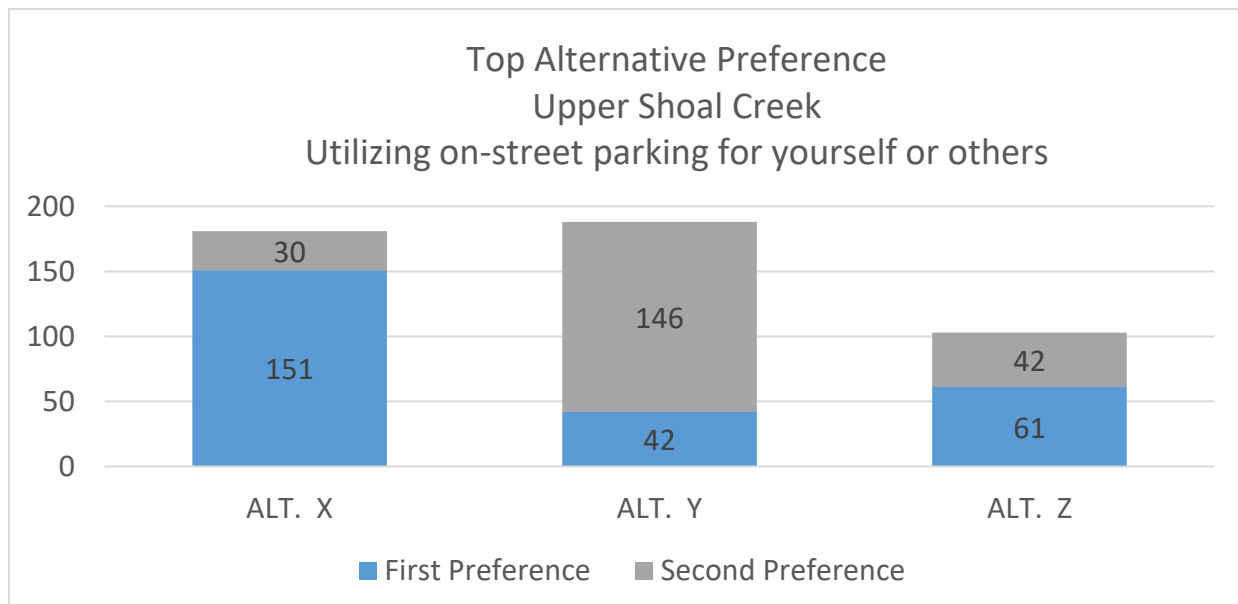


## Responses by User Group – Utilizing on-street parking for yourself or others

First and second preferences for Lower Shoal Creek alternatives



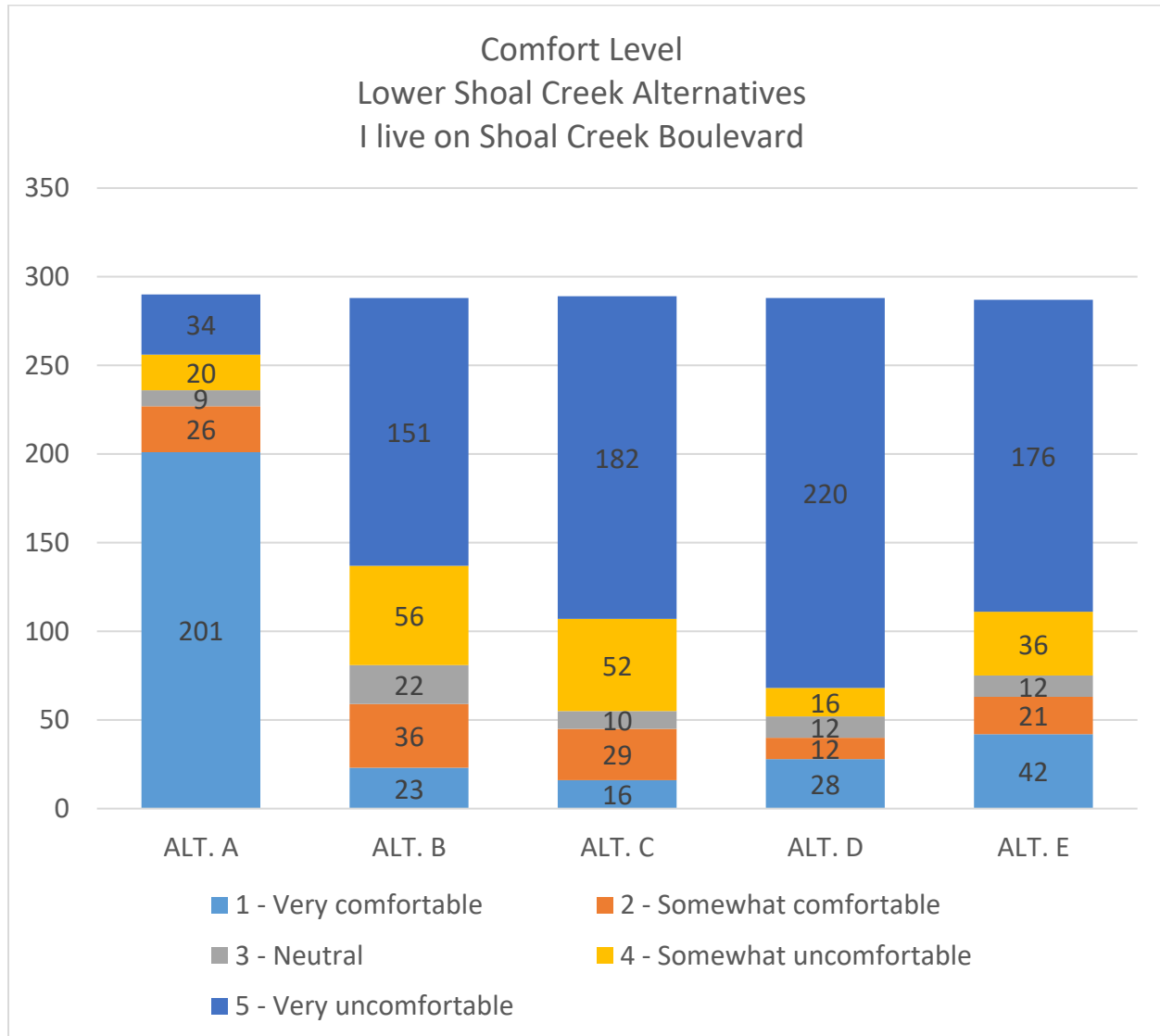
First and second preferences for Upper Shoal Creek alternatives



## Responses by User Group – I live on Shoal Creek Boulevard

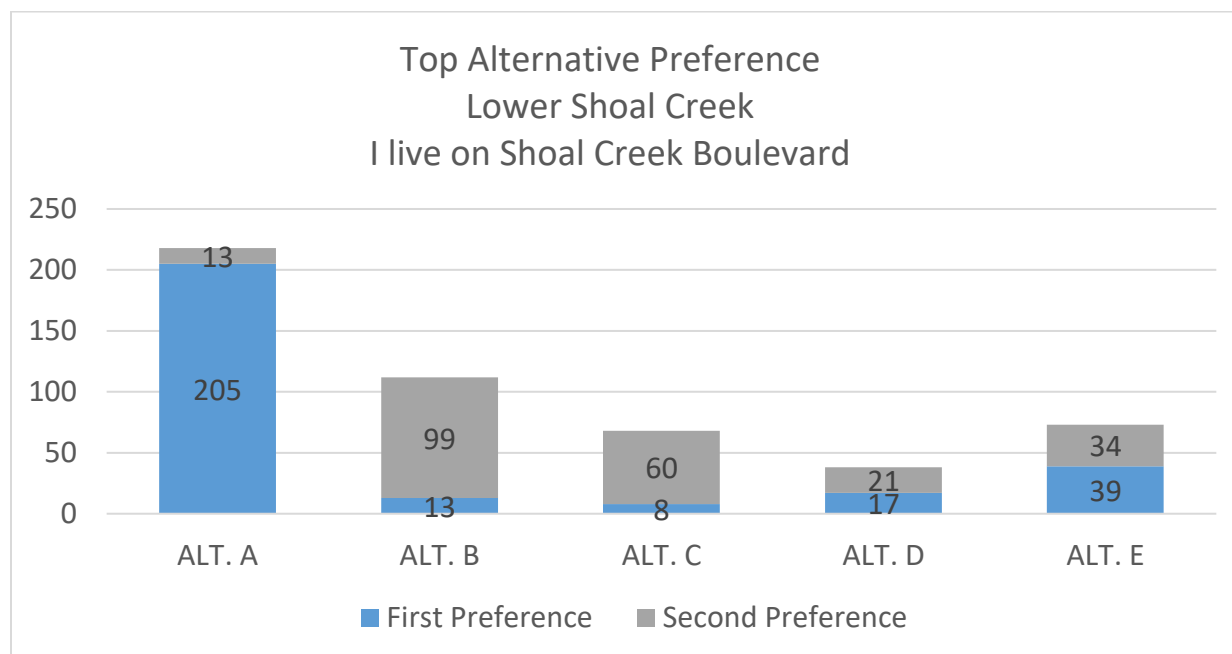
292 survey respondents identified as using living on Shoal Creek Boulevard, 12% of survey

respondents Comfort level for Lower Shoal Creek alternatives

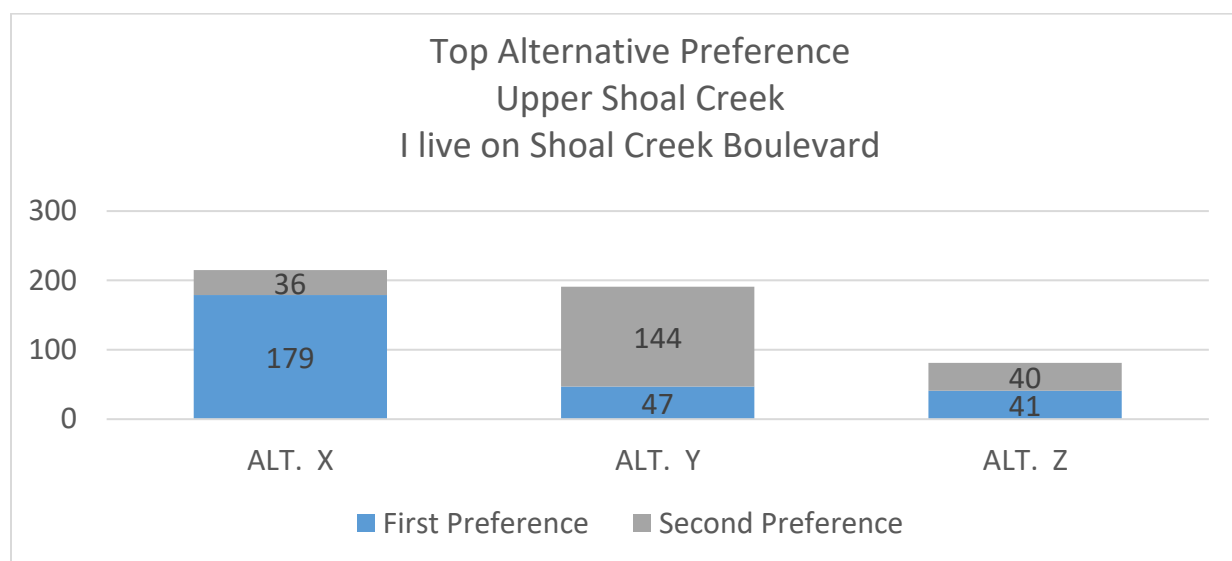


## Responses by User Group – I live on Shoal Creek Boulevard

First and second preferences for Lower Shoal Creek alternatives



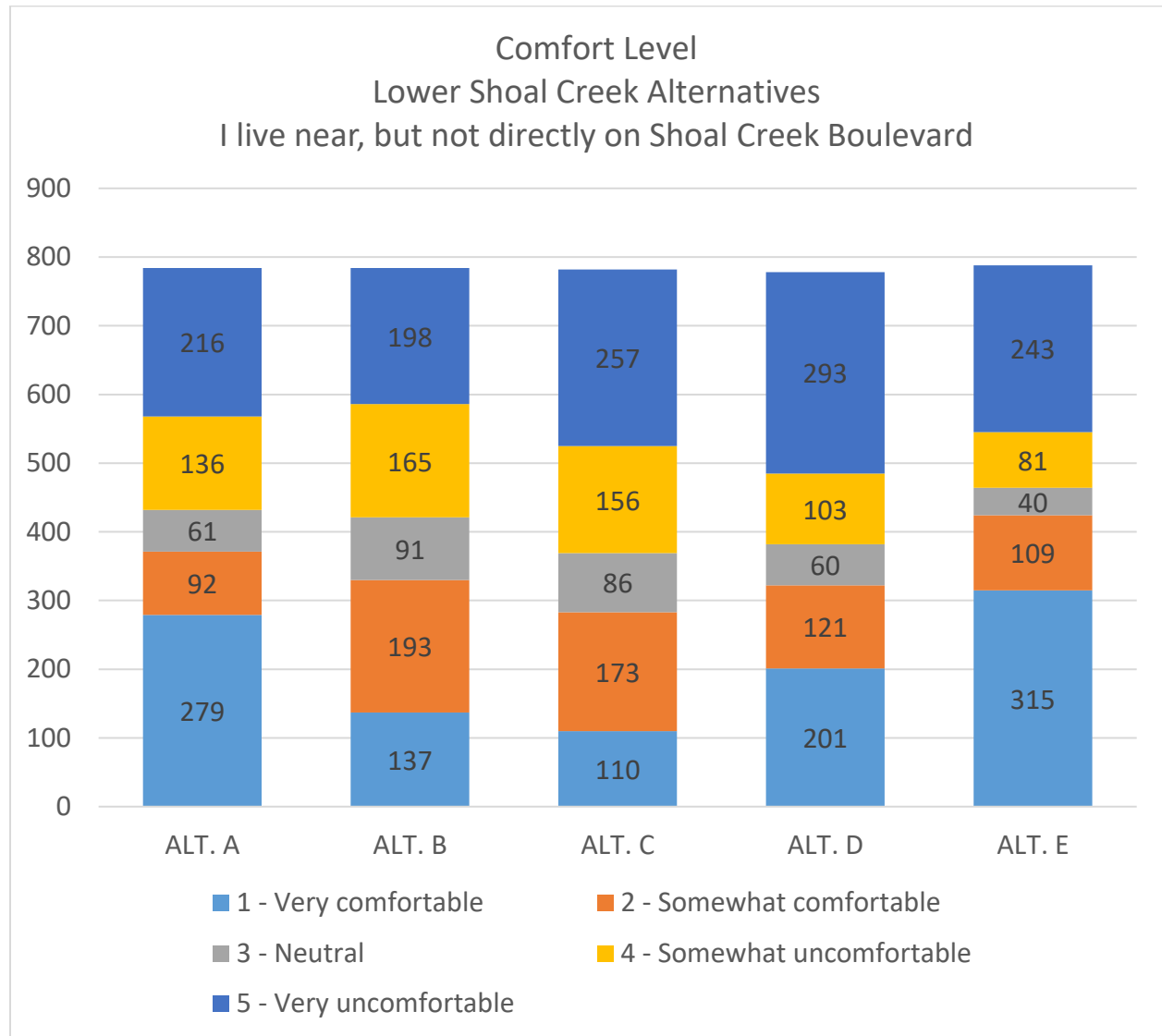
First and second preferences for Upper Shoal Creek alternatives



## Responses by User Group – I live near, but not directly on Shoal Creek Boulevard

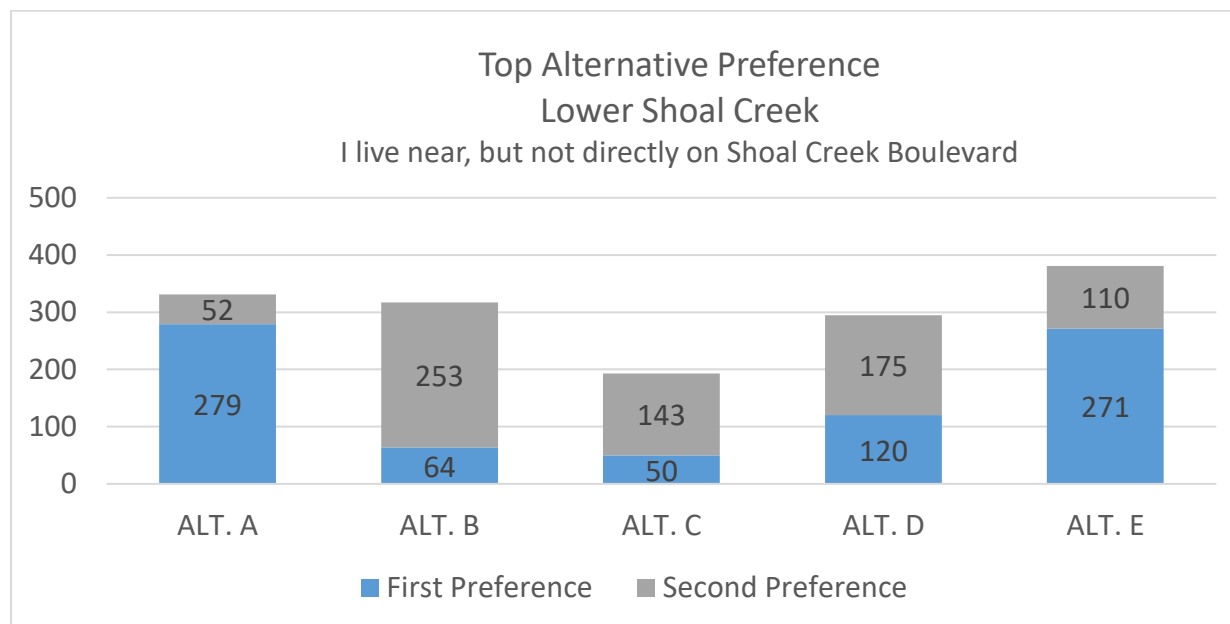
795 survey respondents identified as using living near, but not directly on Shoal Creek Boulevard, 32% of survey respondents

Comfort level for Lower Shoal Creek alternatives

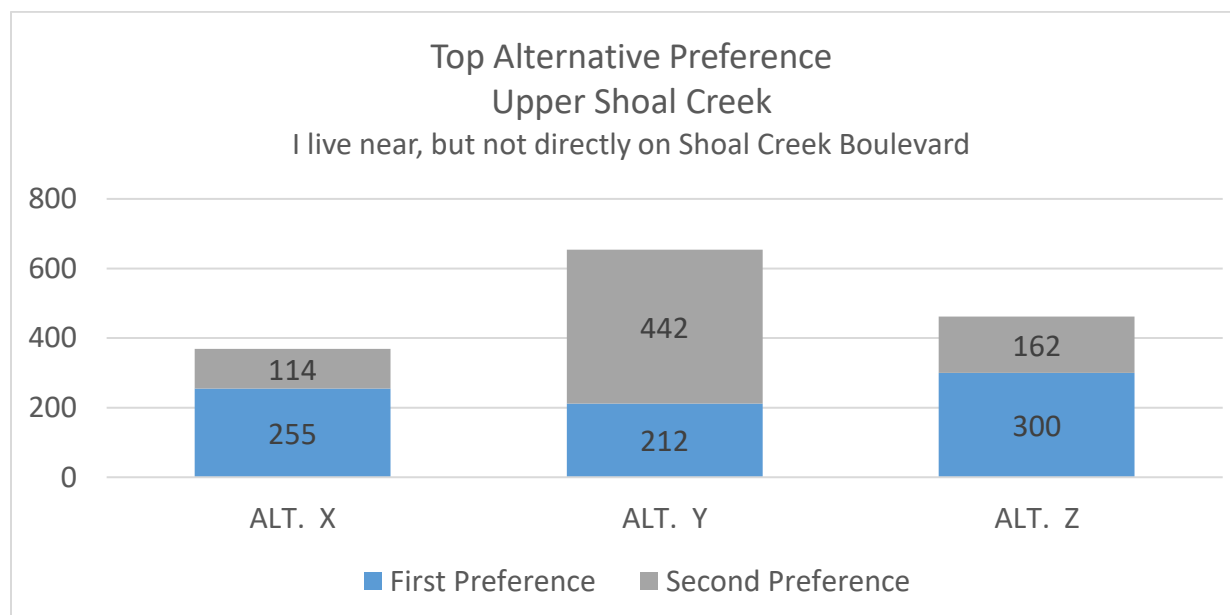


## Responses by User Group – I live near, but not directly on Shoal Creek Boulevard

First and second preferences for Lower Shoal Creek alternatives



First and second preferences for Upper Shoal Creek alternatives



# Shoal Creek Boulevard

## Full Online and Paper Survey Responses

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## Full Online and Paper Survey Responses

Q1: How do you currently use Shoal Creek Boulevard? (Select all that apply)

User Choices	Responses
Driving	1,846
Walking (including walking a dog)	925
Walking or bicycling with children	446
Using a mobility-assistive device	20
Running	547
Bicycling for commuting, casual recreational trips, or other general purpose trips	1427
Bicycling for sport or with recreational group	1065
Riding a scooter	106
Utilizing on-street parking for yourself or others	279
I live on Shoal Creek Boulevard	292
I live near, but not directly on Shoal Creek Boulevard	795
Other (please specify)	56

Responses for "Other (please specify)"

Time stamp	Response
Paper survey	Own Property <<REDACTED>> Shoal Creek
Paper survey	We have owned a great house at <<REDACTED>> Shoal Creek
Paper survey	Not group: bicycling for training
Paper survey	Motorcycle
Paper survey	Crossing on bike to get kids to school
3/26/19 10:05 PM	I live in the Rosedale neighborhood and I work on Shoal Creek Blvd. I walk to work every day.
3/27/19 2:09 PM	garbage collection
3/28/19 10:10 AM	Wheelchair , Handcycle,
3/28/19 5:48 PM	I ride the bus to work along Shoal creek and northland
3/28/19 5:52 PM	Work nearby
3/28/19 6:11 PM	Travel to nearby destinations on Burnet Rd
3/29/19 9:14 AM	Visit daughter at 78757 zip
3/29/19 9:37 AM	Riding a mortorcycle
3/29/19 1:02 PM	Can't get out of my drive way offen because off traffic.
3/30/19 1:46 PM	Children biking alone to Lamar Middle School
3/30/19 2:18 PM	Parking for deliveries, construction and other workers, guests
3/31/19 11:31 AM	Driving but I'd much rather be bicycling! Currently not bc arent great bike connections to it, from south
4/3/19 7:26 PM	I own a small office building on Shoal Creek Blvd

4/3/19 9:31 PM	Office is on Shoal Creek Blvd
4/4/19 7:51 AM	I work on Shoal Creek Blvd.
4/4/19 8:04 AM	I work on Shoal Creek blvd
4/4/19 11:46 AM	work on shoal creek blvd
4/5/19 1:22 PM	Friends and visitors park on Shoal Creek. We live on the west side of Shoal Creek.
4/5/19 1:54 PM	I work on Shoal Creek Blvd
4/5/19 2:14 PM	work nearby
4/6/19 2:52 PM	I PARK CARS ON SHOAL CREEK
4/9/19 11:51 AM	Visiting parents in house on Shoal Creek Boulevard
4/10/19 12:38 PM	I grew up one block away from Shoal Creek Blvd and have ridden a bicycle on it with training wheels, and continue to ride all sorts of bikes up and down it some 25 years later
4/10/19 12:43 PM	Skateboard
4/11/19 11:10 AM	I need to park at friend's house.
4/11/19 11:05 PM	I do not live near Shoal Creek, but would use this bikeway to get to social events.
4/17/19 2:29 PM	Motorcycling
4/18/19 1:32 PM	Used for commuting when lived south. Live north now but still go to use the trails when in the area.
4/18/19 8:38 AM	I work near Shoal Creek Boulevard
4/18/19 1:32 PM	Used for commuting when lived south. Live north now but still go to use the trails when in the area.
4/18/19 1:40 PM	My grandparents house is on Shoal Creek Blvd.
4/19/19 9:17 PM	As an alternate route to avoid traffic on Mopac and Burnet
4/19/19 9:59 PM	Don't use it
4/20/19 5:51 PM	I live adjacent to it and am on it one way or another 3-4x/day
4/24/19 4:55 PM	Bicycling recreationally, but Great Northern is a better road to use.
4/24/19 5:28 PM	I work and commute near Shoal Creek Blvd.
4/26/19 1:00 PM	I would feel safer and use it more if it had protected bike lanes and removes both sides of street parking!
4/26/19 1:14 PM	I often use SCrk Blvd from 38th north as an option to Mopac and consider it a leisurely drive with frequent cross-street stops.
4/27/19 3:53 AM	I live in Wedtlake.
4/27/19 5:12 PM	Use businesses between Anderson and Steck: Lowe's and UFCU.
4/28/19 5:49 PM	Work on Shoal Creek Boulevard
4/29/19 7:39 PM	I'm deeply concerned about Shoal Creek flooding on its entire length.
4/30/19 12:20 PM	I have family (children, grandchildren, sister's family with a child) living on or near Shoal Creek.

4/30/19 3:40 PM	Crossing street on foot regularly
4/30/19 9:16 PM	I work near shoal creek blvd
4/30/19 11:59 PM	Showing property to buyers or tenants; this would be a great street for a bike tour of homes with protected lanes.

## Full Online and Paper Survey Responses

Q2: How comfortable are you with Alternative A: No build, keep existing conditions?

Answer Choices	Responses	
Very Comfortable	27.30%	662
Somewhat Comfortable	11.18%	271
Neutral	10.10%	245
Somewhat Uncomfortable	17.61%	427
Very Uncomfortable	33.81%	820
<b>Total</b>		<b>2425</b>

Q3: How comfortable are you with Alternative B: One-way painted bicycle lanes, parking removal on one side?

Answer Choices	Responses	
Very Comfortable	17.78%	430
Somewhat Comfortable	24.94%	603
Neutral	11.91%	288
Somewhat Uncomfortable	21.38%	517
Very Uncomfortable	23.99%	580
<b>Total</b>		<b>2418</b>

Q4: How comfortable are you with Alternative C: One-way buffered bicycle lanes, parking restrictions on both sides from 7am-7pm?

Answer Choices	Responses	
Very Comfortable	16.74%	405
Somewhat Comfortable	22.08%	534
Neutral	12.98%	314
Somewhat Uncomfortable	20.46%	495
Very Uncomfortable	27.74%	671
<b>Total</b>		<b>2419</b>

Q5: How comfortable are you with Alternative D: One-way protected bicycle lanes, parking removal on both sides?

Answer Choices	Responses	
Very Comfortable	32.78%	795
Somewhat Comfortable	16.45%	399
Neutral	8.78%	213
Somewhat Uncomfortable	12.49%	303
Very Uncomfortable	29.48%	715
<b>Total</b>		<b>2425</b>

## Full Online and Paper Survey Responses

Q6: How comfortable are you with Alternative E: Two-way protected bicycle lanes, parking removal on the west side?

Answer Choices	Responses	
Very Comfortable	46.13%	1126
Somewhat Comfortable	14.58%	356
Neutral	4.75%	116
Somewhat Uncomfortable	9.55%	233
Very Uncomfortable	24.99%	610
<b>Total</b>		<b>2441</b>

Q7: Rank the following alternatives for the lower section of Shoal Creek Boulevard (38th Street to Foster Lane), with #1 being your first choice:

Alternative A Rankings		
1 - First Choice	27.43%	653
2	5.08%	121
3	7.35%	175
4	8.15%	194
5	51.99%	1238
<b>Total</b>		<b>2381</b>

Alternative B Rankings		
1 - First Choice	6.78%	154
2	29.60%	672
3	27.58%	626
4	33.92%	770
5	2.11%	48
<b>Total</b>		<b>2270</b>

Alternative C Rankings		
1 - First Choice	7.15%	161
2	20.06%	452
3	42.83%	965
4	25.21%	568
5	4.75%	107
<b>Total</b>		<b>2253</b>

Alternative D Rankings		
1 - First Choice	21.02%	477
2	29.13%	661
3	10.22%	232
4	19.35%	439
5	20.27%	460
<b>Total</b>		<b>2269</b>

Alternative E Rankings		
1 - First Choice	42.51%	974
2	16.15%	370
3	11.13%	255
4	11.61%	266
5	18.59%	426
<b>Total</b>		<b>2291</b>

Q8: Rank the following alternatives for the upper section of Shoal Creek Boulevard (Foster Lane to US 183), with #1 being your first choice:

Alternative X Rankings		
1 - First Choice	26.13%	607
2	14.25%	331
3	59.62%	1385
<b>Total</b>		<b>2323</b>

Alternative Y Rankings		
1 - First Choice	28.87%	643
2	64.08%	1427
3	7.05%	157
<b>Total</b>		<b>2227</b>

Alternative Z Rankings		
1 - First Choice	49.42%	1115
2	20.52%	463
3	30.05%	678
<b>Total</b>		<b>2256</b>

## Full Online and Paper Survey Responses

Q9: Are there any additional pedestrian crossings that you would like considered? List the closest cross-streets

Timestamp	Response
3/26/19 6:04 PM	45th and Shoal Creek. The crossing for the trail near the intersection of 38th and Shoal Creek
3/26/19 6:51 PM	On shoal creek right across from the park. There is a recently upgraded ramp that leads across the metal ped bridge to the tennis courts. Having a crossing across shoal creek from the West side to get to the park would be awesome!
3/26/19 6:11 PM	Crossing to shared use path under 183 should be considered
3/26/19 6:49 PM	Between stoneway and Dover for the park entrance
3/26/19 8:10 PM	45th and Shoal Creek Blvd
3/26/19 9:33 PM	Green lawn from Burnett to shoal creek would be a great bike lane addition. Also have the bike lane on Justin continue to pegrans and north on Daugherty to greenlawn
3/26/19 10:05 PM	The crossing on Shoal Creek Blvd. at W. 41st St. is very important, that is where I cross every morning. Of course, something to slow down vehicles is needed there, too.
3/26/19 10:18 PM	Koenig and Shoal Creek feels like a very dangerous crossing, even though it has crosswalks.
3/27/19 1:10 AM	Dover place and Stoneway Dr.
3/27/19 6:23 AM	All, cars are dangerous to families and children
3/27/19 6:25 AM	All, cars are dangerous to families and children
3/27/19 6:35 AM	White Rock
3/27/19 6:38 AM	45th Street
3/27/19 8:19 AM	Shoal Creek Blvd. and Whiteway
3/27/19 10:20 AM	Yes. All of them. As this is a high pedestrian and running corridor, there should be continental crosswalks at all crossings.

3/27/19 10:33 AM	love that you're asking this question but no ideas right now
3/27/19 11:20 AM	Silverway/white way and Shoal creek
3/27/19 11:18 AM	Woodview and Shoal Creek Blvd. (it's a blind curve for pedestrians)
3/27/19 6:34 PM	There should be additional protection for pedestrians & bikes at the 4-way stop at 45th & Shoal Creek. Cars routinely do not stop for pedestrians. There should be a pedestrian crossing (with a light or significant signage) connecting the east side of Shoal Creek by Temple Beth Isreal to the trail on the West side of Shoal Creek. MANY children use this trail to walk to Bryker Woods Elementary & St. Andrews, and MANY cyclists also use this area to cross. The cross walk by the traffic light at 38th is extremely dangerous. We often see accidents or near-misses because cars turning right are not looking out for pedestrians or cyclists. It would be safer to connect to the trail under 38th farther north via a protected cross walk. Thank you!!
3/27/19 9:13 PM	39th and shoal creek
3/27/19 9:37 PM	Foster and shoal creek
3/28/19 9:20 AM	Sinclair or Ramsey at 45th street
3/28/19 10:10 AM	Rosedale and 45th , Piedmont and Woodrow, Wynona ave and Allandale/ Koenig
3/28/19 11:37 AM	just add more side walks but no new bike lanes
3/28/19 12:29 PM	A pedestrian crossing around temple Beth isreal across shoal Creek or A bit further north for those that live in Rosedale can safely cross to get to bryker wood elementary
3/28/19 12:48 PM	Put a light at 45 and Shoal creek
3/28/19 2:38 PM	Please consider a pedestrian crossing from the east side of Shoal Creek Boulevard to the Far West trailhead.
3/28/19 4:05 PM	Not opposed. Can't think of locations right now.
3/28/19 4:06 PM	26th Street and Salado St desperately needs a pedestrian crossing!
3/28/19 5:42 PM	Foster and Anderson
3/28/19 5:51 PM	Between Dover and stoneway
3/28/19 5:52 PM	Better crossings along 2222 including to rec center

3/28/19 6:10 PM	White Rock at Shoal Creek; also sidewalks on White Rock between. Lamar MS and Shoal Creek
3/28/19 6:26 PM	49th St
3/28/19 6:19 PM	Better crossings along 2222 including to rec center
3/28/19 6:33 PM	The four-way stop intersection at 45th is tricky for pedestrians.
3/28/19 6:49 PM	Congress and Cesar Chavez
3/28/19 6:46 PM	1st and congress
3/28/19 6:57 PM	This doesn't line up w/ Austin MObility Plan for Stecj
3/28/19 7:06 PM	Nothing specific but thr more oedstrian crissings the better!
3/28/19 6:48 PM	Congress and oltorf the improvements are not working!
3/28/19 6:53 PM	Pinecrest, Silverway
3/28/19 7:02 PM	49th Street, 39-1/2 or 40th, Bull Creek Rd (near Northland), N. Park Dr, Far West trail/path,
3/28/19 7:06 PM	Yes more
3/28/19 8:07 PM	If the city chooses option (E), a pedestrian crossings with lights should be considered at the Great Northern Dam entrance from SCB. Cars often park there to walk their dogs in the area.
3/28/19 9:48 PM	Not at this time
3/28/19 9:50 PM	At Lawnmount/ at Sonora Ct
3/28/19 9:57 PM	Rockwood and foster. Whitehorse and white rock
3/28/19 10:09 PM	Treadwell & Shoal Creek
3/28/19 10:29 PM	45th and Shoal Creek
3/29/19 6:45 AM	Silverway Circle
3/29/19 7:10 AM	Northwest Park toooff-leash dog park area
3/29/19 11:34 AM	The list is very good
3/29/19 12:17 PM	White Rock and Shoal Creek
3/29/19 12:46 PM	is there any way to get a safe crossing across northland near woodview or so
3/29/19 1:07 PM	Far west connector trail

3/29/19 1:40 PM	Shoal Creek and Treadwell crosswalk is very dangerous. There is a blind turn immediately before the crosswalk. Drivers don't see flashing lights until they round the corner and then have very little time to stop. It's a very busy area and also includes a school bus stop. Please look at how to make this safer. I've seen so many close calls. I drive up and down Shoal Creek at least 3 times a day at peak times. Another area that has quite a bit of bike/pedestrian/dog/parking congestion is by the dog park. That could be remedied by no parking in that area. Thank you.
3/29/19 3:31 PM	Somewhere between Greenlawn and Foster (around Whiteway) to help access to the pedestrian bridge over Shoal Creek
3/29/19 6:13 PM	None needed
3/29/19 7:18 PM	Foster and shoalcreek
3/29/19 7:42 PM	Treadwell Blvd. Needs protection for elementary children.
3/29/19 9:44 PM	There needs to be at least a crosswalk somewhere between 45th and Hancock. And one or two more protected crossings between White Rock and Foster, to help kids trying to get to Gullett and/or Lamar MS
3/30/19 10:22 AM	I you take parking away on Shoal Creek on either side, you will be putting pedestrians in great danger due to increased traffic on Shoal Creek because of city's refusal to improve transportation mobility for cars. Cars are a reality. Please quit refusing to acknowledge their necessity. Or build public transportation underground (subway) or above roadways (elevated rail) and make policies to move traffic not clog it.
3/30/19 12:22 PM	No it is not a problem.
3/30/19 12:20 PM	Shoal Creek and 2222
3/30/19 12:37 PM	by dog park
3/30/19 1:27 PM	The one next to northwest park that has no paint, just a no sidewalk area
3/30/19 1:37 PM	White rock drive
3/30/19 1:46 PM	NW park, between greenlawn and foster

3/30/19 1:57 PM	Safety priority at all
3/30/19 2:07 PM	2222 and Shoal creek
3/30/19 2:18 PM	2222 and Shoal creek
3/30/19 4:59 PM	Treadwell Blvd
3/30/19 6:30 PM	Shoal Creek and 2222
3/30/19 7:20 PM	None specifically but as many as possible should be added.
3/31/19 10:04 AM	Foster @ SCB; Greenlawn @ SCB
3/31/19 11:31 AM	No. I find those unnecessary. Jaywalking when its clear, I personally find to be much more convenient.
3/31/19 2:45 PM	Twin Oaks and Shoal Creek (and add a sidewalk on Twin Oaks!)
3/31/19 3:57 PM	W Anderson Lane, Steck Avenue, Koenig Lane, 183 Underpass
3/31/19 5:58 PM	Anderson Lane, 2222
3/31/19 6:01 PM	Anderson Lane and 2222 Burnet Road and Greenlawn
3/31/19 9:33 PM	silverleaf and shoal creek
4/1/19 8:54 AM	49th and Shoal Creek (although agree that 45th, Great Oaks, and Woodview should be prioritized)
4/1/19 10:57 AM	Dover pl
4/2/19 8:52 AM	The hill at Twin Oaks and Shoal Creek needs sidewalks.
4/2/19 9:29 AM	Whire rock and Shoal Creek
4/2/19 3:03 PM	Bull Creek/Shoal Creek
4/3/19 12:41 PM	Northwest Park bridge
4/3/19 12:49 PM	Shoal Creek and Anderson Lane
4/3/19 5:34 PM	4th and I35 access roads
4/3/19 8:11 PM	Our biggest concern is 45th Street and Shoal Creek - the 4 way stop sign is a death trap for pedestrians and cyclists. I like the proposed improvements there with Alternative E (especially the designated turn lanes). In general, more signage and/or protected crossings would be good, so cars actually stop at the crosswalks.
4/4/19 11:03 AM	Twin Oaks
4/4/19 4:24 PM	If Alternative A selected: 1) By NW Park bridge (between Dover and Pinecrest) & 2) Twin Oaks

4/4/19 4:24 PM	Pedestrian crossing improvements as proposed are needed regardless of Build Options
4/4/19 10:35 PM	Hancock and fairview
4/5/19 1:22 PM	45th improved
4/5/19 2:14 PM	Near Park In
4/5/19 4:36 PM	Bull Creek Rd at Shoal Creek
4/5/19 9:52 PM	Greenlawn across Great Northern
4/6/19 2:39 PM	41st, 38 1/2
4/6/19 2:52 PM	ON 45TH BETWEEN BURNET AND SHOAL CREEK
4/7/19 11:01 AM	Shoal Creek at NW Park, connecting footbridge to west side of street
4/7/19 3:14 PM	The more the merrier - but it would be better if you could train Austin drivers (including bikes, but cars are the hazard here) to stop for Pedestrians, even in crosswalks.
4/7/19 3:07 PM	Lawnmont Avenue
4/7/19 9:26 PM	FM 2222, Northland Dr, Allandale Dr
4/8/19 11:58 AM	40th street over the creek.
4/8/19 12:17 PM	45th and shoal creek
4/8/19 2:37 PM	There is increased foot and bicycle traffic at the Great Northern Dam trail/path that links Shoal Creek to Mopac/Far West. Some "Watch for" signage may benefit pedestrians and cyclists.
4/8/19 2:56 PM	White Rock and Shoal Creek Blvd.
4/8/19 3:33 PM	not personally
4/8/19 9:51 PM	maybe across from the lowe's between steck and anderson? like the kind where you press the button and the lights flash?
4/9/19 10:24 AM	The Far West bridge as it hits Shoal Creek. It's super dangerous coming out of there.
4/9/19 12:43 PM	45th and shoal creek
4/9/19 1:38 PM	Twin Oaks and Shoal Creek
4/9/19 5:59 PM	183, Steck, W Anderson, Foster, Greenlawn Parkway, North Park Drive, White Rock, Northland/Allandale, Hancock, W 41st St, W 38th St
4/10/19 9:33 AM	Stoneway Dr
4/10/19 12:00 PM	Duval and 53rd
4/10/19 11:44 AM	45 and Shoal Creek
4/10/19 12:32 PM	make them safer for pedestrians

4/10/19 2:08 PM	Northcross & Shoal Creek Blvd.
4/10/19 2:27 PM	Hancock and Woodview
4/10/19 2:22 PM	SCB at Koenig
4/10/19 3:09 PM	Not that I can think of!
4/10/19 4:07 PM	Making crossing 183 safer - blind curves.
4/10/19 5:04 PM	Pedestrian crossing through the park south of Northland/Allandale from Bull Creek Rd west across creek to connect to cemetery roads.
4/10/19 4:58 PM	Shoal Creek Blvd & Shoalmont. Not necessarily a blinking light, but at least striped crosswalks
4/10/19 6:39 PM	At 2222/Northland, in addition to the under-road path, use some of the southern greenbelt land to extend the northbound turn lane.
4/10/19 6:15 PM	Steck and Anderson Lane
4/10/19 7:11 PM	45th Street, 2222
4/10/19 9:14 PM	West side of shoal creek blvd to NW Park bridge - new walkway needs lights and signage
4/10/19 9:48 PM	Bull Creek
4/10/19 10:38 PM	40th and Shoal Creek. Currently there is no safe place to cross with kids from Rosedale to get to the Shoal Creek walkway.
4/11/19 12:33 AM	@White Horse @Twin Oaks
4/11/19 4:36 AM	I would like to see a safer way for pedestrians to cross at 2222 and Shoal Creek Blvd, either longer traffic lights or great emphasis placed on cars slowing down for pedestrians. The same request is for Shoal Creek Blvd and 45street, right now several sections in that area are so small and narrow bikes cannot ride and people are forced to walk on the street. I would like to see improvement in the walk from 2222/Shoal Creek Blvd up to the Rec center
4/11/19 7:13 AM	Silverway Drive and SCBvd
4/11/19 7:35 AM	If you're talking about the kind of crossing where they trigger a light that stops traffic mid-block, as there are on Burnet Road, than absolutely not.
4/11/19 7:51 AM	Shoal Creek @ Treadwell

4/11/19 10:05 AM	45th/Shoal Creek, Twin Oaks/Shoal Creek, Improvement at Allandale/Shoal Creek
4/11/19 10:54 AM	Whiteway and Shoal Creek
4/11/19 12:54 PM	Bull Creek and 45th.
4/11/19 2:12 PM	twin oaks and burnet road
4/11/19 2:20 PM	Shoal Creek Blvd and Whiteway Dr
4/11/19 3:11 PM	Pedestrians are free to cross at any place. What's the problem?
4/11/19 3:32 PM	All proposed new crossings
4/11/19 4:14 PM	38th and west ave
4/12/19 10:50 AM	Burnet and Twin Oak
4/12/19 7:00 PM	Steck, US 183
4/13/19 9:16 AM	Add elevated pedestrian crossing at ALL major intersections
4/13/19 9:49 AM	I only really drive or bike through the corridor.
4/14/19 9:25 AM	Silverleaf Dr.
4/14/19 12:06 PM	45 and Shoal Creek
4/14/19 12:48 PM	Shoal Creek at Woodview
4/14/19 2:03 PM	Not sure.
4/14/19 2:31 PM	Across SCB at the Leash Free park (aka Bluebonnet Bowl dam)
4/14/19 6:51 PM	38th and Shoal Creek - crossing either parallel or perpendicular to Shoal Creek
4/15/19 9:13 AM	45th and Shoalcreek
4/15/19 5:17 PM	45th Street and 2222
4/15/19 6:25 PM	Near post office at north cross
4/15/19 7:34 PM	A pedestrian crossing near 40th or 41st for students from Rosedale getting to brykerwoods elem school
4/15/19 10:47 PM	The crossing at 2222 needs to be fixed. Children need to be able to ride their bikes safely to Lamar Middle School. It is dangerous to leave it as is.
4/16/19 8:00 AM	45th, Lamar
4/16/19 8:04 AM	40th and shoal creek
4/19/19 10:18 AM	45th street between Burnet and Shoal Creek Blvd
4/16/19 8:14 AM	45th and sinclair
4/16/19 8:10 AM	shoal creek and w 39th 1/2 street
4/16/19 8:28 AM	45th street and Shoal Creek
4/16/19 8:30 AM	LAWNMONT AND SHOAL CREEK

4/16/19 8:59 AM	Shoal Creek at 39 1/2 (or 40th) OPEN 38th St crossing dangerous for walkers. I never cross there.
4/16/19 9:56 AM	I think the 2-way protected bike lane crossing at 45th needs to be rethought. Also an underpass at Alandale should happen regardless.
4/16/19 10:12 AM	45th & Shoal Creek
4/16/19 10:04 AM	I think the 2-way protected bike lane crossing at 45th needs to be rethought. Also an underpass at Alandale should happen regardless.
4/16/19 10:21 AM	45th street at shoal creek protection
4/16/19 10:34 AM	Crosscreek Dr and Shoal Creek Blvd
4/16/19 11:35 AM	Rockwood and Foster Lane
4/16/19 11:42 AM	Northcross at the Post office.
4/16/19 12:06 PM	Not on Shoal creek
4/16/19 12:20 PM	45th St
4/16/19 2:34 PM	39th 1/2
4/16/19 2:26 PM	white horse, nw park bridge south of greenlawn, silverway (school bus stop)
4/16/19 2:41 PM	Pedestrian Crossing where the bridge from The Grove will intersect with Shoal Creek.
4/16/19 5:01 PM	Hancock and Fairview Dr
4/16/19 5:08 PM	Shoalcreek at West Anderson In
4/16/19 5:14 PM	I think crossings with raised protected "staging" areas are a great device to (psychologically) slow down traffic. The data shows that it works. Put one on every straight stretch of SCB that's longer than 400 ft (or so).
4/16/19 6:01 PM	I don't know
4/16/19 7:15 PM	yes, the traffic is really bad on bull creek and I would like to see speed bumps and also put one of the crossings with the well lit up blinking lights between 38th and 45th, , traffic round about and or stop signs on every block
4/16/19 7:44 PM	Oakmont and bull creek; Lawson and bull creek
4/16/19 8:37 PM	At the entrance to the park
4/16/19 8:45 PM	We need an underpass at 2222

4/16/19 10:07 PM	1 on W side of NW Park near the pond; 1 at Twin Oaks.
4/17/19 7:38 AM	38th st
4/17/19 9:13 AM	none at this time
4/17/19 9:23 AM	45th and Shoal Creek
4/17/19 12:14 PM	I believe all of the pedestrian crossings listed could use an upgrade in order to promote safer pedestrian and bicyclist conditions.
4/17/19 1:32 PM	38th street
4/17/19 2:32 PM	Something should be done at 45th and Shoal Creek. I do not know what it should be but in the evening, getting out of the neighborhood is impossible.
4/17/19 3:28 PM	Anderson, 2222, 45th, 38th
4/17/19 3:48 PM	Where Great Northern Dam access crosses Shoal Creek
4/17/19 5:00 PM	49th St/Shoal Creek, 39th St/Shoal Creek
4/17/19 9:24 PM	none that i know of
4/18/19 12:01 AM	All of them.
4/18/19 8:26 AM	45th and Shoul
4/18/19 1:46 PM	Shoalmon and Shoal Creek
4/18/19 4:04 PM	The street's not that busy yet. Someday at Twin Oaks and at Cross Creek.
4/19/19 2:30 PM	Addition of speed bumps on Shoal Creek BLVD between Hancock and 45th street
4/18/19 6:00 PM	under 183 to mopac frontage road.
4/18/19 9:43 PM	Fm2222 and Hancock
4/18/19 11:38 PM	45th and Shoal Creek, Trail crossing at 38th and Shoal Creek
4/19/19 5:15 AM	Between the Brown Heatley Building and the Winters Building on Lamar
4/19/19 3:08 PM	Far West Trailhead - needs a complete trail crossing separating bikes and peds.
4/19/19 3:38 PM	I suggest installing pedestrian crossings (midblock if necessary) wherever there is a distance of more than 300' between existing crossings.
4/19/19 9:17 PM	Proposed improvements B & C
4/19/19 11:25 PM	34th and Shoal Creek Trail

4/20/19 10:06 AM	Allandale Rd and Shoal Creek Boulevard; Shoal Creek Boulevard and North Park Dr (southern entrance to Northwest District Park)
4/20/19 10:00 AM	Allandale & Shoal Creek - underground
4/20/19 5:51 PM	White Horse Trail, for Lamar students, and at the sidewalk entrance to NW Park, just south of Greenlawn.
4/21/19 7:09 PM	North shore park add a light.
4/21/19 8:33 PM	Pedestrian crossing are a stupid idea unless some corresponding auto traffic control device is incorporated.
4/22/19 2:15 AM	41st street
4/22/19 1:49 PM	Keep as is.
4/22/19 2:29 PM	Not now
4/22/19 2:41 PM	None that I can think of
4/22/19 2:49 PM	White Horse and Shoal Creek (school traffic)
4/22/19 2:59 PM	Gilbert street and fm-969
4/22/19 3:10 PM	I think the addition of the pedestrian crossings at the major intersections is sorely needed and I am surprised they are not in place already. This seems like such a no-brainer to have in place.
4/22/19 3:26 PM	SCB at Koenig
4/22/19 3:24 PM	Hancock, 45th
4/22/19 3:37 PM	Allandale and Shoal Creek needs the Option E underpass.
4/22/19 4:18 PM	Bee Caves and Frontage
4/22/19 4:34 PM	Hancock and shoal Creek / 45th and Bull Creek
4/22/19 5:57 PM	183 to domain
4/22/19 10:54 PM	Can't think of one
4/23/19 12:18 AM	45th? It's a busy 4 way stop intersection
4/23/19 8:48 AM	Not sure
4/23/19 8:49 AM	Access to the trail to Far West heading north (between Stoneway and Dover)
4/23/19 11:41 AM	Lake Austin blvd and enviros bot parking area needs crosswalk and sidewalks to get to public boat ramp.
4/23/19 1:19 PM	no opinion
4/23/19 9:52 PM	Across 45, somewhere between Burnett and Shoalcreek.
4/24/19 9:07 AM	3rd & Lamar

4/24/19 3:10 PM	47th & shoal creek
4/24/19 3:03 PM	Anderson Lane
4/24/19 3:03 PM	Anderson Lane
4/24/19 4:46 PM	Shoal Creek and 49th
4/24/19 5:01 PM	I would like to see speed bumps all along Shoal Creek BLVD especially between Hancock and 45th
4/24/19 8:09 PM	45th, 39 1/2
4/24/19 8:55 PM	Dover Place or Stoneway Dr.
4/24/19 8:51 PM	40th and Bull Creek.
4/25/19 9:27 AM	39 1/2 st and 45th street intersection
4/25/19 7:56 PM	mopac access road and west 11th. from 11th to the trail
4/26/19 12:25 PM	49th and shoal creek.
4/26/19 11:57 AM	39th 1/2 and Shoal Creek Blvd; 45th and Shoal Creek Blvd.
4/26/19 12:48 PM	39th 1/2 St to Shoal Creek
4/26/19 1:00 PM	I support the existing proposed pedestrian crossings!
4/26/19 1:00 PM	As many as humanly possible!!!!
4/26/19 1:14 PM	Not familiar with the area.
4/26/19 1:08 PM	34th St, Northland Dr, 45th
4/26/19 1:07 PM	Lamar at Shoal Creek
4/26/19 1:23 PM	Koenig & Shoal Creek
4/26/19 1:28 PM	45th Street is the most important cross street for me
4/26/19 1:21 PM	Yes, on 45th street at 39 1/2 Street for kids in the neighborhood
4/26/19 2:04 PM	45th & Shoal Creek and 39th & Shoal Creek
4/26/19 1:35 PM	At Northwest Dam and and Barbara Sheffield Park. Also Twin Oaks.
4/26/19 1:49 PM	Near or at W. 39 1/2 Street or somewhere before 45th for student/neighborhood crossing. A crossing with a light.
4/26/19 2:01 PM	45th & Shoal Creek; 39 1/2 & Shoal Creek
4/26/19 2:30 PM	shoal creek and white rock
4/26/19 2:48 PM	Hancock/Shoal Creek Blvd
4/26/19 3:07 PM	41st street
4/26/19 4:47 PM	Twin Oaks and SCB; curb at SCB on west side of NW park
4/26/19 5:06 PM	greenlawn and SCB. bikers never stop.
4/27/19 6:37 AM	Shoal Creek at 45th Street

4/27/19 8:22 AM	No, the proposed are good
4/27/19 10:18 AM	Shoal Creek Blvd and lawnmont
4/27/19 5:12 PM	Treadwell, Northwest Park
4/28/19 11:13 PM	Silver leaf/Shoal Creek and Cavileer/ SCB
4/29/19 8:11 AM	Northwest District Park
4/29/19 10:41 AM	W 39 1/2th St
4/29/19 12:27 PM	2222 & Shoal Creek, Hancock & Shoal Creek, 45th & Shoal Creek
4/29/19 12:32 PM	Twin Oaks Drive
4/29/19 2:23 PM	Crosscreek, Great Northern
4/30/19 4:08 AM	@ Anderson
4/30/19 8:57 AM	Hancock Dr, Woodview Ave, and North Loop Blvd - this intersection is extremely difficult to navigate as a pedestrian, bike rider, or car driver.
4/30/19 11:06 AM	51st and Cameron
4/30/19 11:46 AM	Shoal creek and white horse
4/30/19 12:30 PM	45th st, but really every 400 ft along the street would be ideal
4/30/19 2:13 PM	Greenlawn & Shoal Creek (or across Shoal Creek to the park bridge)
4/30/19 2:50 PM	45th and Shoal creek
4/30/19 2:50 PM	Don't know
4/30/19 3:34 PM	Shoal Creek Boulevard at 40th
4/30/19 3:23 PM	Unknown but an advocate in general
4/30/19 3:46 PM	2222 & Shoal Creek
4/30/19 3:52 PM	Loads of crossings please
4/30/19 5:06 PM	In order to slow auto traffic on Shoal Creek Blvd for a real all-ages, all abilities environment, protected pedestrian crossing should be no more than 1/8 mile apart.
4/30/19 5:25 PM	Wynona at Allandale
4/30/19 5:26 PM	Burnet & Northcross
4/30/19 6:08 PM	Connect Burnet, North of 183 to Shoal Creek, I can not get all the way to work. I have to zig zag my way over to metric to continue going north. It is scary. I feel like I will likely die biking on or trying to cross Burnet.
4/30/19 6:16 PM	40th and Lamar
4/30/19 7:28 PM	Not at this time
4/30/19 9:38 PM	47th and Shoal Creek
4/30/19 10:56 PM	Not sure

4/30/19 11:08 PM	Not that I can think of
4/30/19 11:35 PM	Ped improvements at Foster Lane - Ped Hybrid Beacon
Paper Survey	At Milwin Circle or near it. SCB curves strongly right there and is difficult to cross due to poor visibility
Paper Survey	Can't think of any
Paper Survey	45th at Shoal Creek Blvd needs to be safer
Paper Survey	Shoal Creek at 45th. Difficult cross due to traffic
Paper Survey	SCB at 45th: Crossing in any direction as a pedestrian is difficult
Paper Survey	45th and SCB
Paper Survey	Stop lights at 45th and Shoal Creek
Paper Survey	Fix Northloop/Hancock Intersection - dangerous intersection being neglected
Paper Survey	Any that can be added at high-traffic/dangerous curves
Paper Survey	termination of SCB at 183/ transition from 1 way to 2-way if it exists
Paper Survey	I would like improved crossings for pedestrians on West Anderson Lane with Northcross Cdrive and Shoal Creek with West Anderson Lane.
Paper Survey	At the path leading to far west
Paper Survey	dog park next to Northwest Park (holding pond between great northern and shoal creek)
Paper Survey	Between Dover Pl and Stoneway Dr, Pinceast Dr
Paper Survey	Traffic light at 45th and Shoal Creek, need pedestrians crossings at Shoal creek and white rock (during school too from hours) lights, shoal creek and holding pond -> off leash dog area
Paper Survey	White Rock
Paper Survey	There could be points where this is beneficial, maybe curves where visibility is limited
Paper Survey	Hancock at SC, Northland at SC

## Full Online and Paper Survey Responses

Q10: Do you have any additional comments you'd like to share?

Timestamp	Response
3/26/19 6:04 PM	There is a lack of bicycle accidents on Shoal Creek Blvd. Does this necessitate change for the entire community as a result? Removing parking makes it difficult to have visitors. Where do they get to park and why do they have to cross a street on foot that is supposedly dangerous for pedestrians? Additionally, previous attempts on Shoal Creek to provide protected bike lanes were unsuccessful and removed, after spending a \$1+ million on the project. Lastly, why do the residents who live on Shoal Creek have less of a say, and their opinion less valued, about what happens on the street they live on, versus the people who use it for an hour or two a day (or less).
3/26/19 6:51 PM	Y'all are doing a great job and I appreciate you!
3/26/19 5:44 PM	Please keep in mind All Ages and Abilities when making a decision for Shoal Creek. Protected bikes ways are imperative for including all populations on our roadways,.
3/26/19 5:29 PM	I am strongly opposed to 14 ft travel lanes on upper Shoal Creek Boulevard, and I was quite shocked they are being considered despite the volume of feedback expressing concerns about motor vehicle speeds.
3/26/19 6:02 PM	Thank you for doing a thorough review of all options
3/26/19 6:07 PM	I ride for commuting regularly. It is crazy that the parking shares the bike lane.
3/26/19 6:11 PM	Please add protected bike lanes, either configuration.
3/26/19 6:15 PM	Overall traffic speed reduction along the length of shoal creek
3/26/19 7:17 PM	Need a better connection at US 183 that avoids blind corner crossing of access road
3/26/19 6:31 PM	I simply do not understand why you did not consider making the intersection of Hancock & Shoal Creek into a round-about! This would improve safety for all users, slow down traffic, reduce congestion and pollution (from idling), and yet increase capacity and flow. Why are you still using 19th century solutions to 21st century problems? It is a proven fact that roundabouts are far superior to, and safer than, stoplights at intersections such as this (1 lane in all directions; medium traffic; unobstructed visibility; sufficient ROW) for all users. If you are going to spend the money anyway, then spend it on the latest, proven technologies!

3/26/19 6:37 PM	After seeing the proposed intersection layouts for the two way bicycle lane concept, I am even more opposed to the idea. It's clear that the contraflow bicycle traffic will be an even bigger safety hazard than the existing configuration of the street. It would be fine if driverless cars were the only option, but unfortunately, the cars are driven by Austinites, who are notoriously bad at driving. I still believe the best option is to leave the street configured as it is, with methods taken to slow cars and discourage through traffic (more stop signs, road humps, etc).
3/26/19 6:41 PM	I like the idea of building out sidewalks on the stretch of road north of Foster to 183. Having sidewalks will keep pedestrians out of the bike lanes, and encourage more people to walk in the neighborhood. What about a traffic circle for the intersection of Shoal Creek and Foster?
3/26/19 6:49 PM	We need protected bike lanes for the children, elderly, and those just learning to bike
3/26/19 7:16 PM	Only no change is acceptable
3/26/19 7:15 PM	Taking away slip lanes from cars is awesome for pedestrians. The two way design seems like a good compromise between residents, uncomfortable cyclists, and the pros. Sparrows are a must to indicate fast cyclists can take the lane, though.
3/26/19 7:18 PM	Thank you for your high-quality work on this project. I hope we can find an approach that keeps cyclists safe.
3/26/19 8:10 PM	The phrase "all ages and abilities" is so misleading I consider it a lie. Lance Armstrong literally rides Shoal Creek. It's silly to think that a preschooler, Lance Armstrong, and my elderly mother can safely share a bike lane. Also, I didn't see any proposals to remove the hill between 45th and 38th. When I began commuting to work on a bike, I couldn't make it up this hill. Thus, we're not serious about the "all ages and abilities" thing. Add very wide sidewalks that pedestrians and cyclists can share - you know, like the shoal creek trail uses south of 38th (so let's not lie and say it doesn't work) - along shoal creek blvd. This would best accomplish the stated goals of the project.
3/26/19 9:33 PM	I've seen so many bikes that had to swerve into the car lane on shoal creek almost get hit. I don't want myself or my kids to be one of the ones to get hit before we make this change.

3/26/19 10:05 PM	Something needs to be done on the s-curve between 4100 and 4300 Shoal Creek Blvd. Vehicles cross the middle yellow stripe on the street and they cross into the bike lane because there is nothing on the street to slow vehicular traffic. This is very dangers for bicyclists. Parked cars have been hit at the bottom of the hill on the west side of the street and a home was hit by a car a few years ago. The sidewalk needs to be completed on the south side of W. 45th Street between Shoalwood and Shoal Creek Blvd.
3/26/19 10:34 PM	With dedicated bike lanes, I do not want ANY cyclists -- even "fast-moving" ones -- to use a travel lane with exception, perhaps, to when a cyclist needs to turn left.
3/26/19 10:18 PM	Status quo is untenable--combined parking/bike lanes never should have been put in place.
3/26/19 11:02 PM	I think option C is backwards -- way more important to me not to have cars parked in the bike lane at night than during the day
3/27/19 12:08 AM	Please keep cyclists safe. I don't want to die
3/27/19 12:18 AM	if homeowners really want parking, i can conceded having a two way so that one side parking is removed. But is that city street their property?
3/27/19 4:06 AM	Where are the stats on bike and scooter traffic to justify road change?
3/27/19 6:23 AM	We need two way bike lanes to protect property values as city grows. We already have large garages and side streets for visitors.
3/27/19 6:25 AM	We need two way bike lanes to protect property values as city grows. We already have large garages and side streets for visitors.
3/27/19 6:35 AM	Bikers are not a priori this is ridiculous
3/27/19 7:16 AM	Having ridden two way bike lanes, they are dangerous. There are always obstacles in the lanes, people going to wrong way, people running/walking in the lanes, and lack of awareness from vehicles and sometimes other bikers.
3/27/19 7:45 AM	The more pedestrian crossings, the better.
3/27/19 8:19 AM	Please don't turn SCB into Justin Lane. I find that new configuration to be a nightmare. Plus, I firmly believe that there will never be a situation in which the militant cyclists are satisfied. SCB is fine, just as is.
3/27/19 9:17 AM	Let's please keep building infrastructure that promotes alternatives to dangerous and deadly automobiles. We need to keep our pedestrians and cyclists much safer.
3/27/19 9:29 AM	We need a traffic light at 45th and Shoal Creek Blvd, and a right turn lane at SCB and 2222
3/27/19 9:32 AM	Cars are the priority let bikers use great northern

3/27/19 9:49 AM	Keep up with the good work on making Austin for everyone, not one those with cars.
3/27/19 10:20 AM	I want to ride safely with my 10 year old. It is currently not safe enough to take him for a bike ride here.
3/27/19 10:33 AM	separation matters a ton, and two-way bike lanes are an awful idea. They are so dangerous because it involves penning in people moving at different speeds in a tight space.
3/27/19 11:15 AM	Thank you! Keep embracing better communities through biking and walking
3/27/19 11:20 AM	I reside on Shoal Creek Blvd and it scares me to think that parking could be eliminated in front of my home, causing my 70 year old mother to have to cross such a busy road when she visits our new born daughter. I don't see a need for any of these plans. There isn't a high number of accidents with the current configuration. And bike lane will make it difficult for the mixed use of bikes, strollers, and runners that reside in the neighborhood.
3/27/19 11:18 AM	The current situation (as well as some of the alternatives) are very dangerous for cyclists. Also, since APD doesn't enforce the speed limit, all of Shoal Creek Blvd. is dangerous for pedestrians and cyclists. Some of these alternatives would at least make it safer for those on foot or on bikes.
3/27/19 11:14 AM	The bike lanes as is are more than wide enough for both bikes and parked cars. As someone that regularly bikes along Shoal Creek, I have had no trouble biking around parked cars without joining the flow of traffic.
3/27/19 11:56 AM	Austin needs bicycle infrastructure that serves all of its citizens. It should not be restricted by a select few because of the street they chose to live on.
3/27/19 12:11 PM	Streets are for all users, not for the storage of private property (cars) for the people who happen to live next to them.
3/27/19 12:47 PM	I am concerned about unhappy residents parking anywhere they want, regardless of where the bike lane is or what the regulations are, out of retaliation. Some drivers on SCB are hostile. Every time I ride there I am harassed, even when I am trying to be very cautious and courteous.
3/27/19 1:20 PM	Alternative E which includes a concrete barrier on a residential street will make garbage collection problematic. In addition, residents on the west side of the street will be unfairly affected compared to those on the east side.

3/27/19 2:26 PM	I would like to see the city move away from soliciting neighborhood input on bike lanes. Protected bike lanes are the standard the city has moved toward for all areas, and they should certainly be implemented on this corridor, which is one of the most important for transportation cycling in this part of town. Specific neighborhoods should not be able to "opt out" of safety standards that affect all city residents. Although I do not live along Shoal Creek Boulevard, as an Austin resident I have as much ownership of the streets there as those in that neighborhood do. And we all deserve to be able to safely travel throughout the city.
3/27/19 3:19 PM	We have to change SCB so kids can ride their bikes to school safely.
3/27/19 4:01 PM	Thank you for all of the fantastic bicycle infrastructure projects in recent years. I use them every day. It really makes a difference. Although there will always be suggestions for improvement, y'all deserve plenty of praise.
3/27/19 4:28 PM	Consider closing this road section and construct a roadway tunnel. The tunnel could run parallel to the existing roadway.
3/27/19 5:07 PM	Just leave it alone. Stop making it over complicated as it only confuses cyclists and drivers.
3/27/19 5:32 PM	PLEASE be aware of the law of unintended consequences. Remember the disastrous island project, well-intentioned, but
3/27/19 6:23 PM	Problem with bike lanes in Austin and surrounding areas is the lack of street sweeping. Protected bike lanes are great to get more people riding however as we've seen they just turn into the trash lane. Having protected bike lanes + sharrows + driver education is the best option in my opinion
3/27/19 6:11 PM	The cyclists are the problem, not the drivers that are using the roads as they were intended.
3/27/19 6:34 PM	See question 9
3/27/19 6:49 PM	Please build the "Big Loop"
3/27/19 8:08 PM	City should commit to an all ages and abilities bikeway on the entire duration at all costs. Pedestrians and cyclists should be prioritized on this corridor, as with all corridors, in the city for sustainable transportation and quality of life.
3/27/19 8:38 PM	Public right of way should be safe and accessible for all people at all times of days and not built around a single mode (cars) or used as free storage for cars.
3/27/19 9:13 PM	Need a pedestrian cross between 39th and 42 for bikes from Rosedale over to the bike lane.

3/27/19 9:37 PM	Parking in bike lanes is literally stupid. Go to Holland and study thier road infrastructure.
3/27/19 11:45 PM	SCB does not need changing, it's not worked out well in other areas in years past.
3/28/19 9:16 AM	No thank you.
3/28/19 10:10 AM	I prefer getting cyclist up out of the street. Not only is it safer and more pleasant riding it help keep debris off the bike-way and allows parking on both sides of the street....
3/28/19 10:37 AM	I like the idea of restriping upper Shoal Creek (north of Foster) to match how the road is stripped north of Steck). For lower Shoal Creek, I would prefer no change except for adding PVC barriers in at the curves to discourage cars from cheating into the bike lane when navigating Shoal Creek Blvd. And finally, please no one-way buffer lanes. They just fill with trash and debris (like on North Loop).
3/28/19 10:49 AM	I use alternative transportation to get to work via Shoal Creek. However, the current situation is not safe. I am for no parking on the street during the day and dedicated lanes for people who use alternative transportation. Currently, it is all car focused.
3/28/19 11:27 AM	Regardless of the decision, enforcement of traffic laws needs to happen for both cyclists and vehicles. Signage and sharrows should be a part of any of the designs.
3/28/19 11:34 AM	Any bike lane with a barrier will require specific cleaning. These bike lanes tend to collect debris and gravel and are not cleaned enough.
3/28/19 11:37 AM	Please please please no dedicate bike lane that removes parking
3/28/19 11:43 AM	using 2 different alternatives for the upper and lower sections would create dangerous cross-over pattern for cycles at Foster (i.e. one-way to two-way cycle lanes)
3/28/19 12:33 PM	Two-way bike lanes will get people killed! We do not all have to pay for spoiled white men's excercise choices!
3/28/19 12:39 PM	Building protected bike lanes will isolate bike traffic and remove the ability for pedestrians to navigate into the main rosiest when other different speed pedestrians are present. Introducing 2 way traffic on the same corridor makes it even more dangerous. Great Northern and Bluebonnet are prime examples of these issues.
3/28/19 1:28 PM	SCB N bound crossing 2222/Koenig is dangerous and needs to be modified.

3/28/19 3:21 PM	12' - 14' wide vehicular lanes on upper section of shoal creek are too wide and allow for dangerous speeding. Reduce lane widths to (3) 11' travel lanes maximum; or (2) 10' travel lanes with an 11' turn lane. The excess 3' to 5' should be allocated to the bike buffer.
3/28/19 2:29 PM	This is not a recreational street. It is a major thoroughfare and should be treated as such
3/28/19 2:38 PM	I would like to see the speed limit reduced to 25 mph in order to discourage traffic from using Shoal Creek Boulevard as a bypass to MoPac, Lamar, and Burnet. I would also like to see traffic calming devices, such as speed humps and traffic circles. Reduced speed limits and traffic circles at Foster, Greenlawn, and White Rock would improve the flow of existing motor vehicle traffic and cyclists. Additionally, a cycling/pedestrian underpass at 2222/Koenig Lane would improve safety and flow of vulnerable road users.
3/28/19 2:56 PM	I think Shoal Creek Blvd. would be a lot safer if the cyclists rode single file and obeyed the traffic laws.
3/28/19 2:59 PM	QUESTIONS 7 & 8 ARE DISHONEST AND NOT VERY PROFESSIONAL OF YOUR SURVEY TEAM. I am a professional Engineer in the data collection field and we would call your method of taking data samples to be underhanded and dishonest.
3/28/19 3:03 PM	Bikes should move to Great Northern Blvd and NOT be on Shoal Creek - both paths are not necessary!!!
3/28/19 4:07 PM	I don't appreciate the city accommodating a small portion of our city's population with little regard for the citizens who actually live on Shoal Creek. Building dedicated bike lanes is an eyesore and a major inconvenience for those of us that live and park on Shoal Creek. Thank you for reading and creating this survey.
3/28/19 4:05 PM	Yes. Protected bike lanes are commonly used on commercial not residential streets. If one-side parking can be reduced to 8' width, there would be room for bilateral one-way bike lanes of 5' each with a 1' buffer. This would be an excellent compromise for all and provide more safety to cyclists.
3/28/19 4:06 PM	No, thanks.
3/28/19 4:43 PM	A pedestrian and cycling bridge over the creek at 49th street would really tie the neighborhood together. NOT A STREET FOR CARS PLEASE.
3/28/19 4:45 PM	Please don't force Allandale to change Shoal Creek Blvd.
3/28/19 4:48 PM	Keep it the way it is. It serves the most people in the most efficient manner.

3/28/19 5:25 PM	Please do not destroy Shoal Creek for the sake of recreational cyclist! We love our street, have shared outlets street responsibly with cyclists and maintained a real neighborhood- please don't diminish any of that by fostering intense animosity between cyclists, vehicles and residents.
3/28/19 5:42 PM	Great presentations and graphics
3/28/19 5:50 PM	NO scooters! Restricting parking will only make things worse with pedestrians trying to cross the street.
3/28/19 5:53 PM	Please consider that many scb residents chose to live on this street based upon the current configuration, we like the flexibility to park in front of our homes and the piece of mind of not having to cross multiple bike lanes to pull in and out of our driveway
3/28/19 5:50 PM	I appreciate all of your hard work! Thank you. LOVE LOVE LOVE OPTION E + Z
3/28/19 5:51 PM	Trash cans and delivery trucks have been an issue on justin
3/28/19 5:56 PM	I feel 2 way lanes are dangerous. A hard buffer is even worse. I live on the west side of SCB and am 70. Removing parking on my side of the street will add significant effort to my older relatives. How would any of the alternatives effect emergency vehicles and trash collection?
3/28/19 5:52 PM	Need more protection on crossings in n sections for all alternatives
3/28/19 5:49 PM	Thank you very much for making our roads safer!
3/28/19 6:11 PM	We need protected bike lanes in general
3/28/19 6:10 PM	I am concerned that eliminating/restricting parking on Shoal Creek will result in increased traffic speeds and make it more dangerous.
3/28/19 6:11 PM	The wishes of those of us who live and pay taxes on Shoal Creek should prevail. The city has a beltway and could build another to satisfy the sports bikers. And from city staff present to answer questions, there. Are more than a few of the staffers who are bikers. As a person who lives on shoal creek who has witnessed bikers breaking every traffic law and large groups of bikers that ride in car lanes and as one who regularly gets spat on by bikers when I'm trying to get out of my driveway, I'm not inclined to support further accommodation of this group. I don't get why their rights outweigh the homeowners' rights. At a minimum, this should go before the council.

3/28/19 6:04 PM	It seems like you have a solution in search of a problem. Shoal Creek Blvd is already well used as a bike trail. Adding more restrictions to people who live on Shoal Creek weighs the rights of those passing through temporarily over the homeowners.
3/28/19 6:20 PM	More traffic control is needed at 45th and SCB! A signal would make it safer whether or not the street is reconfigured. Also, in strict number terms, more people were comfortable with the way SCB is than were uncomfortable. So I would assume some of the comfortable people would be uncomfortable with changes and some of the uncomfortable people would still be uncomfortable after they experience the changes. So you can't win! And if a bunch of money is spent and you still have a lot of people uncomfortable, what have you gained. Finally, I think the majority of cyclists and drivers are able to share the road no matter what alternative is chosen. But there are a significant number of each that drive or bike aggressively and make it difficult to compromise on this. Good luck!!!
3/28/19 6:12 PM	Concerned about about a road being used as a major area transportation artery as well as a recreational venue. Concerned about trash pickup logistics, Concerned about lack of visitor and garage sale parking.
3/28/19 6:11 PM	I would not like to have any shared car and bike lanes.
3/28/19 6:08 PM	Anything other than no build would be great - ride shoal creek to work and back every day so have a lot of experience with current configuration and anything would be better than that
3/28/19 6:10 PM	While I am comfortable biking on Shoal Creek, I am not comfortable with my children biking on it particularly on their own.
3/28/19 6:35 PM	Do not forget about the road racers who go fast; they should be accommodated too.
3/28/19 6:26 PM	There should be a bridge, even just a pedestrian bridge, over shoal creek where 49th would connect
3/28/19 6:19 PM	Two way bike lanes are a disaster. If you use physical separation, please do not use studs (pill boxes)
3/28/19 6:31 PM	Park improvements along Shoal Creek would be great.
3/28/19 6:31 PM	Had lots of fun today
3/28/19 6:32 PM	People who live on shoal creek have the right to park there
3/28/19 6:42 PM	Please make some kind of protected bike lane on Shoal Creek!
3/28/19 6:32 PM	Please don't screw up shoal creek Blvd. By calming traffic due to the vocal minority that is bike Austin
3/28/19 6:49 PM	We want protected bikelanes

3/28/19 6:57 PM	<p>Why don't you have more pedestrian protections in the Blind School/ Chris Cole Center area? We have blind people in that area of town 24/7 year round. Although it is close to University, South area has few accommodations for bikes, mobility' toys. There is little consideration of children using Shoal Creek for path to our Blue Ribbon Schools. It all seems aimed for adult performance bicyclist w/o children. They have been using SCB and adjacent hoods for their personal races from Down Town to the Domaine and back Downtown for dinner and comparison of their race scores. They have caused considerable tension by intimidating our pets, our children and our elderly, by driving on our 25 mph residential roadways at 35 mph, by their own accounting on their web site. This is not the purpose of n'hood roads where there are children playing and riding bikes to school and on errands. Adult performance bikers have the velodrome and F1 raceway.</p>
3/28/19 7:06 PM	<p>ONLY PROTECTED BIKE LANES WILL SAVE LIVES OF CYCLISTS. HOMEOWNERS WITH MORE THAN TEOMCARS SHOULD CONSIDER ALTERNATIVES. PLEASE FLATTEN, CLEAN AND MAINTAIN BIKE LANES REGULARLY!</p>
3/28/19 6:53 PM	<p>My entire family rides bikes on Shoal Creek. I drive and live on shoal creek. Most cyclists I see rarely stop at stop signs, and they often do not wait for red lights to turn green. Those cyclists create hazards and should be held accountable. Why don't you fix the intersection at Hancock and North Loop? Or repave Airport - it really needs it. Please leave my street as it is. Years ago the city installed concrete islands and later tore them down. Do you have friends in the concrete business or something? Loop 360 has a nice, wide bike lane. People complaining about shoal creek should go ride 360. Maybe you could put some safety curbs on 360?</p>
3/28/19 6:48 PM	<p>If we have to keep the parking on one side of the street the two way option is best. If the parking can go, which it should, the protected one way would be the best. Protected bike lanes must!</p>
3/28/19 6:47 PM	<p>Very nice presentation. Protected bike lanes are VERY important to me and my family. I want my children to learn to get around the city without a gas consuming vehicle, and so biking infrastructure is crazy it ical.</p>
3/28/19 6:46 PM	<p>Please fix the blind crossing under 183</p>
3/28/19 6:47 PM	<p>Really appreciated the setup of this open house!</p>
3/28/19 6:59 PM	<p>Protected bikeways. The streets belong to the citizens, not the homeowners</p>

3/28/19 6:53 PM	Consider Alternative C+: Same as C with addition of bumpers in buffer
3/28/19 7:08 PM	I would not like to have any shared car and bike lanes.
3/28/19 6:53 PM	Please don't screw up shoal creek Blvd. By calming traffic due to the vocal minority that is bike Austin
3/28/19 7:16 PM	The traffic on S C gets worse every year. The rep I spoke with tonight said the dedicated bike lane would increase that traffic. Those two increasing forms of traffic along with more restricted travel lanes seems dangerous. Also, even with a dedicated bike lane, the fast, large groups of cyclists will most likely still ride in the streets to keep moving past the slower cyclists. I'm told the bike lanes are safer, but I don't see that.
3/28/19 7:06 PM	I want protected bike lanes and more pedestrian crossings so that any age or ability can feel safe walking and biking
3/30/19 1:28 PM	No encroachment west of the creek between Hancock and Northland. This is cemetery land. To kuse the cemetery for bikes or trails is against state law and city ordinance.
3/28/19 8:07 PM	It was good to hear that traffic would only be minimally impacted between Foster and Steck with wider dedicated bike lanes. I was also happy to hear that we may finally get a sidewalk on the E side of SCB between Foster and Anderson Lane (pedestrian safety issue). If option C is selected, I would suggest the no-parking hours just be from 7am-10am and from 3pm-7pm. The highest car traffic is between these times. Mid-day parking would make things safer and for workmen mid-day. My main concern with E is safety for bicyclists and pedestrians. With the bike traffic on SCB the minimum-width bike lanes make bike-bike collisions more likely. And when (not if) the lanes are blocked by delivery or utility vehicles, one lane of bicyclists will be directed into oncoming traffic. During rush hours, having pedestrians have to cross traffic to get to/from cars puts them at greater risk. Due to some of the long blocks on SBC, parking "around the corner" is not possible, since the corner is not close. If option E is selected, I'll probably change my exercise path from SBC + GNB loops to GNB there-and-backs. At SCB and 2222 the current choke points are where the bike lanes start after crossing the intersection. In the one-way configuration paint would help separate cars from bikes. If the entrance to the bike lanes could even be widened by a foot or so (both N and S) it would help.
3/28/19 8:15 PM	The new arrangement to cross 183 is money badly spent. It's worse than the previous conditions and it justifies those who don't want anything changed in Shoal Creek.

3/28/19 8:37 PM	This is presented as about Shoal Creek the street. But the real issue is about neighborhood character. Shoal Creek has a neighborliness that will be severely disrupted by this plan. The racing bikes are currently a problem, the various proposals will just make disruption more constant. Daily life for the neighborhood will be governed by strangers on bikes. No I can't park in front of my house while I clean the garage. No, the street sweeper can't get over the 'bumps'. The garbage pickup is now IN my yard. My quests have to dodge high-speed bikes. The neighborhood culture should not be warped to accommodate new Lance Armstrongs.
3/28/19 9:34 PM	As someone who was hit off my bike and concussed by a car in the past, would feel much more comfortable biking with my group and by myself if bikes had a protected lane.
3/28/19 9:48 PM	Not at this time
3/28/19 9:50 PM	Why has there been no discussion about dealing with motor vehicle excessive speed? Nothing has been done on Shoal Creek to help deter speeding. For those of us that live on Shoal Creek this is our greatest concern. The constant speeding. Vehicles will continueto do this with or without bike lanes. More importantly is the fear we have if cars speeding down our street and watching out for our children.
3/28/19 9:57 PM	Better, marked crossings westbound from Lamar Middle School
3/28/19 10:29 PM	I find that the most dangerous issues faced on Shoal Creek are the drivers speeding, lack of policing of said speeding and pedestrians and cyclists not paying attention. The intersection at 45th and Shoal Creek should have a flashing stop light to help with people speeding around the corners. Speeds should be reduced and enforced.
3/28/19 11:03 PM	I do not want 2 way bike lanes; Those round concrete bumps used for protected bike lanes are going to kill someone on a bike one day - despise them; concerned for neighborhood with any plan that eliminates parking on both sides - likely people will just park in the bike lane anyway, defeating the purpose.
3/28/19 11:13 PM	Please do something to increase the safety of 2222 and Shoal Creek
3/28/19 11:28 PM	Another cyclist was killed in Austin tonight. We need PROTECTED bike lanes that people won't be so afraid of dying rather than storage for cars.
3/28/19 11:41 PM	no parking at all does not work for residents on shoal creek

3/29/19 6:22 AM	When going North on Shoal Creek, crossing Allandale, cyclists stopped at the light impede traffic because they are so slow to cross, and there is no way to pass them safely. I would love to see this problem addressed.
3/29/19 7:01 AM	We live on Shoal Creek and taking parking away is unacceptable.
3/29/19 6:45 AM	slow the speed limit to 25 mph and enforce it
3/29/19 6:58 AM	I LIVE ON SHOAL CREEK, UNLIKE MANY WHO ARE INSISTING ON THESE CHANGES. THIS WILL REDUCE MY HOME'S VALUE AND NEGATIVELY AFFECT OUR QUALITY OF LIFE SO ANY BUILD IS UNACCEPTABLE.
3/29/19 7:10 AM	That fact that bicyclists that don't live in the area are driving these changes says a lot about this whole endeavor for change.
3/29/19 9:24 AM	I think Shoal Creek Blvd. is best used with its current configuration - people can use common sense to share the road with each other. The best it ever was when it had no stripes after repaving - it was so broad and open people shared easily. I am tired of the city wasting money on foolish experiments that only get taken back out again.
3/29/19 9:37 AM	Please don't destroy the aesthetic beauty of my street. There has been exactly one serious bike injury in five years -- why are we even talking about this???
3/29/19 10:43 AM	Being doored by parked cars is my biggest fear as a cyclist. Option B is the worst, as it leads the cyclist through harms way
3/29/19 10:46 AM	Move bike route to Great Northern Blvd. Removing parking from 7 a.m. to 7 p.m. is not fair to most people who work 8-5 or 9-6. Are those who live on Shoal Creek supposed to park elsewhere for an hour or two?
3/29/19 10:46 AM	I think there should be a light or more protected crosswalk at 45th and shoal creek blvd. intersection.
3/29/19 10:49 AM	Shoal creek has become a busy through street. The bikes and parking are always trouble. If you spend all the \$ making bike lanes what's from stopping bikers from using the street?
3/29/19 10:54 AM	Leave it alone. Let people use their brains to behave in the safest way possible for themselves and others.

3/29/19 11:34 AM	I desperately want my daughters to be able to ride safely on SCB. My oldest is 8 and rides to school (Brentwood) every day . The current conditions are NOT safe for children. I am disgusted that people are more concerned for private vehicle storage than safety of our children. Not to mention, we are in a climate crisis-- polar ice caps are melting and we are arguing about parking? Really? If Austin truly wants to live up to its climate goals it needs to stop catering to drivers/polluters and start focusing on sustainable and SAFE forms of transport for all. That means protected bike lanes are an imperative.
3/29/19 11:04 AM	Please add sidewalks where they don't exist
3/29/19 11:58 AM	Upper Shoal Creek Blvd should not have 12' or 14' foot lanes at all. Those are *highway* lane widths, and people already travel too fast on that stretch of road. If going with a one way bike lane, make them each 10'. That way people can comfortably ride side by side with their children, and it will slow traffic naturally. If doing the two-way on Upper Shoal Creek, narrow the car travel lanes by making the bikeway larger or extending the sidewalks. For lower SCB we need safe infrastructure for all, which is protected. There is no way I would let my kids ride on it now. They can't go out into traffic. The giant trucks and SUVs will not see them. Totally unsafe for children.
3/29/19 12:17 PM	Shoal Creek Conservancy is not listening to the people that live on Shoal Creek nor the neighborhood. SCC is driving an agenda that is not welcome. Why? Because there is zero concern for what the people with ownership stake have. Typical liberal agenda - "we will tell you what is best for you". - I own <<REDACTED>> Shoal Creek Blvd. Has there been a study to calculate the loss of value that homeowners will lose due to this plan? I asked at the LAMAR event, the answer I received was that this was not looked at? Why?
3/29/19 1:07 PM	Contraflow bike lane will be dangerous for faster cyclists.
3/29/19 1:40 PM	Please do not add any dividers for bike lanes, they look so awful and always end up broken off. Thank you for doing research and the proposals. The graphics in the summary were easy to understand and imagine for our neighborhood. Thank you!
3/29/19 2:31 PM	Leave Shoal Creek Blvd. as it currently is. Repave only.
3/29/19 1:48 PM	Letting big groups of cyclists (or even the 2-3 cyclists) travel in the driving lanes will only increase the angst and dangerous interactions between the cyclist and drivers. It will effectively shut down SCB on the weekends and nice evenings.

3/29/19 2:35 PM	Road conditions influence how people use SCB. Potholes and obstructions cause both cars and bikes to swerve, sometimes into the path of other people. The narrower the lanes, the more likely dangerous behavior will occur.
3/29/19 2:09 PM	Two way bike lanes are confusing for everyone. Bikes should go with traffic and take a lane when needed.
4/1/19 2:35 PM	I have lived in neighborhood for 19 years and have biked thousands of miles on SC. Road is great - safe as is. "Protected" lanes cause accidents. I recall the "protections" added in the early 2000's that were later removed.
3/29/19 3:04 PM	Would like a traffic light at Shoal Creek and 45th
3/29/19 2:58 PM	Seems like you should be considering the whole north-south transportation plan. Burnet Road changes will affect Shoal Creek Blvd and vice versa. The Orange Line on Lamar may affect both Shoal Creek Blvd and Burnet Road. Doing each in isolation seems short-sighted.
3/29/19 3:11 PM	this project should wait until after the burnet road improvements are in place. additional car drivers may shift from burnet road to scb which may make these improvements a waste of city funds. please listen to the voices of the scb residents as well as nearby residents, not biking enthusiasts from other parts of austin who will not be affected by these parking/traffic issues
3/29/19 3:31 PM	I've lived in Allandale for over 20 years
3/29/19 3:57 PM	I live at <<REDACTED>> Shoal Creek Blvd, my children frequently cross the street to play with friends. It's very dangerous and cars drive fast, bikers are typically no better. Removing parking is not an option as far as I'm concerned. On the occasion that we need to park on the street it would entail crossing busy Shoal Creek with three small children.
3/29/19 5:45 PM	There must be a traffic light added at Shoal Creek and 45th street. It is not acceptable to not have one. This is an 8 lane four way stop feeding traffic to a nearby Mopac exit. Even with cyclists and pedestrians aside this is a dangerous intersections with negotiations between cars and other users fraught with almost second by second near collisions. Please fix.
3/29/19 5:14 PM	Ignore the fear - move forward boldly with the best plan.
3/29/19 6:13 PM	Keep Shoal creek Blvd as is.
3/29/19 6:17 PM	Please help make biking safer, our lives depend on it
3/29/19 7:16 PM	What the <<REDACTED>> are y'all thinking? You're going to wreck our street. If you're going to put in lanes <<REDACTED>> take out some of the <<REDACTED>> lawns, rebuild the sidewalk, put in buffered lanes and keep the parking

3/29/19 7:18 PM	Works great as is
3/29/19 7:42 PM	Haven't we learned from past experience that messing with this road is a bad idea? Just leave it alone already. I take it back. Resurface the road where it's bumpy instead of the cul-de-sacs that need no maintenance.
3/29/19 8:07 PM	Please leave Shoal Creek as is
3/29/19 9:44 PM	I would bike a lot more, and let my children commute to school by bike, if I wasn't terrified that we'd all be flattened by the speeding drivers with a deathwish for cyclists. The people who own homes on Shoal Creek should not get the deciding word on how the rest of the community gets to use that road.
3/30/19 7:00 AM	Boy, oh, boy! I'm fed up with city planners monkeying with Shoal Creek Blvd. when 35th Street, 45th Street, and Bull Creek are far too narrow to move the traffic on them. Shoal Creek Blvd (SCB) is our primary route south or north out of Allandale. (We've lived here since 1981. Our children attended Gullett, Lamar, and McCallum.) It's reasonably clear for traffic between 8:30 a.m. and 4 pm. Bike groups meet here during GOOD weather to take advantage of the four-mile loop of SCB, Great Northern, Foster, and White Rock. In foul and hot weather, no one is biking mid-day. Those silly verticle flappers as the city has put on Bluebonnet and Justin are no protection, and I've seen few pedestrians or cyclists on either street. Let's spend our money on dedicated trails, as many other cities have, and upgrading our east-west roads.
3/30/19 7:24 AM	ban those scooters! That is what this is really all about right?
3/30/19 9:36 AM	Pave & stripe Only
3/30/19 9:52 AM	Group bikers are danger to walkers and drivers
3/30/19 10:22 AM	I think the double bicycle lanes on Justin along with the bicycle light on the north side of Burnet Rd are very dangerous. There is not ample room for trucks, esp firetrucks and EMS to maneuver the corners from side streets. As well, the corners of streets being narrowed at Arroyo Secca doesn't allow ample room for vehicles to turn in or out often without crossing center line, which makes it unsafe for bikes, pedestrians and cars! Really, if you want things to be safer for bikes and pedestrians, City needs to make car traffic move efficiently and smoothly so they can get to destination well, rather than removing car lanes and clogging movement. This would improve safety for all.
3/30/19 12:03 PM	I prefer 1-way bike lanes. 2-way bike lanes create potential conflict by having bicycles travel against the flow of traffic, which is counterintuitive to drivers.

3/30/19 12:02 PM	As traffic on Rt 1 builds we see more cut around traffic on Shoal Creek. Increasing speed controls and bicycle safety is very important to us.
3/30/19 12:22 PM	Make an access for bikes from Shoal Creek to east Northland at the corner of Shoal Creek and 2222. In addition explore the possibility of adding trails along the Shoal Creek bed. Home owners may welcome some infrastructure to reduce the risk of flooding and erosion while getting a nice trail.
3/30/19 12:20 PM	Provide one-way protected bike lanes on both sides of the street with parking on the same side of the street.
3/30/19 12:37 PM	I hope some change is made. Supportive of bikes on the road but the current mix of bikes and parked cars is really painful to drive on a normal day
3/30/19 12:49 PM	Extend bike lanes to the end of Great Northern at White Rock or add a side walk on east side of Great Northern, from Bullard to the corner of White Rock, for better accesibility. Add 4 way light at the the 45th and Shoal Creek Blvd. intersection. Traffic is very heavy there all day and backs up during rush hour.
3/30/19 12:58 PM	SBC was remodeled several years ago. Austin has other areas to put my taxes to a good use
3/30/19 1:17 PM	No build plus emphasize kids on bikes ok on sidewalks
3/30/19 1:18 PM	Add parking lot on west side of shoal creek between Hancock and 2222 in the green belt area if parking is removed from shoal creek. Consider getting homeowners along the creek to sign up for trail along the creek. Will help with erosion and improve property values.
3/30/19 1:18 PM	CONSIDER the wildlife in the creek
3/30/19 1:35 PM	I am concerned that I didn't see or hear anything regarding security issues with creating a tunnel under 2222. I am also concerned that some of the responses I got mentioned accommodating cyclists that are in a pack of cyclists.
3/30/19 1:37 PM	Would love to see a bridge across the creek at 49th. That would give access to Highland Park Elementary from neighborhoods West of shoal creek. Also, please make a way for kids to get to Lamar Middle School from the neighborhoods south of Allendale on Shoal Creek Blvd.

3/30/19 1:54 PM	There is a lack of bicycle accidents on Shoal Creek Blvd. Does this necessitate change for the entire community as a result? Removing parking makes it difficult to have visitors. Where do they get to park and why do they have to cross a street on foot that is supposedly dangerous for pedestrians? Additionally, previous attempts on Shoal Creek to provide protected bike lanes were unsuccessful and removed, after spending a \$1+ million on the project. Lastly, why do the residents who live on Shoal Creek have less of a say, and their opinion less valued, about what happens on the street they live on, versus the people who use it for an hour or two a day (or less).
3/30/19 1:56 PM	It seems like you have a solution in search of a problem. Shoal Creek Blvd is already well used as a bike trail. Adding more restrictions to people who live on Shoal Creek weighs the rights of those passing through temporarily over the homeowners. No data has been presented showing biking on Shoal Creek is dangerous. Safety improvement board at presentation appeared to have significantly manipulated data.
3/30/19 1:57 PM	Bike improvements needed - check out the White Pine Trail in Michigan
3/30/19 1:56 PM	Love the idea of a bike crossing under Allandale Road! I really, really hope we can get protected bike lanes on SCB. It's such a beautiful street and would be perfect for bike trips if I felt safer.
3/30/19 1:58 PM	I live on Shoal Creek. Does this necessitate change for the entire community as a result? Removing parking makes it difficult to have visitors. Where do they get to park and why do they have to cross a street on foot that is supposedly dangerous for pedestrians? Additionally, previous attempts on Shoal Creek to provide protected bike lanes were unsuccessful and removed, after spending a \$1+ million on the project. Lastly, why do the residents who live on Shoal Creek have less of a say, and their opinion less valued, about what happens on the street they live on, versus the people who use it for an hour or two a day (or less).
3/30/19 2:01 PM	Repave not chip seal the entire section.

3/30/19 2:06 PM	Traffic calming is badly needed along shoal creek in addition to protected bike lanes. 2 way cycle tracks are fine when there are space constraints, but on shoal creek, there is space for protected lanes on both sides. The traffic volumes on shoal creek make 2 way cycle tracks slightly more dangerous than one way protected lanes on both sides of the street. Drivers may not expect cyclists to be coming contraflow. Traffic calming would make everyone safer regardless of what option is chosen - experienced cyclists could even take the lane to bypass slower cyclists in the bike lane if the vehicle lane speed could be reduced to 25 mph. Parking pressure is low on shoal creek - people can use side streets if they run out of room in their driveways. It is not the city's responsibility if people can't, won't store their vehicles in their garages. Safety should take precedence over street parking - ATD should resist political pressure to preserve street parking. Safety and ability to move people down the street should be ATD priorities.
3/30/19 2:02 PM	Enforce existing speed limits for cars. The 2way bike lanes will not work for the peloton of cyclists. Then they will clog up the travel lanes. Keep things as they are!
3/30/19 2:11 PM	I am the homeowner at <<REDACTED>> shoal creek Blvd. The intersection crossing under 2222 bridge proposal would have a significant negative impact on my family's quality of life. I am open to detailed conversations with the city on this topic and can be reached at <<REDACTED>> or <<REDACTED>>. I also am very concerned about the dual bike lane option impact on allImproperties values
3/30/19 2:08 PM	Strollers in the bike lane are another user group that is not considered. They are one of the biggest group using Arroyo second.
3/30/19 2:07 PM	Bike lanes and sidewalks with curb cuts greatly help stroller access!
3/30/19 2:13 PM	The population and transportation behavior along SCB has changed since the last revision in the 1970s. We need to prepare for the next 40 years, not look backwards.
3/30/19 2:18 PM	Removal of westside parking is going to be a difficultyfor people living on the west side of SCB. Movers, furniture delivery, guests. There are long stretches without cross streets, like the 3 block stretch just north of 2222.
3/30/19 2:50 PM	No parking on shoal creek would be terrible for folks who live on that street (I am not one of them, but i can see the problems it would cause.

3/30/19 3:43 PM	Home Owners on Shoal Creek have more at stake and their shouldn't be valued more than those who have other alternatives for driving, biking or recreational activities.
3/30/19 3:50 PM	Great Northern Boulevard north of Bullard should be the route utilized for bikes. It is straight, has no traffic/driveways from the West, and has much less auto traffic. It is very unfortunate that the city staff decided to ignore this option.
3/30/19 6:30 PM	I live on the west side of Shoal Creek Blvd
3/30/19 7:42 PM	Removing the right turn slipway(?) from SB Shoal Creek to WB Hancock will make the turn very sharp. I worry that cars and bicycles will have a hard time navigating the corner. Also, I live on that corner and worry that I will end up responsible for the care of the added space.
3/30/19 8:21 PM	<p>Our neighborhood bicyclists are kind people, VERY different from the 'racer' cyclists the city wants to give our neighborhood to. Please note this tiny fraction of problems being caused by the entitled brats Laura Dierenfield will ALWAYS support unconditionally:</p> <p><a href="https://nextdoor.com/news_feed/?post=100537098&amp;is=notification_center">https://nextdoor.com/news_feed/?post=100537098&amp;is=notification_center</a> &lt;&lt;REDACTED&gt;&gt; is the safety volunteer for the Allandale Neighborhood Association. She sent a letter to city leaders asking for help for the pedestrians affected, by bicyclists' constant inappropriate behavior. Instead of helping the slightest bit, they caved in COMPLETELY to the brats, who cause problems for us. Now, bicyclists post OPENLY on nextdoor.com that they will NEVER use a bike lane. They are saying it's not inconsiderate to block traffic, when the bike lane is completely empty, as it usually is, here. Laura Dierenfield told me EXPLICITLY that is not what sharrows are for. She said she would help us, but we know a lie when it's that obvious. I think she thinks it's funny. Here was the progression:</p> <p>1. Bicyclists caused problems. 2. We let Austin government know that many of their entitled racers are troublemakers, through the Allandale Neighborhood Association's safety volunteer, &lt;&lt;REDACTED&gt;&gt;. 3. They punished us, severely, so bikes use the sharrows, now, almost exclusively. We 'tattled' on their favorite people, who have privileges to abuse others. Wanting to drive at 18 MPH on the street we live on, when the bike lanes are completely empty, is too much to ask, but we can't figure out why City of Austin thinks that.</p>
3/30/19 8:52 PM	This is a waste of city money, fix education
3/30/19 11:14 PM	45th and Shoal Creek needs a light. I've nearly been hit there while driving and also riding my bike.

3/31/19 10:04 AM	How about NO bike lanes; add chicken lane or turn lanes. Cyclists can use sidewalks or take the lane. Rush hour traffic makes it difficult to get out of my driveway, as traffic at Foster/SCB backs up considerably.
3/31/19 11:25 AM	I think the more obvious and protected the bike infrastructure, the better. But I think the people who live on SCB need to keep off-street parking, because the cross streets are often too far apart.
3/31/19 11:28 AM	it will not help traffic
3/31/19 11:31 AM	This survey would have been a lot better with pictures in addition to descriptions (which were hard to imagine what they meant). Live in 78704 but I frequently bike far all over the city, which i dont understand why it surprises people bc I find it the best way to get around
3/31/19 11:54 AM	Doing away with parking on Shoal Creek will have the locals screaming but they all have deep driveways and two car garages so it shouldn't be a problem. There are some parked vehicles that never move.
3/31/19 2:45 PM	Your safety analysis isn't on the level. Of the projects that had the lowest number of "before" crashes, 3 out of 4 saw an *increase* in crashes after two-way protected bikeways went in. In fact, the median number of crashes for all projects increased from 11 to 12. What that says to me is that low-risk roads (like Shoal Creek Blvd) can see an increase in crashes after two-way protected bikeways go in. Also: Why was the "no parking on both sides" option progressed? Look at the 5700 block of SCB and tell me where visitors are supposed to park for girl scout meetings, book clubs, and parties.
3/31/19 3:57 PM	Ensuring bicycle detection on the traffic lights when there is no cars would also be necessary.
3/31/19 5:38 PM	I was unable to make the public info gathering at the middle schools, hope my opinion can still count here. I commute frequently on SCB and the current configuration is terrible for bikes, drivers. It heavily favors parking.
3/31/19 5:35 PM	I'm amending to a previous survey that I submitted on Thursday. While I am not affirming a preference among B/C/D/E here, I would like to suggest that a combination of C & E could be implemented. In some places car parking would be permitted 7-7 and in some places it would be no parking 24/7 and the bike lane would have a physical barrier.

3/31/19 5:58 PM	I am at <<REDACTED>> Whiteway and walk with my grand-daughters daily, Shoal Creek feels increasingly dangerous to me. I see cyclists trying to get around the parked cars and it is not a safe situation.
3/31/19 6:01 PM	We are from Australia with 4 kids and have been leasing <<REDACTED>> Greenlawn for the past year, we feel the Shoal Creek situation to be unsafe as we try to get our kids over to the Northwest Park or up and down to the nearby elementary school due to the parked cars, etc.
3/31/19 9:33 PM	i am concerned about the ripple impact to Great northern
3/31/19 7:56 PM	Pedestrian crossing signals (that actually work) should be installed at all major intersections along SCB.
3/31/19 8:27 PM	I have lived in Alandale for 23 years and on Shoal Creek Blvd for 16 years. I strongly oppose changing the bike lane and Shoal Creek Blvd from 38th St to Foster Ln. It will congest an already crowded street as well change the peaceful flow of the neighborhood.
3/31/19 10:01 PM	It's really important to provide some physical separation for bikes, not just painted lines. Also glad that plans are looking at what happens at intersections, which are tricky for several intersections on Shoal Creek.
4/1/19 11:10 AM	I feel it's important not to disrupt the flow of bike or pedestrian traffic for a lengthy period on Shoal Creek if at all possible.
4/1/19 2:07 PM	Regarding option C, I'm concerned about the possibility of parked cars in the bike lane overnight, creating the same dangerous situation that exists now, forcing cyclists into the roadway.
4/1/19 2:48 PM	It is very important to me to have protected bike lanes on Shoal Creek and safer pedestrian crossings.
4/1/19 3:53 PM	Needs to be a protected bikeway 24/7
4/1/19 6:48 PM	I think the best option is modified C: one-way buffered bike lanes with no parking restrictions, but with increased enforcement of traffic laws. Parking restrictions may be useful only on exceptionally curvy sections of the road only. Maps presented at the meeting indicated parking is not a problem. All but a few short segments had <20% parking.
4/1/19 7:13 PM	avoid adding islands, they were a nightmare on Shoal Creek,very dangerous
4/1/19 7:09 PM	Leave Shoal Creek alone
4/1/19 8:17 PM	Any regulations regarding tree/bush trimming for those who live on shoal creek. Difficult to walk in some areas of sidewalks
4/1/19 9:53 PM	I think some on street parking has to be maintained and restricting to 7p-7a is unrealistic
4/1/19 9:47 PM	Leave Shoal Creek blvd the way it is now. No changes.

4/2/19 6:19 AM	Protected bike lanes are essential.
4/2/19 8:52 AM	Will this fight never end? There are long segments of Shoal Creek where alternative parking for the residents is not an option. I drive and have biked as a commuter on Shoal Creek and rarely have a problem except when I'm run off the road on my bike by large groups wearing Johnny's Bike Shop jerseys. Be honest, this is about parked cars and competitive cyclists wanting a north Austin Veloway and nothing else..
4/2/19 10:11 AM	In addition to protected bike lanes, it would help to fix the potholes on Shoal Creek, because right now on a bike you have to swerve around them into traffic, which is not safe.
4/2/19 10:18 AM	Bike lanes in both directions the entire way are key!
4/2/19 2:02 PM	blocking the cars whose drivers care more about their phone than pedestrians/bikes is key.
4/2/19 2:53 PM	I like the wide bike lanes on both sides, it gives me a lot of room and safety, the new plans do not. No Changes is the best. the new intersections make turns too tight for cars, trucks, 18 wheelers, no good. kids ride on the sidewalks it is far safer than putting them next to cars like your protected bike paths do. the counterflow bike lane is a deathwish lane, very bad
4/2/19 3:03 PM	two way bike lanes on one side are confusing for drivers and I'm concerned bicyclists (especially when turning) will get hit
4/2/19 7:55 PM	I am very opposed to having barrier protected two way lanes. They did this on Justin and as a regular user I find it confusing and scary. Much prefer one bike lane on either side and no physical barrier. That way you can get out of the lane easily in an emergency.
4/3/19 5:52 AM	Cyclists need to obey traffic laws if they are going to ride in the street.
4/3/19 5:53 AM	Bikes are vehicles under law, allow them the same access
4/3/19 10:48 AM	The 183 crossing should have been built between the tracks and the road. Somebody is going to die having to cross the Research Blvd twice no matter how many warning lights you build. This was a terrible idea and people are going to make a trail on the side of the road anyway like there used to be.
4/3/19 12:26 PM	Feel like two way bike lane presents hazard to cyclist, Great Northern is the example? Also, buffered to me also presents hazard to cyclist especially in low light conditions.
4/3/19 12:49 PM	Please consider that people do park quite a bit, and very often stop for short time to check on their phones right after intersection, so if you remove all parking people will use those lanes as parking anyway.

4/3/19 4:21 PM	The biggest concern I have are distracted drivers and those who do not obey the speed limit. I see it every day while taking and picking up my children to and from school at gullett. There needs to be speed bumps, like those that are on foster the length of shoal creek and especially great northern. Those avenues should not be used as mopac lite.
4/3/19 4:59 PM	Control car speed and keep the streets clean to improve safety and use of the full width of the street. I find the protected bike lanes to be littered with debris including broken glass and construction trash like nails and screws which make the lanes unusable.
4/3/19 8:11 PM	Thank you for improving our neighborhood!
4/3/19 9:31 PM	Never seen a police car on Shoal Creek north of Steck and vehicles treat it like the Autobahn. The most frequent and dangerous are the Honda back lot employees who race in and out of the parking lot all day long. I've politely emailed them, as a concerned neighbor, and received no response.
4/3/19 10:08 PM	Sidewalks are needed on shoal creek between steck and 183
4/4/19 9:43 AM	While I understand the complaints of people living on Shoal Creek about losing parking, the city does not build roads for parking lots, but to facilitate movement. Shoal Creek is one of the few major North South Bikeways for communiting/pleasure and it's safety and movement should be paramount over parking
4/4/19 11:46 AM	Do not take ROW from small businesses on the east side of shoal creek, north of steck.
4/4/19 11:56 AM	Any and all protected bike lanes that are built must be built with actual protection such as concrete barriers and planets. Plastic bollards are NOT enough, because people driving especially large vehicles do not care if their vehicles hit them - they are flimsy.
4/4/19 1:44 PM	Removing parking from one side of Shoal Creek will pose a severe danger to people who must cross to the other side given the amount of car traffic and curves / blind spots in the road today. Removing both sides of parking will severely limit homeowners rights.
4/6/19 12:00 AM	please level sidewalks from Greenlawn to Foster, driveways trip people
4/4/19 4:24 PM	There should be no parking areas added at some of the big curves - especially between Treadwell and Stoneway

4/4/19 11:12 PM	Repaving shoal creek is good, keeping existing lanes and parking the way it is between 2222 and Steck is best. Removing parking and putting up a barrier will make it difficult to get in and out of driveways. Speeds should be reduced to 25 miles an hour in some places because living around a corner as I do, you can't see traffic and have to guess when to pull out.
4/5/19 1:48 PM	This is public space. Bike lanes benefit more people than parking for cars.
4/5/19 1:02 PM	2-way bikeways when there are curb cuts are a safety disaster. One-way painted lanes with parking removal on one side is the best possible compromise in allowing dedicated space while keeping cyclists close to the main flow of traffic so that turning cars see them with sufficient time to avoid collisions.
4/5/19 1:22 PM	Please take into consideration decreases in west side properties, narrowing a curvy street making it more dangerous, elimination of parking, use of cement block or other separators in the road, and sub-standard barrow bike lanes. I support keeping our multi-use wide curb lanes - 20 foot.
4/5/19 1:37 PM	I think the bike lanes need to be repainted. No other changes are needed.
4/5/19 1:38 PM	make the bikeway pretty! Use quality material that lasts, plastic bollard strips and glued down bumps aren't good enough
4/5/19 2:03 PM	Speeding is a serious problem on Shoal Creek. It needs to be monitored, so that it develops a reputation as a speedtrap. Speed bumps.
4/5/19 2:14 PM	Park access by ped is terrible.
4/5/19 2:49 PM	The pedestrian, dog walkers, and strollers etc. are missing from these proposed improvements. It is important to consider ALL modes of travel. Improved and widened (in some places) sidewalks would be a HUGE improvement. Many sidewalks are not up to ADA standards.
4/5/19 2:50 PM	Make bikes go thru the neighborhoods.
4/5/19 3:18 PM	Infrastructure improvements are needed to increase safety of travel for our more vulnerable users of the roadways, namely bicyclists and pedestrians. Current parking on Shoal Creek Blvd could move onto side streets with minimal impact to people using the street for this purpose on a regular basis. Current conditions increase risk for cyclists by forcing them to weave out of the designated bike lane anytime they need to move around a parked vehicle. Proposed Alternates C and A do not alleviate this risk and should not be considered as viable options.
4/5/19 3:39 PM	Just go away and leave us alone.

4/5/19 4:06 PM	Any of these 'alternatives for the lower section will create more problems than just leaving it alone. Try improving the intersection/pedestrian improvements and repaving so the road is useful from side to side, instead of wonky and uneven
4/5/19 3:56 PM	if you take away parking, you are going to generate a ton of resistance from residents. You also need a safe connection to the bike routes/lanes south of 38th -- we need a connected route for long rides.
4/5/19 4:33 PM	We need safe bike routes. Something is going to have to give somewhere.
4/5/19 5:05 PM	keep primarily pedestrian friendly vs bicycle friendly
4/5/19 5:21 PM	Bike lanes need to exist 24 hours a day, not just from 7-7
4/5/19 6:16 PM	38th Street from I-35 to Shoal Creek Blvd is a scary bike ride and would benefit from protected bike lanes as well.
4/5/19 9:42 PM	2 way bike lanes are too dangerous for all involved. Bad idea.
4/5/19 9:52 PM	Thank you for your work!
4/5/19 9:54 PM	Very disappointed feedback about heavy school traffic at Treadwell and Shoal Creek intersection during prime commuting hours being a disaster for west side bike lanes turned into meaningless generic 'concern about traffic' comment
4/6/19 7:07 AM	Two lane bike lanes are LAME. 90 percent of people on bikes don't use them!
4/6/19 8:40 AM	No 2 way bike lanes! They are incredibly dangerous and aren't used in cities that have them. Washington DC for example
4/6/19 10:18 AM	Won't use 2 way bike lanes, prefer the road. Do not like protected bike lanes. Bike lanes on Georgian drive are totally useless due to bollards at speed humps and trash in bike lane.
4/6/19 10:47 AM	my biggest concern is compliance, both of cyclists and motorists, which is a primary reason I like the protected options.
4/6/19 11:22 AM	I think reducing shoal creek as an alternative to Mopac is important. I think lowering the speed limit and implementing traffic circles would. Please do anything but 2-way bike lanes at all costs.
4/6/19 11:54 AM	Bike lanes that go 2 ways on one side of the street are not a good idea. Drivers are conditioned to look one specific way for oncoming traffic when entering and exiting a street. They do not know to look for oncoming traffic in the "wrong" lane, which is what one-half of a 2-way bike line has.
4/6/19 12:49 PM	No build is ONLY option! Remember the fiasco from early/mid 2000s?

4/6/19 2:39 PM	People speeding I'd a problem. Please don't make it better for bikers only without addressing the real issue that affects pedestrians as well. Speed bumps on the curve and hill north of 41st would go a long way toward making that section MUCH safer
4/6/19 2:52 PM	PUT THE BIKE LANES IN THE MIDDLE OF THE ROAD TWO WAY
4/6/19 4:04 PM	NO TWO WAY, PLEASE. Cars feel even more entitled to the road. They get mad when you're not using two way bike lane, and don't care about your reasons (debris, glass...) Riding against traffic in two way bike lane feels sketch Can't see on-coming traffic when you're riding against traffic and then you have to turn left Not enough space for group rides Dangerous. Not enough turn radius on steep down hills Debris is never cleaned out of them, especially if it's a "protected" bike lane with barriers Road construction signs get put in there Shoal Creek has tons of bike traffic right now. It isn't perfect, but it's pretty darn good. Otherwise we wouldn't be there. If it ain't broke... Cyclists go very different speeds on shoal Creek. Two way bike lane does not make room for passing in heavy traffic No one uses the one on Great Northern. Why would they use one on Shoal Creek? Pedestrians think they are sidewalks
4/6/19 5:31 PM	Make the car drivers share a lane with parked traffic for a month and see how they like it
4/6/19 6:17 PM	Shoal Creek was my daily bike commute for almost 10 years from 2004-2014. The city has very few safe north-south bike routes and this one should be prioritized
4/6/19 8:01 PM	Level of service is a bad metric and should be ignored, especially when designing infrastructure for bicycles.
4/6/19 10:18 PM	"Protected" bike lanes are awful for cyclists. They remove our ability to interact with traffic in legal ways, remove our visibility from the traffic, and also result in higher frustration levels as the bikeways have more debris that is difficult to clean and higher use by pedestrians who seem to enjoy using them over the sidewalk (especially the case on Berkman Rd where the protected lanes are so awful to use that it's safer, easier, and faster for us serious cyclists *not* to use the darn things which is doubly frustrating then for the cars who can't get around us because there is no more shoulder. This city has too many serious cyclists who need to be able to move quickly, pass, and generally not be stuck with flat tires from your poorly maintained divided or protected bike lanes, for this to be a real consideration. Stop making roads unsafe for cyclists in the name of our safety, it's incredibly heartbreaking for us.

4/7/19 10:18 AM	Two way bike lanes on one side are dangerous for drivers and cyclists. There's no need for that much parking on Shoal Creek; cyclists shouldn't have to weave in and out of traffic.
4/7/19 11:01 AM	Add a crosswalk at NWPark, otherwise leave Shoal Creek alone
4/7/19 11:12 AM	Bike line from Anderson to steck needs to be wider
4/7/19 12:03 PM	Bikes are only a problem for group cyclists that hardly use the area day to day. They actually ride and block traffic
4/7/19 3:14 PM	<p>I typically commute to work by bicycle, and I ride on the weekends. Since I live one block east of Shoal Creek, that means that I ride it most every day. I have very strong misgivings about several proposals. In my experience attempts to make bicycling safer by segregating sections of the results in the exact opposite - it increases the problems I have with cars. Even without parked cars, I always have to move to avoid pot holes, trash cans, broken glass, slick wet leaves, etc. and if there is a physical divide I am stuck having to hit the hazard. Also, the notion that you can get rid of the parking is laughable - there are not enough tow truck in the city. On 51st street, you can often find a parked car inside the supposedly protected bike lane, this will happen on Shoal Creek. In the past 30 years of riding in Austin, I never recall may parked cars on 51st, so the problem on SC will be significantly worse: all of the cars that park there will not magically vanish. If you proceed with trying to block off part of the road, bicycles will be forced to avoid the blocked off section entirely and ride the full length of SC with cars. Some of of those cars are likely to think that they have a right to assault the cyclist for the affront. I already have problems with the occasional car that thinks that bikes are not allowed out of the bike lane; by further demarking the separation you reinforce this misconception. Please do not make the situation worse by putting any blocks to separate the shoulder where I prefer to stay out of cars way and the rest of the street where I occasionally need to avoid hazards found on the shoulder. Finally, The idea of putting both bike lanes on one side of the road is atrocious! a) cars do not expect traffic to come from both directions, cars leaving their driveway will smash into cyclists coming "from the wrong direction". They already don't look for pedestrians coming from both directions, bicyclists traveling in excess of 20mph will have no chance. b) Transitioning into and out of these lanes are fraught with the hazards of trying to cross several lanes of moving cars. I have experience with this configuration on North Loop, and on Barton Parkway. In both cases I always avoid the bike lane when it would make me travel on the left side of the road - the few times I did try were always with incidents involving cars. Many of my coworkers express concern about riding a bicycle on Loop 360, and are surprised when I tell them that I have very few issues with traffic on 360, less than 1 a year, but I rarely go a month without at least one issue with a car trying to hit me (usually through in attention, rarely through malice) on Shoal Creek. Please do not make things worse.</p>
4/7/19 1:19 PM	Shoal Creek already has one of the best setups for bicycle commutes. Would rather focus on improving biking access below 38th St to downtown.
4/7/19 1:49 PM	Parking must be removed
4/7/19 2:27 PM	silly idea

4/7/19 3:07 PM	The City should poll every single homeowner/taxpayer on Shoal Creek Blvd. WE ARE IMPACTED BY THESE DRAMATIC PROPOSED CHANGES THE MOST.
4/7/19 6:20 PM	On Alternative Z, why does the buffer need to be 8 feet? If you reduced the buffer to 4 feet, you could add 2 feet to the turn lane and 2 feet to the two-way bike lane.
4/7/19 8:17 PM	thanks for protecting bike riders
4/7/19 8:27 PM	I bike all over austin, and I think shoal creek is one of the safest I've been on. I don't understand how this could be the most important effort.
4/7/19 9:26 PM	Traffic light at 45th
4/7/19 10:01 PM	Removing parking from a Shoal Creek seems to be an impossible solution for residents.
4/7/19 11:26 PM	Please add bike lanes that don't have parked cars.
4/8/19 7:48 AM	Shoal Creek currently is crowded enough, please do not continue the hike and bike lane down Shoal Creek to 183. Traffic is going to get heavier with the building of The Grove and as more traffic builds on MoPac more and more drivers will traverse on Shoal Creek.
4/8/19 8:02 AM	Why fix a problem that doesn't exist? SCB works just fine as is. Add bike lanes leswhere where they are none in place and stop messing with something that already works.
4/8/19 8:40 AM	To ask that participants keep a clear memory of the peninsulas and other "improvements" generated by too much community input and too little professional expertise. Reduced automobile speed and far more rigorous enforcement is a much cheaper and equally effective alternative.
4/8/19 9:29 AM	Shoal creek is one of the better bike friendly roads in Austin, I would love if it can be improved even more.
4/8/19 10:39 AM	Regardless of decision, please lower the speed limit to 25mph for all vehicles. I would also like to see implementation of roundabouts at all intersections from 38th to Foster with the exception of 2222.
4/8/19 10:49 AM	Traffic laws need to be enforced for both cars and cyclists; lowering the speed limit to the neighborhood standard of 25mph potentially could help with traffic; putting in "protection" in the form of bollards or buttons is more of an obstacle, both for cars and bikes and I would suggest a buffered zone; maintenance and education of whatever is put in place has to occur; sharrows and signage are a must

4/8/19 11:15 AM	I have no problems driving Shoal Creek and my only complaint cycling it is the lack of maintenance. I'm not opposed to dropping the speed limit to 25. It's an enjoyable street to be on, driving, cycling, or walking.
4/8/19 11:22 AM	I worry protected lanes won't be swept because the sweeper can't access them. Leaves and trash I. The lanes are hazards.
4/8/19 11:33 AM	As a homeowner on the west side of Shoal Creek Blvd. I am adamantly against any plans to limit parking in front of my property and am especially against any plans for a two way bike lane. A two way bike lane will be dangerous for all involved - especially considering the twists and turns along SCB (cars pulling out of driveways into a two way bike lane is extremely scary). SCB as it is now is safe and functional for all involved. Please do not ruin one of the most beautiful streets and communities in all of Austin. This is unnecessary intrusion into a neighborhood that DOES NOT WANT OR NEED IT.
4/8/19 2:37 PM	Just prohibit street parking on both sides of the street along the lower portion of Shoal Creek. Doing so would require no construction and provide a shoulder that is comfortable for all levels of bike traffic. I don't think it's too much to ask for people who live on a designated bike route to park their cars in their garage or driveway.
4/8/19 2:56 PM	After the islands episode, SCB residents are very skeptical of "improvements."
4/8/19 3:06 PM	This is a very hard situation to consider. I feel safe biking on Shoal Creek as it is. My son uses it to bike to friends' houses. My husband uses it to get to work. The intersections can be dicey where the bike lanes go away. The road itself needs to be repaired because irregularities give bikers and drivers a reason to swerve. If the lanes do change, what happens on garbage day? I don't really need to know but wonder if you considered that?
4/8/19 3:36 PM	Thanks for trying. I know not everyone will be happy with any solution that gets picked. Keep trying, keep learning from completed projects.
4/8/19 3:51 PM	I think taking Great Northern out of the equation for the reason "Does not have comparable north-south bicycling connectivity to Shoal Creek Boulevard and does not serve the direct path of travel." is a very poor excuse. It IS more direct and a lot safer. If you continue with SCB, then you should take out those existing sharrows on Great Northern.
4/8/19 4:32 PM	Two-way bikeway configurations on Shoal Creek would be extremely dangerous and should not even be considered.

4/8/19 8:44 PM	Protected bike lane is the best way to go. Either one way or two way. Protected lane will be 1 - Very comfortable for me and most other bikers for commuting or recreation.
4/8/19 8:49 PM	Pedestrian/bike underpass at 2222
4/8/19 8:51 PM	Great work by COA to identify this route as major bike connectivity route. Please add protected bike lanes here. Also most of the current unprotected bike lanes are very risky and dangerous for bikers. One has to think about risking their life or bike( save the environment). This shouldn't be the case. Please add more protected bike lanes where we already have bike lanes. Along the east west corridors in the city. Slaughter, William Cannon, Oltorf, Riverside. Please. People want to bike but can't because of risk.
4/8/19 9:26 PM	Most important aspect is fully protected bike lanes.
4/8/19 9:45 PM	Expanding bicycle capacity is unnecessary. The current capacity is sufficient
4/8/19 9:51 PM	y'all are doing great! love safe bike lanes!
4/9/19 6:21 AM	I dislike the idea of an underpass at Northland/2222 as I think it will attract homeless very close to homes.
4/9/19 8:09 AM	Two-way bikeway configuration would make me so uncomfortable on a bike I would no longer use the corridor.
4/9/19 10:24 AM	A lot of people do loops of Great Northern and Shoal Creek by bike. It is one of the only places in the city to get in a good ride. Please do everything to make that loop safe but still fast. It's the only workout a lot of us get.
4/9/19 10:38 AM	Bikes and cars don't mix. If the City of Austin is trying to encourage people to ride or make it friendly for people to ride, the only option is to remove parking and have a dedicated lane on each side of the road. 2 way bike lanes are not a good design.
4/9/19 10:40 AM	With 360 up for a major expansion you have to get shoal creek done right or bike traffic will increase and "cause" a problem later. No half measures. Get the lanes in, in both directions.
4/9/19 10:46 AM	I live between 2222 and Hancock. Street parking needs to be an option. In addition, I think there needs to be education that if someone is uncomfortable on a bike and passing a car out into the street, a perfectly legal and safe approach is to use the sidewalk for that portion.
4/9/19 11:18 AM	Paint is not protection. And time-based restrictions on parking create dangerous conditions both day and night.

4/9/19 11:29 AM	As a cyclist 2way bike lanes and buffered bikes lanes are just as dangerous. In a 2way bike lane if I wanted to make a left turn I have to cross 1 lane of cyclist and 2 lanes of traffic. Plus there is not a lot of room to pass slower cyclist. Buffered bike lanes leave no room to bail if there were an obstruction that needs quick handling skills. Say a car pulling out, a beach in the bike lane, a loose animal.
4/9/19 11:51 AM	Some of the "blocks" along Shoal Creek are extremely long. If the parking removal option is selected, for many, the distance between cross streets where visitors could park is unreasonable. Adoption of such a plan is extremely likely to lead to resident revolt, probably taking the form of parking in the bicycle lanes regardless.
4/9/19 12:13 PM	I live one block away from Shoal Creek Blvd and I ride a bike regularly. It is time for Shoal Creek Blvd to be free of parking so that a one-way protected bike lane can exist on both sides of the road.
4/9/19 12:23 PM	People are going to use this bikeway like crazy once it's open - everyone who works downtown and lives within a mile of this trail who bikes will want to bike commute. I hope we are planning on room for expansion.
4/9/19 12:42 PM	Adding two lane bi-directional bike paths prevents groups or higher speed commuters from safely using the lanes, meaning many will still use the roadway.
4/9/19 1:01 PM	Please build an all ages all abilities bike lane for the children's sake
4/9/19 1:22 PM	Thanks for taking feedback
4/9/19 3:03 PM	If E, widen the protected bike lanes. Widen pedestrian crossings.
4/9/19 3:28 PM	Can we get this done now?
4/9/19 4:49 PM	#1. Upper Shoal Creek proposed road widths are inappropriately wide and will encourage dangerous speeding. Reduce to 10' or 11'. #2. No right-turn-only lanes along Upper Shoal Creek. Bikes shouldn't cross cars. #3. Reduce curb radiuses to minimum to force cars to slow down when turning. #4. Path under 2222 should be built no matter what.
4/9/19 5:41 PM	I do not believe that reducing Shoal Creek to 1 vehicle lane in each direction in order to increase bike lanes is a realistic approach to SCB. Additionally, there is an issue with rude cyclists who insist on riding side by side or in packs. Also, I don't believe re-routing cyclists to Great Northern is a solution as cyclists already use GB.

4/9/19 5:59 PM	Please make roadway more cycling and pedestrian friendly. Place bike sensors on the road at all intersections with already established traffic lights.
4/9/19 6:51 PM	Don't try to solve a problem that doesn't exist
4/9/19 8:31 PM	LEAVE IT ALONE!!!!!!!!!!
4/9/19 8:40 PM	Please quit doing things on our street that are against our wish. The City has wasted so much money on this street doing projects and then removing them. How about repairing the road and sidewalks??
4/9/19 9:03 PM	Stop using my tax money to give rich people convenient public places to store their expensive cars
4/9/19 9:26 PM	If anything, just replace the roads. They're not good for cyclists or drivers.
4/10/19 8:05 AM	I was driving west on Denson and a cyclist was in the driving lane instead of using the two way bike lanes on the opposite side of the street. I think this is a likely outcome of two-way bike lanes on one side of the street. The cyclists will want to be on the side that has the traffic flow in the direction they want to travel. Then the plan will be taking up valuable road space that will only be minimally used. In fact, all over town where bike lanes have been added, my observation is that they are often ignored by cyclists--especially downtown.
4/10/19 9:28 AM	i use this street several times a week.
4/10/19 10:02 AM	Please don't make any changes. The residents of the neighborhoods around Shoal Creek Blvd will not be happy. They use Shoal Creek Blvd as I do, which is for driving to/from our homes, parking outside our homes and neighborhood parks, and walking along the sidewalks. Adding a bike lane, while great for bikers who don't live here, would be extremely disruptive to the residents' everyday lives.
4/10/19 10:19 AM	I use these to commute from Cedar Park to downtown. . Configuration is ok, just repair roads.
4/10/19 10:18 AM	the 45th and shoal creek 4-way is always scary. It's hard to tell when cars or bikes should go esp since there are 2 lanes each way.
4/10/19 11:20 AM	Decrease radius of all corners so drivers are forced to slow down. Get rid of all slip lanes. BAN all right turns on red lights.
4/10/19 11:29 AM	I biked in to UT daily from Anderson High, using Shoal Ck. It was great. But I'm moving out of state, so I won't be biking in Austin any more.

4/10/19 11:36 AM	I could support Option Y, one-way protected bike lanes, if the City reconsidered if protected intersections are possible, while maintaining high-quality bike lane protection.
4/10/19 11:38 AM	A 2 way lane is extremely dangerous and alienates a large number of cyclists
4/10/19 12:00 PM	More signs directed toward cars that say "Share the road" or "Bikes have full lane" if there are no bikelanes available. I'm so tired of being screamed at, and even hit by cars and nothing happening.
4/10/19 11:46 AM	Whether you place sticks in the pavement or a separation curb, assure the width accommodates street sweepers. The other locations where sticks are the separation, too much (dangerous) junk is on the bike lane, leading to flats and other problems.
4/10/19 12:05 PM	the parks and outdoors access is one of the major reasons that Austin is such a popular city and why house prices in central Austin are so high - if biking / running/ enjoying these spaces becomes increasingly unsafe they will be a variety of negative consequences for the City, its residents and its visitors.
4/10/19 12:13 PM	I host a lot at my home and not having street parking would absolutely not be an option for us.
4/10/19 12:23 PM	Shared parking/bicycle lanes are dangerous! Also would not like faster bikes encouraged to drive in the traffic lane. This has become a problem on Great Northern with traffic backing up behind bicyclists using the traffic lanes.
4/10/19 12:28 PM	Maintaining bikeability of this route during construction is critical.
4/10/19 12:32 PM	we want 2222 underpass for bikes and peds
4/10/19 3:03 PM	Austin is missing a city-wide bike loop and these steps are essential to connecting communities across the city. This NEEDS to happen.
4/10/19 12:47 PM	I bike my child to daycare on Shoal Creek weekly. Would love protected bike lanes—particularly between Steck and 183!
4/10/19 1:04 PM	no more poles please. the city is full of them. cement like barrier better
4/10/19 1:08 PM	Two way bike lanes with barriers avoid car door openings which can be very dangerous
4/10/19 1:17 PM	I would support Option Y (one-way protected bike lanes) if the City went back and reconsidered if protected intersections are possible, while maintaining high-quality bike lane protection.
4/10/19 1:16 PM	I would support Option Y if the City went back and reconsidered if protected intersections are possible, while maintaining high-quality bike lane protection.
4/10/19 1:22 PM	Don't ever use two way bike lanes

4/10/19 1:27 PM	Avoid physical barriers that force bikes into traffic lanes, line on Rockwood
4/10/19 1:29 PM	The neighborhood will never be OK with a "no parking on both sides" option. So let's compromise so that bikes can get out of the terrible situation we have today.
4/10/19 1:37 PM	Two way bike lanes when there are driveways are very dangerous. Pedestrians need to not force cyclists into traffic by occupying bike lanes when they have other alternatives.
4/10/19 2:52 PM	I think this a tough tradeoff for all that use shoal creek . I would like it to be safe for parents to take their children out on their bikes and sidewalk and for people not to be able to randomly park in cycle lanes
4/10/19 1:59 PM	I commute by bike to work a few times a week from Anderson Mill to the state offices off of 49th. I am excited to see some of the proposed improvements to make my ride safer and be able to increase the frequency.
4/10/19 2:27 PM	I know the intersection is not on Shoal Creek but it is a messy intersection right before you get to the light at Shoal Creek. It's difficult enough as a driver sometimes ... even more so as a cyclist (of which I am both in that area)
4/10/19 2:13 PM	Shoal Creek Blvd is one of the most popular bicycle routes in the city, and very safe. Please don't spend resources here. Instead, use them in the many areas of town where cycling is really difficult because of the lack of infrastructure.
4/10/19 4:01 PM	It's not enough to 'build' a bike lane and then walk away. They need to be maintained and have all the debris from the road cleaned up!
4/10/19 2:50 PM	I'm a mother and ride with my two small children daily because riding a bike is our preferred mode of transportation. It makes us happier, healthier, and we help to minimize our impact on Austin's growing traffic problem. I'd like to see my city work to protect those that are truly doing their part to make Austin a more enjoyable place to live for all. If you can ride a bike, do it. Leave the roads for those that need them!
4/10/19 3:20 PM	For the second group of options: I listed option Z as top choice, but I might consider Y *IF* protection intersections were added into the plan.
4/10/19 4:02 PM	Protected bike lanes on Shoal Creek would be a blessing.

4/10/19 5:04 PM	The two-way bikeway configuration is not an all ages/all abilities facility. It will not be able to handle the volume of cycle traffic on Shoal Cr Blvd. It creates more uncertainty and danger when turning from the bikeway to head east or to enter bikeway from east, particularly when entering from an uncontrolled intersection such as Shoalmont at Shoal Cr Blvd. How would each of the alternatives deal with trash day/cans in the bikeway? (Concern was raised at December open house). At 38th, will westbound cars still be able to turn on 38th? Trail underpass at Northland/Allandale is worth considering as part of all alternatives.
4/10/19 4:52 PM	Shoal Creek Blvd. is a very poor choice for a "bike path" intended for all users because it is a busy street with 35mph speed limit, used by all sorts of residential and commercial motor vehicle traffic. Planners should look for another route, away from SCB.
4/10/19 4:48 PM	protected bike lanes are best
4/10/19 4:58 PM	We live on SCB & support the bikes lanes to insure safety.
4/10/19 5:44 PM	The city could look into some sort of driveway consolidation program to reduce driveway-cyclist conflict and driveway-pedestrian conflict. The city would have to help homeowners pay for driveway removal or offer some sort of tax breaks.
4/10/19 6:39 PM	Having lived on on a blind curve section of SCB for 26 years, several factors play into my no-build preference. 1. Most importantly, per your report, there has been no reduction in bicycle crashes since implementation on other streets. 2. SCB is an alternative n/s route to mopac and restricting motor traffic so cyclist can ride side by side seems to compound our traffic issues. 3. One side parking will promote jaywalking and pedestrian endangerment. 4. Speed is a nominal concern but recently I have witnessed cars passing each other going southbound on SCB coming off Northland. 5. Lastly, cycling shoal creek is MOSTLY recreational and i don't feel recreation should take precedence over motor vehicle traffic and homeowners being inconvenienced.
4/10/19 6:17 PM	Thank you!
4/10/19 8:32 PM	Please leave it alone. All previous efforts have failed.
4/10/19 8:39 PM	Keep Shoal Creek primarily for cars, not recreational cyclist passing through. Also, ban or place meaningful restrictions on e-scooters

4/10/19 8:39 PM	I think we all still remember the “traffic calming” experiment on Shoal Creek that caused more problems and was eventually removed. It seems to work as is. Improvements are always welcome, but not waste. Please be very thoughtful so we don’t see a similar problem again.
4/10/19 8:38 PM	keep chugging!...touch choices but must be addressed
4/10/19 9:15 PM	Crossing as a pedestrian at 45th Street has been very dangerous since forever.
4/10/19 9:14 PM	Bikers coming from Far West Blvd across mopac bridge and into dog/pedestrian park are dangerous with kids and animals running around.
4/10/19 9:22 PM	2-way bike lanes on one side of the street are very dangerous and confusing at intersections. What happens on garbage / recycling day?.
4/10/19 9:48 PM	Currently the bicycle lanes are making bike riding more dangerous because all the parked cars make bike have to keep weaving in and out of the car lanes. Something has to be done to restrict parking so bikes can ride safely. It will be less stressful for car drivers too.
4/10/19 10:22 PM	There is no compelling reason to make life more difficult for Shoal Creek residents or drivers!
4/10/19 10:38 PM	It's great to have safer lanes for cyclists and pedestrians. Even better to have smooth and continuous paths that are not even part of a road!
4/10/19 10:53 PM	Two-way bike lanes (where both lanes for bikes are together rather than opposite sides of the street feel much safer as both a car driver and a cyclist.
4/11/19 12:33 AM	The most vocal opponents of the bike lanes do not speak for me and there's no reasoning with them. Most properties have driveways. It is NOT a hardship to park in your own driveway, across the street. They seem to think they own the ROW.
4/11/19 6:27 AM	We live downtown in a condo without a driveway, garage or free on street parking (just 2 assigned parking spaces) with no problem so can tell you all the on street parking in the proposed area is unnecessary.
4/11/19 6:28 AM	Two-way bike lanes are not a feasible solution. Faster cyclists cannot remain constrained into that space... they will inevitably opt to use the vehicle lanes instead. This concern is less of an issue with one-way bike lanes.
4/11/19 7:13 AM	Buffers on all bike lanes, re-surfacing, 3-way stop signs at Silverleaf Drive

4/11/19 7:27 AM	Resurface all of Shoal Creek Blvd. It is a "roller coaster" and has some "filling - jarring" bumps on the portion of SCB that I use most often -- between Allandale/2222 and Hancock Dr. Stop trying to kowtow to the limited number of bicyclists who use this major transportation corridor almost exclusively for recreational use and often violate traffic laws in the process.
4/11/19 7:35 AM	Please leave our neighborhood alone. Every action the City has taken, whether it be zoning or street configuration, has been a detriment. Please concentrate on essential city services and quit wasting tax dollars on these types of projects. I would rather see our poorly maintained streets repaired before money is spent on these "glamour" projects. This is one of the reasons Austin property taxes are through the roof.
4/11/19 9:28 AM	Please avoid the plans that dictate "No build, keep existing conditions".
4/11/19 9:34 AM	I believe the way Shoal Creek Blvd. is configured now works best for everyone.
4/11/19 10:01 AM	Hope we could get this going for an alternative to get to work off 183
4/11/19 10:11 AM	We went through this over ten years ago with residents, the city, and national biking experts. Put in traffic calming islands and bike lanes. Then, after the fact, residents complained and all those things were torn down and the sidewalks the city said they couldn't build were installed. I have no hope that that same thing will not happen again. Everyone on Shoal Creek has a driveway and a garage. One side parking and bike lanes with sidewalks were favored then but residents appear to be very opposed to that idea.
4/11/19 10:40 AM	I feel two-way bike lanes create left turn problems for bikes at intersections. Two-way bike lanes take bikes out of traffic flow which commuters especially need to navigate at lights and busy stop signs. If two-way lanes are used, please include painted lanes to navigate turns at crossings to clarify for bikers and drivers.
4/11/19 10:54 AM	Add a traffic light at 45th and Shoal Creek. Lots of drivers on 45th do rolling stops and are impatient, especially during busier times of the day. Also, "commuter" cyclist are fine, but "sports" cyclist tend to not obey laws.
4/11/19 10:55 AM	Understand the mixed use of Shoal Creek. Residential needs bike lanes and pedestrian crossing where all intersections north of Anderson are too dangerous for pedestrians.

4/11/19 11:01 AM	Everything is working fine as is. No need to waste time and money changing things
4/11/19 11:10 AM	exisitng is accomodating to all
4/11/19 12:36 PM	Please proceed! This can be a wonderful community asset.
4/11/19 12:54 PM	My husband cycles everyday 5 miles one way to downtown. Please do everything you can to make his trip safe, and to bring him home to us safely.
4/11/19 1:11 PM	Thanks for making the survey available. I can't imagine that a parking ban on both sides of the street would be approved, but as a cyclist that plus protected bike lanes in both directions would be terrific.
4/11/19 2:12 PM	I have lived on Shoal Creek Blvd for 6 years. I witness the traffic and bycyclists daily. I support biking but it appears to me that most of the bicyclists using Shoal Creek and doing it for fun or sport and many times the bicyclists ride in packs and do not ride single file. I don't think we should redo Shoal Creek to support them and I think they are the main group complaining. I do however support bicyclists who ride to commute, ride single file and obey the rules of the road. Please don't let a group of competitive bicyclists take over Shoal Creek.
4/11/19 3:11 PM	I don't want any governmental entity telling me where I can walk, when I can walk. where to walk, where not to walk. I've been walking a long time and still on the feet God gave me.
4/11/19 3:32 PM	As a car and a bicyclists, I find bicyclists having to weave around parked cars dangerous.
4/11/19 6:06 PM	Please make it safe for bicyclists and pedestrians!
4/11/19 6:40 PM	I both commute down this street by bike and drive and park on this street to visit family. I think our growing cycling community needs to considered. I can deal with finding parking, it's a lot harder to deal with unsafe biking conditions.
4/12/19 6:13 AM	Adding additional restriction to motor traffic on Shoal Creek will complicated life for many residence and ensure further pollution due to lengthy idealing of cars stuck in traffic.
4/12/19 10:50 AM	Does anyone remember the idiotic "traffic calming" curb extensions that blocked the bike lanes in the late 90s or early 2000s? I hope someone lost their job over those.
4/12/19 10:57 AM	Let's try fixing the roads we have and sweeping trash before we spend money where there isn't a problem.
4/12/19 11:44 AM	Any bike lanes that are added should include widening the street to include them. Do not take away existing space for bike lanes.

4/12/19 1:27 PM	Anything that slows the cars down to at (or below) the posted speed limit would be helpful. I see cars driving at unsafe speeds (in terms of pedestrian and bicycle safety) on SCB literally every single day.
4/12/19 1:41 PM	I believe the residents of Shoal Creek and other Allandale Streets should have priority in this decision. It is our neighborhood, after all.
4/12/19 4:04 PM	It is totally unfair and unnecessary to remove parking. Are the residents not allowed to have guests or parties? It seems to work fine as is. I drive Shoal Creek often and at all times of day. If it ain't broke, don't fix it.
4/13/19 9:16 AM	Add elevated pedestrian crossing at all major intersections. If E is chosen, widen the protected bike lanes. No slip lanes. The path/trail under 2222 should be built regardless of the scenario. Widen pedestrian crossing paths. Shrink corner radii, especially at breaks in the protected bike lane (design speed should be less than 30mph). North of Foster, get rid of right-turn only lanes; the bike lanes should not cross car lanes like it does on EB Steck at Shoal Creek.
4/13/19 4:42 PM	2 way configuration puts cyclists in more danger because of cars from driveways and cross streets won't be looking for them.
4/14/19 9:25 AM	Cyclists do not utilize the right of way they have now.
4/14/19 11:44 AM	Bikes are fine but where do we put the cars, especially if we rezone to add density?
4/14/19 11:45 AM	Please, leave everything alone. As a resident that lives off of Shoal Creek, everything is fine. Those who bike do not appear to be residents .
4/14/19 11:47 AM	As a touring and recreational cyclist for 40 yrs, I am adamantly opposed to 2-way bike lanes. Cyclists need to be educated on how to ride with traffic and act in predictable ways. Drivers need education also. In regards to children riding bikes, SCB has sidewalks for them to safely ride on. SCB is a long-time neighborhood thoroughfare. It is not conducive to being a "trail" to accomodate all levels of cyclists.
4/14/19 2:03 PM	If you enforce 25 mph speed I think current set up is safe for feds and bikers, IF they follow the law. I use SCB at least 2 and often more times a day.
4/14/19 2:31 PM	Yes. Other then the tunnel under 2222, LEAVE SCB BE!!
4/14/19 8:30 PM	The pot holes and sink holes on Shoal Creek are a danger to vehicles and bikes.
4/15/19 8:52 AM	Any underpasses at intersection would be appreciated
4/15/19 9:17 AM	Leave it as is, please.

4/15/19 9:50 AM	The people that park on Shoal Creek do so bc they need to park their cars at home. I agree that Shoal Creek is tricky for bike riders bc of this, but you can't take people's home parking away from them. I don't see a compromise.
4/15/19 11:25 AM	please don't waste my tax-payer money on SCB. It's fine - it works. Let's save some \$\$ and solve some actual problems out there.
4/15/19 2:18 PM	please honestly share intentions - the "real plan" seems to be hidden during COA planing processes
4/15/19 3:19 PM	To be a modern city, we need to step up and modify infrastructure that was not designed with multimodal transportation in mind. We need to set an example that this could be done and that it can work well. A proper network of bike paths can make Austin a world-class bicycle commuting city. This would have myriad benefits, from health, to easing automobile traffic to general happiness of the population. Change needs to happen in steps and this is the next step.
4/16/19 9:48 AM	install bike lane underpass at 2222 and shoal creek
4/15/19 4:09 PM	Who/why lobby to spend \$\$\$\$ when can't fix car highway, so don't mess with what currently works. Who bikes in the heat anyway--enthusiasts bike early AM when cool.
4/15/19 6:25 PM	The creek area near the post office has a homeless encampment. Shopping carts in the creek and along the sidewalk. They recently closed the post office overnight because the homeless people were sleeping inside overnight. Cooking food in there etc. I used to have to go in there in overnight hours because of my work schedule, it seemed dangerous - so I don't blame the post office. I blame the city of Austin for allowing these encampments/ trash along the creek!
4/15/19 9:13 PM	let's not waste more money on Shoal Creek "improvements" only to later tear them out!
4/15/19 10:47 PM	My children currently ride their bikes to Highland Park Elementary. I hope they can continue to ride their bikes to school as they move on to middle school at Lamar, however I would not feel safe with the current crossing conditions at 2222. An underpass for the bike lane on SCB at 2222 would be a huge safety improvement.
4/15/19 11:16 PM	my highest priority is making 2222 more cross-able
4/16/19 8:03 AM	The city has enabled bicycles to be able to not follow safety rules and be mean to people in cars. Allwung them to ride in car traffic during rush hours is not safe They don't move over and actually that's the law in Austin

4/16/19 8:04 AM	Consideration to both bike and car. Design so that bikes cannot get into car lane and cars can't get into bike lane. Too uncomfortable to ride a bike with large number of cars using this as a thoroughfare
4/16/19 8:06 AM	Add sidewalks on both side on upper Shoal Creek where they don't currently exist.
4/19/19 10:18 AM	Consider a light at 45th and Shoal Creek Blvd. Also, cut-through traffic in all these neighborhoods is a serious problem in all these neighborhoods as drivers switch to residential streets when intersections back up.
4/16/19 8:19 AM	Bike/per underpass would be great at Koenig/shoal creek intersection. It's a dangerous place for bikes and peds
4/16/19 8:17 AM	Increase green arrow length at Shoal Creek & Northland
4/16/19 8:43 AM	At the very end of Shoal Creek the new bike lane under 183 is one of the most dangerous areas to bike in Austin. Sadly I will not be surprised when someone is killed there.
4/16/19 8:49 AM	Has there been any discussion about using speed tables?
4/16/19 8:59 AM	Please do something about this extra-wide crossing at 38th and Shoal Creek. I was hit by a car, one year ago (tomorrow), on 39 1/2 St, and this crossing scares me. Too many close calls, there.
4/16/19 9:18 AM	I have tried to avoid shoal creek since you put those bike lanes in. The bikers are not willing to stay in their lanes and it is a traffic hazard. Shoal Creek is too narrow for the way the bike lanes are set up now. It is a beautiful street not to be able to enjoy the nature that it has offered for so many years.
4/16/19 9:18 AM	I have tried to avoid shoal creek since you put those bike lanes in. The bikers are not willing to stay in their lanes and it is a traffic hazard. Shoal Creek is too narrow for the way the bike lanes are set up now. It is a beautiful street not to be able to enjoy the nature that it has offered for so many years.
4/16/19 9:34 AM	Cyclists use Shoal Creek Blvd infrequently and only in fair weather. None was out Saturday in the rain or wind, for example, but we still have to get out of and back into our neighborhood. I can't understand the reason for giving over our primary route to Austin to occasional users. When I see a bike club cleaning the creek after a storm, or planting trees along the creek's banks, or even obeying stop signs, I'll be surprised.
4/16/19 9:38 AM	A physical barrier for cyclists and pedestrians is critical as people ignore the painted lines when driving

4/16/19 9:56 AM	I think the 2-way protected bike lane allows a whole new demographic that is not the current users to access Shoal creek and use it for commuting, both to schools and work. However more care needs to be taken for 2-way bike line on 45th street as it seems too dangerous as proposed for children.
4/16/19 10:12 AM	45th & Lamar needs a TRAFFIC LIGHT - not just a pedestrian crossing. The remainder of SC needs to be outfitted w periodic speed limit monitor signs (the ones that show how fast you are going) and everybody needs to SLOW DOWN especially when there are pedestrians and bikes around.
4/16/19 10:04 AM	I forgot to mention: Is there anyway the 2-way protected bike lanes can be extended from just 5 feet each? Or at least allow double-wide or passing lanes every now and then where road conditions permit?
4/16/19 10:15 AM	Traffic laws for bicycles need to be enforced
4/16/19 10:21 AM	More bike walk friendly
4/16/19 10:34 AM	The stretch of 183/Research west from Burnet is impassable. Pedestrian only access between Shoal Creek Blvd and United Dr would help alleviate this. It's a very roundabout route to walk from Shoal Creek to Burnet just so you can cross 183 on foot.
4/16/19 10:44 AM	yes. I commute every day and use Shoal Creek. It is fine the way it is. I also take Georgian Rd and the changes made for bicycles are HORRIBLE. It was much better before they did anything. Now the bike lane is full of debris because the cleaning trucks can't get in there. I now ride on the road with the cars instead of the bike lane. Also they put a white pvc barrier in the 1st protected passage so bikes cannot go through. What is this for? It used to be wide and safe. Now it is narrow, crowded, and unsafe. Please do not do that to Shoal Creek!
4/16/19 10:49 AM	Ten to 15 years ago parking islands were installed on parts of Shoal Creek, these made for dangerous conditions for drivers, pedestrians and cyclist. Don't repeat those poor design flaws.
4/16/19 11:28 AM	dog waste stations and water fountains along lower portion of shoal creek 38th - anderson would be nice
4/16/19 11:35 AM	Thanks for asking us to participate in this survey
4/16/19 12:09 PM	I live near shoal creek blvd but not directly in the neighborhood. I don't bike often right now because I feel u safe on Shoal Creek. I would bike much more often if I felt safe. The streets belong to the whole city and has potential to be a major game changing bike route. It would be a shame if a few who live nearby derail that.

4/16/19 12:20 PM	Shoal Creek Blvd is working fine. Spend the money where it is needed, not here.
4/16/19 1:17 PM	I regularly bike on Shoal Creek Boulevard and honestly can't see the need for additional changes. This feels like one of the most bicycle friendly stretches of road I use. Everything seems to work well, though the stop sign, rather than a traffic light at 45th has never made sense to me.
4/16/19 1:12 PM	For gods sake quit messing around with Shoal Creek!
4/16/19 2:08 PM	I don't think 2 way bike lanes make sense. It seems more likely for a car to miss a bike coming from a direction they're not used to checking
4/16/19 2:26 PM	it's a tough project but an important one for safety. thanks for working on it!
4/16/19 2:41 PM	cyclists do not repeat traffic laws, problem for everyone
4/16/19 2:41 PM	It would be better if you actually built a hike and bike trail - instead of trying to retrofit a street.
4/16/19 3:03 PM	I am very concerned about pedestrian safety with parking on one side of Shoal Creek only
4/16/19 5:08 PM	Access to BURNET ROAD due to many potholes has made driving on Burnet dangerous. How will the Shoal Creek is seriously affecting seniors
4/16/19 5:14 PM	i) 2-way bike lanes are terrible on most streets, would be awful on SCB. ii) SCB works fine as is, including for my kids, because there are sidewalks the entire way for kids on bicycles (spend money to annually improve the sidewalks!!). iii) You can't remove parking on both sides, that's insane. iv) The section Foster to Anderson needs to be taken separately because of the amount of traffic it sees northbound during morning rush hour.
4/16/19 5:10 PM	I have major concerns about safety for people and animals with congested parking on one side of Shoal Creek or even more congested side streets if no parking is allowed.
4/16/19 6:00 PM	I like the idea of pedestrian/bike bridge under 2222
4/16/19 6:01 PM	For lower Shoal Creek, leave as is, but resurface so bikes don't have to avoid potholes and do better signage so parked cars are more aware of bikes.
4/16/19 7:15 PM	we have already had a child killed on Oakmont and Bull Creek- you guys gotta start doing something about the traffic for Shoal Creek, Bull Creek, Oakmont and Lawton. All of these streets are being used for folks to avoid Mopac and they are speeding. We have no sidewalks- and I would like to see some put in so we can walk our dogs or jog with a baby stroller without getting killed.

4/16/19 8:37 PM	Give cyclists tickets for breaking the law (e.g., running stop signs, traveling in a pack, especially during evening rush hour)
4/16/19 8:45 PM	I ride my bike on Shoal Creek Blvd several times each week. I think it generally works quite well with the exception for how the bike lane disappears at 2222. That intersection needs a more bike friendly solution.
4/16/19 9:23 PM	Generally prefer the 2 way bike lane proposals. Too many houses rely on street parking in these neighborhoods.
4/16/19 10:07 PM	Leave SCB as is with these non-structural modifications, realizing that racing bike groups often present a hazard to pets, children and pedestrians: Make bike lanes safer by double-striping the edges near the vehicle lanes; limit bike speeds to 15 mph (mark mph limit on asphalt and with street signs); require a fee-based permit for any bike racing activities; post no-parking and no-passing signs on the 'blind' curves; require that bikes stay in bike lanes except when moving around a stationary object or in an emergency; post signs requiring bicycles to stop at stop signs and pedestrian crosswalks.
4/16/19 9:56 PM	Leave Shoal Creek Blvd the way it is.
4/16/19 10:21 PM	This neighborhood has mainly 1 car parking/garages. Please note that the residents pay high taxes and should be able to park in front of their own home.
4/17/19 8:02 AM	plan seems cheap / short sided. Why not build a real trail as protected / established downtown to 38th or like Katy trail others in big cities
4/17/19 7:56 AM	Please leave the current configuration as it is on Shoal Creek. The street is crowded enough as it is and is the north/south route to several hospitals in the area. Additonally, what will a new configuration due to those who have homes on Shoal Creek?
4/17/19 8:08 AM	Important to address light needed at 45th and Shoal Creek
4/17/19 9:02 AM	Shoal Creek is a major thoroughfare for vehicles and should not be used for recreational biking. It is way too dangerous for that. I rode my bike on the road one time. I spent an hour breathing exhaust fumes and dodging traffic. Not fun. Never did it again and never will.
4/17/19 9:23 AM	side walk needs to be added to 45th on the south side at Shoal Creek

4/17/19 9:40 AM	Sharrows for the whole length of SCB. With signage in addition to the painted-on sharrow markings. Why has this option not been mentioned by the "bike advocates"? Because SCB is a political football, with the "anti-car" folks wanting to muscle as many motor vehicles off SCB? SCB is a really poor choice for a bike route catering to all ages and abilities, given the ROW width as-is. 35mph traffic with blind corners, very poor choice but POLITICAL for sure.
4/17/19 10:15 AM	I do not live on Shoal Creek, nor do I ride a bike; however I am generally opposed to construction such as on Hancock near the cemetery UNLESS people who do live on Shoal Creek and who do walk and bike on it feel it is necessary.
4/17/19 10:25 AM	Leave shoal creek blvd alone! The city has already tried 2 other "revamps" in the past that were horrible! Quite fucking with shoal creek!
4/17/19 10:24 AM	Thank you
4/17/19 12:12 PM	I would prefer these resources be utilized in other areas of Austin. This goes through one of the wealthier areas of the country where people already have safe/reliable transportation. Many people already feel 1 - Very comfortable on Shoal Creek (riders and pedestrians), but other areas of the city need much more help. Do we really just want to make rich, white people feel a fraction better, or do we want to utilize these resources to truly effect change in the city?
4/17/19 12:14 PM	As a bicyclist, I believe that removal of parking near and around bike lanes is the safest option when it comes to upgrading current bike conditions. And, to prevent aggression against bicyclist, a protected/wider bike lane is ideal.
4/17/19 1:38 PM	Shoal Creek is a major bicycling throughfare. The first time I drove on this street, I did not understand the shared parking/biking space. In fact, I biked for quite a while down Shoal Creek before I finally understood what was going on. Please fix this. Protected infrascture for pedestrians and bicyclists are needed here. Thank you.
4/17/19 2:25 PM	I don't see anything in this that makes the blind curves safer for drivers attempting to get out of their driveways. If there is two-way bicycle traffic right at the curb, exiting those driveways will become even more dangerous.
4/17/19 2:32 PM	I believe that it does not make sense to have lanes devoted to bicyclists when there is a cue of traffic 5 blocks long backed up because there is only one lane for cars.

4/17/19 2:29 PM	The only reason Shoal Creek can be problematic is because MoPac becomes a parking lot during high traffic hours. Improvements to traffic flow around Mopac would relieve stress on Shoal Creek and other residential surface streets.
4/17/19 3:45 PM	New pavement
4/17/19 3:48 PM	Additional police ticketing speeders greatly appreciated!
4/17/19 5:00 PM	More pedestrian bridges crossing shoal creek would be wonderful
4/17/19 5:03 PM	With the curves of the road on Shoal Creek, too many cars too often do not stay in the lane, and wander into the bike lanes. It's quite dangerous during the day!
4/17/19 5:31 PM	Shoal creek works just fine as it is and has for years. It's a complete waste of the tax payers money. Repave the roads instead.
4/17/19 6:01 PM	There is absolutely no reason to add MORE bike lanes, there is already two huge bike lanes that are nearly bigger than the lanes for driving a car in.
4/17/19 6:19 PM	There are also many unsafe neighborhood streets around this area that will become more dangerous with the Grove construction. Jackson Avenue needs speed bumps, Bull Creek Road needs additional pedestrian crossings and pedestrian protections for streets like Oakmont, W 40th, and W 41st!
4/17/19 7:50 PM	Please prioritize vehicular traffic
4/17/19 9:27 PM	Why ruin a lovely boulevard and deprive property owners of the parking for visitors and trades people.
4/17/19 9:24 PM	as a driver, i believe that protected bike lanes are safest for both cyclists and drivers as there are clearly delineated space for both on the road
4/18/19 12:17 AM	Survey all users of the roadways, mainly drivers. The unpredictability of the bike lanes is difficult on the heaviest users of the streets, car drivers. Bike paths should be placed on the least trafficked roadways, not the major driving thoroughfares. Bikers may have longer, less direct paths of travel, but results in the highest safety and the lowest impact to vehicular travel.
4/18/19 8:41 AM	Please repave Shoal Creek. It is a terrible surface for all.
4/18/19 10:29 AM	IMO, the biggest current challenge on Shoal Creek is long stretches of relatively straight road, where drivers look at their phones and/or speed. Don't like suggesting this, but a few stop signs might help. Or, APD could actually enforce the hands free law? When I ride, at least 1/3 of drivers who pass me have a phone in their hand... irresponsible and scary.

4/18/19 10:58 AM	Count people moving on the street by mode of transportation. Utilize the space to move the most people through the corridor. Don't make it like Justin Lane, there are very few cyclists on the street and lots of cars. The space for the cars is too narrow, so it's dangerous for drivers and people who park on Justin while there is a lot of road space wasted by being infrequently used. Stop making decisions based on some future cycling utopia and build for current realistic needs. It's close to 100 degrees for 4 months per year, a vocal minority will still cycle during this time but most people do not. Build to suit most people, not to satisfy the vocal few.
4/18/19 10:34 AM	Virtually all of the bikers on Shoal Creek are recreational, so I am dismayed as a taxpayer that we seem so willing to disrupt compromise other peoples/homeowners rights to accommodate them.
4/18/19 12:34 PM	no changes
4/18/19 1:14 PM	Two way bike lanes are a bad idea for Shoal Creek
4/18/19 1:27 PM	Adding this would allow me to bike to work safely without having the hassle of Mopac
4/18/19 1:40 PM	Please NO two-way bike lanes on a residential street! Too many elderly people live on Shoal Creek and pulling out of driveways will be more difficult if the have to watch for bikes coming from both directions on the same side of the street.
4/18/19 1:49 PM	Protected, one-way bike lanes should always be the first choice.
4/18/19 2:00 PM	Bring more protected bike lanes to Austin!
4/18/19 3:12 PM	This area needs protected bike lanes and intersections. Please make this street safe for bikers, walkers, scooters, and non-car drivers.
4/18/19 3:14 PM	Protected bike lanes are the best bike lanes!
4/18/19 3:52 PM	Thank you for thinking in the future! Green and healthy solutions for our amazing city!
4/18/19 4:04 PM	Your focus is all about bikes, which I love, but are impractical for Austinites to commute with half the year, especially at this distance from downtown/UT. And it's only focussed on Shoal Creek Blvd, ignoring Gr Northern Blvd being part of the picture..
4/19/19 2:30 PM	Regardless of what plan is implemented, driving speeds on Shoal Creek BLVD need to decrease. I propose setting the upper speed limit to 25 MPH and adding speed bumps on Shoal Creek BLVD to enforce slower speeds.
4/18/19 7:26 PM	keep bicycles off the main street such as shoal creek
4/18/19 8:32 PM	Post more signs for Cars and bicycles to be smart

4/18/19 9:43 PM	I would commute to work down town from my home right off shoal creek and Hancock if I felt safer about my route
4/19/19 4:15 AM	Eliminate right turn only lanes and allow 2 cars to proceed from stop signs where road is wide enough
4/19/19 10:46 AM	Protected bike lanes on a road with a substantial number of curb cuts and other unsignalized intersections make cyclists less safe.
4/19/19 11:54 AM	The daily bicycle group that drive their cars from elsewhere to gather and to bike on SCB, do not obey signage or traffic laws. They are generally entitled, obtrusive and rude
4/19/19 1:12 PM	Do not prioritize parking over safety!
4/19/19 1:41 PM	Won't use 2 way bike lanes, prefer the road. Do not like protected bike lanes. Bike lanes on Georgian drive are totally useless due to bollards at speed humps and trash in bike lane.
4/19/19 2:29 PM	I use Pedernales St daily on the East Side. That street has the two-way bike configuration. It is a terribly dangerous design! I say this with years of experience commuting with these type of bike lanes. Turning is a nightmare for cyclists and very dangerous. As a cyclist, you have to stop and block the entire bike lane to turn. Then you have to keep an eye on cars coming both directions at the same time. Drivers are also frustrated because they don't know what you want to do. Everyone is confused with this design. On one side of the bike lane, in order to turn right, you have to pull into on coming traffic and then merge with another lane of traffic. It's insane. PLEASE STOP IMPLEMENTING THESE! The people that use them, hate them. Thank you for asking for our input!!!

4/19/19 3:08 PM	<p>1) Night time is a critical concern for both motorists and cyclists. Horizontal alignment gives less than adequate headlamp coverage and increases risk factors for all modes. 2-way cycle track would be the better alternative at night. Supplemental bikeway lighting might be needed. 2) Parking is not a long term problem. House set back minimums provide significant parking space. Many homeowners have elected to convert their interior parking and garage space to other uses that may or may not be permitted uses. I do not want to subsidize private storage in garages by providing public roadway space for private choices. 3) Driveways will become less of a problem long term. Reverse cameras are now mandated on new cars and enhanced detection and alerts of cross traffic is already available. Consolidating bicycle traffic on a 2-way bikeway takes backing risks from about half of the driveways. Nothing prevents drivers from backing into driveways and manifests similar modal safety benefits as reverse angle parking.</p>
4/19/19 3:38 PM	<p>Your work on this has been phenomenal - a huge thank you! The information presented was clear and thorough and the proposals have been excellent. Additional suggestions: Retime signals on SCB to shorten pedestrian waiting times. Make the 2-way bike lane concrete-barrier-protected along the entire stretch of SCB. Narrow the west-side parking lane to make the 2-way bike lane wider. For SCB between Foster &amp; 183, install a protected 2-way bike lane on the west-side with a concrete barrier that includes shade-producing trees, and a protected 1-way bike lane on the east side. Make sure all major intersections are protected, including between Foster Ln &amp; 183.</p>
4/19/19 3:43 PM	<p>I grew up in 78757 and really wished that cars couldn't park in the bike lanes. It made it dangerous for me to learn to drive because of the bicyclists having to be in the car lane. It was also dangerous for me, as a little kid on a bike for so many years. I've driven, walked, and run on Shoal Creek and I think we should find a way for everybody to be able to enjoy it. The more we encourage cars in this town, the more cars there are gonna be. I say we do what we can to keep Austin from getting even more polluted and make it safer and healthier at the same time.</p>
4/19/19 8:07 PM	<p>Crossing with lots of parked cars to get to residence will be unsafe.</p>
4/19/19 9:17 PM	<p>I agree with eliminating parking on the west side of Shoal Creek only in areas where there are no homes and only during daytime business hours. People need places for guests to park in front of their homes.</p>

4/20/19 10:06 AM	The most intuitive designs are generally the best. I would caution that only looking at flow on paper does not necessarily work in practicality. Some intersections along Shoal Creek Boulevard, such as Shoal Creek Boulevard and Greenlawn, could be reconfigured as a roundabout. It would create single streams of traffic from all directions and slow traffic through the intersection making traffic more predictable.
4/20/19 9:50 AM	I am prioritizing changes that make cyclist and driver behavior predictable to one another. While the 2-way buffered bike lane protects cyclists in some ways, I am not sure if drivers backing out of driveways or crossing intersections will be looking for cyclists coming from both directions. But I do like the trailside underpass at 2222, even though Alt E is not my favorite. I like bike lanes buffered with something other than the white bumps (we have those in my neighborhood and I'm not crazy about them as a driver or cyclist).
4/20/19 9:21 AM	7am to 7pm weekday parking restrictions sounds like a nice compromise but it benefits only a small portion of cyclists. Most are riding on the weekends or later in the evening (in summer when biking is more common). 24 hour parking restriction is better
4/20/19 10:00 AM	I live close to Shoal Creek & see it as a major asset. I like all the bikers & pedestrians (but also need to drive down it to get to work). I get annoyed with the bikers while driving but also hate to change it just for the sake of change. In some places, I think only minor changes are needed.

4/20/19 10:12 AM	<p>I appreciate that all of the wealthy, white transplants who develop apps from their home office and can recreationally ride a bicycle that costs more than my car have been very vocal about bike rights, but they aren't seeing the full picture. They just want whatever it is they want in the moment without maintaining any consistency in their positions. I don't commute on or ride a bicycle recreationally, but I do agree that more people in Austin should. However, doesn't this move toward urbanization compliment similar efforts, such as CodeNEXT? Well, the yuppies in Allandale who just moved here in the past 5 years seem to think that this would lower the property values on their new house. But when it comes to bikes on Shoal Creek, suddenly the good ole fashioned car is the enemy. I would love to ditch mine, but that is not feasible considering Austin's severe lack of efficient public transportation and its increasing sprawl, as opposed to higher density city that lends itself to public transport and bike riding. I'm sorry that a bike trail goes down my street, because I can assure you that these bike riders have no where to go. They bike in packs for the fun of it, and then expect me (I actually live on Shoal Creek) to find a new place for my car to make room for their evening activity. I have roommates and not enough space in the driveway to make this accommodation. Here's what I propose: I'll sell my car and hand the whole &lt;&lt;REDACTED&gt;&gt; street over to the Lance Armstrong wannabes if they quit being selfish for one moment, think of those less privileged than them in the city they claim to love, and vote for the next iteration of Code NEXT that will increase the density and transportation options of our city and reduce our reliance on motor vehicles. In the meantime, I will continue to put up with the d-bags that already think they own the road on their 5k bike and who slap our cars and curse at us for parking on OUR street in front of OUR house. Maybe they can at least lay off the 'roid rage until the next vote.</p>
4/20/19 5:51 PM	The ANA does not speak for me even though I live here. Thank you for the opportunity to communicate directly.
4/20/19 9:46 PM	I wish there was a way to enforce the speed limits, perhaps even lowering to 2 MPH. I think speed is the problem! Narrowing traffic lanes would increase the danger.
4/20/19 10:11 PM	I'm much more likely to use protected bike lanes.
4/20/19 11:47 PM	Leave our neighborhood alone!!!!

4/21/19 4:14 PM	We've been through changes like the ones proposed before. And in every case it was decided AFTER they were implemented (at great cost to the city) that the current layout (option A) is best. I ride a bike the entire length of Shoal Creek every week and to me there is no need to restrict parking. It's rare that parked cars pose any problems to bikers. Problems that do arise are mostly due to bikers not staying in the lanes provided (i.e., the shared parking/biking/running lanes). I live one block off Shoal Creek (Greenhaven Drive) and have a much better perspective on these issues than others who are only transient users. Let's let the decision be based on local residents' input, not special interest groups from other parts of the city!
4/21/19 6:47 PM	Speed of the cars on SCB is what needs to be addressed.
4/21/19 7:09 PM	Corners on upper shoulder creek by north shore park are dangerous.
4/21/19 8:33 PM	Make SCB bike lane one way in either direction and make GNB and one way bike lane in the opposite direction. Starting at Foster Lane, extend GNB hike and bike trail all the way to Anderson, and, if possible, extend it all the way to 183
4/21/19 10:53 PM	I go to church at St John's UMC on Allandale and frequently ride to church for service or meetings. I would bike more if Shoal Creek bike lanes were buffered
4/22/19 9:07 AM	I do not understand why the City is constantly attacking our neighborhood, whether it be CodeNext, Rosedale School and zoning change to add a medical facility or to clog the roads with dedicated bicycle lanes.
4/22/19 10:20 AM	Remember the last improvement tried on Shoal Creek Blvd. It ended in a waste of money and return to the original plan.
4/22/19 12:45 PM	Either option D or E would be good. Protected bike lanes are needed for bicyclist's safety. It will improve neighborhood quality and cars will slow down just a little bit.
4/22/19 1:49 PM	Plan to add signage to instruct the militant bicycle riders that the lanes are for multi-purpose and they MUST share with pedestrians.
4/22/19 2:29 PM	Not now
4/22/19 2:40 PM	Remove all parked cars from the street.
4/22/19 2:49 PM	Let's do this!
4/22/19 2:46 PM	It's not a problem now.
4/22/19 2:53 PM	Shoal Creek is a key fitness corridor for Austin so anything we can do to preserve is important for safety and overall health of the community.

4/22/19 2:51 PM	The 2 way bike lanes are incredibly hazardous for faster cyclists. Please make sure that any plan includes sharrows so vehicles respect a cyclists right to use the car lane if safer.
4/22/19 2:52 PM	All traffic lights should be sensitive to bikes and not require a car to change the light.
4/22/19 2:54 PM	not at this time
4/22/19 2:58 PM	Ideally it would be good to go back to the way things were twenty years ago.
4/22/19 2:55 PM	thanks for working to keep Austin bike friendly and safe.
4/22/19 2:59 PM	Where can I get laws for bike riding on Farm to Market Roads and how to handle sharing roads with cars
4/22/19 2:59 PM	We need bicycle lanes that are safe. I drive, but I recognize that cycling and burning calories instead of driving a car and burning fuel, is better for the environment, better for our health, better for our wallet and can be a fantastic option for those that do not currently hold a drivers liscense.
4/22/19 2:58 PM	We need to be doing more to protect all cyclists in this city. Too many people are dying on bicycles every year. So many of us ride bikes for recreation, but there are also a significant amount of commuters in Austin as well.
4/22/19 3:07 PM	Two way lanes are a bad idea. It causes too much confusion for everyone (riders and drivers).
4/22/19 3:04 PM	2way single bike lanes are lame and do not accomodate large group rides who are dependent on SC
4/22/19 3:10 PM	I am not a fan of two bikes lanes being on one side of the street. I think it adds user conflict (some riders will choose to ride on street rather than in bike lane), requires riders to change lanes to turn either right or left, and I think it will confuse people on streets with no markings or a single bike lane on each side. Keep bike lanes flowing with traffic on each side of the road. Thank you for moving this forward and hopefully making some improvements to this corridor.
4/22/19 3:09 PM	Thank you for your work. I have been racing and commuting on bikes for 33 yrs. I believe that protected bike lanes provide the highest visibility of cyclist. If you have them on only one side of the street, people can still park on the other side
4/22/19 3:20 PM	The underpass at Northland and Allandale seems good.
4/22/19 3:18 PM	Keep it as it is. Whatever else you do will make it worse.
4/22/19 3:22 PM	better bicycle infrastructure means more bicycle commuters and less cars on the road-- which Austin badly needs!

4/22/19 3:25 PM	I live in northwest Austin but work around UT campus. I would love to ride to work instead of drive, and Shoal Creek is the only ROW corridor that could reasonably work, but unless some form of dedicated bike lane(s) exist it's never gonna happen. I've seen too many cyclists nearly get hit when they have to swerve around the parked cars.
4/22/19 3:24 PM	Not at this time
4/22/19 3:39 PM	As a cyclist, I wonder why runners feel the need to run in the bike lane rather than the sidewalk. The shared lane options would be dangerous if that were to continue.
4/22/19 3:52 PM	I personally am fine with the existing conditions on Shoal Creek, and in fact rode it today. However, I understand that under experienced riders need to be considered. I also believe that we need to be considerate of non cyclist residents, as they do vote, and anti-cyclist backlash should always be a consideration if we want Austin as a whole to continue to improve as a bike friendly city.
4/22/19 3:56 PM	As long as Shoal Creek Blvd is kept well-paved, I see no need for change. The new plans do nothing to accommodate large cycling groups, who will still need to be in the travel lanes. Parking on both sides is needed!
4/22/19 4:04 PM	I am a homeowner who lives within one block of Shoal Creek Boulevard. Homes on Shoal Creek have garages and large driveways. They do not need to be able to park in the street. Alternative D makes sense to me for the future of mobility in Allandale and Austin.
4/22/19 4:06 PM	cycling friendly is very important
4/22/19 4:16 PM	Love protected bike lanes!
4/22/19 4:34 PM	The city needs to crack down on cyclists who do nit obey the road rules. They rude 3-4 people across impeding car traffic. Drivers are in the bike lane on Bull Creek. These all make it hazardous for cyclists who are commuting on these primary east/west bike lanes. People who live on these streets hate cyclists because they ignore traffic laws.
4/22/19 4:29 PM	the street is for sharing, not for people to park and use like they own it.
4/22/19 4:33 PM	Due to the family neighborhood, there needs to be differentiation and options for both recreational cyclists and children/families. There will also be strollers/walkers utilizing the lanes, as the sidewalks on Shoal Creek are uneven and overgrown in many places. Need to avoid recreating some of the pedestrian issues that we've had on Great Northern.

4/22/19 4:32 PM	I don't live inner Austin, but I ride these roads with friends who do.
4/22/19 4:39 PM	No need to spend money on this one, shoal creek is fine as is. I'd rather see the effort put to other uses, like a bike lane on 2222 or a protected bike lane on 360.
4/24/19 7:35 PM	Please replace the light at Hancock and Shoal Creek. It promotes speeding, and is really dangerous.
4/22/19 4:40 PM	more separation between bikes and cars is better
4/22/19 4:51 PM	I have lived in Brentwood for 25+ years. Drive to work on SCB. Ride on SCB 5-10 times each month. I am happy with the current bike lane on SBC.
4/22/19 4:59 PM	A two-way protected bike lane will help to improve the security for all, pedestrian, cyclists, and cars. Protected two-way bike lanes do not encourage cars to park on them while they are waiting for someone to get in the car or do a quick stop for texting.
4/22/19 4:58 PM	I cycle Shoal Creek often and have had no issues. I'm not sure what "problem" you are trying to fix with this initiative.
4/22/19 5:01 PM	Run the bike lanes up t the Domain - so many new tech companies opening offices there.
4/22/19 5:44 PM	I don't live there but I think that removing/restricting parking is not fair with the current residents
4/22/19 5:48 PM	no thanks
4/22/19 6:08 PM	It is important to have prtotedected bike lanes.
4/22/19 6:08 PM	Protected bike lanes oftne ignore the risk of "door zones" - those are one of the leading causes of accident in "protected lanes"
4/22/19 6:24 PM	Keep Shoal Creek Pedaling! Thanks!
4/22/19 6:46 PM	We need this area to have protected bike lanes, period.
4/22/19 7:05 PM	Two-way bicycle lanes are the worst idea ever! They are dangerous. Cyclists collide, and drivers forget that they need to look for cyclists coming in both directions on one side of the street. One way bike lanes one each side of street, flowing with traffic, is a much safer option.
4/22/19 7:25 PM	When I've biked to work with a coworker, it is easy to let your guard down when there is no conflict. However, then it feels unsafe when you have a car coming up behind you and parked cars on both sides. Any of these alternatives would be a welcome improvement
4/22/19 7:33 PM	Build it and they will come
4/22/19 7:49 PM	Protected bike lanes with a barrier between traffic is preferred. Make Shoal Creek less attractive to drivers and more attractive to other types of traffic.

4/22/19 8:21 PM	Cyclists do not like two way bike lanes - dangerous
4/22/19 8:33 PM	thank you for thinking of us!
4/22/19 10:54 PM	Thank you for asking my opinion
4/22/19 11:30 PM	Leave it alone. Drive down Rockwood and see how crazy driving/cycling gets when the city messes with major roads.
4/23/19 1:06 AM	I don't see anything but a protected bike lane as a improvement. Anything else is a waste of money. I think it should stay as is.
4/23/19 6:12 AM	Thanks for making safe bike lanes
4/23/19 8:16 AM	MAKE AUSTIN BIKE FRIENDLY
4/23/19 8:48 AM	We have a place in Ft. Collins and like underpasses, not sure if that's realistic in Austin
4/23/19 8:49 AM	I feel like a better way to make SC safe would be to put a cement pedestrian trail along side MoPac (woulda been nice if they had just built it that way during the 4 year renovation)
4/23/19 1:19 PM	I cycle ~9,500 miles a year. I think 2-way bike lanes are confusing (and therefore potentially dangerous) for cyclists and motorists.
4/23/19 3:27 PM	For fitness-related riding, two-way bike lines as implemented in Austin are a disaster. They are dirty. Cars have a hard time seeing riders. It's disconcerting being in the lane riding against traffic.
4/23/19 8:10 PM	I dislike incusion of physical barriers or buffers. Painted barriers are fine.
4/23/19 8:10 PM	As an advanced rider I prefer one way bike lanes for myself but I understand that others prefer two way
4/23/19 8:28 PM	I'd like a safe way ro bike to school
4/23/19 9:52 PM	Speed bumps along ShoalCreek
4/23/19 10:03 PM	Current bicycle lanes take nearly half the street width. The most predominant problem is with the bicycles riding on the edge of the bike lanes, forcing the cars over the yellow lines. The bicycle lanes need to be narrowed to allow cars to travel in each direction, without having to cross the yellow lines.
4/23/19 11:03 PM	Shoal Creek Blvd has always been the boardwalk that has historically connected many of the beautiful parks along and off the creek. Please keep this neighborhood street family, bike, and pedestrian friendly. One of the few treasures left in Austin where parked cars do not interfere with quality of life:-)
4/24/19 3:43 AM	Keep scooters out
4/24/19 8:42 AM	Impressed with the research and presentation of options.
4/24/19 9:07 AM	Think of roadway, to bicycle lane, to sidewalk transition that do not pose challenges to getting to cross walk buttons, curbs that impede, etc.

4/24/19 11:20 AM	put raised divider in 2 way bike lanes to encourage large groups to stay in one lane. Large groups tend to spread out and take both lanes which can lead to hazardous conditions for all cyclists
4/24/19 11:41 AM	I have spoken with my 7 contiguous neighbors on SCB. Including my family, only 1 out of 8 family supports some version of the bikes lanes, but is lukewarm at best. 7 no's and 1 maybe then. A big difference than surveying people from all over the city who wont bear any of the burden of this project.
4/24/19 2:26 PM	Shared parking/bike lanes are an abomination. How they came to exist in the first place is beyond me. I spoke with a mother yesterday whose done was struck by a person driving a car while riding his bike because of the dangerous design. Protect people outside of cars.
4/24/19 2:48 PM	Yes, the city put in barriers to slow traffic at one time and then had to pull them out costing taxpayers like myself. Please just keep Shoal Creek the way it is for all to use, bicycles, autos and pedestrians.
4/24/19 3:10 PM	Shoal Creek is a prominent north south corridor that needs to be made safe for bicyclists.
4/24/19 9:17 PM	As a heavy commuter bicyclist I cannot say enough about how endangered I feel on two way bike paths like Justin and Pedernales. It would be shocking for me to hear that nobody has been killed on these roads. Motorists are NOT looking to their right for bicycles when making a right turn. I avoid these two way paths as much as possible. I don't care if they are separated from the main traffic lanes they feel incredibly dangerous to me. I'd rather take my chances on a crappy single lane like Shoal Creek is now. Please stop creating them!!!!
4/24/19 4:46 PM	We desperately need speed bumps. People drive on shoal Creek like Monte Carlo Grand Prix. It is dangerous around the bridge near shoal Creek and 49th
4/24/19 4:55 PM	Please stop the madness. We're over-thinking this "solution" for the 25 visitors and citizens who would commute this way.
4/24/19 5:01 PM	Speed bumps and traffic ticketing should be used to slow traffic and improve safety on Shoal Creek
4/24/19 5:28 PM	Traffic safety is paramount to a high quality Austin now and in the future.
4/24/19 5:31 PM	We need more safe bike lanes implemented across Austin specifically in this area of town!
4/24/19 5:42 PM	We would love to have protected bike lanes and not be dodging parked cars!
4/24/19 8:09 PM	Incorporate vehicle speed controls

4/24/19 8:23 PM	I'd rather not share my thoughts on this.
4/24/19 8:55 PM	The crossing under 183 needs flashing red or mirrors so bikers/peds can see cars flying around the highway
4/25/19 9:27 AM	put speed controls on shoal creek
4/25/19 2:50 PM	Very much appreciate Shoal Creek Boulevard. Such a pleasant motorway right in center of town; adjacent to greenery and Shoal Creek. Relaxing even in traffic.
4/25/19 9:36 PM	Did you ever consider that visually marking the parking, bike area, and car lanes (narrower) can slow traffic, thus adding safety for bikers that need it, without having to "construct" anything and without having to restrict parking. Come on! Its gotta be possible to be accommodate a variety of users without causing problems for the people that actually live on Shoal Creek Blvd. and will have to bear the brunt of another decision (like "calming islands") affecting this part of Shoal Creek where the true implications and outcomes (particularly for residents) are not known. Who in the design group actually lives on Shoal Creek? Looking for the solution that isn't over-weighted in favor of cyclists - who seem to be doing just fine with the way things are.
4/25/19 10:29 PM	yay new biking improvement movements! Thanks for all you're doing!
4/26/19 12:16 AM	More bikes equals less cars, equals better for everyone.
4/26/19 7:34 AM	Shoal Creek as a main artery is too heavily congested for kids. Whatever happened to teaching kids not to play in the street, and look out for cars?
4/26/19 9:29 AM	The two way bike lanes on one side of the street are the worst idea ever
4/26/19 11:06 AM	Less Traffic and less speedy noice
4/26/19 12:25 PM	the intersection at 2222 and Shoal Creek needs to be dealt with for sure. I want to be able to ride my bike to school at lamar, but there's no way to safely get there from south of 2222.
4/26/19 1:06 PM	Speeding has been a severe problem, especially between 38th and 45th. My house is at the bottom of the hill as cars come around the curve in 4200 block. I have to use my turn signal at the top of the hill well before getting close to my house and still get honked at when trying to pull into my own driveway. I don't feel comfortable having my young child near the street because of the speed of cars coming down the hill. I wouldn't be opposed to speed bumps. Something has to be done. It makes backing out of my driveway very difficult as well.
4/26/19 11:18 AM	"protected" bike lanes are dangerous and expensive. Please don't. Sharrows Please

4/26/19 11:21 AM	Large, clear signage.
4/26/19 11:38 AM	I think the 2-way configuration is a disastrous idea and will increase the dangers of biking, walking and driving on Shoal Creek.
4/26/19 11:52 AM	Two way lanes are very unsafe for both cyclists and drivers. They require the majority of the population to learn a whole new style of driving. Example, driver coming off side street must look both ways for cyclist before making right turn. I understand the parking concerns but two way cycling lanes is not the answer. I'm a 48 year old driver and life long cyclist and have many times second guessed making left turns on Barton Hills Dr into Barton Hills market convenient store. I can't imagine an elderly person visiting from out of city. If I'm having trouble with this I'm sure the majority of drivers are as well. Keep things simple. That's always the best solutions. I would go so far as saying I'd rather have cars parked in bike lanes than the two way option.
4/26/19 1:26 PM	City needs to make sure any protection posts are kept in good repair and bike lanes free of debris. Posts & bumps to "protect" the lanes can cause accidents for cyclists either merging with traffic to make a turn or inexperienced cyclists getting distracted
4/26/19 11:57 AM	Need a crosswalk south of 41st street before 38th, for kids biking/walking to Brykerwoods from Rosedale neighborhood.
4/26/19 12:08 PM	AS an Austinite since 1976 I feel this town is very overdue for a trail to at least connect dwntn Shoal Creek with the Domain. San Antonio has been much more progressive in building bike lanes all over their city. I am still waiting for the Walnut Creek Trail to get extended to the east!! We so need such a connection to the eastside and then it would be easier to ride a loop back to dwntn heading south.
4/26/19 12:39 PM	Do what is best for vulnerable users, please. We need to see infrastructure improvement that provides true safety improvements to the traffic landscape instead of pandering to the neighborhood.
4/26/19 12:49 PM	I commute on SCB daily. Please dedicate space to cycling that is not blocked by parked cars.
4/26/19 12:48 PM	Shoal creek has become so busy, I watched a young boy get hit by a car as he tried to cross shoal creek from 39th 1/2 on his bike, Rosedale kids do not go all the way to 35th to cross because it is just as busy and many cars don't even watch there

4/26/19 1:00 PM	Thank you for increasing safety on Shoal Creek! I frequently run, walk, bike, and drive on Shoal Creek and I would love to see the road even more accessible for all users on foot or bike. Thank you for all your work making this happen.
4/26/19 1:00 PM	People who own more cars than they have parking should get a bike, park elsewhere, sell their cars, or move. No one walking or on a bike, wheelchair, stroller, etc. should die because of rich people's inconvenience.
4/26/19 1:14 PM	Crossing a two way bikeway is tricky, one can easily look one direction and get hit. Especially with scooters! I ride a bike a lot and occasionally miss the other direction of flow when walking across. I recommend SIGNAGE at the crossing indicating two flow bike lanes and to LOOK!
4/26/19 1:20 PM	Great job working toward making Shoal Creek safe for everyone!
4/26/19 1:08 PM	Protection for all ages and abilities is the only way forward.
4/26/19 1:07 PM	Off road trail is always preferred over on street lanes
4/26/19 1:12 PM	If scooters permitted on lanes try to make them drive safely
4/26/19 1:19 PM	Bicycles sharing the lane with parked cars and runners is the most non sense I've seen.
4/26/19 1:11 PM	Having more bike lanes would help decide whether I want to buy a house in this area of town (it would be a plus!)
4/26/19 1:12 PM	Don't fix what isn't broken.
4/26/19 1:16 PM	we mainly need work on the major intersections
4/26/19 1:22 PM	I've noticed an influx of pedestrians running in the bike lanes on shoal creek, which puts me and other cyclists in danger. Can we please launch an initiative to keep runners out of the bike lane?
4/26/19 1:23 PM	Shoal Creek Boulevard should NOT be altered. It is a critical thoroughfare. I moved to Allandale more than a decade ago because of the access to all points of Austin. Altering Shoal Creek will create more congestion and demonstrably, negatively impact our neighborhood.
4/26/19 2:04 PM	The two way bike lanes are very confusing and take up a lot of space. I strongly discourage them on such a busy road
4/26/19 1:28 PM	How will you accommodate parking for residents who line on the street?
4/26/19 1:35 PM	There must be parking on Shoal Creek.
4/26/19 1:40 PM	NO CHANGES! We live in this area and do not want any changes. You need to listen to the residents, not the packs of cyclist who use our neighborhood to race through stops signs and endanger the people who live here.

4/26/19 2:01 PM	There is a critical need for speed control along Shoal Creek, especially between 38th & 45th St. Cars come whipping around the corner and I've heard numerous automobile crashes on this stretch of the road, especially at night!
4/26/19 2:01 PM	The intersection 45th @ Shoal is chaotic, but adding a 2-way bike lane would make it worse--because cars that don't frequent that intersection won't know to look for bikes going BOTH directions on 1 side of the street. That seems like a terrible idea.
4/26/19 2:06 PM	There is a need for traffic lights at 45th St and Shoal Creek. Putting bicycle lanes "for all ages and abilities" on busy streets is a recipe for disaster. I never see anyone on the 35th to 38th St "bicycle lanes for all ages and abilities" because it's too dangerous a route, especially for children.
4/26/19 2:13 PM	Two way protected bike lanes would be great for our neighborhood (Rosedale)
4/26/19 2:48 PM	Would appreciate width to accommodate adult tricycles.
4/26/19 2:39 PM	I use shoal creek to commute to work at the arboretum. My experience is that it does provide a safe environment.
4/26/19 2:42 PM	Draft some pulling and exiting to the street educational material will be helpful.
4/26/19 2:50 PM	Pretty much anything except the status quo would be an improvement
4/26/19 2:51 PM	Austin is not a bicycle friendly city -- cyclists get hit or killed way way too often for a city that's supposed to embrace alternative transportation methods.
4/26/19 3:07 PM	Per crossing at the light at 38th is dangerous because of vegetation in NW corner. You can't see people and bikes approaching. Tree there needs to be removed or cut back and maintained.
4/26/19 4:14 PM	Please no two-way bike lanes! Terrible! I am a cyclist and these are dangerous!
4/26/19 4:16 PM	Please don't remove or restrict street parking for residents. Also please focus on how to get cars to slow down on Shoal Creek.
4/26/19 4:38 PM	There should be designated pedestrian crossings every so often if parking is removed from one side.
4/26/19 4:47 PM	Make bike lanes safer with double-stripe marks next to vehicle lanes; limit bike speeds to 15 mph; any bike racing activities would require a fee-based permit; bikes stay in bike lanes except for emergencies or to go around a stationary object.
4/26/19 4:45 PM	Two way bike lanes! Two way bike lanes! Hooray for two way bike lanes. Much safer.
4/26/19 5:15 PM	why are we trying to "fix" a problem we dont have?

4/26/19 5:06 PM	stop listening to the bikers groups. remove parking in their neighborhoods.
4/26/19 5:31 PM	As a biker that resides on shoal creek, I feel very uncomfortable biking on unprotected lanes with the speed that cars drive at. I highly support protected bike lines both for serious bikers as well as children and families biking
4/26/19 5:38 PM	develop bike lanes along the creek
4/26/19 6:05 PM	What problems are you attempting to solve with these plans? I see a lot of "we could do this" or "'we could do that." What is changing that is pushing us to even have this conversation? I don't understand that. Without that, it is difficult to evaluate how well different alternatives address the stated problem.
4/26/19 6:03 PM	I am very happy with the process in deciding how to upgrade Shoal Creek to account for both user and resident needs.
4/26/19 6:22 PM	If traffic calming is not addressed, none of the proposals are going to make a difference
4/26/19 8:10 PM	I think it's important to give the highest level of protection to bikes, which means two-way protected bike lanes, and also to allow parking on one side of the road.
4/26/19 7:25 PM	We need to make sure Shoal Creek Blvd is safe for all users, especially the most vulnerable. This is a public road that is used by pedestrians and cyclists for recreation and commuting. We need to treat it that way with our best practices to ensure safety for all users.
4/26/19 7:35 PM	How are you preventing people from taking this survey multiple times to skew the results?
4/27/19 12:31 PM	Quit messing with Allandale!!!
4/26/19 9:05 PM	I LIVE ON SHOAL CREEK, UNLIKE MANY WHO ARE INSISTING ON THESE CHANGES. THIS WILL REDUCE MY HOME'S VALUE AND NEGATIVELY AFFECT OUR QUALITY OF LIFE SO ANY BUILD IS UNACCEPTABLE. I KNOW FOR A FACT THAT ALMOST 100% OF THE PEOPLE WHO ACTUALLY LIVE HERE ARE AGAINST THIS. YET IT APPEARS OUR INPUT DOESN'T MATTER. I HOPE YOU PROVE US WRONG.
4/27/19 6:37 AM	I'd like more places where people can go down to and enjoy the creek.
4/27/19 6:58 AM	this is very important to protect our community
4/27/19 7:31 AM	I feel very unsafe in 2 way protected bike lanes next to a roadway
4/27/19 8:22 AM	Thank you!

4/27/19 9:23 AM	I am concerned with the closure of the bypass lane at hancock and propose it's closure during weekday mornings to see the effect on traffic. Also does that corner become too sharp for a school bus, fire truck, or ambulance?
4/27/19 10:18 AM	Please don't remove parking on both sides of the street
4/27/19 11:19 AM	I suggest a stoplight at 45th and shoal creek (for ped safety)
4/27/19 12:22 PM	Current conditions are very dangerous, protected bike lanes are needed
4/27/19 4:48 PM	I think two-way bike lanes are very dangerous and would prefer to ride in the street with cars than ride in them. I have had too many close calls with people riding the wrong way in the two-way bike lanes.
4/27/19 4:30 PM	Please keep it the same. I'd prefer that the city and special interest groups stop trying to change the neighborhood that I live in and have paid taxes in for almost 20 years.
4/27/19 5:12 PM	Most important consideration for me is insuring children can walk to Gullett safely by themselves from east of Shoal Creek Blvd.
4/28/19 3:07 PM	A tunnel under 2222 at Shoal Creek would make crossing much safer for peds and bikes
4/28/19 3:16 PM	bite the bullet and disallow parking on SCB for its entire length
4/28/19 5:15 PM	Two-way bike lanes do not promote equality or safety of cyclists. They simply push cyclists out of the way for drivers and that is not in the best interest of cycling or mobility. Remove the cars in order to protect the bikes.
4/28/19 5:54 PM	Please do not take away homeowners on-street parking ability, it will greatly affect our quality of life and ability to sell our home in the future.
4/28/19 6:45 PM	We have serious safety considerations of the speed throughout Shoal Creek. We have lived in this house for over 30 years, and our property (7006) is situated in a way that exiting is very, very unsafe due to excessive traffic speed. There have been many, many near accidents, indeed there has been a motorcycle accident recently. Speed is unsafe for motorists, cyclists, and running/walking folks.....NO ONE OBSERVES THE POSTED SPEED LIMIT!!!!
4/28/19 7:42 PM	I think the views of residents living on Shoal Creek Blvd, like me, should have the most weight.
4/28/19 8:21 PM	An underpass at 2222 for cyclists and pedestrians would be a huge help please.
4/28/19 11:13 PM	Bike lane/sidewalk/running lane desperately needed along Great Northern south of Gullett Elementary

4/29/19 12:58 AM	create parking on one side with a buffered bike lane between that parking and the right lane of traffic. Not the safest but a fair compromise. safety>convenience
4/29/19 8:11 AM	Please notify residents of final decisions, plans and construction timelines as soon as possible.
4/29/19 9:44 AM	Need unimpeded bike/pedestrian trail from Downtown to the Domain
4/29/19 10:30 AM	Fewer center turn lanes please.
4/29/19 10:28 AM	Two way bike lanes only work where one side of the roadway has limited or no access. Try riding a bike in the outside of one of those lanes while approaching a car preparing to turn right. Yikes! That's a true kid killer.
4/29/19 10:41 AM	I don't consider Shoal Creek safe for bike commuting and tend to travel north/south on alternatives such as Woodview, Woodrow, Arroyo Secco, Great Northern Blvd, which all feel significantly safer to me.
4/29/19 10:40 AM	I don't use the upper section of shoal creek blvd, so answers to 8 are a guess
4/29/19 11:28 AM	Please don't put up those tall sticks (like on Hancock towards Mopac bridge). I live here. Those are so ugly and make me nervous. I REALLY don't want them in front of my house. I understand the need to accommodate bicyclists and am happy to work around reduced parking, raised areas, new painted lanes, new pocket parks or curbs, just please please don't put those tall white sticks on my neighborhood street.
4/29/19 12:27 PM	Thanks for considering to make our neighborhood safer for EVERYONE.
4/29/19 1:26 PM	Safety over convenience! My tax dollars don't pay for the luxury of someone to park their privately owned car on the street.
4/29/19 1:48 PM	I am not sure what problem is intended to be solved. I am not aware of safety issues to date. Protected bike lanes are often filled with trash and make neighbors mad. A bike lane flowing counter traffic is horrible - cars do not expect it and poor bike riders endanger others. Claiming faster riders can ride in traffic means they are likely to be yelled at for not being in the bike lane
4/29/19 2:08 PM	2-way bike paths have serious safety concerns.
4/29/19 2:08 PM	If there is only one side of bike lanes then please keep everything the same except repaving. We need protected bike lanes on both sides. Cars are not smart enough to handle when I arrive on the opposite side of the road at an intersection. Even fully stopped and then starting I have been almost hit multiple times because cars don't know what to do with me.

4/29/19 2:26 PM	Narrowing the space for cars on the roads would have many benefits for pedestrians, cyclists, auto traffic speeds, and road maintenance costs
4/29/19 3:19 PM	Yes: Purchase and demolish the houses on the west side of Shoal Creek Boulevard between Hancock and Anderson, and put separate kiing and biking trails in their place
4/29/19 4:35 PM	Tell the bikers to obey the law, ride single file.
4/29/19 7:39 PM	What is the City going to do to mitigate flooding on upper Shoal Creek?
4/29/19 8:17 PM	I am comfortable riding in traffic but many are not
4/29/19 8:34 PM	The negative impact on the residents (due to any of the alternatives) will be greater than the negative impact on those who use it for commuting or recreation (due to the no-action alternative).
4/29/19 9:23 PM	Keep bikes closest to curb to minimize car door/bike incidents.
4/29/19 9:47 PM	I think it is very important to have signalization at 45th and Shoal Creek. No matter how the corners are reconfigured there will always be motorists rushing across out of turn endangering walkers, runners, and bikers. It is common practice for cars to start crossing while I am still in the middle of the crosswalk. Please have someone monitor for a couple of days. And I think there should be police monitoring of the car speed along shoal Creek especially in the 20mph stretch in the curve over Hancock branch of shoal Creek
4/29/19 9:54 PM	Shoal Creek and 45th is a dangerous intersection and needs a light
4/29/19 10:29 PM	Ideally it would be nice to have a connection across 183 through the turnaround point.
4/29/19 10:33 PM	The lower section of Shoal Creek Boulevard as currently designed promotes unsafe road conditions by encouraging traffic to drive at increased and varying speeds in order to pass runners and cyclists that must share the lane due to parked cars. My only concern about the proposed alternatives for the upper section of Shoal Creek Boulevard is that the lanes are increased to highway equivalent widths of 12 to 14 feet. Instead of increasing the lane widths, safety could be improved by adopting the recent recommendations made by the BAC. Keeping the lanes at the existing width of 10 feet would also help to encourage compliance with the existing speed limits for this road.
4/29/19 10:34 PM	Please make an underpass for bikes under 2222. Please protect the bike lane with real barriers such as posts or curbs.
4/30/19 8:57 AM	No matter what you do with the striping, the underpass at 2222 would help pedestrians.

4/30/19 10:28 AM	I believe the homeowners on SCB must have their opinions weighted more heavily. We will be directly impacted no matter what the outcome and most of the options will potentially create a negative impact not only our ability to access our property and parking but our home values. SCB is a residential street and has become a cut through due to Mopac traffic not being addressed properly. The car traffic has increased 3-4 times since we first purchased our house. WHY aren't we talking about lowering the speed limit as the first tactic to addressing safety?? One of my major concerns with this whole project is the fact that the current funders all have a agenda and do not seem to care about the impact on the neighbors. I also do not believe they should be able to withhold intersection improvements if protected bike lanes are not approved as stated in Option A. As a homeowner on SCB I do not want to lose all parking and I do not want the turtles (barrier) running in front of my house! And I really do not want the faster moving cyclists merging into traffic because they no longer want to use the bike lanes. I believe the turtle hump barriers, especially on the curves, will be even more dangerous for inexperienced cyclist. If they hit the bump they could loose control and fall into traffic. SCB is too curvy for this type of barrier. The unintended consequences may be worse that the current situation and more dangerous for everyone.
4/30/19 10:46 AM	consider replacing all-way-stops with (single-lane) traffic circles
4/30/19 10:54 AM	I bike with a bike trailer with children in tow to get them to school an daycare. I ride on the sidewalk on Shoal creek much of the time since parked cars force me unexpectedly into traffic. With no trailer I would be happy with many options, but to encourage everyday commute use, modification of the current system would be welcome.
4/30/19 11:06 AM	THANK YOU FOR PROTECTED BIKE LANES!!!!
4/30/19 11:24 AM	This is a fantastic survey - thank you and keep up the good work - planning for the win!!
4/30/19 11:30 AM	COA is dangerous and the engineers are not taking cycling safety seriously. There are plenty of reasons why all of these are terrible solutions and better solutions exist. Several of these options will cause serious injury and death.
4/30/19 11:32 AM	Full time bike commuter and have commuted through the neighborhood for years. Foster to Steck is the worst section IMO.
4/30/19 11:39 AM	Please ensure that the changes don't redirect car traffic onto nearby neighborhood streets!

4/30/19 11:49 AM	Nearly every single home along SCB has a driveway, why is the City scared to remove parking? This area is conventional suburban development that we need to move away from as a community.
4/30/19 11:46 AM	Yes, lets improve safety for bikes and pedestrians. I almost got my head knocked off by a truck with a loose side door once. Yikes!!
4/30/19 11:56 AM	Let the bicyclist move to Europe and Asia. Leave Shoal Creek alone!
4/30/19 12:30 PM	Protected bike lanes would enable me to ride my bike from NW Austin to Central Austin
4/30/19 12:47 PM	I would like to see this connected to the Big Loop bike path..
4/30/19 1:02 PM	Protect pedestrians and cyclists
4/30/19 1:41 PM	Protected bike lanes and narrower street widths are the two most important things we can do to improve safety along this corridor.
4/30/19 2:01 PM	Please keep cyclists safe with more than just paint between us and cars!!!!
4/30/19 2:13 PM	pedestrian and bike friendly crossings at northland drive and anderson lane are great, thank you!
4/30/19 2:24 PM	Not a fan of two-way bike lanes from previously living off Bluebonnet. While great for going end-to-end, if a cyclist has to turn across traffic, they have to look behind and make an unexpected move.
4/30/19 2:11 PM	We can do better. Austin should be like the netherlands!
4/30/19 2:13 PM	Removing parking from Shoal Creek blvd would de-value the homes on this street
4/30/19 2:22 PM	Of course 2-way protected is best, but if the only realistic option is 2-way in one lane only, and parking still on one side, that's doable.
4/30/19 2:42 PM	Please do not build two-way bike lanes. They are terribly unsafe when having to make a right-hand turn across two lanes of traffic.
4/30/19 2:44 PM	How to balance bike lanes & parked cars in residential neighborhoods?
4/30/19 2:50 PM	I feel unsafe biking down shoal creek during traffic and thus I don't bike to work often. However, with protected bike lanes, I could bike to work easily and feel safe about it.
4/30/19 2:54 PM	No thank you ! :)
4/30/19 2:57 PM	Thank you for improving our roadways!
4/30/19 3:22 PM	how about Lady Bird Lake?
4/30/19 3:23 PM	I ride the path often and am in the neighborhood often.

4/30/19 3:41 PM	None of the new alternatives seem to have addressed trash collection, emergency vehicular use, or construction vehicle parking. The most doesn't seem to be warranted considering all the expenses the city is facing. Use of the bikeways will always be impacted by weather. The heat in the summers, and rain in the other seasons curtails the use now and no amount of hoping will ever change that. The real problem along Shoal Creek Blvd is the through traffic. Make MoPac and Burnet Rd more friendly to through traffic and get those cars off SCB and the situation will be more bike friendly. No amount of hoping will ever make Austin a bike friendly city like Amsterdam where the terrain is flat the weather is cool.
4/30/19 3:42 PM	More protected bike lanes in Austin and surrounding areas!
4/30/19 3:46 PM	Focus on the pedestrian crossings on the major intersections.
4/30/19 3:48 PM	The residents on Shoal Creek should have the right to park on the street they live on. This should not be up to people that choose to ride bikes on this street. Ride on another street instead.
4/30/19 3:52 PM	Please make our city bike-able!
4/30/19 3:55 PM	I'd like to be able to cross 183 safely on bicycle. Ideally using shoal creek as the main thoroughfare for accessing downtown via bicycle commuting.
4/30/19 4:15 PM	Protected bike lanes important, especially for children and new bikers!
4/30/19 4:15 PM	Shoal Creek is a major cross-town connector and should be a safe facility for all road users. Prioritizing residents parking over the safety and well being of those cycling and walking is a poor choice if we hope to achieve a more balanced mode share in the future.
4/30/19 5:06 PM	Make Shoal Creek Boulevard into a public space specifically designed for all users, ages, and abilities; a place for safe mobility and community. Support the City of Austin goals set out on the Vision Zero Action Plan, Pedestrian Safety Action Plan, Bicycle Master Plan and the newly adopted Austin Strategic Mobility Plan. Listen and follow the advice from Austin's Pedestrian Advisory Council and Bicycle Advisory Council Increase quality of life for all Austinites and visitors by building the 30-mile hike-bike "Big Loop" Place intermittent traffic calming measures along Shoal Creek Blvd. Do not allow parking at any time in newly constructed bike lanes.

4/30/19 4:42 PM	As we've seen with Justin Lane, I think in addition to restricted/removed parking, parking enforcement needs to be considered. I think it's nice to have a protected bike lane, but I've had, many times, to veer out into the lane with the kiddos on the bike because somebody is parked in the bike lane.
4/30/19 5:25 PM	Restricting 7-7 too difficult to enforce.
4/30/19 6:33 PM	<p>Yes, many, and I wish this text box was bigger on the website. I biked with my children from when they were in daycare (pulling trailer) into high school along Shoal Creek Blvd. I have many years of experience along that road: my daughter and I, while biking to Gullett Elementary, were almost hit by a hydroplaning car on Shoal Creek. Then another time as I was maneuvering around a car parked in the bike lane, my daughter came too close to the rear wheel of my bike, and she fell off her bike into the roadway with oncoming traffic (luckily the driver stopped in time). Protected bike lanes must prevent a motor vehicle from intruding into the cycling and pedestrian space (the lines, plastic delineators, and turtle domes don't accomplish that; need to use attractive ways to physically keep cars out of the space). Also, friends and family like to bike side-by-side, so bike lanes that are at least 8 feet wide are better than those that are only 5 or 6 feet wide in one direction (which is why I like the alternatives with wider bike lanes). There is no "right" of homeowners to have parking in front of their house especially when it results in people biking being unnecessarily exposed to risk. Parking restrictions that allow parking at night are a bad idea because biking in the dark in a bike lane and then having to move into the vehicle lane because of a vehicle parked in the bike lane is just asking for trouble (that always made me nervous, hoping any oncoming traffic saw me). Particular attention needs to be given to slowing down traffic and making drivers aware of the crosswalk where Shoal Creek and Treadwell meet because way too many times drivers were going too fast on the curve and did not realize schoolchildren were crossing there. Please be strong and carve out protected space for cycling (and e-scooters, etc) so more vulnerable users have a safe place to move on Shoal Creek. I know the "sports" cyclists, especially in groups, like to go fast and probably prefer to ride in the vehicle lane; that's fine, but families prefer protected facilities. Lastly, I prefer protected bike facilities on BOTH sides of the road because cyclists need access to both sides of the street (homes, businesses, parks). 78757 (from 2002-2014), 78723 currently</p>
4/30/19 6:08 PM	This is great! Love all you're doing 😊
4/30/19 7:28 PM	Not at this time

4/30/19 7:55 PM	A two-way bicycle lane would not be used by many cyclists that currently use Shoal Creek Blvd. Therefore, more cyclists will choose to ride in the car lanes creating more traffic problems. Additionally, restricting resident parking on Shoal Creek Blvd would have many safety repercussions for the residents that live on Shoal Creek Blvd and their visitors. A simple option to improve the safety of all that use SCB is to lower the speed limit and enforce with police presence. A speed trap would discourage cut-through traffic and protect pedestrians, cyclists, residents, and drivers who honor the speed limit.
4/30/19 7:58 PM	In general I like example of The Venus Project out of Venus Florida for efficiency future city build models. :)
4/30/19 9:38 PM	Speed bumps and better policing of speed limits a reduction in speed limit. And, hard median for buffer rather than small concrete bumps and plastic poles. Hard median is a place of refuge when trying to cross Shoal Creek. A traffic light at Shoal Creek and 45th.
4/30/19 9:41 PM	I used to live just off upper Shoal Creek blvd and would often drive it. It is extremely disappointing that people with expensive homes and plenty of parking are allowed to park in on the street in bike lanes.
4/30/19 9:53 PM	As this work is done, keep in mind that the connections between bike routes are key. If someone can't bike the whole way to somewhere, they likely won't bike at all.
4/30/19 9:58 PM	Parking removal creates extreme risks for residents of the street. There are several scenarios nearby where parking was removed and bike lanes installed that resulted in heavy property damage and physical harm.
4/30/19 10:11 PM	I have ridden in all types of bike lanes proposed. I see more families in Barton Hills using the protected two-way bike lane on the west side of the street way more than I do in any neighborhood without them. Options A-C are not safe for "all ages and all abilities". One problem with Option C is that several people daily will be parked in the bike lane during no-parking hours. I constantly see this on Duval St, for example. Only Option E allows for the most safety and a compromise with neighborhood parking.
4/30/19 10:56 PM	Please do something ,last October I was hit by a car from behind on my bike on rockwood just past Anderson
4/30/19 10:56 PM	Please build the big loop, Austin needs safer ways to get around as well as to see the city!

4/30/19 11:08 PM	Hope the decision is based on the future transportation needs of the area, including better bike lanes
4/30/19 11:27 PM	Per the ASMP, safety should be the number one priority. Let's use our right of way to make an all ages and abilities bicycle network instead of a parking lot for private vehicles. Time restricted parking is not enforced and puts cyclists in more danger when it's dark regardless.
4/30/19 11:27 PM	yes, there should be a traffic light on 45 and shoal creek before there is a death there
4/30/19 11:29 PM	Shoal Creek Blvd is a key component to safely commuting by bicycle in Austin. I live in far NW Austin and there are so many gaps in safe bicycle routes pretty much anywhere.
4/30/19 11:35 PM	Pedestrian treatments and hybrid beacons should be given a very high priority with funding.
4/30/19 11:58 PM	Please also consider adding protected bike lane on any of the important north south corridor in South Austin. I travel via bike on the roads on weekends sometimes and it is very dangerous on south congress. South of ben white. Please add protected bike. Lanes on either S 1st or south congress all the way from downtown to South park Meadows. This is very important road and there is no safe way to travel via bike on this route on any of the roads. It is killer. I almost got myself killed on south congress with such narrow bike lane, no protection and cars at 50 mph. Please add a protected bike lane on any one roads.
Paper Survey	I live one block east of Shoal Creek and have been using the same route for 30 + years for walking, jogging, occasional bicycling. The proposed changes are considering bicyclists who live here, but mostly bicyclists who do not live in the area. What percentage of bicyclists, scooters use this area as compared to total population. This is a major change for people who live in this area. Many of the residents who live in this area and along Shoal Creek, Foster, Great Northern are elderly and have lived here 25+ years. Have their needs been considered? I think it would be a good idea to have your staff go door to door on Shoal Creek and ask people how the proposed changes will affect them. Have drainage and needs been considered if barriers are put in? Have flooding water flow issues been considered? Where will workers and guests park for people who live on Shoal Creek? The traffic now on Shoal Creek has increased immensely since I have lived here. Proposed changes will make traffic worse at high traffic times.

Paper Survey	Bicycles often don't stop at existing stop signs along Shoal Creek. This poses a huge safety issue. Today, driving here - there were two cyclists driving towards me in my lane of traffic. I believe if cyclists would obey the rules of the road this would mitigate any safety concerns. I myself, my significant other, and my kids all ride bikes on Shoal Creek. We have for more than 10 years. We follow the rules of the road and are respectful to the homeowners along Shoal Creek. There have not been - except one - serious accident in all my years living on Shoal Creek. Please consider Bull Creek as a route if the cyclists are complaining about Shoal Creek Boulevard
Paper Survey	As a general direction for Austin going forward I think it is extremely important to stop building for cars! We need to focus on building for people in all modalities. This helps with health, the City, the people and the planet. So because of that I strongly oppose making parking easy and abundant
Paper Survey	As a bike commuter, I definitely feel the design needs to change from what it is today. Thanks for your effort!
Paper Survey	Nothing should be done - a taking of our property rights compared to other parts of the city!! We will strongly protect this taking. Parking is a very big problem!! Tax reduction is better use of funds. This is a ll give on the part of property owners. But A
Paper Survey	(north section) does not apply to use with our property address. A stop light is needed at 45th St and Shoal Creek. Bikers roll through the 4 way stops and I have a horror of hitting someone! Help! The property owners/home owner is given no rights!
Paper Survey	Burnet Road upgrades will have designated bike lanes
Paper Survey	Bicyclists need to observe stop signs and not blow through them. We see parents with small kids on the bikes and they go right through intersections of SCB and White Rock. All we need is better enforcement of speed laws and repave the street as promised. Leave our neighborhood alone. Cyclists don't have the right to tell residents what we can and cannot do. No Pelotons!

Paper Survey	You are not addressing the problems. The traffic is related to Burnet Road congestion (and to a lesser extent Mopac and Lamar). You need to differentiate between transit bicycle riders (going to work, to the post office) and fitness riders. Move the fitness riders to Great Northern. Extend GN on the south side along what is now a gravel access. Then the S terminus to Marilyn Dr. Then a bike lane to Shoal Creek. Each "solution" you are showing is not an answer to the true problems that are the bases of the safety problems. Implementing any of your solutions will only exacerbate the situation. You need to be more regional and "holistic" in your approach
Paper Survey	My main concern is that I would like to keep on-street parking. We live on Shoal Creek <<REDACTED>> and get to see how bicyclists use the street. Many people ride in pairs, groups, or even very large groups and talk while they are riding. I do not think that they will be better served in the bike lanes with a physical barrier. I think that they will ride in the travel lanes with the cars so that they can talk. I also think that the faster riders will still use the travel lanes. I often see this with fast riders avoiding the bike lanes
Paper Survey	I see no reason for my neighborhood to be torn up so some kid can ride a bike race down Shoal Creek. What we see are social-media organized "ride-leaders" getting peletons of folks who race through our neighborhood. The folks wear GPS beacons so they can race for various goals. This is extremely disruptive and dangerous. Put speed bumps in the existing bike lane.
Paper Survey	Suggest traffic light at 45th similar to Hancock. Agree that protected bike lanes will increase comfort and safety for commuter and the neighborhood. Does this study also address the automotive cut-through traffic? Agree that the barriers for the bike lanes could function as traffic calming
Paper Survey	No consideration seems to have been made for putting trash and recycle and composts on the street. The answer for this question from the representatives of the City are deeply unsatisfactory. I do not see that any alternative is superior to what we have. Thus, why spend money to produce an alternative that is no better than what we have currently.
Paper Survey	Do not change Shoal Creek put the bike traffic on Great Northern. Do Not spend more \$\$ on solutions that DO NOT improve on the current situation

Paper Survey	<p>My neighbors do not want any of these plans. They are all more dangerous. 1. Wide curb lane provide safety for runners, walkers, high speed riders, parked cars. 2. Wide curb lanes were approved and installed by City Council in 2006 after 6 years of experimentation of different bike lanes. 3. Only 1 serious bike injury on SCB in 5 years city data shows, not enough justification for so confusing a change. 4. Protected bike lanes only push the problems to the intersections where bikes are out of the main filed of vision. 5. Bollards or pots are all head injury makers. Bike tireds in counterflow lanes are only 1.5 feet from the road hazards - do not use them. 6. Backing out of driveway I have to pull across SCB 30 feet to avoid neighbors car parked in the bike lane</p>
Paper Survey	<p>Has the city parked themselves for a day and actually observed the traffic and recreational and sport use on Shoal Creek? During the week on weekends. we need to have access to parking without crossing the street. There is too much traffic!!! There are huge numbers of cyclists in groups - they don't bother me, but they do not stay in a lane - cars drive too fast. The only thing that will sotp that is traffic police patrolling and giving out tickets. What this city needs is not restriping Shoal Creek!!! W need public transportation - trams- trains, street cars!!!</p>
Paper Survey	<p>Considering parking removal: I have many elderly friends who visit me. If they have to cross the street, they will be in danger, especially near SCB curves, where they cannot see traffic coming at any distance. If barriers are used to protect bicyclists, consideration should be given to aesthetics. Hancock Blvd looks very unattrractive where white poles are used as protection/dividers/ SCB is a beautiful street and an expensive area. In part because of the attractive street. Home values would decrease (and current residents ???) if aethesticfs are not considered</p>
Paper Survey	<p>We need to have available on street parking at all times</p>
Paper Survey	<p>The bikeway configurations do not reflect reality. I live on Shoal Creek and the vast majority of riders are riding in packs. They will not use the single file lanes. They will still ride in the car lanes. The whol idea is silly. If you actually spend time on Shoal Creek and truly watch its use, you would see that the bikeway will not solve the problem you are trying to solve. We must continue to have parking on the street. Where are people visiting - e.g. workers, etc. supposed to park? How are deliveries supposed to work</p>

Paper Survey	All bike lane suggestions in the lower portion of Shoal Creek will cause too much disruption for residents. Absolutely leave the street alone. I know very few bike riders who will stay in their lane only. They will play in traffic no matter what you do.
Paper Survey	With the exception of the problem with parked vehicles - especially construction vehicles, Shoal Creek to Foster Lane (and then back along the RR tracks) is one of the best bike training loops in N Austin. It's beautiful, safe except for parked cars, and has very wide bike lanes. The more I ponder, I'm opposed to plans Z and F because the lanes would be so substantially narrowed. I consider the upper section, almost irrelevant because I and most training riders turn at Foster. (I ride 2.5 miles because Shoal Creek is such a unique biking venue)
Paper Survey	Traffic light needs to be installed at 45th Street with left turn arrows
Paper Survey	The presentation labelled "safety analysis of two-way protected bikeways" is seriously misleading by inclusion of Lakeshore Blvd, a completely different character of street than the primarily residential nature of Shoal Creek from 38th to Foster, and of the other displayed, primarily residential data points/streets.
Paper Survey	Lower Shoal Creek- leave as is and reduce speed limit 5 mph lower
Paper Survey	Option A is my choice it's not perfect but it is the lesser of evil thanks
Paper Survey	As a motorist - when driving on Shoal Creek Blvd (SCB) tight curves with another car approaching from the opposite direction, I and the other driver, are best off cutting into the existing bike lanes (when clear of bikes, walkers, and parked cars) in order to avoid a head-on collision by inadvertently crossing the center stripe. Adding bollards creates a dangerous situation for motorists on these curves. Even if lanes for bikes are established, there will be bikers who choose to ride in the street instead. This creates danger for everyone when backing out from my west side driveway. I cannot see bicyclist coming from the south due to the sharp curve. Keep them on the east side riding with the flow of traffic
Paper Survey	2 way bike lanes are very bad - too dangerous
Paper Survey	Watched KXAN news which stated that construction would start this summer on a bicycle project from Domain to Downtown via Shoal Creek. Steve Adler's campaign manager is part of Mobility ATX. Money is already allocated per 2016 bonds per Austin Motion. But on KXAN news tonight stated that Boulder Co Bicycle Project also gave money to fund project. This feels like it's a done deal and these meetings are a waste of money and time. Big Money (developers) win again!!
Paper Survey	Big money (developers) win again

Paper Survey	<p>Why is this already contractor before these meetings take place?</p> <p>Why is construction already scheduled for this summer?</p> <p>How much outside money (Boulder, Co, Mobility ATX) influenced decision made before these meetings</p> <p>What is the true possibility of any change to the "construction" plans</p> <p>See KXAN report of 5/28/19 4:30 broadcast showing map from display here</p>
Paper Survey	I use Shoal Creek Blvd every day and hope we can go with two-way protected lanes
Paper Survey	<p>Traveling south on SCB, turning west on 38th, now such drivers (on red) often turn into the 3rd (outermost) lane. They then merge left to continue on 38th.</p> <p>With that 3rd lane changed to two-way bike lane (which I like) make me nervous for those "left turn on red" cars. Lots going on and forced into a fast lane of traffic. Maybe that should be no turn on red. Thanks</p>
Paper Survey	<p>Option C: This is the worst option, why allow parking at night 7pm-7am when bicyclist need bike lanes and protection the most?</p> <p>Option E: Only if the two-way width is 14' wide at minimum</p> <p>It's shameful to force people riding bikes on Shoal Creek to share travel lanes with cars to provide free parking for residents in the public right of way when every house has driveway and a garage, and parking is permitted on side streets</p>
Paper Survey	<p>Conditional rules, such as parking applying at certain times is far less a safe option than no infrastructure added at all. To eliminate confusion there should be one rule applicable at all times that is interpreted the same by all users. Also I do not live in this area, but feel like this segment is vital to creating an all ages and abilities network that connects to the destinations I desire to travel</p>
Paper Survey	<p>Some person said he needed bicycle lanes to get to Lowes so he could take his kids on a bicycle. Why should you take your kids on/ with a bicycle to Lowes?</p> <p>How do you get things home?</p>
Paper Survey	<p>Your presenters do not care about people who don't want change. Thanks for NOT listening</p> <p>Why are SCB residents not given a bigger voice. We are being overrun with opinions of people that DO NOT have a financial or living state of being a resident of SCB? 2 crashes of bikes from 2222 to foster in 5 years. This is not a problem.</p> <p>What if my home value drops 1-20% who will compensate me/us? Time to get professional advice on this.</p>
Paper Survey	<p>I don not think changes need to be made ot Shoal Creek Blvd. I live on the street and have no issues with the way it is. The one intersection that needs attention is Hancock-Northloop by he corner store. People and cyclists have difficulty crossing it and during rush hour it is awkward. Any of the proposed alternatives that would make changes to SCB will slow traffic - that is a no go</p>

Paper Survey	<p>Alt C: permitting parking in the bike lanes in the evenings is frustrating as a cyclist</p> <p>Alt D: Disappearing protection at the intersection feels unsafe. Also, plastic poles and turtle bumps are insufficient protection.</p> <p>Alt E: Intersection design is much better safety wise. However I am concerned that riding against the flow of car traffic as a cyclists with only poles and turtle bumps as protection will not feel safe at all</p>
Paper Survey	<p>A. Reduce Speed Limit, B *ONLY* protected bike lanes will save lives of cyclists, C. Prefer curbs to turtle bumps, D. Please maintain the lanes by cleaning them regularly. E. Thanks for doing this! Anything to reduce bike -car-pedestrian crashes</p>
Paper Survey	<p>if there is a choice for the two-way option, please choose the "turtle" option and not the "flexi-pole" one. I live on the west side of SCB and the turtles would be much easier to navigate to/from my driveway. Thank You!</p>
Paper Survey	<p>Due to the time dedicated to this project, I consider this a marketing display rather than a true fact finding effort. I object to the removal of one lane of Shoal Creek to create a dedicated bike lane when Great Northern has been completely dedicated to bicycle traffic. I lived through the Frankencurb debacle. The allandale neighborhood was vehemently opposed to the removal of one lane of parking on the one side of Shoal Creek. Homeowners on SHOal Creek depend on street parking for their visitors. Except at rush hour, there is relatively little traffic on SHOal Creek; bicyclists can easily ride into traffic lanes or onto new sidewalks to avoid parked cars. Shoal Creek was designed as the major traffic artery thru our neighborhoods. Why does this City of Austin consider bike paths more important than providing adequate traffic flow that was anticipated in the original city planning?</p>
Paper Survey	<p>Can we reduce the speed limit from 30 to 25 on Shoal Creek</p>
Paper Survey	<p>I found the intersection details extremely helpful. I was expecting to favor E and Y due to the lack of parking need in the north section, but the intersection details convinced me that Z would actually be better for cyclists. Overall, very well done</p>

Paper Survey	Walking in street too, sidewalks are poor and dangerous trip on cur cuts, bad for ped, running. Alt A: This has worked since 1984 35 years, we all know how it works. Alt B: No improvement, over existing design, bicyclists just signal to take car lane to get around car. Alt C: no need to restrict parking, Alt D: NO! Alt E: SCB too narrow too curvy, too many problems caused at intersections with bikes not visible to cars and bikes not stopping.. Too many problems at intersections yall still don't have it figured out. The problem with protected lanes is at the intersections, cars cannot see bicycles in wrong locations (which bikes turn), no access to front yard with parking removed, bicycles will not stop at intersections, you forgot to subtract curb to curb pan out of design-Justin Lane bike lanes are sub standard bike lane is in curb pan, path will not support groups of bicycles, city data shows just 1 serious injury for bike in 5 years, high speed bikes in car lanes will cause problems, cars will honk at them as they are not in a bike lane. Contraflow riders have closing velocity with car of 50 mph about 3 feet away.
Paper Survey	I am very pleased that there is a plan for sidewalk improvements on Shoal Creek between West Anderson and Foster Lane
Paper Survey	I think the risks to bicyclists have been minimized for the two-way bike lanes. Drivers do not look for bicyclists coming from the "wrong" direction. I myself have been hit by a car under this type of scenario. Have there been any considerations for better lighting along SCB? Have you considered additional stop signs to discourage traffic from Burnet Rd and Mopac?
Paper Survey	Clearly will cost too much, no real benefit, total disregard for homeowners along Shoal Creek, tries to fix a "big" problem that doesn't exist, reminds me of ridiculous plan 10 years ago or so where islands and markers were added on Shoal Creek that were so hated they all had to be removed, ruins parking options for residents on Shoal Creek, waste of money, not a smart or logical design and I work in design - I know bad design when I see it
Paper Survey	1. Every time the width of the bike lane is increased it just brings the bikers closer to traffic since they always ride down the strip. Maybe they would use the lane if street sweep went down street more often. 2. Need a way to allow parking as needed, resident permit, our lot doesn't allow for much driveway due to heritage trees. 3. Figure out a way to stop the moac overflow onto SCB and most of the problems would be solved
Paper Survey	Prefer flex posts over "turtles" for separation of bike lane from travel lane due to better visibility for both cyclists and driver. Also think they make drivers go slower. Fix SB bike traffic light sensor at Allandale Northland intersection

Paper Survey	Using the x-style crosswalks at major intersections (like the one at Whitis and Dean Keeton where all motor vtraffic stops and all foot traffic can continue in any direction) would be a big improvement along this corridor and other very large or busy intersections. While in theory, I like the idea of 20way bike lanes, in reality they are not very comfortable for people like me, pulling a 2-seat child trailer. However that would be my second choice if one way protected bike lanes with no parking lanes wasn't feasible
Paper Survey	Want to Walk or bike with children but currently consider unsafe. My main preference in northern section would be that protected bikes match whats on the rest of the corridor. I don't like the buffered bike lane option because parking would still be allowed in the bike lanes 7pm-7am, which doesn't address the current safety concerns I have. If doing an underpass at Northland, Which I like a lot, please make sure it is well-lit at night. Protected bike lanes are desperately needed. Peole from all over th city need to be able to travel safely regardless of mode of transportation. I currently do not feel safe biking on SHOal Creek with my children, which is a problem because biking is our primary form of transportation
Paper Survey	Pedestrians and bicyclists represent our most vulnerable users of public roadways. While on-street parking ma be seen as a right by residents, it should not be prioritized at the expense of bicyclist safety. The current (existing) conditions force bicyclists to avoid parked vehicles by entering th emain traffic lane, increasing their risk. Any proposed alternative should eliminate parking within the bicycle travel lanes in order to improve overall safety for all users of our public roadways
Paper Survey	Building seperated biking infrastructure is a critical component of a street plan. I strongly support this option. The removal of street parking should not preclude pursuing these options
Paper Survey	Excited to have safer, more direct bike commute route from Domain to Downtown. Biking is way better than car on Mopac. Balancing faster cyclists ability to commute quickly and safer conditions for everyone
Paper Survey	Alt Z with rain gardens!

Paper Survey	I do not believe two-way bicyclce lanes would be a safe alternative for the traffic volume on Shoal Creek Blvd- at least between 45th and Foster. There will be road hazards (from trash cans, branches, runners, sewer grates, 13 between 2222 an foster and slower cyclists) that will require either stopping or exiting the bike lane into head on traffic to avoid. This is much less safe than the current merge with same direction traffic. Additionally where faster cyclists may use the travel lane, only in Alt Z are the proposed traffic lanes the standard 14' width. According to Texas Law, in that case, bicyclists are not required to ride as far to the right as practicable. This will greatly increase cyclist/driver interaction/frustration unless the final lane choice makes the bike lanes more attractive than the traffic lanes for the vast majority of cyclists
Paper Survey	Make all of these intersections pedestrian friendly. All stop for peds. Add X crosswalks. No right turns by cars while signal is go for peds
Paper Survey	Most important feedback here: We need more then striping changes, we need an ordinance that limits bicyclists to no more than 2 abreast. They come down Shoal Creek riding 3 or 4 abreast and spilling way out into the driving lanes! Also cars are supposed to stop, look, listen when there is an obstruction. Bicyclists don't seem to do that at all!!! Whatever lanes we have bicycles must follow traffic rules and safety ways to ride/drive!!! They seldom seem to do that on SHoal Creek Blvd. We need a stop light at 45th and Shoal Creek bad!!!!
Paper Survey	Traffic lights in order of importance: 45, white rock, greenlawn, foster
Paper Survey	I'd like to see whatever solution is carried forward create a space which is of value to the community as a place to exercise, move and bond with their neighbors, not just move from A to B
Paper Survey	Alt B, C, D, E: propert owners on SCB need to decide about reduction of parking, Thanks; good information; focus on safety and safety projections
Paper Survey	Please don't pay attention to anyone worried about contractors,
Paper Survey	Resurface Shoal Creek Blvd
Paper Survey	I find none of options logical. See "comments" for very inexpensive car-bike separation metho that requires no boundary changes: a very inexpensive test between 45th an Koenig is porposed. Tax Spandex. Put a "too scale" version of a highway "rumble strip" on the white line that is supposed to be the separator line between cars and bikes. Make the rumble just to level of annoying so bicyclists won't stay on it but smooth enough to not in any way endager the riders as it is crossed. Won't cost million, could do test between 45th and Koenig for almost nothing. 1 night of catapillar tractor embedding rubles

Paper Survey	Police SCB, Traffic is projected to increase on SCB between 200% and 500%. Has this been taken into account?, My stretch of SCB does not have side streets. Where will guests park?, Re Alt C: Police don't pay attention to drunk drivers or speeders on SCB, so they will really pay attention to parking?, Police SCB, Police SCB, etc
Paper Survey	Using methods to slow traffic or extra traffic caused by people avoiding Burnet or mopac is worth investigating. What about making portions of Shoal Creek "one way" to prevent that kind of traffic from using it? Or speed humps? Removing parking entirely will just make an inconvenience for people who live on Shoal Creek
Paper Survey	I teach piano students in my piano studio on the west side of Shoal Creek Blvd. I also need parking on my side of Shoal Creek for my company and repair cars, trucks, etc. We pay taxes for this property right and bicycles and riders do not. There is nothing that needs changing on our street <<REDACTED>> I have the original plan that my father <<REDACTED>> designed for our street. I sent it in an email. <<REDACTED>>
Paper Survey	No encroachment west of the Shoal Creek itself (the Creek) which is cemetery land. To use other than cemetery would violate city ordinance and state law
Paper Survey	Residents on Shoal Creek have difficulty backing out of driveway, signage bad and cannot see cyclists. People using disability scooters will have difficulties using sidewalks and/or streets. People with disabilities will thus have problems getting across the street for parking (from home to parked car.) People with even partial disabilities cannot exit a car parked directly next to the curbs
Paper Survey	The proposals to change Lower Shoal Creek (B,C,D,E) will cause more problems. Bikers will not be safer. Many bikers ride in groups of 2 or 3 or more. They will not use any narrow bike lane. They will ride in the street and will have to deal with more cars/drivers
Paper Survey	To build as many concrete trails as possible (like in Boulder, Co), would take care of all problems. Speed bumps for cars on Shoal Creek, but not in bike lanes. Maybe a light for bikes at intersections that really work. Many don't seem to be working as they are supposed to. Just never put the islands back on any street! They are deadly to bikes and baby strollers! These on north end of Rockwood need to be removed!
Paper Survey	Spread the word that bikes on sidewalks are ok

Paper Survey	<p>(Mom uses mobility assistive device)</p> <p>Cannot see bikes when backing out of driveway at night because they have no lights, nor are they required to. New bike lanes are not needed, COA data says only 1 bicycle crash with injury in 5 years. High speed bikes and groups of bicyclists will stay in vehicle lanes causing conflict and slow traffic. New bike lanes are substandard one lane is in next to the curb very uneven only 4' for a bike! Kids will cross street and walk in new bike lanes or cross street without crosswalk to get to lane. Protected lanes cause hundreds of people to cross the street to get to car. Intersections are a mess who goes first? How do they find out? Property value loss, cannot park a car or truck in front of house</p>
Paper Survey	<p>Alt B- with buffers, Alt C-with allowances for work vehicles if possible to manage, ALT E-commonly protection is used for commercial streets, might present problem for trash pick up. Yes, I realize the Burnet Corridor and SCB bike plans are distinct projects. However, they should be considered together for purposes of bike planning. Recommend that from Koenig to Anderson, bike lanes be removed from design and planting strips narrowed to 5-6' each. This would provide space for dedicated bus lanes -allowing improved flow for both buses and cars. Move the insignificant number of bikers (1.3% for commute) to SCB-just West of Burnet with extended, uninterrupted length. SCB - leave two 10' car lanes, one 8' parking lane, two one-way 5' painted bike lanes each with a 1' buffer. Everyone wins</p>
Paper Survey	<p>Why not have no parking on west side of SCB in limited AM hours and on east side in the limited PM hours? Realtors have told us property values have dropped on North side of Justin and will drop on west side of SCB if #3 is implemented. Bikers need to obey traffic laws!!! motorists heading south from White Rock on SCB need to slow down (speed bumps maybe?)</p>
Paper Survey	<p>I think recent memory of the curb-extensions/additions and removal provide a very recent reminder and a very expensive reminder how difficult modifying a street like Shoal Creek can be. I understand how important the need to improve safety on Shoal Creek is- my husband was hit by a car while riding his bike on SC. However taking action to make changes without regard to on-the-ground, realistic pressures that all users of Shoal Creek have, seems ill-advised and likely to be another expensive failure. Do Not rush into making changes. Thank you for engaging the community and please continue to work toward a better solution - those currently offered do not</p>

4/30/19 12:00 AM	<p>I strongly object to a proposal of erecting a buffered bicycle zone on either side of the Shoal Creek Boulevard (SBC). The SBC is a busily travelled thoroughfare by all types of vehicles from east to west and vice versa 7 days a week, especially during the rush hours. On top of that, the SBC is routinely used by Austin city utility service vehicles collecting trashes, recycled materials, lawn or tree trimmings and composting materials containers each week. In addition, the residents and the Austin city have to provide plenty of parking areas in case of contingency requiring other services, such as: fire, EMS, telephone, gas and other service vehicles (e.g. lawn services, pest control, and other social services to name a few). Most of these vehicles are big in size and require a good width and length for parking their vehicles in order to provide the required services to the SBC residents. If a buffered bicycle zone was built, it would greatly hinder the intended services to the affected residents and even could endanger the residents not being able to receive the required services. From my experience of having lived at the SBC for over 40 years, the buffered bicycle zone should not ever be mentioned. It is an unachievable and unmentionable suggestion. The SBC is frequently used by various organizers for 5K or 10K marathons to enhance or encourage many runners/athletes, etc. From all things considered, my first choice would be Alternative A. My last resort would be Alternative B. However, Alternative B is unequitable to both sides of the residents as we all pay high property taxes and not treated equally.</p>
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## Full Online and Paper Survey Responses

Q11: What is your home zip code?

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# Shoal Creek Boulevard

## Emailed Comments

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## Emailed Comments

Date	Message
3/4/2019	<p>I know how difficult it is - paradoxically - to do nothing. But in the case of Shoal Creek Boulevard, that is clearly the right course of action. Petitions say this. Sensible people say this. Common sense says this.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>
3/12/2019	<p>Hi Tyler,</p> <p>I have ridden my bicycle down Shoal Creek daily for the past 5 years. I am a fan of continued transportation improvements. However, I feel that creating a two-way bike lane on one side of the street would be a step backwards for the area, even if the path is separated from traffic.</p> <p>In other areas where bike lanes are like this, many cyclists including myself ride in the lane instead of the path. Due to the separation, watching for turning cars and riding against can be terrifying and is not safe.</p> <p>Thank you for taking the time to read this, and I am looking forward to the open house.</p> <p>Thanks,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>

3/12/2019	<p>Good Afternoon &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for your feedback regarding our summary of public comments and follow up questions. By way of this email, please allow me to respond.</p> <p>With regard to your question about the Austin Bicycle Plan, the vision of this plan calls for Austin to be a place where people of all ages and abilities bicycle comfortably and safely for transportation, fitness, and enjoyment. The plan recommends a priority short term all-ages-and-abilities (AAA) network which includes Shoal Creek Boulevard. The recommendations in the plan provide a starting point with the understanding that each street is sensitive to its surroundings and the land uses that take place along it. Speed, volume, and other contextual factors were considered in the development of the plan's recommendations. Implementation of the recommendations in the plan are contingent upon successful feasibility analysis, coordination, and/or public process like the one that is on-going for Shoal Creek Boulevard. The full Bicycle Plan can be found here and includes a map of the short-term AAA network on page 15.</p> <p>Regarding your question as to the evaluation of public input, this information is informing the development of alternative designs which will be available for review at open houses scheduled at the end of the month. The purpose of the summary of public input, released February 28th, was to reflect the feedback we gathered through the initial public comment period, and provide this information in a brief summary as well as all of the feedback we received in its original form. At the upcoming open houses, detailed information will be available about the alternatives and we will be collecting feedback on them. Please find more information on meeting locations, dates, and times below. The same information will be available at all three meetings, so please feel free to attend the one most convenient to you.</p> <ol style="list-style-type: none"> <li>1. Burnet Middle School Cafeteria (8401 Hathaway Drive) Tuesday, March 26 from 5:30 - 7:00 p.m.</li> <li>2. Lamar Middle School Cafeteria (6201 Wynona Avenue) Thursday, March 28 from 5:30 - 7:00 p.m.</li> <li>3. Northwest Recreation Center Gym (2913 Northland Drive) Saturday, March 30 from 1:00 - 2:00 p.m.</li> </ol> <p>In regards to the timeline exhibit presented at the listening session and linked on the website, we had hoped to provide information in a concise and clear way for stakeholders and attendees to learn about the project and be informed while they offered their input. We did our best to convey the extensive timeline and</p>
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background of the project while also trying to keep it succinct for easier consumption at a glance.

Again, thank you for your feedback. We hope to see you at one of the upcoming meetings later this month. The information will also be made available online for review.

Tyler Wong  
Contractor – Active Transportation and Street Design Division  
City of Austin Transportation Department

From: <<NAME REDACTED>> <<EMAIL REDACTED>>  
Sent: Tuesday, March 12, 2019 10:49 AM  
To: Wong, Tyler <Tyler.Wong-contractor@austintexas.gov>  
Cc: Mills, Alison <Alison.Mills@austintexas.gov>; Adler, Steve  
<Steve.Adler@austintexas.gov>  
Subject: Re: Shoal Creek Boulevard Public Input Summary Now Available

Dear Mr. Wong,

I shall be exceedingly obliged if you will kindly respond to my email of 5 March 2019 (below). This can be done by engaging in literate communication, as I had done on 5 March 2019 by sending you an email.

Thank you very much.

Sincerely yours,

<<NAME REDACTED>>

On Mar 4, 2019, at 11:54 AM, <<NAME REDACTED>> <<EMAIL REDACTED>> wrote:

Dear Tyler,

Thank you for sending the Shoal Creek Blvd. Public Input Summary with the Listening Session Exhibits.

The "How We Got Here" timeline states that in 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.”

The “focus on all ages and abilities bicycle network” predetermines its own outcome. Will you kindly indicate what that outcome is? Does the Austin Bicycle Plan envision “a focus on all ages and abilities bicycle network” for the entire urban area of Austin, or for only certain areas of Austin? Does a two-track focus—“all ages and abilities” and certain ages and abilities—explain why “Shoal Creek Boulevard from 38th Street to US 183 is recommended for protected bicycle lanes” and not other areas?

You state that your staff has carefully evaluated all public input, but there is no synthesis provided to the public that would indicate that any evaluation has been made. Rather, your staff seems to have collected all of the public input and made this public input available to the public.

Why have more and more rounds of community open houses been scheduled if the function of your staff is only to provide a catchment basin for public input? Is the outcome of this process already predetermined by the “focus on all ages and abilities bicycle network” set forth in the Austin Bicycle Plan?

Your “How We Got Here” timeline omits the important fact that a sensible plan for restriping Shoal Creek Blvd. between 38th St. and Foster Lane was put before the Austin City Council in March 2006, which met AASHTO guidelines and had the recommendation of the City Council Staff, was rejected.

This is a glaring omission from “How We Got Here,” and I would like to know why this history has been erased from your timeline.

I shall be exceedingly obliged if you will kindly answer these questions.

Thank you very much.

Sincerely yours,

<<NAME REDACTED>>

3/14/2019	<p>Mr.Wong thanks so much for responding! I will absolutely make it to one of these meetings, and look forward to hearing proposed improvements. Will you be there?</p> <p>Again, many thanks, &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Mar 14, 2019, at 5:25 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 input regarding speeding and the request for a speed bump. The City's Local Area Traffic Management (LATM) program, which is a request-driven means for pursuing the measures you mentioned, though the program is currently suspended for revisions. Information on the LATM program and updates on its revision process can be found here:<a href="http://www.austintexas.gov/latm">http://www.austintexas.gov/latm</a>. However, as part of any changes we may make along Shoal Creek Boulevard, speeding and traffic calming will definitely be a big consideration based on the emphasis we have seen during the first round of public comment. If you are able to attend one of the upcoming meetings (dates, times, and locations shown below), we will be presenting alternatives with associated features and trade-offs as well as additional enhancements, like traffic calming and pedestrian improvements. We will also be posting the material on the project website after the first meeting if you are unable to attend (<a href="http://www.austintexas.gov/shoalcreekbldv">http://www.austintexas.gov/shoalcreekbldv</a>).</p> <ol style="list-style-type: none"> <li>1. Burnet Middle School Cafeteria (8401 Hathaway Drive) Tuesday, March 26 from 5:30 - 7:00 p.m.</li> <li>2. Lamar Middle School Cafeteria (6201 Wynona Avenue) Thursday, March 28 from 5:30 - 7:00 p.m.</li> <li>3. Northwest Recreation Center Gym (2913 Northland Drive) Saturday, March 30 from 1:00 - 2:00 p.m.</li> </ol> <p>Best, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; Sent: Monday, March 11, 2019 5:13 PM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt;</p>
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	<p>Subject: Shoal Creek Blvd.</p> <p>Hello,</p> <p>We have lived on Shoal Creek (&lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek) for over 30 years—when people obeyed the speed limit, and not the 40+. mph which is now the norm. I am not sure if this is the right forum, but our concern is the need for a speed bump around our corner.....there have been many, many near accidents in front of our house, indeed some accidents have occurred</p> <p>When I inquired before, I was told I needed to obtain at least 30 signatures from the surrounding streets. I am a senior citizen with limited mobility, and would appreciate any help you can give me! Thank you,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;PHONE NUMBER REDACTED&gt;&gt;</p>
3/17/2019	<p>&gt; 1. What does the data show about the # of cycle-car accidents or</p> <p>&gt; cyclist injuries as a result of bike lanes on Justin or any other</p> <p>&gt; reasonably close area to Allandale?</p> <p>&gt;</p> <p>&gt; 2. How much narrower are the driving lanes going to be after going to</p> <p>&gt; 2-way bike lane?</p> <p>&gt;</p> <p>&gt;</p> <p>&gt; Thanks</p>

3/17/2019	<p>Good Morning &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for your inquiry regarding the project along Shoal Creek Boulevard. I've copied your questions from both emails you sent and have written a response below each. I have also added you to our contact list so that you will be kept up to date about upcoming meetings and announcements. If you are able to attend one of the upcoming meetings (dates, times, and locations shown below), we will be presenting alternatives with associated features and trade-offs. We will also be posting the material on the project website after the first meeting if you are unable to attend (<a href="https://www.austintexas.gov/shoalcreekblvd">https://www.austintexas.gov/shoalcreekblvd</a>).</p> <ol style="list-style-type: none"> <li>1. Burnet Middle School Cafeteria (8401 Hathaway Drive) Tuesday, March 26 from 5:30 - 7:00 p.m.</li> <li>2. Lamar Middle School Cafeteria (6201 Wynona Avenue) Thursday, March 28 from 5:30 - 7:00 p.m.</li> <li>3. Northwest Recreation Center Gym (2913 Northland Drive) Saturday, March 30 from 1:00 - 2:00 p.m.</li> </ol> <p>Questions from First Email:</p> <ol style="list-style-type: none"> <li>1. Why do bike lanes disappear at intersections?</li> </ol> <p>While producing designs to retrofit existing streets, intersections are difficult due to the limited street width we have to work with. This is juggled with the multiple movements and modes that all pass through the intersection, as well as time constraints that are involved with signalized intersections. When implementing a design, we attempt to balance the changes we make to retain or minimize negative effects to all users compared to existing conditions. The proposed alternatives that will be shown at the meeting provide dedicated space for bicycles through all intersections.</p> <ol style="list-style-type: none"> <li>2. Is the proposed Shoal Creek Blvd bike lane intended to be used by pedestrians also?</li> </ol> <p>Shoal Creek Boulevard has sidewalks on both sides along a majority of the roadway. We received feedback that people walking often use the street. However, the bicycle lane design is intended to be used by people on bikes and people using scooters.</p> <ol style="list-style-type: none"> <li>3. What options, aside from the hemispherical barriers, are you considering to separate the bike lane from car traffic?</li> </ol>
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	<p>For this project the proposed alternatives will include reflective concrete traffic buttons or flexible delineator posts (also known as flexposts) for protection, depending on roadway characteristics and conditions.</p> <p>4. Have you considered allowing cars to park on the same side of the street as the bike lane?</p> <p>At the meetings we will present multiple design alternatives, including a no build option, we will also discuss other designs and why they were not progressed through to full alternatives. Bike lanes adjacent to parked cars was discussed and will be reflected in what we present.</p> <p>5. How does the bike lane continue south of 38th?</p> <p>The current project is looking at Shoal Creek Boulevard from 38th Street to US 183 with connection points at both ends included. South of 38th Street, the facility will have connections to the existing 38th Street bike lanes as well as a connection to the Shoal Creek Trail that continues along the creek.</p> <p>6. Do you know when construction is scheduled to begin?</p> <p>Sections of the roadway are tentatively scheduled to be resurfaced as early as this summer once the public process has concluded. Construction of any bikeway facility is dependent on the outcome of the on-going public process.</p> <p>Questions from Second Email:</p> <p>1. What does the data show about the # of cycle-car accidents or cyclist injuries as a result of bike lanes on Justin or any other reasonably close area to Allandale?</p> <p>We are currently compiling data on all crashes before and after the installation of two-way bikeways across the city, including Justin Lane, and will have it available at the meeting. If you have further questions after reviewing the meeting materials, please feel free to reach ou</p> <p>2. How much narrower are the driving lanes going to be after going to 2-way bike lane?</p> <p>All alternatives that will be available for review at the meetings will include general vehicle lanes that are a minimum of 10 feet wide, which is the current width provided.</p> <p>Best, Tyler Wong</p>
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	<p>Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>-----Original Message-----</p> <p>From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt;</p> <p>Sent: Sunday, March 17, 2019 9:21 AM</p> <p>To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt;</p> <p>Subject: Questions about Shoal Creek Blvd bike lane</p> <ol style="list-style-type: none"> <li>1. Why do bike lanes disappear at intersections?</li> <li>2. Is the proposed Shoal Creek Blvd bike lane intended to be used by pedestrians also?</li> <li>3. What options, aside from the hemispherical barriers, are you considering to separate the bike lane from car traffic?</li> <li>4. Have you considered allowing cars to park on the same side of the street as the bike lane?</li> <li>5. How does the bike lane continue south of 38th?</li> <li>6. Do you know when construction is scheduled to begin?</li> </ol> <p>Thanks</p>
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3/18/2019	<p>Hi Laura, Nathan and Tyler,</p> <p>Recently a 1980 PARD Shoal Creek Greenbelt Extension Plan created by PARD came across my desk. I thought you'd enjoy taking a look at it. It includes many of the same ideas proposed in the recent Shoal Creek Trail Plan as well as explains a little bit of the history in the area.</p> <p>Let me know if you have trouble opening the doc as it's shared through google docs and is fairly large.</p> <p>Enjoy, &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>Shoal Creek Greenbelt Extension 120718.pdf</p> <p>-- &lt;&lt;NAME REDACTED&gt;&gt; Executive Director Shoal Creek Conservancy Office: &lt;&lt;PHONE NUMBER REDACTED&gt;&gt; Cell: &lt;&lt;PHONE NUMBER REDACTED&gt;&gt; Support the Conservancy Today</p>
3/20/2019	<p>Hi Tyler,</p> <p>Please pass this on to the city for me.</p> <p>I support protected bike lanes on Shoal Creek. My kids, like many in the neighborhood, have attended Gullett Elementary and Lamar Middle School and enjoy Northwest Park in the summer. We've lived in Allandale for 12 years and will support efforts to keep our kids, both of whom bike to school and bike to Northwest Park, safe on Shoal Creek.</p> <p>My friends and I also bike on the Shoal Creek loop and would benefit from the protection as well. &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;PHONE NUMBER REDACTED&gt;&gt;</p>

3/23/2019	<p>Hi Tyler,</p> <p>I cannot attend any of the upcoming meetings regarding the Shoal Creek re-design, but I did want to send my comments.</p> <p>Bike lanes tend to collect a lot of debris. I don't like barriers, as often I need to bail out of the lane to dodge broken glass. If there's parking alongside the barriers, it's even worse (turning vehicles have a hard time seeing you). I would most likely ride in the roadway on this scenario, so sharrows would be good to have.</p> <p>As for a 2-way bike lane with also a barrier - I would not even consider riding there. Too many potential problems, with no escape route. I would feel completely unsafe with that option.</p> <p>My preference for Shoal Creek would be to see the following - lower speed limit of 25mph, round-about circles instead of stop sign controlled intersections, and sharrows in the main lane of travel. This would allow for parking to still happen where needed, while allowing cyclists to travel freely without the dangers barrier and two-way bike lane designs create.</p> <p>Thank you for your time.</p>
3/27/2019	<p>Hello Tyler,</p> <p>I am a resident on Shoal Creek Blvd. as well as an avid bicyclist and automobile driver. All of my thoughts are from real life daly experiences.</p> <p>I can state that the cyclists are more arrogant and dangerous than any of the drivers I've seen on Shoal Creek in my many years of living on said street. A bike lane is an absolutely terrible idea as this road is already narrow enough with two sides of street parking. As a resident, I have a driveway that does not offer a turnaround option, so I would be impacted in a negative and dangerous way if I were to be forced to park across a high traffic street everyday.</p> <p>As a driver and cyclists, I understand the laws and how to ride in each situation. Most cyclists are courteous to vehicles and vice versa. It is the rotten apple cyclists, that ruin it for everyone else. Thus demanding a lane just for themselves. It's absurd, unrealistic and extremely cumbersome to the residence that live and park on these streets.</p> <p>Again, the cars are not the danger, it's the cyclists. They clog up the roads in their packs of 12 and do not use the bike lanes on either side of the road.</p> <p>NO NO NO to this idea. The only people that would want this are those that do</p>

	<p>not live on this street.</p> <p>Thank you,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>
3/27/2019	<p>Please help the us, the trampled and downtrodden residents of Shoal Creek and Great Northern Blvds!</p> <p>Our neighborhood bicyclists are kind people, VERY different from the 'racer' cyclists you want to give our neighborhood to. Please note this tiny fraction of problems being caused by the entitled brats you support unconditionally:  <a href="https://nextdoor.com/news_feed/?post=100537098&amp;is=notification_center">https://nextdoor.com/news_feed/?post=100537098&amp;is=notification_center</a></p> <p>&lt;&lt;NAME REDACTED&gt;&gt; is the safety volunteer for the Allandale Neighborhood Association. She sent a letter asking for help for the pedestrians affected, by bicyclists constant inappropriate behavior. Instead of helping the slightest bit, you caved in COMPLETELY to the brats, who cause problems for us. Now, bicyclists post OPENLY on nextdoor.com that they will NEVER use a bike lane. They are saying it's not inconsiderate to block traffic, when the bike lane is completely empty, as it usually is, here. Laura Dierenfield told me EXPLICITLY that is not what sharrows are for. She said she would help us, but we know a lie when it's that obvious. I think she thinks it's funny.</p> <p>Here was the progression:</p> <ol style="list-style-type: none"> <li>1. Bicyclists caused problems.</li> <li>2. We let you know that many of your entitled racers are troublemakers.</li> <li>3. You punish us severely, so bikes use the sharrows, now, almost exclusively, for 'tattling' on your favorite people, who have privileges to abuse others.</li> </ol> <p>Wanting to drive at 25 MPH on the street we live on, when the bike lanes are</p>

	<p>completely empty, is too much to ask, but we can't figure out why you think that.</p> <p>Why should we think Shoal Creek will be any different at all? We WILL complain, when they do the same things. You'll give them everything they could possibly dream of, and bikes will drive STRAIGHT DOWN THE MIDDLE of the lanes, ignoring the investment on infrastructure, which costs 100 times what a lifesaving sidewalk on Great Northern Blvd would cost. THEY SAY ONLINE THEY WILL, BECAUSE IT'S THEIR 'RIGHT'!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! This is a horrible waste of money and effort.</p> <p>Sincerely,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;PHONE NUMBER REDACTED&gt;&gt;</p>
3/28/2019	<p>Hi Tyler,</p> <p>I live and own the home at &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek Blvd, Austin, TX 78756 and I oppose the city's plan to put in a dedicated bike lane. There is no need for this change and it will drastically impact people like me and my family that live on Shoal Creek Blvd.</p> <p>I truly believe that this dedicate bike lane will not be used. Cyclist will continue to just ride int he street as they do now. Shoal Creek already has enough space for cyclist and this would not increase biking. Do not move forward with this plan.</p> <p>Thanks &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;PHONE NUMBER REDACTED&gt;&gt;</p>

3/28/2019	<p>Hello Tyler, I understand you are the person to whom suggestions about Shoal Creek Blvd bike infrastructure should be directed if I am unable to attend any of the upcoming community meetings. I am an avid cyclist both recreationally and as a primary means of transportation. I use Shoal Creek Trail and Shoal Creek Blvd an average of 2x per week for 4 total trips, usually the entire length from Ladybird Lake to at least Anderson Lane, often beyond. I ride minimum 5,000 miles per year on Austin streets, sometimes much more.</p> <p>I understand some of the suggested options on the table are: curb separated lanes, bollard separated lanes, two way lanes on one side, and a minimal resurface, repaint approach. Let me first summarize my suggestion with this point: there is a reason cyclist use that route as it exists more than any other central N-S route. It works really well. Your primary responsibility should be first and foremost not to harm the route by making it "better".</p> <p>Every one of the more substantial changes, especially those with physical (more than paint) separators, offers substantial safety, convenience and social issues that far outweigh the limited appeal they offer to limited age and ability segments. I can elaborate on the specifics if you'd like, but won't unless you are interested.</p> <p>The only thing I can think of that would actually make that route better for all cyclist is to slow traffic at cross streets with roundabouts, which would allow riders to roll without stopping when clear, add sharrows in the primary vehicular lanes to indicate to drivers that bikes have every right to be there. Otherwise, leaving it as-is would be the "if it ain't broke..." solution. A big part of making cycling safe is the social hurdle of getting Texas drivers to accept bikes as a valid road user. Sharrows, signage and increased ridership go a long way for little money in that regard. Please focus resources there instead of these problematic "protected" lanes that no experienced cyclist feels comfortable using. I also suspect those are politically easier solutions since motorist and home owners don't feel like they are giving anything up from what they are accustomed to.</p> <p>Thank you for your attention on this. Feel free to respond or question if you'd like. I encourage you to use my comments in any way that may be useful.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>
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3/28/2019	<p>Hi Tyler,</p> <p>I am hoping to get to the public meeting tonight regarding the Protected Bike Lanes on Shoal Creek, but honestly I doubt I'll be able to leave work in time to make it.</p> <p>I wanted to express my enthusiastic support for the project. I was so happy to see that there is the potential for protected bike infrastructure in my neighborhood. I live on North Street, right off of Burnet Road, and the area is not exactly friendly to active transportation. It's hard to convince friends and family that are not already experienced road cyclists to attempt to get on a bike. Those feelings of being unsafe keep people in cars, contributing to traffic, local air pollution, and climate change, and, let's be real, probably some road rage and unhealthy behaviors.</p> <p>Protected bike lanes open up the idea of biking to new riders, who will get to feel that joy you get when feeling free and safe on two wheels. Once these lanes are completed, I'll be able to ride bikes with my best friend and her two small children - an activity she has felt too unsafe to partake in since moving back to Austin from Boulder. I am so excited for that day.</p> <p>I probably should mention my credentials to speak to this. I've got a Master's in Planning and another in Sustainability, and I've done research on the ways we can make cities more equitable and resilient to climate change. In my day job, I make grants for outdoor recreation. While my support for this particular project is backed up by my education and research, really the support I have for it comes from living in this city and in this neighborhood and just being excited about a lovely amenity. I'll be able to ride a bike from the hospital I was born in, to my current home, and almost all the way to my folks house (which unfortunately is on the west side of Mopac near Anderson Lane). It's perfect! It will make my hood stronger and better connected and less dangerous and I am stoked!</p> <p>All the best,  &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>&lt;&lt;ADDRESS REDACTED&gt;&gt; North Street  Austin, Texas 78756</p>
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3/29/2019	<p>Hi Tyler,</p> <p>I live and own the home at &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek Blvd, Austin, TX 78756 and I oppose the city's plan to put in a dedicated bike lane. There is no need for this change and it will drastically impact people like me and my family that live on Shoal Creek Blvd.</p> <p>Thanks</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>
3/29/2019	<p>Tyler- thought you might enjoy seeing this pic. Saw it several times at train stations from Birmingham to Edinburgh. Busses, trains all have bike accommodations. I am again amazed at the masses of people that walk, cycle, motorbike and use public transportation in European cities.</p> <p>That said I still prefer not to have a two way bike lane in front of my home-I'm all in favor of one side parking, one bike lane each side in direction of traffic flow. Just have to throw in my opinion every chance I get!</p> <p>Have a Good day-</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Apr 10, 2019, at 16:46, 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 response back and thank you for taking our survey. Our public outreach process includes reaching out stakeholder groups that are affected by the project, which includes both residents and property owners as well as the traveling public. The information that is presented at our meetings and on our website is relevant to all stakeholders, intended to engage stakeholders in one inclusive process. Again, we have sent mailers to all addresses along the street as well as placed yard signs along the corridor for each step of the public outreach process to specifically make households along Shoal Creek Boulevard aware and to garner input and feedback.</p> <p>Once the public feedback period ends on April 30, we will analyze all survey responses, comments provided to us at the public meetings, emails, and phone calls received to determine next steps.</p> <p>In regards to the two people copied on the email, Mike Schofield and Laura Dierenfield are my colleagues within the Transportation Department who are also involved with the project and are not involved in any advocacy groups connected with this project. The Austin Transportation Department strives maintain and improve the street network for all modes and users within the City.</p>

Thank you also for updating us about the neighborhood list-serv updates and your ideas from your travels.

Best,

Tyler Wong

Contractor – Active Transportation and Street Design Division  
City of Austin Transportation Department

From: <<NAME REDACTED>> <<EMAIL REDACTED>>

Sent: Friday, March 29, 2019 6:53 PM

To: Wong, Tyler <Tyler.Wong-contractor@austintexas.gov>

Cc: Dierenfield, Laura <Laura.Dierenfield@austintexas.gov>; Schofield, Mike  
<Mike.Schofield@austintexas.gov>

Subject: Re: Shoal Creek Blvd traffic Cycling Lanes follow up

Thanks for the information Tyler - over two hundred households on Shoal Creek will be directly impacted. Was it a calculated decision not to engage those households directly rather than just include them in the broad general information sharing. Regardless of any thoughts of the changes to Shoal Creek being a "city wide" issue since it will be a recreational trail available to all, those of us who live on Shoal Creek will have our lives and our property values directly effected by this decision.

I am aware of the communications about the meetings and have read the information on the website. I have also completed the survey.

Once again I will dispute the validity of the previous online survey from which you created the materials being shared at the current neighborhood meetings and on the website since only two of my comments from over 30 was recording due to a "glitch" in the software - makes me wonder how many other comments were not captured. You will recall I spoke with you about this when I first noticed it.

Additionally I would be interested to know how feedback from these outreach efforts is being weighted. Does an individual that rides a bicycle down Shoal Creek on a pleasant day once a month or so warrant as much consideration as those of us who travel it numerous times a day? It is unfortunate that this situation has created adversarial camps made up of those whose primary use of Shoal Creek is for recreation and those of us who rely on Shoal Creek for our daily livelihood. It did not have to come to this and unfortunately there is likely to be continued animosity from stakeholders. I am aware of the approximate 1% that use SCB to cycle to work when weather permits. I also am aware of the pelotons of recreational cyclists that come down SCB en masse. Anyone who live on Shoal Creek can give you a good accounting of how and by whom it is used. Lastly, I find it interesting that you have copied two cycling advocates on your email to me. Who on your team is representing and advocating for motorists and the need to address better traffic flow - this is the cohort that is the primary

user of SCB.

I appreciate your communications with me and will continue to share my concerns with you, the mayor and the city council.

Regards-

<<NAME REDACTED>>

On Mar 29, 2019, at 11:11 PM, Wong, Tyler <Tyler.Wong-contractor@austintexas.gov> wrote:

Good Afternoon <<NAME REDACTED>>,

Thank you for the feedback regarding the Shoal Creek Boulevard project. In both the listening session and the current round of public outreach, we are hoping to collect input and feedback from all users of Shoal Creek Boulevard. We have done this through communication leading up to the meeting including mailing notifications to residents along Shoal Creek Boulevard, placing yard signs along the streets, posting on social media, and coordinating outreach with local news media. For this current round of comment, we have posted all the meeting material on our project website (<https://www.austintexas.gov/shoalcreekblvd>), with an overview of design alternatives and their associated features and trade-offs. Once you have reviewed the materials, we also have a survey posted on the project website to complete.

In regards to the number of housing on each side, I have counted the housing frontage on each side from 38th to Foster and there are approximately 139 houses fronting the west side and 170 fronting the east side. The current comment period will close on April 30, please let me know if you have any questions.

Best,

Tyler Wong

Contractor – Active Transportation and Street Design Division  
City of Austin Transportation Department

From: <<NAME REDACTED>> <<EMAIL REDACTED>>

Sent: Friday, March 29, 2019 12:45 PM

To: Adler, Steve <Steve.Adler@austintexas.gov>; District 7 <District7@austintexas.gov>; Wong, Tyler <Tyler.Wong-contractor@austintexas.gov>

Cc: District 1 <District1@austintexas.gov>; District 2 <District2@austintexas.gov>; Renteria, Sabino

<Sabino.Renteria@austintexas.gov>; District 4 <District4@austintexas.gov>; District 5 <District5@austintexas.gov>; District 6 <District6@austintexas.gov>; District 8 <District8@austintexas.gov>; Tovo, Kathie

<Kathie.Tovo@austintexas.gov>; District10 <District10@austintexas.gov>  
Subject: Shoal Creek Blvd traffic Cycling Lanes follow up

'Feels like the residents of SCB are being steamrolled by many others, especially folks that don't even live in Allandale. I saw on Facebook that Bike Austin was offering free pizza for those who go to the meeting last night to vote for protected bike lanes. The presentation was very slanted as is the survey. I'm not hopeful at this point... "

This from the Allandale neighborhood list serve. I hate that a special interest group with a self serving and overall destructive agenda has so many of the city leaders by the short ones. Again I ask, what is the percentage of actual use by autos vs bikes? why is this minimal percentage of cycling users garnering so much support while the people that actual use and rely on Shoal Creek on a daily basis are being painted as obstructionists and ignored? What must we do to get the city leaders to take a deep breath and do a reality check rather than just swallowing all the propaganda spewed by the cycling community and the cycling consultants brought in to do a traffic study - does that seem a bit biased - what would a traffic consultant without a cycling bias devise and recommend - perhaps something realistic, safe and that promotes all modes of traffic? It is heartbreaking that after over two decades of caring for my home and protecting the integrity of our street and neighborhood it is very likely going to be diminished for the sake of recreational cyclists. It is disappointing that the cycling community has so little regard for the residents who have made Shoal Creek a pleasant and desirable place to recreate. That could change quickly as property values decrease and the street turns into rental units. What a waste of a decades long neighborhood heritage that would be.

I invite and challenge anyone to come and sit in my front yard and get a true picture of the cycling usage on Shoal Creek. I don't think anyone has done anything as basic as that, but rather has pulled together information and "innovative ideas" from other communities that bear few similarities to Austin. I have asked several times for the number of Shoal Creek households that will be impacted by this change - no one had even given that any consideration and to date no one has been able to give me that number. Likely because it far outweighs the number of cyclists who use the street regularly - and that would be an inconvenient fact to address.

How about actually doing something innovative that is built upon the realities and needs of Austin? It hearkens back to the debacle when city leaders refused to truly assess needs and usage and instead provided similar straw poll surveys and "community engagement" meetings which were ignored - instead they went with some "great ideas" from consultants unfamiliar with and uninterested in becoming familiar with the needs and usage of Shoal Creek - and we got "traffic calming devices" that subsequently had to be removed - a waste of millions of dollars and bankrupting the well of public trust in city leadership.

	<p>Austin does not need another debacle when there are so many other areas of vital importance that should be focused on.</p> <p>Regards -</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Mar 28, 2019, at 11:09 PM, &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; wrote:</p> <p>This message is from &lt;&lt;NAME REDACTED&gt;&gt;&lt;&lt;EMAIL REDACTED&gt;&gt;</p> <p>I am sending a copy of the email I sent to Tyler Wong. I have little faith that my thoughts will be considered by Austin Transpirtation do I am sharing with you as well for the record.</p> <p>Good Evening Tyler- I am out of town until late April so cannot attend meetings. I must say the response numbers do not seem to reflect the primary stakeholders- were these responses drummed up thru efforts of the cycling community who have a minimal stake in the outcome-other than to enhance their recreation? Will they be willing to reimburse home owners for the property devaluation that their bike agenda will cause-my guess is the investment, livelihoods and homes created by the families on Shoal Creek does not even cross their minds.</p> <p>We have coexisted successfully with cyclists for decades-donâ€™t bring that to an end by attacking the integrity and beauty of our neighborhood- we live here, we donâ€™t just cycle through.</p> <p>A no-build or one side parking solution with no obtrusive and unsightly physical barriers are the only solutions that the neighborhood can tolerate. It works in Tarrytown, it will work on Shoal Creek as well.</p> <p>I requested some time ago for the number of households that live on the impacted area of Shoal Creek - at that time no one had gathered that data. I was told it would be gathered and the information would be shared with me. Please send the information to me and also share the info with the public. Thatâ€™s a lot of home life and tax revenue that will be adversely effected - both due to neighborhood degradation, property devaluation and legal proceedings.</p> <p>I am all in favor of promoting safety. However transportation dept us using safety concerns as a foil to promote their efforts to dis-incentivize traffic flow as a ploy to get autos off the street. It amazes me that the focus is not incentivizing traffic flow - at least until we can build an adequate public transportation system. With no viable public transportation options in place all the transportation department is accomplishing is filling the streets with frustrated and angry drivers-the antithesis to promoting safety.</p> <p>I encourage transportation dept to get out of bed with the cycling activists and focus energy and resources on meaningful and impactful solutions rather than these disruptive and costly âœœband-aids .â€•</p> <p>I appreciate you giving my thoughts your strong consideration.</p> <p>&lt;NAME REDACTED&gt;&gt;</p>
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	<p>&lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek Blvd</p> <p>Sent from my iPhone</p> <p>Street address: &lt;&lt;ADDRESS REDACTED&gt;&gt;Shoal Creek Boulevard</p> <p>Council District: 7</p>
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3/29/2019	<p>More from the neighborhood list serve. We have done our homework and given the inter-related plans a realistic and informed assessment. We ask that the city representatives to the same and move away from a recipe for disaster on all fronts:</p> <p>"Yes, SCB is a collector (but not an arterial) roadway. We have Burnet Rd. to serve that function, and as mentioned earlier, it might be helpful to think of the SCB project and Burnet Rd. Corridor in tandem. I agree that to allow no parking and protected bike lanes on SCB is unfair to residents, and not really needed for bicyclists as protected lanes are commonly reserved for commercial areas.</p> <p>Having read the Bike and Roadway policies of the ASMP, parts of the Imagine Austin plan, and the Burnet Corridor project plan in great detail, i also agree that bicyclists have an outsized influence on Austin transit policies. Specific to Burnet Rd., even the projected increase in bike commuters is expected to be only 4% (up from 1.3%). The current proportion of auto travelers has been cited at 74%, with a 20 yr. forecasted decrease to 50%, assuming a marked increase in bus transit. (And yes, it also seems to me that certain transit planners deny the reality of auto transit, not to mention the significant geographic spread of Austin proper, compared to many other cities.)</p> <p>If the Burnet design is implemented as is, the traffic congestion will be horrible and may force motorists to use SCB as an arterial roadway, which certainly no one wants. Better to use the Burnet width to have dedicated bus lanes and improved sidewalk capacity for pedestrians which would still allow for (less wide) planting strips on both sides. The minimal # of cyclists can use SCB for transit, especially since it extends from 183 to 38th st.</p> <p>Having shared parking and bike lanes seems like a recipe for disaster, and may unwittingly contribute to some bicyclists' aggressive behavior, engendering more animosity among motorists. The SCB project does not have to be 'all or nothing'. With 40 ft. of width, there is room for an 8' parking lane on one side, and bilateral one-way, 5' bike lanes, each with a 1' buffer - with the bike lanes painted green for more visible designation. Everyone wins something. More protection for bicyclists, same width for traffic (10' each), no barriers to interfere with trash pickup, and available parking space which has been cited as generally underutilized, with occasional exceptions."</p>
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3/29/2019	<p>Good Afternoon &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for sending this along. This situation along Rio Grande Street we have been working on. As we work to install bike facilities around the City, enforcement and education are both areas of outreach along with the engineering that we realize need to occur to discourage actions like what you have shown.</p> <p>Thank You, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; Sent: Thursday, April 04, 2019 2:14 PM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; Cc: Schofield, Mike &lt;Mike.Schofield@austintexas.gov&gt; Subject: Re: Alternative to cement button for protected bike lanes</p> <p>Hi Tyler,</p> <p>I hope you are doing well.</p> <p>Enclosed you could find a photo taken a few minutes ago demonstrating that we really need to have bike lanes for people who bike, scoot or similar, and not for people who park.</p> <p>Regards, &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Fri, Mar 29, 2019, 3:46 PM Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; wrote: Hi &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for your suggestion. I will forward this on to others in my group and we will discuss the type of protection used on the street if a protected bike lane option is chosen for Shoal Creek Boulevard. If you have not already, please take our survey which can be found on the project website (<a href="https://www.austintexas.gov/shoalcreekblvd">https://www.austintexas.gov/shoalcreekblvd</a>). The current comment period will close on April 30, please let me know if you have any questions or comments.</p> <p>Thank You, Tyler Wong Contractor – Active Transportation and Street Design Division</p>
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City of Austin Transportation Department

From: <<NAME REDACTED>> <<EMAIL REDACTED>>

Sent: Friday, March 29, 2019 2:34 PM

To: Wong, Tyler <Tyler.Wong-contractor@austintexas.gov>

Subject: Alternative to cement button for protected bike lanes

Hi Tyler,

<<NAME REDACTED>>, I am approaching you as we briefly talked during the Shoal Creek Open House at Llamar Middle School yesterday. Our conversation was about alternatives to the cement buttons used for protected bike lanes.

The option I was talking about was to use a bike rail. This solution was developed by Dero (<https://www.dero.com/dezignline>) and was featured by People for bikes 2 years ago (<https://peopleforbikes.org/blog/a-new-generation-of-bike-lane-separators-is-starting-to-arrive>).

The reason I am mentioning this substitute is because the buttons do only partially their jobs. I ride on Speedway at least twice a day, every day, and a couple of times per week there are drivers parked in the protected bike lanes, or delivery trucks with one wheel on each side of the buttons going down the street like that. As the buttons are very low, it is easy for these types of vehicle to pass over them.

A bike rail is a nice opportunity to prevent these problems to happen, while increasing the safety of the people who bikes. Besides they also offer the benefit to add plastic poles on top, and to setup planters especially useful at intersections (in addition to providing a nice aesthetic).

I hope you would consider my request and I would be more than happy to provide you with more information if necessary.

Thank you very much again for all your work around the Shoal Creek project.

Regards,  
<<NAME REDACTED>>

3/29/2019	<p>From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt;  Sent: Thursday, March 28, 2019 7:45 PM  To: Wilkes, Nathan &lt;Nathan.Wilkes@austintexas.gov&gt;; Dierenfield, Laura &lt;Laura.Dierenfield@austintexas.gov&gt;  Subject: Fwd: [AustinBAC] Re: Helmet cam video: Shoal Creek parked cars and speed cars obstacle course videos</p> <p>Food for thought here.</p> <p>I'm hearing from many people about this diverter on 51st st, and the consensus is WTF was the city thinking?  &lt;&lt;NAME REDACTED&gt;&gt;  Austin,TX  &lt;&lt;PHONE NUMBER REDACTED&gt;&gt;</p> <p>Begin forwarded message:  From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt;  Date: March 28, 2019 at 5:26:36 PM CDT  To: &lt;&lt;EMAIL REDACTED&gt;&gt;, &lt;&lt;EMAIL REDACTED&gt;&gt;  Cc: &lt;&lt;EMAIL REDACTED&gt;&gt;, &lt;&lt;EMAIL REDACTED&gt;&gt;, &lt;&lt;EMAIL REDACTED&gt;&gt;  Subject: Re: [AustinBAC] Re: Helmet cam video: Shoal Creek parked cars and speed cars obstacle course videos  Reply-To: &lt;&lt;EMAIL REDACTED&gt;&gt;</p> <p>While I'm not a fan of contraflow bike lanes on lower speed roadways with many conflict points, if Option E is chosen, the bikeway should be wider than 10ft, at least 12 or 14ft wide. Why are we making the parking lane 8ft wide? 6ft is fine since it's next to a 10ft travel lane. That would encourage drivers to slow down a bit too. If you have cyclists heading toward each other, both at a common 22mph, that's a closing speed of 44mph, and on a curve, it makes it even more sketchy. As it is, riding Great Northern, cyclists will use the southbound travel lane when approaching an oncoming cyclist to give each other more room. This will NOT be an option on Shoal with the higher car traffic. As for suggesting a 22mph cyclist to use the travel lane - no thanks, I'm not interested in being harassed and threatened by autos.</p> <p>The City Of Austin has a thing for trading the safety of faster cyclists for this 'all ages' idea. I've come across some real sketchy spots where they make some weird changes like on E 51st street between HEB and Waterbrook drive heading eastbound on the downhill. We are cycling at 30mph down the hill (still not fast enough to flow with traffic) and we come up on this new diverter that wants to put cyclists on the sidewalk. Everyone I rode with thought it was irresponsible to do such a design there. Luckily we could find a gap in traffic and take the lane at the last second. Drivers are NOT expecting such irregular behavior.</p>
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You are making it more dangerous for cyclists.

Just like on St Johns where the bike lane goes on to a sidewalk. SUPER sketchy for someone riding 20mph with tons of traffic blowing by at 40mph. Now the cyclist has to slam on the brakes and crawl around pedestrians/fixtures/bumps on the sidewalk as they cross Guadalupe. Not to mention the pile of sand sitting in the ramp up to the sidewalk.

<<NAME REDACTED>>

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On Thu, 3/28/19, <<NAME REDACTED>> <<EMAIL REDACTED>>

Subject: Re: [AustinBAC] Re: Helmet cam video: Shoal Creek parked cars and speed cars obstacle course videos

To: <<EMAIL REDACTED>>

Cc: <<EMAIL REDACTED>>, <<EMAIL REDACTED>>, <<EMAIL REDACTED>>

Date: Thursday, March 28, 2019, 12:59 PM

Here is a link to the alternatives (PDF) for those on list who have yet to see them: [https://austintexas.gov/sites/default/files/files/FINAL\\_Alternatives-online.pdf](https://austintexas.gov/sites/default/files/files/FINAL_Alternatives-online.pdf)

There is pretty clear empirical evidence given in these slides by ATD that two-way cycletracks reduce accidents. Also as these facilities see more use across the city (there are 3 in Brentwood neighborhood for instance) the familiarity level of all road users will increase, further increasing safety.

All of the proposed intersection improvements seem like big improvements from current states, with the two-way cycletrack options seeming to yield more protection and the neat underpass for 2222. The proposed design for 38th would also be an immense step up for those who brave 38th St east - west, or who come down Bull Creek Rd to connect to the Shoal Creek trail.

A big advantage for the two way cycle track would also be that approximately half as many buttons/flexposts would be needed. This would allow more resources for improvements elsewhere, such as the intersections.

I don't personally feel that discussions about parking should come before discussions about the safety of those on bicycles, especially with how low parking utilization is, and given the alternative of parking on a side street and walking a minute or two.

<<NAME REDACTED>>  
BAC Vice Chair

On Thu, Mar 28,  
2019 at 12:33 PM <<NAME REDACTED>> <<EMAIL REDACTED>> wrote:

Option C has no physical protection between the bikeway and the travel lanes. Staff notes that it's not an all-ages-and-abilities bikeway, and cautions that it's not expected to slow traffic or encourage cars to stay in their lanes through curves. Option E is an all-ages-all-abilities facility, as defined on pp. 50-51 of the 2014 Bicycle Plan. So is the Rio Grande cycletrack between MLK & 29th, which is also a 2-way, physically separated bikeway. Yes, Rio Grande is one-way for cars, and Shoal Creek is two-way – but I haven't seen a definition of an all-ages-and-abilities facility that would rule out a two-way facility on a two-way street. I'd favor D or E. I'm hoping we emerge from this process with some protection for the bikeway that goes beyond paint.

<<NAME REDACTED>>

From: <<EMAIL REDACTED>> On Behalf Of <<NAME REDACTED>>  
Sent: Thursday, March 28, 2019 11:29 AM  
To: <<EMAIL REDACTED>>  
Austin Bicycle Advisory Council <<EMAIL REDACTED>>  
Subject: Re: [AustinBAC] Re: Helmet cam video: Shoal Creek parked cars and speed cars obstacle course videos

I favor C over D or E. C and D are similar. C has no day parking (7-7). D has no parking at all. Discussion at Tue's open house was that D isn't politically feasible. E, the two-way bike lanes on west side, is not an all ages, all abilities facility. I'm also concerned about the safety and practicality of turning across Shoal Cr Blvd to head east or to enter the facility from the east.

North of Foster, I also favor the one-way bike lanes (Alt Y). I'd also support a trail across the creek and through the cemetery to connect to Bull Creek Rd at Hancock. I agree that a trail under 2222 is a good idea.

<<NAME REDACTED>>  
South Allandale

From: <<EMAIL REDACTED>> on behalf of <<NAME REDACTED>> <<EMAIL REDACTED>>

	<p>Sent: Wednesday, March 27, 2019 10:10 AM</p> <p>To: Austin Bicycle Advisory Council</p> <p>Subject: [AustinBAC] Re: Helmet cam video: Shoal Creek parked cars and speed cars obstacle course videos</p> <p>I see that ATD released their Shoal Creek Blvd alternatives:  <a href="https://austintexas.gov/sites/default/files/files/FINAL_Alternatives-online.pdf">https://austintexas.gov/sites/default/files/files/FINAL_Alternatives-online.pdf</a>  I personally favor D over E. I think reasonable cyclists/ped advocates can disagree on this. I also think the 2222 trail bridge connection should be built regardless. Also, here's a couple more videos of deviant automobile drivers on Shoal Creek and on Steck: <a href="https://www.youtube.com/watch?v=hufFGCvXRfc">https://www.youtube.com/watch?v=hufFGCvXRfc</a>  <a href="https://www.youtube.com/watch?v=J2MOYMeCrCM">https://www.youtube.com/watch?v=J2MOYMeCrCM</a></p> <p>--</p> <p>You received this message because you are subscribed to the Google Groups "Austin Bicycle Advisory Council" group.</p>
3/31/2019	<p>Tyler,</p> <p>I just attempted to submit the following comments, but I'm not sure they went through.  <a href="https://www.surveymonkey.com/r/ShoalCreekBlvd">https://www.surveymonkey.com/r/ShoalCreekBlvd</a>  I'm amending to a previous survey that I submitted on Thursday. While I am not affirming a preference among B/C/D/E here, I would like to suggest that a combination of C &amp; E could be implemented. In some places car parking would be permitted 7-7 and in some places it would be no parking 24/7 and the bike lane would have a physical barrier.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>--</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>

	<p>&lt;&lt;EMAIL REDACTED&gt;&gt;</p> <p>&lt;&lt;PHONE NUMBER REDACTED&gt;&gt;</p>
4/1/2019	<p>I regret missing the meetings re Shoal Creek bike lane "improvements," but once again would like to weigh-in on the benefits of doing less, rather than more.</p> <p>By way of background, I'm a partner in an economic consulting company here in Austin (TIP Strategies, Inc.). My involvement in cycling spans racing for the University of Oregon and subsequently starting a chain of bicycle shops in Portland, Oregon, in addition to having sponsored racing teams in the U.S. More to the point, I remain an avid recreational rider.</p> <p>Riding this weekend, I was dismayed by the ill-conceived efforts by the city to increase cycling safety. On Hancock, vertical pylons intended to separate cars and bikes simply result in dirtier bike lanes since the street cleaners can't get to them. On North Loop, the round hard rubber mini speed bumps pose an outright hazard if for some reason a cyclist needs to get out of the bike lane.</p> <p>In these cases, as in the downtown where curb barriers present even more extreme hazards, we need to ask ourselves whether these "improvements" do anything useful. Simply designating a lane with paint and spending the rest of the money on public awareness would be so much better.</p> <p>Yes, bikes and cars interacting most certainly presents risk. That danger will always be present. We need to consider whether many of the efforts to reduce that risk may make things worse.</p> <p>Commit to bike lanes but remove physical barriers. Keep the streets clean and the potholes filled. Educate drivers and cyclists. Have fun.</p>

	<p>&lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;PHONE NUMBER REDACTED&gt;&gt;</p>
4/2/2019	<p>Hello Natalie</p> <p>There is already plenty of easy even for me to find info re my proposal. Some even from bicycling association.</p> <p>Basically saying a physical pattern bike ass. says OK for them can be done for as low as 10 cent a foot.</p> <p>Have a depth of "crevasse" of 0.375" and put one about each 5 inches and then every now and then have a few feet ( 10-ish) of none for ingress/egress.</p> <p>This means that your group could get a Test Section from 45th Street to Koenig done for maybe \$500 versus the untold thousands they are ready to blow on another ineffective effort that pleases no-one. This will also leave the entire bike area unobstructed enabling better street sweeping to keep it clean of debris thereby nullifying one of the spandex crowd's primary rationales for riding on the white line.</p> <p>Could be laid down overnight. Very simple; likely very effective.</p> <p>Only drawback I see is that it is too cheap and logical and doesn't burn enough time. effort and money for the City.</p> <p>I shall press this issue if you are not convinced and want to work on this.</p> <p>Please let me know your thoughts.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;PHONE NUMBER REDACTED&gt;&gt;</p>

4/2/2019	<p>Mr. Wong</p> <p>Your reply is disappointing...and right in line with the pattern I have seen for years. You hold these "feedback session" but really don't want feedback. It was all, and is all, a sham. Solicit input that is nicely filed in an addendum to sho9w you asked. But your course is never changed.</p> <p>How dare you all feel so free with everybody's tax dollars to be so closed.</p> <p>If I had heard something along the lines of "we investigated that and for reasons a thru g we deemed it unworkable", something like that, my response would be different.</p> <p>Your true colors are shown. All you want to do is one more stupid, and many of us have talked at these get togethers over time and used the same word, bound-to-fail waste of taxpayer money possible.</p> <p>How can you ignore a possible, inexpensive path that could lead to the necessary separations of bikes and cars? A test could be implemented in a week for next to nothing...and you know it. But ,then, you couldn't spend all that money. Your budget might go down and that can never happen.</p> <p>I shall remember your nonchalant dismissal sometime down the line and I bring this up in the future at a council meeting after y'all spend a couple million more and fall on your faces yet again.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt; Shoal Creek neighborhood</p> <p>From: Wong, Tyler [mailto:Tyler.Wong-contractor@austintexas.gov]  Sent: Tuesday, April 02, 2019 4:42 PM  To: &lt;&lt;NAME REDACTED&gt;&gt;  Cc: Tuttle, Emily; Cerna, Natalie; Schofield, Mike  Subject: RE: First Contact re Rumble Strips</p> <p>Good Afternoon &lt;&lt;NAME REDACTED&gt;&gt;</p> <p>Thank you for your suggestion on the email below as well as your other message. At this stage of the public outreach we are mainly looking for feedback regarding the design alternatives, but we will note your suggestion and look into the feasibility of them if a build alternative gets progressed. If you weren't able to at the meeting, please visit our project website (<a href="https://www.austintexas.gov/shoalcreekblvd">https://www.austintexas.gov/shoalcreekblvd</a>) to view the meeting materials and take the survey. The current comment period closes on April 30, please feel free to contact me if you have any other questions or comments.</p> <p>Best,  Tyler Wong  Contractor – Active Transportation and Street Design Division  City of Austin Transportation Department</p> <p>From: Cerna, Natalie</p>
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Sent: Tuesday, April 02, 2019 1:45 PM  
To: <<NAME REDACTED>> <<EMAIL REDACTED>>; Wong, Tyler <Tyler.Wong-contractor@austintexas.gov>  
Cc: Tuttle, Emily <Emily.Tuttle@austintexas.gov>  
Subject: RE: First Contact re Rumble Strips

Hi <<NAME REDACTED>>,

Your email made it to me safely, thanks for reaching out! We appreciate your feedback and attendance at our Shoal Creek public meeting. I'm looping in our project designer, Tyler Wong. I just received your other email today at 1:30 pm and will be forwarding that to Tyler as well.

Best,

Natalie Cerna  
Public Information Specialist  
Austin Transportation Department  
(512) 974-7954

From: <<NAME REDACTED>> <<EMAIL REDACTED>>  
Sent: Monday, April 1, 2019 11:58 AM  
To: Cerna, Natalie <Natalie.Cerna@austintexas.gov>  
Subject: First Contact re Rumble Strips

Hello Ms Cerna, or, Natalie if I may. This is <<NAME REDACTED>> and I send this e to get my name stuck with you re my idea we discussed Saturday to help solve the auto-bike interface situation on Shoal Creek.

My takeaway was you were intrigued and think there may be merit to the idea. I hope I am correct. And so I propose we stay in touch and communicate some more about this, see how we might gather more information and see if we like the idea more or less as we learn more..

To that end, this e gives you my email address. My telephone numbers are: <<PHONE NUMBER REDACTED>> and cell <<PHONE NUMBER REDACTED>>. Will you please email me back to confirm you have received this. I don't have all that much faith in Mr. Internet to do as supposed to do.

Do you have a direct line?

I very much appreciated your openness to the suggestion and willingness to listen.

Regards

<<NAME REDACTED>>

4/4/2019	<p>Good Afternoon &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for the resource, the interaction between bikes and motor vehicles as they move around parked vehicles was something we have been hearing about frequently. I will save the link in our resource folder for the project and have also noted your concerns, suggestions, and preferences. If you haven't already please take our survey, which can be found on the project website (<a href="https://www.austintexas.gov/shoalcreekblvd">https://www.austintexas.gov/shoalcreekblvd</a>). Public feedback will be open until April 30, please let me know if you have any other comments or questions.</p> <p>Thank You, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; Sent: Thursday, April 04, 2019 10:40 AM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; Subject: Shoal Creek Blvd bike helmet videos</p> <p>Tyler, Please include these bike videos as input RE: Shoal Creek Blvd.</p> <p><a href="https://www.youtube.com/user/chriswojtewicz/videos?view_as=subscriber">https://www.youtube.com/user/chriswojtewicz/videos?view_as=subscriber</a></p> <p>Most noteworthy video, Cadillac SUV passes me on a double yellow after I've merged into the "car" lane. Notice that there was an oncoming car in the other direction that was forced into the "bike/parking" lane. <a href="https://www.youtube.com/watch?v=UP_0Q4jglgg">https://www.youtube.com/watch?v=UP_0Q4jglgg</a></p> <p>For some context, I bike commute 3-5 days a week from near Anderson High School to downtown. I also drop my daughter off at Pillow Elementary, she rides with me on a bike on those days.</p> <p>We need protected bike lanes all along the entirety of SCB. I prefer option D but would be ok with an option E if the bikeway was widened.</p> <p>Other feedback:</p> <ul style="list-style-type: none"> <li>-add elevated pedestrian crossing at all major intersections</li> <li>-no slip lanes</li> <li>-the path/trail under 2222 should be built regardless of the scenario</li> <li>-widen pedestrian crossing paths</li> <li>-shrink corner radi, especially at breaks in the protected bike lane (design speed</li> </ul>
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	<p>should be less than 30mph)  -north of Foster, get rid of right-turn only lanes; the bike lanes should not cross car lanes like it does on EB Steck at Shoal Creek</p> <p>Best regards,  &lt;&lt;NAME REDACTED&gt;&gt;  &lt;&lt;PHONE NUMBER REDACTED&gt;&gt;</p>
4/5/2019	<p>Good Afternoon Mr Wong,</p> <p>On the presentation at the meetings, there was a poster on Safety Analysis.</p> <p>Do you know which APD database was used to generate the data?</p> <p>Is it accessible for the public online ?</p> <p>Or was another database used ?</p> <p>Thank you,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>

4/5/2019	<p>Good Afternoon &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for bringing this to our attention. Our public outreach process includes the open houses we held last month as well as the month long comment period where we are collecting feedback through our survey on the project website (<a href="https://www.austintexas.gov/shoalcreekbldv">https://www.austintexas.gov/shoalcreekbldv</a>) and through email (<a href="mailto:tyler.wong-contractor@austintexas.gov">tyler.wong-contractor@austintexas.gov</a>) and phone (512-974-7061) as a way for stakeholders to provide a consistent medium for feedback. Unfortunately, we are not on the list-serv for the neighborhood and we do not track the comments there. I would encourage anyone that is making suggestion or discussion posts in the list-serv to contact us with these ideas so they can be logged and considered as we continue to collect the feedback.</p> <p>Thank You, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; Sent: Friday, April 05, 2019 1:19 PM To: Wong, Tyler &lt;<a href="mailto:Tyler.Wong-contractor@austintexas.gov">Tyler.Wong-contractor@austintexas.gov</a>&gt; Subject: Re: Shoal Creek Boulevard Survey Available Through April 30</p> <p>Hi Tyler. I'm curious about something. Are you, or is anyone you work with, following the Allandale neighborhood listserve? This is a hot topic for discussion and some really good ideas have emerged from those posts. The listserve also has a lot of "lost cat" and "need moving boxes" posts, but it wouldn't be hard to keep track of the SCB and GNB comments.</p> <p>No need to respond to this ... just wanted to offer it as a way to see which plans are going to gain traction and which aren't.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt; on Whiteway</p>
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4/5/2019	<p>Good Afternoon &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for the information you have provided from the history and past process for Shoal Creek Boulevard. I'm glad you were able to make it out to the open house and talk to staff.</p> <p>With the current survey open approximately two weeks, we do not have the capabilities to add a new field and get people who have already responded to add in their answer. I want to state that this public input period and the data collected within our survey is not a vote on options, but rather is a way for us, staff in the Transportation Department, to understand people's comfort level with the alternatives. Once the public feedback period ends on April 30, we will analyze all survey responses and comments provided via public meetings, emails, and phone calls to determine next steps.</p> <p>In regards to sidewalk work, we have coordinated with the Sidewalk program to identify gaps in the sidewalk network that could be filled if a build alternative is chosen. These can be found on the board titled "Pedestrian Improvements" within our meeting materials which was shown at the open house and which is uploaded to our project website (<a href="https://www.austintexas.gov/shoalcreekblvd">https://www.austintexas.gov/shoalcreekblvd</a>). These include along the north side of 38th St near at Crawford Ave, along the east side of Shoal Creek Boulevard between Anderson Lane and Foster Lane, along the east side of Shoal Creek Boulevard 500 feet south of Steck Ave, and along the east side of Shoal Creek Boulevard between Mossrock Drive and US 183.</p> <p>In response to your second email, the source of the data for our crash analysis is the TxDOT Crash Records Information System (CRIS) crash data (2010-2018). There is a publicly accessible website for the data (<a href="https://cris.dot.state.tx.us/public/Query/app/public/welcome">https://cris.dot.state.tx.us/public/Query/app/public/welcome</a>)</p> <p>The current public comment period closes on April 30, please let me know if you have any other comments or questions.</p> <p>Best, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>-----Original Message----- From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; Sent: Friday, April 05, 2019 1:42 PM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; Cc: Chase, Suzie &lt;Suzie.Chase@austintexas.gov&gt;; Brinsmade, Louisa</p>
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<Louisa.Brinsmade@austintexas.gov>; District 7 <District7@austintexas.gov>; Dierenfield, Laura <Laura.Dierenfield@austintexas.gov>; Schofield, Mike <Mike.Schofield@austintexas.gov>

Subject: Re: Vetting Shoal Creek Blvd surveys and comments is needed - out of state meddling

Good Afternoon Mr. Wong,

Thank you for your kind and quick response.

I attached two pages from previous city council action during the 2000 to 2006 period of experimentation on Shoal Creek Blvd. They show attempts at meddling and how it was isolated. (note: Option 2 back then is essentially your Alternative B today, and Option 3, (and 3B, 3C) is your Alternative A: No Build: Keep Existing Conditions.)

The meddling came from several bicycle activists that coordinated with out of state groups to influence local decisions. At that time, to prevent meddling that was occurring, I believe the City asked resident stakeholders to provide name and address, and bicyclists needed to show they were a member of local bicycle groups ACA/ARR.

Since the residents along SCB and nearby have to "live in the experiment 24/7" they should have more say or weight than out of city or out of state people. Most residents of Allandale and Rosedale are blocked off by Great Northern Rail Road, so a majority of our residents are directly affected daily by the drivability on Shoal Creek Blvd.

So the City back then took measures to verify the stakeholders, and prevented much of the outside meddling. How is that being done now?

Unfortunately it seems that your current survey is un-verifiable. For your online survey, the IP is usable for rough location for many home computers, but not so when smart phones are used, therefore the exclusion of the out of city meddlers seems more difficult. Did/are you classifying out of town responses?

Is ATD giving SCB residents additional weight on their input? I think just asking for residents name and address for verification is fine, it gives residents the choice. It's public knowledge anyway via phone book, or on-line at [www.traviscad.org](http://www.traviscad.org).

The TV News, and SCC discussed improving sidewalks. I saw no sidewalk improvements at the open house, is that off the table? [or a different city

group?] We really need new sidewalks they are a hazard to walking and running, and that is why they are in the street.

I thought the open house meetings were good. I spent time talking with many designers.

We have more questions to ask you shortly on the Intersections, Backing out of Driveway, and on how the Safety Analysis was generated, and what it actually means.

Thank You

On 3/25/2019 5:21 PM, Wong, Tyler wrote:  
Good Afternoon <<NAME REDACTED>>,

Thank you for bringing this concern to our attention. While we do not ask for respondents' physical addresses, due to privacy concerns, we can track IP addresses through the online survey and can track the general location of survey takers through that medium. Additionally, the survey results are being collected to give us a sense of the public's feedback on options and is not being used as a voting system. After the comment period has closed, we will analyze the data collected and based on our technical evaluation we will determine next steps. Please let me know if you have any questions and we hope you are able to make it to one of our upcoming meetings.

Best,  
Tyler Wong  
Contractor – Active Transportation and Street Design Division  
\*City of Austin Transportation Department\*

\*From:\* District 7  
\*Sent:\* Monday, March 25, 2019 1:19 PM  
\*To:\* <<EMAIL REDACTED>>; District 7 <District7@austintexas.gov>  
\*Cc:\* Wong, Tyler <Tyler.Wong-contractor@austintexas.gov>; Chase, Suzie <Suzie.Chase@austintexas.gov>; Brinsmade, Louisa <Louisa.Brinsmade@austintexas.gov>  
\*Subject:\* RE: Vetting Shoal Creek Blvd surveys and comments is needed - out of state meddling

Dear <<NAME REDACTED>>,

On behalf of Council Member Leslie Pool, thank you so much for your email!

The District 7 office reached out to the Austin Transportation Department and they will be responding to you shortly regarding the process of verifying addresses when receiving questions and comments re: Shoal Creek Boulevard.

Should you wish to attend one of the open house events regarding Shoal Creek Blvd, just click on this link for information:

<https://data.austintexas.gov/stories/s/Shoal-Creek-Boulevard/yjim-unm2>

Please feel free to reach out to me directly ([suzie.chase@austintexas.gov](mailto:suzie.chase@austintexas.gov) <<mailto:suzie.chase@austintexas.gov>>) should you have additional questions or concerns.

All the best,  
Suzie Chase  
District 7 Staff

\*From: <<NAME REDACTED>><<EMAIL REDACTED>>

\*Sent:\* Monday, March 25, 2019 10:43 AM

\*To:\* District 7 <[District7@austintexas.gov](mailto:District7@austintexas.gov)> <<mailto:District7@austintexas.gov>>>

\*Cc:\* <<EMAIL REDACTED>>

\*Subject:\* Vetting Shoal Creek Blvd surveys and comments is needed - out of state meddling

This message is from <<NAME REDACTED>> <<EMAIL REDACTED>>

Austin Transportation needs to verify the address of the people taking surveys, submitting comments on Shoal Creek Blvd Bike Lanes.

Back in 2006 decision, Austin Transportation vetted the surveys, and votes, and found about 30% of them were NOT from Austin. They were suspected from organized bicycle advocacy groups outside the state. I still have original paperwork on this, and will send you a copy.

I am assuming that AT wants comments, votes and surveys from people that live on Shoal Creek Blvd, live in the neighborhood, and then live in the city, and NOT from San Francisco, Portland, or Denver.

I recommend that AT do this verification with this weeks public meetings, or the people in these neighborhoods will feel betrayed.

I noticed that the online input with the interactive Maps, and also in emails sent in, had comments from people unfamiliar with Shoal Creek Blvd Traffic.

	<p>Thank you, &lt;&lt;NAME REDACTED&gt;&gt; Street address: &lt;&lt;ADDRESS REDACTED&gt;&gt; SHOAL CREEK BLVD, AUSTIN, TX, 78757 Council District: 7</p>
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4/6/2019	<p>Good Morning &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for hosting your gathering to discuss this project and thank you for sharing the feedback that came out of that conversation. I have logged your comments and preferences in our feedback tracker and confirmed you are on our email list. In regards to the underpass at 2222, we paired it with the two-way alternative (E) because this alternative provides a two-way connection for bicyclists and pedestrians on both sides of the underpass, making it accessible without requiring people to crossing the street to access it. If we hear a strong preference to pair the underpass with another option during this comment period, it could possibly be considered in any of the build options. Please include that note and encourage others who participated in your gathering to include that in their survey open response or email me. The current comment period closes on April 30, please visit our project website (<a href="https://www.austintexas.gov/shoalcreekblvd">https://www.austintexas.gov/shoalcreekblvd</a>) to view the meeting materials and to complete our survey if you have not already and please let me know if you have any other questions or concerns.</p> <p>Best, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>-----Original Message----- From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; Sent: Saturday, April 06, 2019 10:27 AM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; Subject: From a resident who lives on SCB</p> <p>Hello, Mr. Wong,</p> <p>As residents living on Shoal Creek Blvd., my family is very invested in how our street may change as SCB is re-paved. We are bicyclists, and love living on a street that has such bike energy as SCB. We are actually at the corner of SCB and White Rock, so we get the views of cyclists and runners who use the loop around Great Northern, as well as children biking to and from Gullett Elem. every day.</p> <p>A small group of SCB residents gathered at our house, and great civic (and civil) conversation ensued. We, like other SCB residents, found that combinations of improvements that are proposed would be great! But eliminating or restricting street parking for SCB residents is going to be a particular hardship that I think will generate huge pushback. We are specifically less inconvenienced by this, as our driveway is on White Rock, but I 100% support our nextdoor neighbors in that removal of street parking on their side of the street, plus adding 2-way bike</p>
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lanes for them to traverse to exit their driveways, is significant diminishment to the residential use of their properties.

I am enormously in favor of a bicycle underpass at 2222. I bike through this intersection often, but it is so scary I am almost in white panic as I go through it. This is the bike route from my house to the grocery store and other bike-able destinations for all of northern Allandale residents. This improvement is very necessary and desirable, I believe. But it was paired with other unacceptable components (elimination of street parking on the west side of SCB) in the proposals presented by the city, when I am certain that these two elements are not necessarily linked together. Even the older residents (original owners of houses on our block) who were strongly in the camp of "leave it as it is!" found elements of improvement (such as the underpass and others) in the proposed plans when they were not linked to extreme re-workings of SCB that interfered with residential use of the street.

The dialogue that we had at our house after the last "listening session" was the kind of dialogue that we need more of! For 11 people from 8 households, we developed general consensus on Plan C, without parking restrictions, and with an underpass. Almost everyone agrees (our small group plus many of the bike enthusiasts I talk to) that the narrowed, 2-way bike lanes are not good for bikers. Joining wide sidewalks with wide, one-way bike lanes, with 2' painted buffers will be safest for pedestrians and cyclists, and provide visual narrowing of car lanes that we are told will slow down traffic. But pairing these improvements with the elimination of street parking is not necessary.

This is quickly devolving into an opposition between bike activists and residents, and it should not be! Many of us who live on SCB support bicycling improvements. But compromising our daily lives to streamline recreational bicycling for people who live downtown is not okay. We just drove through Clarksville & would love to have some bike lanes on West Lynn so we can get to destinations further south, but would not presume to press for that due to the extreme disruption that would entail to the current uses of that street.

Thanks for listening (I hope you did!),  
<<NAME REDACTED>>  
<<ADDRESS REDACTED>> Shoal Creek Blvd.

4/7/2019	<p>Hi Tyler –</p> <p>Thank you for listening to my citizen concerns regarding changes to Shoal Creek.</p> <p>Just to recap my big concerns are :</p> <ul style="list-style-type: none"> <li>- Safety for the neighborhood</li> <li>- Balancing the needs of the residents with visitors who are passing through, or utilizing attractive features of this neighborhood. They are welcome, but they create an unsafe environment. We have tried communicating through signs and education programs, but they have not effected improvement. Physical changes to the traffic patterns are needed.</li> <li>- Checking in with Watershed protection regarding the parking designation for the Great Northern drainage fields is on Shoal Creek. Do not make changes to that area of Shoal creek that would eliminate the parking in that area.</li> <li>- Confirm that the solution will not be to divert traffic onto great Northern boulevard. We have experienced significant property damage from people passing through, and would like to have a residential feel.</li> </ul> <p>Again, thank you for making the time to listen to my input regarding the project. I m so glad this area is being looked at.</p> <p>Regards,          &lt;&lt;NAME REDACTED&gt;&gt;          &lt;&lt;PHONE NUMBER REDACTED&gt;&gt;</p>
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4/8/2019	<p>Good Morning &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for reaching out and participating in our process. If you have not had the chance already, I would encourage you to visit our project website to review the meeting materials from this latest round of public meetings. All boards and materials, including alternative designs have been posted and we have a survey to complete after you have reviewed the material. I've attempted to answer your questions, but please let me know if you want more clarification and/or would like me to call you.</p> <p>This process, including the meeting you attended at Gullett Elementary is being completed by the City of Austin Transportation Department. It is a separate process than the Shoal Creek Conservancy's Vision To Action Plan which was not an effort lead by the City. The current period for public feedback is open until April 30, after that point we will analyze the data that was provided through the survey, through email and phone, and at the public meetings, a determine next steps. At this point there is no preferred alternative and we are looking to collect feedback on all alternatives during this period. Shoal Creek Boulevard is tentatively scheduled to be resurfaced as part of routine street maintenance later this summer, and any street changes installed will be dependent of the outcome of the public process. A decision on which alternative and pedestrian improvements will move forward or not will be based on community feedback and ATD's technical evaluation. Next steps, including a summary of all survey results, will be shared with community members via email.</p> <p>Thank you for outlining your concerns, I have logged them in our feedback tracker and we will take them into account as we analyze the feedback. Again, the feedback period closes on April 30, please visit our project website (<a href="https://www.austintexas.gov/shoalcreekblvd">https://www.austintexas.gov/shoalcreekblvd</a>) to review the meeting materials and take the survey on our project website, and let me know if you have any other questions or comments.</p> <p>Thank You, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; Sent: Monday, April 08, 2019 11:48 AM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; Subject: Shoal Creek Blvd.</p> <p>Tyler,</p>
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	<p>First, thank you for taking on this responsibility! In my day job I have occasion to interact with neighborhood groups and can ever so slightly understand the differing opinions that you must manage!</p> <p>I live a &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek Blvd and have since 2004. I have attended a number of public meetings about this, the latest at Gullet. I left you a VM as well, but figured that I would send this message also for your records. First a few questions and then a few concerns:</p> <p>Questions:</p> <ul style="list-style-type: none"> <li>• What is the schedule for approving a design?</li> <li>• What is that process?</li> <li>• What actual say do we as a neighborhood have?</li> <li>• I was in the same house when the medians were put in and taken out a matter of weeks later. That has not come up in any of the meetings as to how they got there and how the decision was made to remove them. It was the right decision, but concerning about what can happen, the money wasted and who had the power to demand they were removed? I experienced danger in having guests park across from my house and then cross Shoal Creek Blvd as pedestrians, as well as bikers having to manage the trash cans and medians, some hitting the medians in the dark.</li> <li>• Why is the SCC handling this as opposed to the city?</li> </ul> <p>Points of concern:</p> <ul style="list-style-type: none"> <li>• If I were to go the city today and want all the components of this newly proposed roadway it would be turned down immediately because there is simply not enough available width. The city would cite safety for that rejection. What changed for safety in this scenario?</li> <li>• The city recently spent a fortune building new sidewalks on both sides of Shoal Creek Blvd. to include retaining walls in some cases. Could the city not have then/or now reclaim the sidewalks to help provide the width for a new plan?</li> <li>• I am not in favor of the current plan for many reasons, but here are a few:</li> <li>• Parking on one side of Shoal Creek would require pedestrians to cross at unprotected sites</li> <li>• What do we do about trash? It would either block the bike lane or my kids would be hauling it across Shoal Creek Blvd</li> <li>• Parking on one side would eventually be very congested, reducing visibility for pets, children and pedestrians as they cross Shoal Creek Blvd. You can pull up the data for Mueller, where parking congestion has led to many serious injuries, and believe, even death to pedestrians and pets</li> <li>• With the contours of Shoal Creek (Especially from Foster to White Rock) it is literally impossible to travel at the posted speed limit and stay within the drive</li> </ul>
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	<p>lanes – and mathematically impossible when you institute the 3 or 6 foot buffer between car/truck and bike as required by law. As a resident on Shoal Creek Blvd with small children I am all for reducing speed, but not the speed limit. I suggest enforcing the existing speed limit as we have become a very popular alternate route to MOPAC for both morning and evening commuters, some whom do not honor the speed limit.</p> <ul style="list-style-type: none"> <li>• I see a huge need for both cyclist education and enforcement of the laws to cyclists. I am a cyclist and am for cyclists, but we can be our own worst enemy. I experience the many cyclists in Allandale as demanding to “share the road”, but largely unwilling to honor the laws of the road. Running stop signs, not yielding, riding many abroad, darting out in front of cars when they encounter a parked car.</li> <li>• The last one I will share is property value. From a safety, aesthetics and convenience perspective all properties along Shoal Creek Blvd would without a doubt be negatively impacted by the current proposed plan.</li> </ul> <p>Tyler, Thanks again for your service and I would like the opportunity to process this with you when convenient. I am certain there are plenty of data points that I am not aware of.</p> <p>Many thanks, &lt;&lt;NAME REDACTED&gt;&gt;</p>
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4/8/2019	<p>Good Morning &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for your feedback and suggestions. In regards to the bike and pedestrian path connection from Northland Drive to sidewalk along Allandale Road, if a build alternative is chosen, we can look at other alignments, but there are construction constraints with grades and general constructability that will need to be accessed. For the underpass, if one is built, we would look into including lighting fixtures for safety enhancement. I have logged these comments and concerns in our feedback tracker and confirmed you are on our contact list. If you have not already please visit our project website (<a href="https://www.austintexas.gov/shoalcreekblvd">https://www.austintexas.gov/shoalcreekblvd</a>) to review the boards (which were presented at the meeting you attended) and to fill out our survey. The public feedback period closes on April 30, please let me know if you have any other questions or comments.</p> <p>Best, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; Sent: Monday, April 08, 2019 8:28 AM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; Cc: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; Subject: 2222\Northland &amp; Shoal Creek</p> <p>Hi Tyler,</p> <p>My name is &lt;&lt;NAME REDACTED&gt;&gt; and I attended one of the Shoal Creek Boulevard mobility enhancement alternatives open houses. At the open house, I was given your name as someone I could contact.</p> <p>I live at &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek blvd (corner of 2222\Northland &amp; Shoal Creek and have several concerns about Shoal Creek Boulevard mobility enhancement alternatives.</p> <p>My first concern is that "Shoal Creek Boulevard at Northland Drive / Allandale Road" alternatives B,C,D,E all have a Bicycle/Pedestrian Connection right behind my driveway. I firmly believe that a Bicycle/Pedestrian Connection is needed for the corner but the chosen Bicycle/Pedestrian Connection location will make parking at my house very dangerous and very difficult (especially when I am unable to park in front of my house).</p> <p>Attached are two pdfs, one containing (2222-ShoalCreek-</p>
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	<p>BikePedConnection.pdf) the current Bicycle/Pedestrian Connection for my corner and another containing (HomeOwner-Suggested-loc-4-BikePedConn.pdf) my suggested location for the Bicycle/Pedestrian Connection. Can the City of Austin move Bicycle/Pedestrian Connection to my suggested location?</p> <p>My second concern is that "Shoal Creek Boulevard at Northland Drive / Allandale Road" alternative E creates a tunnel that is going to attract crime and more homeless (it is already a hangout as evident by the strong urine smell under the bridge). How does the City of Austin planned to mitigate crime in and around the tunnel? NOTE: My house was recently broken into by a couple (we were told they were homeless) and we had to stay in a hotel for a month while the house was being repaired.</p> <p>My third concern is that "Shoal Creek Boulevard at Northland Drive / Allandale Road" alternatives B,C,D,E all displace one group (my Shoal Creek neighbors street parking) for another group (bicyclist that use Shoal Creek). What compensation consideration for Shoal Creek homeowners have been proposed?</p> <p>Thanks</p> <p>&lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek Blvd &lt;&lt;PHONE NUMBER REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt;</p>
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4/8/2018	<p>Hello,</p> <p>I support protected bike lanes on Shoal Creek Blvd on both sides of the street going one way each way.</p> <p>This is the safest configuration as bicycles will be moving as traffic is expected to move (as opposed to a contraflow 2 way bike lane), and a bike lane on each side will provide friction to slow down vehicle traffic.</p> <p>There is little parking pressure on this street. I attended the open house a couple of weeks ago at NW Recreation Center. Going home on Shoal Creek Blvd, I noted how few cars were actually parked on the street, and all of those that were on the street were next to driveways that could easily accommodate additional vehicles.</p> <p>There is no good reason to have parking on the street prevent the safest bike lane configuration - all houses have ample parking in their driveways.</p> <p>The configuration with parking on one side of the street will do little to slow vehicle traffic because that parking area will be empty most of the time - basically the street will feel wider to vehicles.</p> <p>Traffic calming for the vehicle lanes should also be considered such as chicanes and other horizontal street features that will cause traffic to slow down - this is a residential street, and speeds above 25 mph are not appropriate.</p> <p>Please choose the option that benefits the most people and supports the goals of Vision Zero.</p> <p>Thanks.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>
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4/9/2019	<p>Good morning - I have been fortunate to be in several world class cities this month; Barcelona, Madrid, Valencia, Cardiff, Edinburgh, Birmingham - all with successful shared transportation scenarios that include public transportation, private vehicles, motor scooters, bicycles and many pedestrians. What has struck me is how well these modes of transportation co-exist. Some consistent successes I noted include dedicated bus lanes that are shared by taxis, cycling paths that are incorporated as part of a wide pedestrian pavement, an abundant use of scooters. Not the scooters seen so frequently in Austin but rather motor scooters-in Austin we seem to have taken the divisive approach of working solutions at either end of the transportation spectrum rather than a solution that incorporates all modes of transportation with a focus on the modes that are the necessary reality of most citizens and commuters who use the transportation system. The transportation arrangement in the cities I have spent time in keeps vehicle traffic moving at a steady pace, supports public transportation and increases safety for cyclists and pedestrians. Granted, in Austin the pelotons that frequent many streets do not fit into this mix comfortably - but honestly Austin's solution should be on transportation, not recreation. The recreational cyclists will continue to use the asphalt, and that will be their choice, but there will be a safe option for commuters cycling to work, school, errands, etc.</p> <p>I know there are many cities that have found viable, if not perfect, solutions for their unique transportation issues. I would hope that Austin Transportation would consider the unique usage, requirements and realities of transportation in our city. Since the 60s the philosophy was "if we don't build it people won't come". Well, obviously through the great efforts of the chamber and the Imagine Austin team a decade or so ago people did come en masse.</p> <p>So we created a great need for transportation services without first providing the infrastructure or planning to accommodate demand. I will venture over into the density discussion, and point out that we are doing that once again - creating need before implementing a workable, reality based transportation infrastructure to accommodate that density. Condensing the needs of a commuting population into a tighter area will only exacerbate transportation issues - a lot of living happens outside of each citizen's walkable neighborhood- and that requires transportation.</p> <p>I know that sustainability and reduction of vehicle emissions is a priority. I am a strong sustainability advocate and work daily toward increasing sustainability globally. That said, using valuable transportation ROW to plant trees rather than to serve the citizens is an example of textbook environmental sustainability rather than reality based environmental sustainability solutions - those solutions themselves have to be sustainable over the long haul. Consider how emissions would be decreased if traffic and public transportation moved at a steady pace rather than the stop and start situation we currently have. That would have far more impact than a strip of crepe myrtles in the middle of the ROW, or for that matter, innumerable miles of bike lanes. Responsible use of that valuable</p>
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	<p>transportation ROW actually for transportation solutions would significantly reduce emissions and also have the beautiful result of a less frustrated disgruntled commuting population - a very real and present safety concern. So, enough rambling on my part. I would hope Austin Transportation would support a proactive approach rather than perpetuating the reactive response it has been forced into for decades. we look at Austin's needs and create a solution designed with Austin's realities rather than emulating other solutions or implementing preconceived scenarios, then I do believe Austin can move away from the gridlock that impedes daily life for most who use the transportation system.</p> <p>Thanks -</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>
4/22/2019	<p>I live in Allandale and bike daily along Shoal Creek and Great Northern. I am against changing Shoal Creek's traffic design for several reasons.</p> <ol style="list-style-type: none"> <li>1. Changes are unnecessary.</li> <li>2. The plan would "take" on-street parking currently necessary for residents living in Shoal Creek. (BTW I don't live on Shoal Creek)</li> <li>3. Adding bike lanes would be an unnecessary use of tax dollars which could be used to relieve traffic problems, elsewhere.</li> </ol> <p>I suggest that inter-neighborhood bike traffic be diverted to Great Northern where the bike/traffic issue has been solved without taking on-street parking from homeowners.</p> <p>Thanks,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>&lt;&lt;ADDRESS REDACTED&gt;&gt; Lexington Rd</p> <p>Austin TX 78757</p>

4/26/2019	<p>Dear Mayor Adler, Council Members Pool and Alter, City Manager Cronk, Director Spillar, and ATD staff,</p> <p>I am a coordinator of Walk Austin and Bike Austin's Shoal Creek Blvd (SCB) campaign, which is advocating for better walking and bicycling on SCB. I have also been an Allendale resident living very near SCB for over 20 years. I am on the Allendale Neighborhood Association Board and my kids go to the local public schools, Lamar and McCallum.</p> <p>On Sunday April 7th, I participated with a team of volunteers who visited homes on SCB to encourage residents to take the City's Shoal Creek survey, and to gauge opinions on the various options. Out of the 87 residents we spoke with, almost half (48%) supported change on SCB and among pro-change supporters Option E (two-way protected bicycle lanes) was the most popular choice.</p> <p>To assist in your decision-making, our full findings are attached. Please don't hesitate to contact me if you have any questions or comments on this information.</p> <p>Thank you for all the hard work you have put into Shoal Creek Blvd, and for your dedication to ensure that Austin remains an amazing place to live.</p> <p>Sincerely,  &lt;&lt;NAME REDACTED&gt;&gt;  &lt;&lt;ADDRESS REDACTED&gt;&gt; W 49th St, Austin TX</p>
4/26/2019	<p>Good Afternoon Mayor Adler, Council Members, Manager Cronk, et al,</p> <p>Please find attached Walk Austin's letter supporting Options E &amp; Z on Shoal Creek Blvd. This letter includes additional recommendations that will help make SCB a wonderful place to walk.</p> <p>Thank you for your hard work on this critical link in our active transportation network.</p> <p>Have a lovely weekend,</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>

4/26/2019	<p>totally agree.</p> <p>what a gem that would be.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>On Apr 26, 2019, at 12:21 PM, &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; wrote:</p> <p>Hey Tyler I left u a phone message today. I spoke with &lt;&lt;NAME REDACTED&gt;&gt; from the Shoal Creek Conservancy about the status of the SCT from dtwn to the Domain. Sure there r many issues but the import of this trail really requires the city to prioritize this vital link to b completed soon. It would b great for Austin and even attract more tourists as this Downtown to Domain Trail, or the DDT?, would b a great people mover. The potential is fantastic as pro soccer is coming to the Domain as r Facebook and Apple and Google and Homeaway and Steem Cleen etc etc. It would b great to get car commuters off Mopac and onto this trail from pop. centers like dwntn and the Domain. Please alert your managers at the city that this needs to b a top priority as gridlock is here in Austin and it can choke off economic dev if we dont deal with it properly. Thanks and let me know how to help this important project.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p>
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4/29/2019	<p>Tyler,</p> <p>Yes, the flashing yellow are on but by pushing the button, it does not change to red. There are no signs telling drivers to yield to those in the cross walk. Or telling peds/ cyclists that cars won't yield. It is unclear who yields to whom.</p> <p>Thanks so much for getting back to me.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>----- Original message -----</p> <p>From: "Wong, Tyler" &lt;Tyler.Wong-contractor@austintexas.gov&gt;  Date: 04/29/2019 1:39 PM (GMT-06:00)  To: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt;  Cc: "Schofield, Mike" &lt;Mike.Schofield@austintexas.gov&gt;  Subject: RE: Safety under 183</p> <p>Good Afternoon &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for providing this feedback. The crossing under 183 is something we have received multiple comments on during the public process. We have been in communication with CTRMA, which is the agency that installed the shared use path connecting to Shoal Creek Boulevard and the crossing in question. They have recently turned on the flashing lights with the crossing signs and buttons and they are planning to add rumble strips on the frontage road to encourage vehicles approaching the crossing to slow down. We will continue to monitor the crossing as these elements get installed and look into the feasibility of adding a mirror.</p> <p>Thank You,  Tyler Wong  Contractor – Active Transportation and Street Design Division  City of Austin Transportation Department</p> <p>From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt;  Sent: Saturday, April 27, 2019 6:38 AM  To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt;  Subject: Safety under 183</p> <p>Tyler</p> <p>I have grave concerns about people on bike or foot crossing on the path under 183 heading north. The first cross- over is okay because cars can be seen coming</p>
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	<p>but the second crossing is blind. Four times I have looked and tried to cross quickly only to have a vehicle coming at me too closely. One guy shot the finger at me! Either the cross button needs to truly activate red flashing (it does nothing ) and/or there should be a mirror so both drivers and bikers-peds can see the other. NOW! What will it take to make it safer?</p>
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<<NAME REDACTED>>

4/30/2019	<p>Hello &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>In regards to the analysis of the safety of two-way facilities, this board was presented in response to questions about the safety of two-way facilities that was asked by multiple people during the listening session and first comment period. That analysis shows that crashes for bicyclists in aggregate does not increase when two-way facilities are installed, and overall crashes for all roadway users went down about 30% on the roadways where they are installed. The lane widths on this stretch of roadway would not be narrowed, however the effective lane width would feel narrower with parking consolidated to one side and a protected buffer on the other. Our analysis has shown on similar facilities that this lowers the outlying higher speeding vehicles. As was stated on the alternative E board, one of the features of a two-way protected facility is it provides an all-ages facility, and in Austin we have collected statistically valid survey data that shows that 55% of Austinites would use an all-ages facility, whereas only 1-2% would use a street with no bike lanes.</p> <p>In regards to the type of protection used on protected bike lane facilities, we have received a lot of feedback on this topic. Both the traffic buttons and the flexible delineator posts have their own advantages and trade-offs which will be weighed if a protected bike lane alternative is chosen as the preferred alternative to move forward.</p> <p>With the second public comment period closed, we will now be analyzing the responses and comments we have received to determine next steps. I've confirmed you are on our email list and you should receive project updates as they become available.</p> <p>Best, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>-----Original Message----- From: &lt;&lt;NAME REDACTED&gt;&gt; [mailto:gthompson2@austin.rr.com] Sent: Tuesday, April 30, 2019 4:53 PM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; Subject: Two things on Shoal Creek Blvd</p> <p>Hello Tyler Wong,</p> <p>1. Safety Analysis --</p> <p>Your "Safety Analysis of Two-Way Protected Bikeways" display at the</p>
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meetings, states there is "No significant change in bicycle crashes", from what we currently have vs "protected" bike lanes.

This indicates there is little to no improvement in bicycle safety with protected bikeways in Austin.

So why are we doing this?

Traffic is not that fast here, the median was measured many times at about 35mph by the city. Lowering speeds by narrowing lanes, with hard road hazards on the west side, only a few feet away from tires (car and bike) will cause more accidents than what we currently have now.

## 2. Bollards--

The very short (4") whitish glued-on circular bollards (like on Justin Lane) are clearly "road hazards" to both cars and bicycles, and will cause crashes at some point in time. For a car a crash can cause bent rim, or a twist in steering. For a bicycle, it can cause a very serious head injury.

The protected lanes on Denson Dr. between N Lamar and Airport Blvd use only the tall skinny plastic bollards at a fair spacing. Overall the lanes on Denson Dr. have a much safer look than those on Justin Lane.

It allows more 'forgiveness', without hard road hazards as on Justin Lane.

The tall skinny plastic bollards add more to the notion of separation of traffic by being physically higher delineators, and without near as much 'road hazard' of the short bollards.

The short round bollards on Justin when viewed from a car seem more just part of the street, most are covered with tire marks, the vertical sense of separation is not there, but they can still cause damage.

It seems Vision Zero would phase out the use of the short hard bollards?

Thank you

<<NAME REDACTED>>

4/30/2019	<p>Hello &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>Thank you for your suggestion. I will discuss the possibility of adding this connection of Great Northern Boulevard under Anderson Lane with my colleagues, though it is outside the scope for this project. With the second public comment period closed, we will now be analyzing the responses and comments we have received to determine next steps. I've confirmed you are on our email list and you should receive project updates as they become available.</p> <p>Best, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; Sent: Tuesday, April 30, 2019 1:07 PM To: Wong, Tyler &lt;Tyler.Wong-contractor@austintexas.gov&gt; Subject: shoal creek comment...</p> <p>Hello Mr. Wong,</p> <p>I was going to submit a Shoal Creek Alternatives Survey as this is the last day for that, but realized once I started that my main comment is somewhat tangential to the project, so decided to email you instead.</p> <p>I would like to see an off-street connection from Great Northern Blvd. north of Anderson Lane to Great Northern Blvd south of Anderson Lane, taking advantage of the Anderson lane railroad overpass to completely bypass that busy street. The connector could probably be constructed through existing utility or railroad r.o.w.</p> <p>It would be great to have a fast, convenient, and extremely safe way for cyclists to get through Anderson Lane. I notice that your assessment of alternatives rejects a "full or partial re-alignment of the bike corridor to Great Northern" because it "does not have comparable north-south bicycling connectivity to Shoal Creek Boulevard and does not serve the direct path of travel." I'm not talking about a "re-alignment" of the "corridor." I'm talking about having a safer option to bypass an extremely busy and dangerous street for those cyclists that would choose it. There's already a bike facility on Great Northern, so presumably those people who use it divert back over to Shoal Creek at some point if they want to continue their north-south travel. If a cyclist preferred to travel an extra quarter mile in the interest of safety, I think they should have that opportunity. There are all levels of cyclists in our community.</p>
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	<p>This connection would not necessarily even have to be part of the Shoal Creek Boulevard project, but this does seem like an appropriate moment to raise the issue. I am confident that the transportation dept. will finalize a configuration for Shoal Creek that works in the best interest of most users, but regardless of what happens there, I would encourage you all to consider a short (~800 ft.) off-street connector linking the two termini of Great Northern Blvd.</p>
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thanks,

<<NAME REDACTED>>

5/5/2019	<p>From: &lt;&lt;NAME REDACTED&gt;&gt;&lt;&lt;EMAIL REDACTED&gt;&gt;  Date: May 5, 2019 at 10:27:40 PM CDT  To: Steve.Adler@austintexas.gov, rob.spillar@austintexas.gov,  leslie.pool@austintexas.gov  Subject: Safety concerns on SCB</p> <p>What would it take to have the speed limits on Shoal Creek Blvd enforced? There has been much discussion and angst over the bike Lane design for Shoal Creek Blvd including a lot of rhetoric and assurances about safety. Certainly SCB can be made safer, but not safe. That said, all the concerns and claims about increased safety that would be achieved with designated bike lanes and sidewalks seem very disingenuous when existing speed limits are not even enforced. When Tyler Wong was asked about reconsidering speed limits or even just enforcing existing speed limits the response was that it would be too difficult to accomplish. That response is very telling that safety is not truly a key consideration - and unfortunately reflects on the authenticity of that entire process.</p> <p>Of all considerations for increasing safety on SCB, enforcing existing speed limits would likely have the greatest positive impact on safety for all users; pedestrians, cyclists, vehicles. It would not require any consultants, studies or focus groups to implement-everything is already in place except for a willingness to make it a priority.</p> <p>It's a common occurrence for vehicles to take the Shoal Creek curves too fast and veer into oncoming traffic or the bike lanes. I would venture to guess that council member Pool has had to dodge a few veering vehicles in her commute down SCB. It's particularly problematic at the curves near the bridge over Shoal Creek and the cross walk. It's just a matter of time before one of our Gullett students gets plowed into.</p> <p>Accidents on SCB are way under reported to APD because there is no sense of purpose for doing so. Drivers, when it's not hit and run, just exchange contact information insurance information and move on. Unfortunately many vehicles are side swiped with no attempt at acknowledgement. My car had over \$2,000 in damage done by a hit and run while parked in front of my house for just a couple of hours.</p> <p>We have been lucky there have been no related pedestrian or cycling incidents. But depending on luck does not strike me as good public safety procedure. I am sure traffic enforcement is not an exciting task, but there is likely no single action that will make a more profound positive impact on safety for all users of SCB. Plus in just a couple of months the traffic fines would likely be enough to fund a bike trail all the way to Jarrell-not that I'm suggesting that!</p> <p>I have to believe nothing has been done because the powers that be are unaware of the extent of the problem-otherwise it is just negligence. I am contacting you because I have not been able to find contact information for the appropriate person at APD-and using 311 to try and reach anyone with authority</p>
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	<p>to implement change is about as effective as sending up smoke signals. Please do not delay in moving forward with having speed limits strictly and consistently enforced on Shoal Creek Blvd.</p> <p>Thank you-</p> <p>&lt;&lt;NAME REDACTED&gt;&gt;</p> <p>&lt;&lt;ADDRESS REDACTED&gt;&gt; Shoal Creek Blvd</p>
5/14/2019	<p>Dear Mayor Adler,</p> <p>Please see the attached comments on the addition of bicycle lanes to Shoal Creek Blvd.</p> <p>Sincerely, &lt;&lt;NAME REDACTED&gt;&gt; Environment Texas</p>

6/5/2019	<p>Good Morning &lt;&lt;NAME REDACTED&gt;&gt;,</p> <p>We are working to compile the input and come to a decision internally before announcing anything to the public. We will plan to make an announcement later this month. I have confirmed you are on the mailing list and you will receive project updates as they become available.</p> <p>Thank You, Tyler Wong Contractor – Active Transportation and Street Design Division City of Austin Transportation Department</p> <p>From: &lt;&lt;NAME REDACTED&gt;&gt; &lt;&lt;EMAIL REDACTED&gt;&gt; Sent: Wednesday, June 05, 2019 8:51 AM To: Wong, Tyler &lt;Tyler.Wong@austintexas.gov&gt; Subject: SCB Bike Plan</p> <p>Good morning, Tyler - i live in Allandale and have followed the activities related to the bike plan on SCB, passing through this area of the city. If i recall correctly, the goal was for the decision to be made by the end of May. Is that accurate?</p> <p>Can you tell me what the final decision is, if available? If not, when will it be released?</p> <p>Many thanks.</p> <p>&lt;&lt;NAME REDACTED&gt;&gt; Austin 78757</p>
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# Shoal Creek Boulevard

## Additional Correspondence

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## Wong, Tyler

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**From:** Smith, Emily  
**Sent:** Wednesday, April 17, 2019 4:21 PM  
**To:** Wong, Tyler; Wilkes, Nathan; Schofield, Mike; Tuttle, Emily  
**Cc:** Dierenfield, Laura; kathryneflowers@gmail.com; tristan.heinen@gmail.com  
**Subject:** BAC recommendation re: Shoal Creek Blvd  
**Attachments:** Item 8 - Shoal Creek Boulevard alternatives - final recommendation.pdf

Hi everyone,

Sharing this recommendation adopted last night on behalf of the BAC. Please confirm receipt.

Thanks!

**Emily Smith**  
Program Coordinator  
Austin Transportation Department  
512.974.2358 | [Emily.Smith@austintexas.gov](mailto:Emily.Smith@austintexas.gov)

*Keep up with the latest ATD news!*



## **Bicycle Advisory Council (BAC) Recommendation:**

### **Mobility Improvements on Shoal Creek Boulevard**

WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, Shoal Creek Boulevard between 38<sup>th</sup> Street and Highway 183 is an important north-south bicycle connection between north and central Austin;

WHEREAS, Shoal Creek Boulevard currently features shared parking-bicycle lanes on both sides of the street, which force people on bicycles to regularly pull out into travel lanes and risk getting hit from behind, and is unsafe, especially for vulnerable and less confident riders;

WHEREAS, the Austin Strategic Mobility Plan calls for Shoal Creek Boulevard to become an all ages and abilities bicycling corridor by receiving protected bicycle lanes;

WHEREAS, protected bicycle lanes and protected intersections are equally important in creating an all ages and abilities bicycling environment;

WHEREAS, two-way bicycle lanes are generally associated with safety improvements and a greater bicycling modeshare and would maximize diversity of uses along Shoal Creek, including deliveries and drop-offs, by retaining parking on one side of the street, but should consequently feature high-quality protection and appropriate signage to guard against dangers related to contra-flow riding and intersections;

WHEREAS, the excessive width of vehicle lanes on Shoal Creek between Foster Lane and Highway 183 encourage unsafe driving speeds that put people on bicycles in danger;

NOW, THEREFORE BE IT RESOLVED that the BAC recommends the following infrastructure be implemented along Shoal Creek Boulevard:

Between 38<sup>th</sup> Street and Highway 183:

- A two-way protected bicycle lane (option E in the City of Austin's Shoal Creek alternatives document) with concrete curb protection
- The City of Austin consider narrowing the east-side parking lane in order to widen the two-way bicycle lane beyond the proposed 10' width
- A bicycle-pedestrian path under Northland Drive / Allandale Road
- Protected intersections, including bicycle signals and advanced green lights for bicyclists, at all locations identified in the Shoal Creek alternatives document

Between Foster Lane and Highway 183:

- A two-way protected bicycle lane on the west side, protected by a concrete curb that contains shade-producing trees
- A one-way protected bicycle lane on the east side

- Protected intersections on the west and east side at every cross-street

BE IT FURTHER RESOLVED that the BAC recommends, after improvements are implemented, that the City outlines a schedule whereby information – such as usage data, lane surface conditions, crash data, and reported bicyclist comfort – be periodically reviewed and, if necessary, infrastructure adjustments made;

BE IT FURTHER RESOLVED that the BAC recommends that intermittent traffic calming measures be placed along Shoal Creek Blvd northbound to keep cars out of the parking lane and for speed mitigation;

BE IT FURTHER RESOLVED that the BAC finds Option C unacceptable and recommends that the City not allow parking at any time in newly constructed bike lanes.

Date of Approval: April 16, 2019

Vote: 7-0 with Nguyen and Ortega absent

Attest:

A handwritten signature in dark ink, appearing to be 'K. Flowers', written in a cursive style.

Kathryn Flowers, BAC Chair

## Wong, Tyler

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**From:** Heyden Walker <heyden@blackvernooy.com>  
**Sent:** Friday, April 26, 2019 5:25 PM  
**To:** Adler, Steve; Pool, Leslie; Alter, Alison; 'Louisa Brinsmade'; Cadena-Mitchell, Kurt; Cronk, Spencer; Spillar, Rob; Dierenfield, Laura; Wong, Tyler  
**Subject:** Walk Austin Letter Regarding Shoal Creek Blvd. Improvements  
**Attachments:** Walk Austin letter re Shoal Creek Blvd.pdf

Good Afternoon Mayor Adler, Council Members, Manager Cronk, et al,

Please find attached Walk Austin's letter supporting Options E & Z on Shoal Creek Blvd. This letter includes additional recommendations that will help make SCB a wonderful place to walk.

Thank you for your hard work on this critical link in our active transportation network.  
Have a lovely weekend,

Heyden

Heyden Black Walker, CNU-A  
Urban Planner  
2016 Fellow, National Walking College  
[Black + Vernooy Architecture and Urban Design](#)  
<<ADDRESS REDACTED>>  
<<PHONE NUMBER REDACTED>>

April 26, 2019

Dear Mayor Adler, Council Members Pool and Alter, City Manager Cronk, Director Spillar, and ATD staff,

Walk Austin is a pedestrian advocacy organization whose mission is to make walking useful, safe, and enjoyable for all Austinites. The Walk Austin board strongly supports safety improvements on Shoal Creek Boulevard (38<sup>th</sup> St to Hwy 183) for walking, bicycling, and all other travel modes. Specifically, we ask you to implement Options E and Z (which include two-way protected bicycle lanes), as described in the City of Austin Shoal Creek open house boards.

The pedestrian improvements detailed in the open house boards would be a significant step forward for walking in Austin. New and improved crosswalks and sidewalks, curb extensions, crossing islands, closed and tightened slip lanes, an improved pedestrian connection to Northwest Rec Center, and a pedestrian-bicycle underpass at Allandale Dr would all greatly improve pedestrian safety and comfort. In addition, a two-way protected bicycle lane would also produce pedestrian safety benefits by slowing driving speeds and shortening crossing distances.

In addition to the above already-proposed pedestrian improvements, we suggest the following:

- Reduce pedestrian crossing wait times at all signalized intersections
- Create Lead Pedestrian Intervals at locations that include 45th St, Anderson Ln, and Steck Ave
- Install crosswalks at 47<sup>th</sup> St, 49<sup>th</sup> St, Shoalmont Dr, Bull Creek Rd, Silverway Dr., N. Park Dr., at trail to Far West Blvd. (between Stoneway Dr. and Dover Pl.), Crosscreek Dr., Mossrock Dr.
- Install "State Law: Yield to Pedestrians" signs at any mid-block/T-intersection crosswalks
- Install street/trail-facing benches at key locations, including north of 38<sup>th</sup> St (on the west side of Shoal Creek Blvd near the underpass), Woodview Ave (at the new proposed pocket park), Allandale Dr (near the proposed underpass), and Pinecrest Dr (east side of Shoal Creek Blvd)
- In Option E, narrow the east-side parking lane to create a wider two-way protected bicycle lane
- Between Foster Ln and Hwy 183, install a west-side two-way protected bicycle lane (with a concrete barrier containing shade-producing trees) and an east-side one-way protected bicycle lane, and ensure every intersection is protected

The Walk Austin board also believes that a 30-mile hike-bike "Big Loop" that would include Shoal Creek, both North and South Walnut Creek Trails, and the Lance Armstrong Bikeway would greatly increase the quality of life for residents and attract new visitors to Austin. We encourage you to integrate the Big Loop concept into all decisions that include Shoal Creek and other proposed segments of the Loop.

Thank you for your time and for all your work on making Shoal Creek Boulevard a safer and more comfortable and enjoyable place to walk, sit, bike, scoot, and drive. Please don't hesitate to contact us should you have any questions or feedback.

Sincerely,



Heyden Black Walker  
*Treasurer, Walk Austin*

## Wong, Tyler

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**From:** Diana Wheeler <diana\_wheeler@sbcglobal.net>  
**Sent:** Friday, April 26, 2019 12:10 PM  
**To:** Adler, Steve; Pool, Leslie; Alter, Alison; Brinsmade, Louisa; Cadena-Mitchell, Kurt; Cronk, Spencer; Spillar, Rob; Dierenfield, Laura; Wong, Tyler  
**Subject:** Shoal Creek Blvd residents opinion survey by Walk Austin / Bike Austin  
**Attachments:** Walk Austin & Bike Austin Shoal Creek outreach findings.pdf; Walk Austin & Bike Austin Shoal Creek outreach data.xlsx

Dear Mayor Adler, Council Members Pool and Alter, City Manager Cronk, Director Spillar, and ATD staff,

I am a coordinator of Walk Austin and Bike Austin's Shoal Creek Blvd (SCB) campaign, which is advocating for better walking and bicycling on SCB. I have also been an Allendale resident living very near SCB for over 20 years. I am on the Allendale Neighborhood Association Board and my kids go to the local public schools, Lamar and McCallum.

On Sunday April 7th, I participated with a team of volunteers who visited homes on SCB to encourage residents to take the City's Shoal Creek survey, and to gauge opinions on the various options. Out of the 87 residents we spoke with, almost half (48%) supported change on SCB and among pro-change supporters Option E (two-way protected bicycle lanes) was the most popular choice.

To assist in your decision-making, our full findings are attached. Please don't hesitate to contact me if you have any questions or comments on this information.

Thank you for all the hard work you have put into Shoal Creek Blvd, and for your dedication to ensure that Austin remains an amazing place to live.

Sincerely,  
Diana Wheeler  
<<ADDRESS REDACTED>>

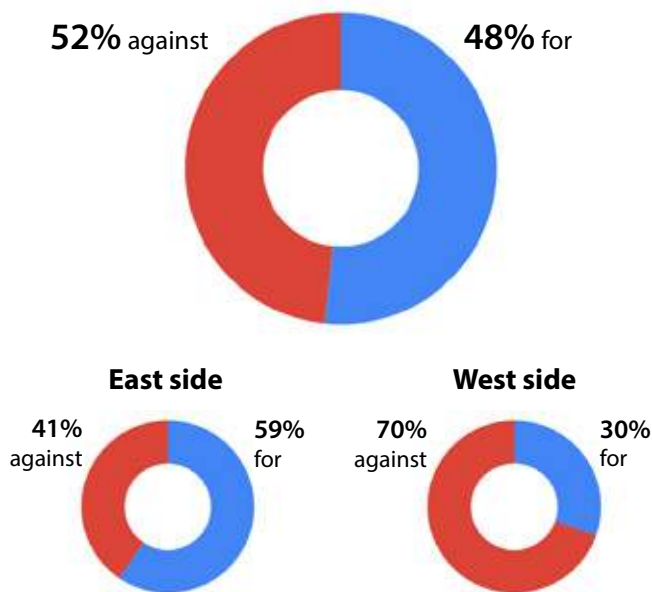
April 25th 2019

Dear Mayor Adler, Council Members Pool and Alter, City Manager Cronk, Director Spillar, and ATD staff,

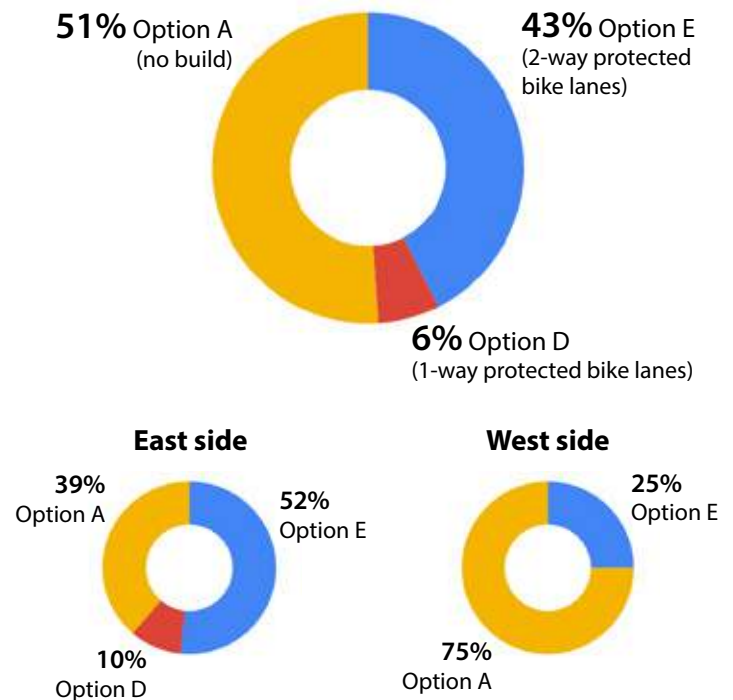
As you know, the Austin Transportation Department is currently collecting public feedback on mobility improvements for Shoal Creek Boulevard between 38th Street and Highway 183 following the release in late March of details of various possible design options. As Shoal Creek is a crucial and popular north-south artery for walking and bicycling and currently features unsafe conditions for these modes, for the past three years a volunteer committee of local residents from Shoal Creek Boulevard, the Allandale neighborhood, and across Austin, in conjunction with both Walk Austin and Bike Austin, has been building support for improvements, particularly for protected bike lanes, protected intersections, and pedestrian upgrades. Currently, more than 3,200 people and 100 businesses and organizations have signed on to our campaign in support of change.

On Sunday April 7th, our volunteers visited residents on the east and west sides of this stretch of Shoal Creek Boulevard to encourage them to take the City's online Shoal Creek mobility survey and, where possible, we gauged residents' overall feelings about change and about the various options. To assist in your decision-making process, our findings are below. Despite a slight overall majority of residents opposing change, we were surprised at the level of pro-change sentiment and we recorded a majority pro-change support on the east side of the street and a super-majority preference among pro-change supporters for Option E (two-way protected bike lanes). A spreadsheet is attached containing more outreach findings, methodology notes, and raw data.

### Residents' likely feelings about change



### Preferences expressed for an option



**Notes:** Our volunteers spoke with 87 residents (51 on east side, 37 on west side) out of the approximately 400 households between 38th St & Foster Ln

- 60 residents (37 on east side, 23 on west side) were likely for or against change, the opinions of the other residents were unclear
- 47 residents (31 on east side, 16 on west side) expressed preferences for a specific option (Options A-E, X-Y)

Please contact me if you have any questions on this information. Thank you for all your work on this important project.

Sincerely,

Diana Wheeler  
Shoal Creek Boulevard Campaign Coordinator, Walk Austin / Bike Austin

**Dierenfield, Laura**

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**From:** Isabella Randle <[irandle@environmenttexas.org](mailto:irandle@environmenttexas.org)>  
**Sent:** Tuesday, May 14, 2019 3:41 PM  
**To:** Adler, Steve; Pool, Leslie; Alter, Alison; Brinsmade, Louisa; Cadena-Mitchell, Kurt; Cronk, Spencer; Spillar, Rob; Dierenfield, Laura; Wong, Tyler  
**Cc:** Luke Metzger  
**Subject:** Bicycle Lanes on Shoal Creek Blvd.  
**Attachments:** Shoal Creek Letter.pdf

Dear Mayor Adler,

Please see the attached comments on the addition of bicycle lanes to Shoal Creek Blvd.

Sincerely,  
Bella Randle  
Environment Texas

--

Isabella Randle  
[irandle@environmenttexas.org](mailto:irandle@environmenttexas.org)



www.EnvironmentTexasCenter.org  
Center@EnvironmentTexas.org

200 East 30th Street  
Austin TX 78705  
512-479-0388

May 14, 2019

The Honorable Steve Adler  
City of Austin  
301 W 2nd St  
Austin, TX 78701

cc: Council Members Pool and Alter, City Manager Cronk, Director Spillar, and ATD staff

Dear Mayor Adler,

I'm writing today in support of the implementation of two-way protected bicycle lanes on Shoal Creek Boulevard between 38<sup>th</sup> Street and Highway 183. Protected bicycle lanes would encourage biking and walking, which would reduce citizens' car-dependency and overall carbon emissions. Although we support each option that promotes safer bicycling and walking, we believe Option E in the City of Austin's survey provides protected bike lanes while balancing competing priorities and is the option which will enjoy the most community support. Additionally, Option E is the only plan that features protected intersections, which usually include refuge islands and forward stop bars for bikes. Protected intersections extend the physical boundary of protected bike lanes between bicyclists and cars into intersections, and increase bike visibility at intersections, which is important since intersections are the sites of many car accidents. Moreover, the bike-pedestrian underpass at Allandale Dr outlined in Option E would be a convenient feature to encourage walking and bicycling.

The City of Austin needs to repair Shoal Creek Boulevard. Pedestrians walking along Shoal Creek must cross multi-lane, busy roads, and bicyclists must mix with fast-moving traffic and avoid parked cars. These conditions put the citizens of Austin in danger, and discourage them from walking and bicycling.

Making Shoal Creek safe and welcoming for pedestrians and cyclists is an important part of creating a greener, more sustainable Austin. These improvements will also help Shoal Creek become the exemplary model of pedestrian and bicyclist accessibility. One day, the bicycle and pedestrian network could expand and connect the entire city, allowing residents to safely experience new parts of Austin and attracting visitors to enjoy what would be a world-class resource.

We believe Option E is the right next step for Shoal Creek Boulevard. Two-way bicycle lanes with high-quality protected intersections have a track record of improving safety for both pedestrians and bicyclists. The proposed pedestrian improvements, including the underpass at Allandale Drive, additional crosswalks, and more pedestrian-friendly light signal timing, would also be important changes. The proposed one-foot increase in the bicycle lane would further allow the plan to provide for people of all ages and abilities. Encouraging walking and biking along Shoal Creek are important steps to reducing Austin's car dependency and carbon emissions.

Now is the moment to transform Shoal Creek from an unsafe thoroughfare to a boulevard for all—a place for safe, green mobility and community. Please support these changes as a crucial step to a better Austin.

Sincerely,

A handwritten signature in black ink, appearing to read "Luke Metzger".

Luke Metzger  
Executive Director, Environment Texas

# Vision Zero, a 'Road Diet' Fad, Is Proving to Be Deadly



**CROSS COUNTRY**  
By Christopher D. LeGras

comforted her mom as best she could.

The Khourys live five blocks from Fire Station 62 in West Los Angeles's Mar Vista neighborhood. They heard a siren right away, but something was wrong. It wasn't moving. "It took 10 minutes," says Renee's husband, Jeff. "Becky was in pain. They could hear help but it couldn't reach them."

Los Angeles, like cities nationwide, is transforming its streets. In July 2017 the city installed a "road diet" on a 0.8-mile stretch of Venice Boulevard in Mar Vista, reducing four lanes to two and adding bike lanes separated from traffic by parking buffers. The project is part of Mayor Eric Garcetti's Vision Zero initiative, which aims to eliminate traffic fatalities in the city by 2025. Launched in 2015, Vision Zero is the most radical transformation of how people move through Los Angeles since the dawn of the freeway era 75 years ago.

By almost any metric it's been a disaster. Pedestrian deaths have nearly doubled, from 74 in 2015 to 135 in 2017, the last year for which data are available. After years of improvement, Los Angeles again has the world's worst traffic, according

Renee Khoury was in the kitchen when she heard a scream. She ran outside and found her 65-year-old mother, Rebecca, sprawled on the sidewalk with a compound fracture in her left leg. Renee called 911 then

to the transportation research firm Inrix. Miles of vehicles idling in gridlock have reduced air quality to 1980s levels.

The international Vision Zero movement began in the 1990s in Sweden, where it apparently worked well. The Swedish government claims a 50% reduction in traffic deaths since 2000. Hoping to achieve similar gains, U.S. mayors from New York City to North Pole, Alaska, have adopted Vision Zero. Projects range from multibillion-dollar light-rail lines to retiming traffic lights for slower traffic. Road diets are key.

In neighborhoods across New York City, residents, community boards and local businesses have done battle with city officials over "traffic calming" measures imposed by city hall. Lane reductions, bike

lanes, new meridians and other innovations designed to reduce vehicle speeds make it difficult for bulky ambulances and fire trucks to respond quickly to emergencies. And

**Emergency vehicles get stuck on streets that have been narrowed to promote walking and bicycling.**

while pedestrian deaths have plummeted in the Big Apple under Vision Zero, deaths of bicyclists, motorcyclists and people in vehicles have ticked up.

Around the country, officials have implemented projects on short no-

tice, over local objections and without consulting first responders. Howard Holt, a fire captain in Oakland, Calif., said he found out about a road diet in front of his station when he arrived for a shift one morning. "I wasn't sure if I was supposed to drive in the new green lanes," he said recently. "Turns out they're bike lanes." He calls the city bureaucracy "The Wall."

During the 2017 La Tuna Fire, the biggest in Los Angeles in half a century, a road diet on Foothill Boulevard the in Sunland-Tujunga neighborhood bottlenecked evacuations. After the fire a neighborhood association voted to go off the road diet. The city ignored the request and instead added another one to La Tuna Canyon Road.

The story isn't confined to big cit-

ies. In Waverly, Iowa (pop. 9,837), Fire Chief Dennis Happel and Bremer County Sheriff Dan Pickett say the city has ignored their concerns over a road diet plan. In Fairbanks, Alaska, Fire Battalion Chief Brian Davis says the city installed traffic controls to mitigate the impact of new bike lanes in front of his fire house. In January the average high temperature in Fairbanks is zero Fahrenheit—much too cold to ride a bike.

It's noble to want to make America's streets as safe as they can be. But government officials shouldn't impose projects on communities that don't work, inconvenience residents, hurt businesses and impede emergency responders in the process.

Mr. LeGras is an attorney and writer in Los Angeles.

Wall Street Journal

Saturday/Sunday, January 19-20, 2019

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