CHERRYWOOD NEIGHBORHOOD BIKEWAYS

CITY OF AUSTIN
austin MOTION
2016 MOBILITY BOND

BACKGROUND

Neighborhood bikeways are local streets where motor vehicle traffic speeds and volumes are kept low to make it safer and more comfortable to bicycle, walk, and play. Austin Transportation Department (ATD) is evaluating local streets in the Cherrywood, Wilshire Wood-Delwood, and Schieffer-Willowbrook neighborhoods as proposed neighborhood bikeways:

- **Wilshire Boulevard**
- **Cherrywood Road**
- **Schieffer Avenue**

A preliminary design is available at this open house and online for you to review and provide feedback. The proposed changes include:

- New pavement markings (“sharrows”) to alert people driving to expect people bicycling
- Improvements for crossing IH-35 near Wilshire Boulevard by foot and by bike to connections into the Hancock neighborhood
- New wayfinding signs to guide people bicycling to local and regional destinations
- New and modified speed reduction devices (e.g., speed humps or speed cushions)
- A new sidewalk on the north side of Wilshire Boulevard from IH-35 northbound frontage road to Schieffer Avenue that will require spot parking restrictions to avoid impacts to trees
- Tightened corners at select intersections for slower motor vehicle turns and shorter crossing distances

FUNDING

The 2016 Mobility Bond dedicates $137 million to local mobility projects. The Local Mobility Program is enhancing mobility, safety, and connectivity by funding construction of new infrastructure like bikeways, sidewalks, and urban trails as well as improvements to existing infrastructure. Funding for these proposed changes is available from the Bikeways and Sidewalks programs.

COMMENT PERIOD

The comment period for this project will be open through Sunday, October 27, 2019. Please submit feedback through the project survey. For questions, please contact:

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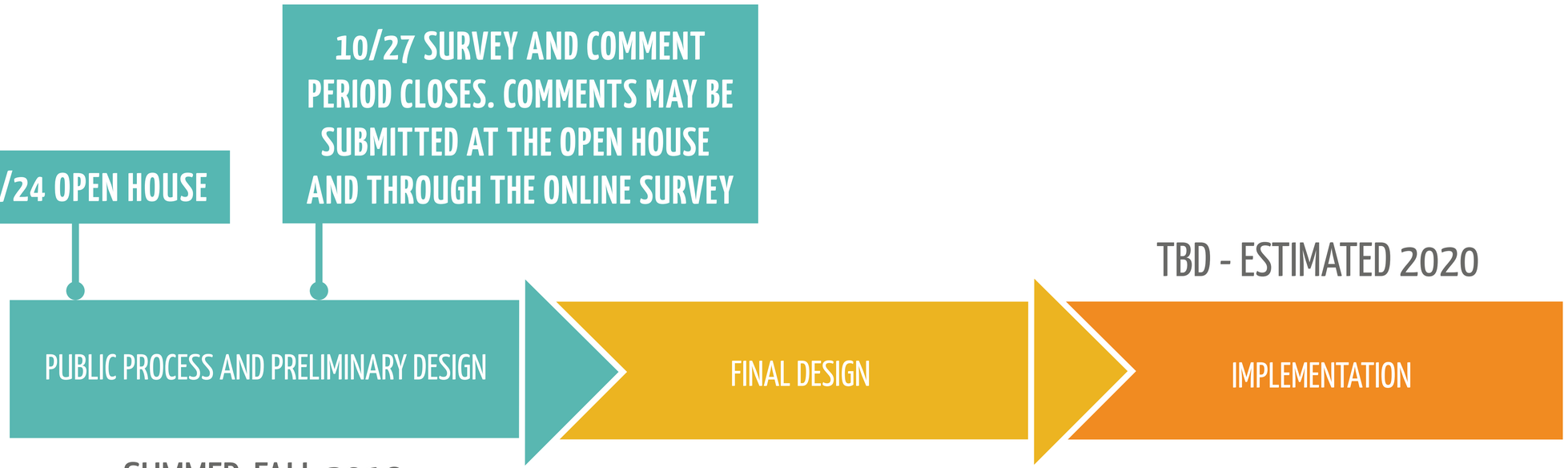
LEARN MORE

For more information about this project, neighborhood bikeways, the progress of the All Ages and Abilities Bicycle Network, or the 2016 Mobility Bond, visit the following AustinTexas.gov webpages:

/CHERRYWOODBIKEWAYS
/NEIGHBORHOODBIKEWAYS
/AAABIKENETWORK
/2016BOND

PROJECT TIMELINE

The project timeline is subject to change pending the outcome of the public process and coordination. Sign-up for the project email updates to stay informed of the project status.



WHAT ARE NEIGHBORHOOD BIKEWAYS?

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Neighborhood bikeways are local streets where motor vehicle traffic speeds and volumes are kept low to make it safer and more comfortable to bicycle, walk, and play. Neighborhood bikeways enhance local streets by adding pavement markings ("sharrows") and wayfinding signage, managing vehicle speeds and volumes, and improving crossings of major streets.

Neighborhood bikeways were formerly called "quiet streets" in the 2014 Austin Bicycle Plan and were recently renamed "neighborhood bikeways" in the Austin Strategic Mobility Plan. They are sometimes called "bicycle boulevards" in other cities.

Concept for a neighborhood bikeway

Placing push buttons close to the curb makes it easier for people bicycling to request to cross at a traffic signal on a busier street. Photo: Portland, Oregon

Wayfinding signs help to guide people along the bikeway route to local and regional destinations. Wayfinding signs can include information on the distance and approximate time it takes to bicycle to a destination. Photo: Portland, Oregon

MAKING CONNECTIONS

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HOW ARE NEIGHBORHOOD BIKEWAY ROUTES SELECTED?

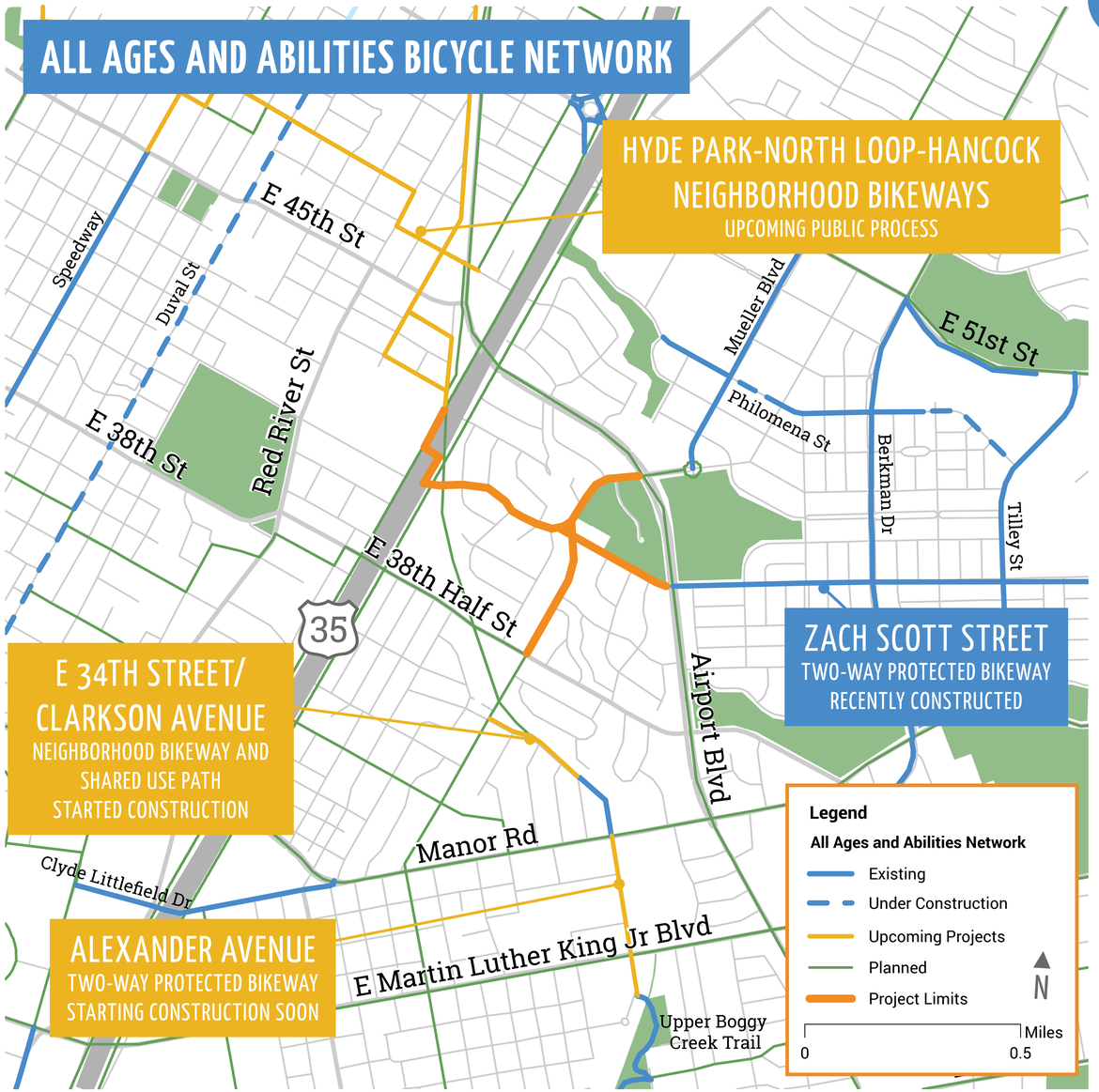
Several factors are used in selecting local streets to form neighborhood bikeway routes:

- Naturally lower motor vehicle volumes are preferred
- Connectivity to other high-comfort bicycle facilities, such as protected bikeways and urban trails to form an "all ages and abilities" network
- Elevation changes
- Directness of the route

ALL AGES AND ABILITIES CONNECTIONS

Neighborhood bikeways are designed to be low-stress and are intended to serve people of all ages and abilities.

Austin's All Ages and Abilities Bicycle Network was adopted by City Council through the Austin Bicycle Plan and Urban Trails Plan in 2014, and recently updated in the Austin Strategic Mobility Plan (ASMP). The newly constructed two-way protected bikeway on Zach Scott Street and the Upper Boggy Creek Trail are examples of all ages and abilities bicycle facilities.



Despite challenges [like the summer heat and our beloved hills], Austin's bicycle system remains an important tool for helping our community achieve its mobility goals.

The bicycle system helps relieve demand on our roadways, removing cars and relieving congestion. Bicycling gives people reliable mobility choices, and also provides a safe place for the new scooters and other low-speed micromobility devices to operate. As an active form of transportation, it supports increased public health while supporting our environment and helping us connect to the outdoors and our public spaces.

It is important that we create and support a safe bicycle system that serves people of all ages and abilities.

- Austin Strategic Mobility Plan

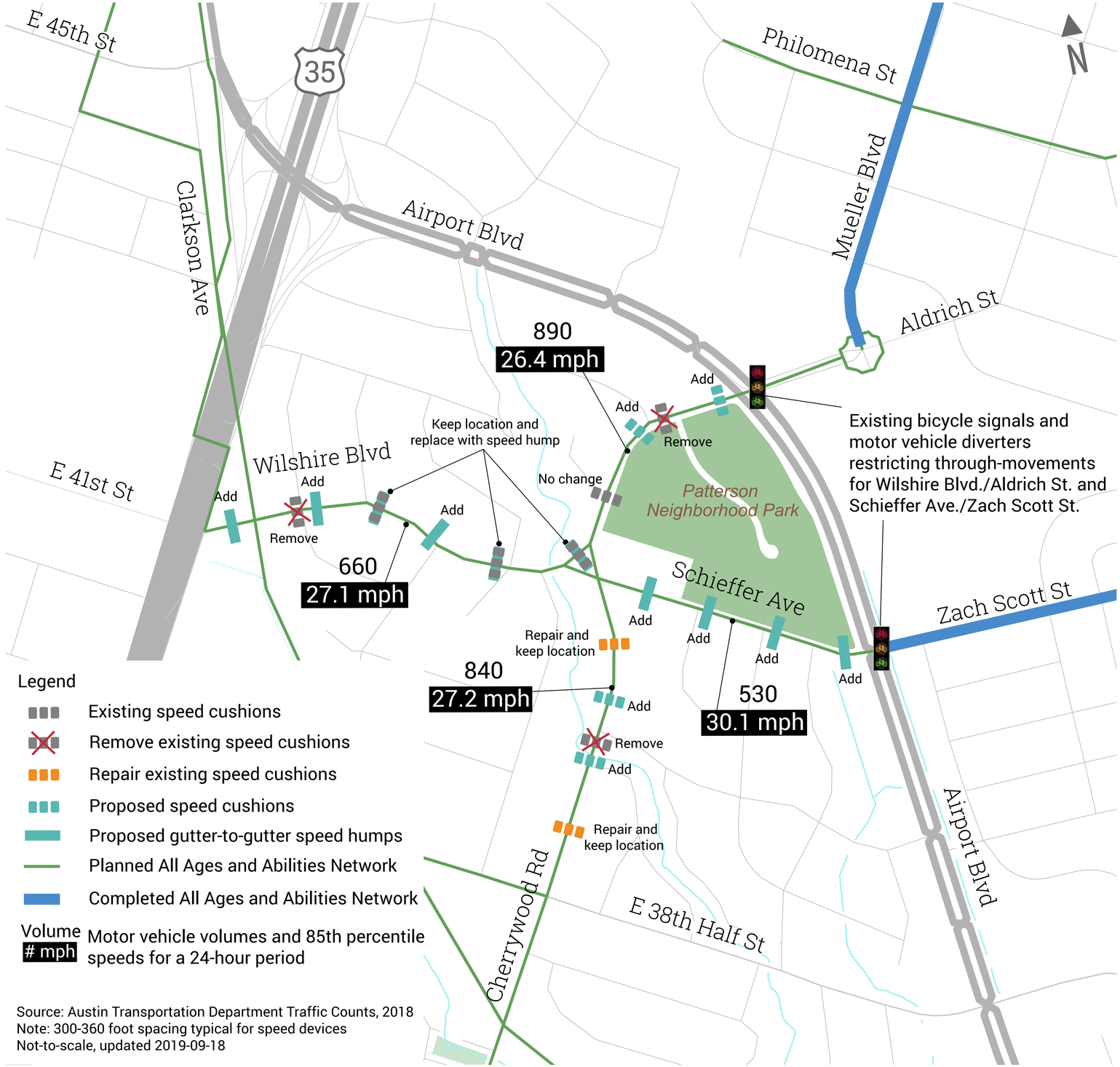
PROPOSED CHANGES

MODIFIED SPEED REDUCTION DEVICES

The streets identified for neighborhood bikeways are critical pieces of Austin's growing All Ages and Abilities Bicycle Network and it is important that these streets are comfortable places for people walking, bicycling, and driving to share, including young children and older adults. To do this, slow motor vehicle speeds are necessary. Data show us that when speeds increase, so do the risk of crashes, the severity of crashes and injuries, and related "traffic stress." For neighborhood bikeways, a target goal of 20-25 mph for motor vehicles speeds is aligned with national best practices.

Austin Transportation collected speed data for this project and determined that changes to the existing speed reduction devices would be needed to slow speeds to 20-25 mph. The proposed changes include adding new speed reduction devices and adjusting the typical spacing of the speed reduction devices.

The placement of speed reduction devices starts by spacing devices about 300-360 feet apart, typically, to achieve the target goal of 20-25 mph for motor vehicle speeds. Considerations for placement also include the presence of driveways, grades, and street lighting. Careful analysis is done for each location to minimize impacts while achieving the desired speed reduction. The proposed location for each set of speed reduction devices will be marked on the street as part of the public engagement. Feedback is welcome on these proposed locations. Where conflicts with driveways or other operational impacts arise, slight adjustments will be evaluated, however, the overall number and spacing of the devices is necessary to achieve the desired target motor vehicle speeds.

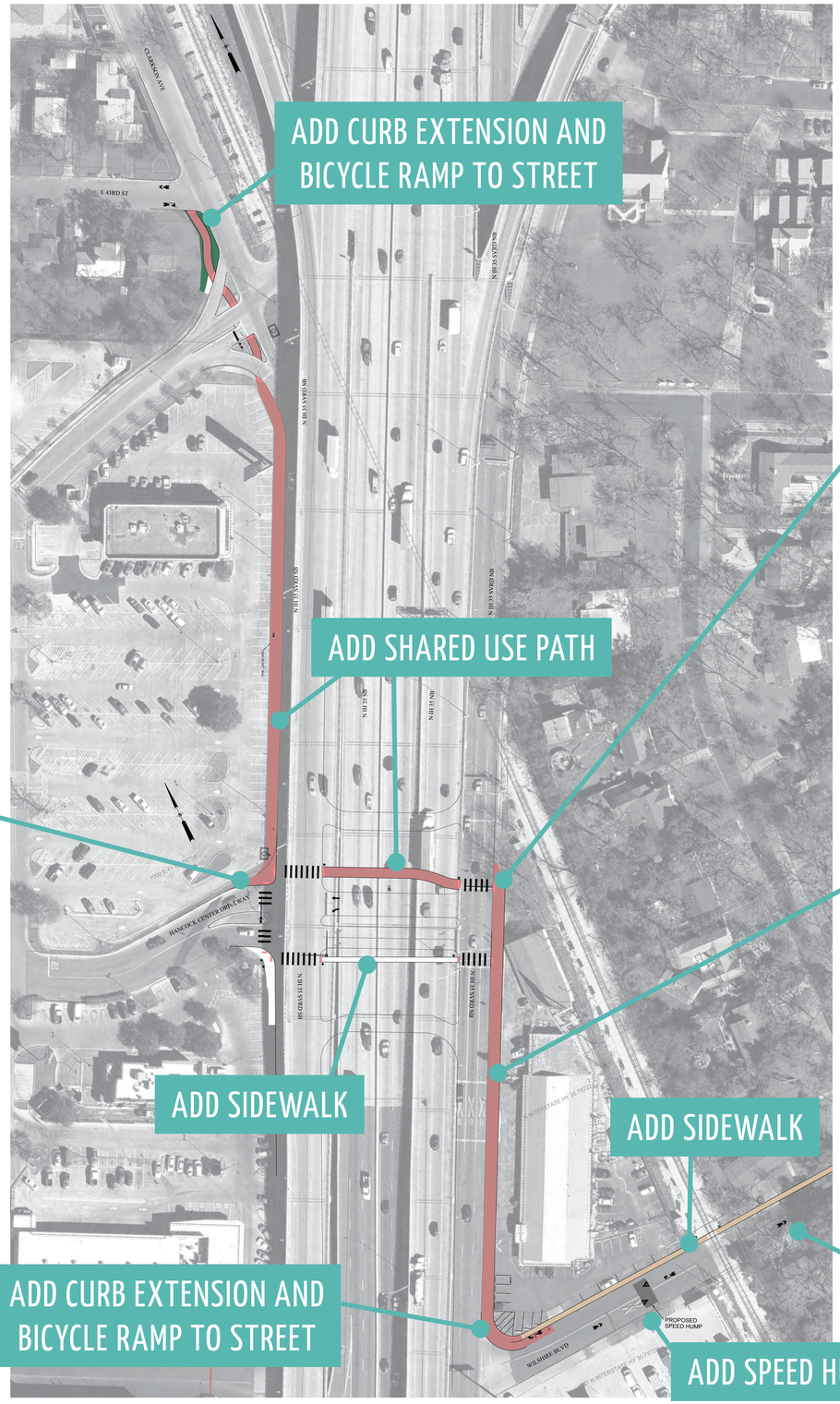


Source: Austin Transportation Department Traffic Counts, 2018
Note: 300-360 foot spacing typical for speed devices
Not-to-scale, updated 2019-09-18

PROPOSED CHANGES

CROSSING IH-35

The proposed changes are intended to improve the comfort and safety for people bicycling and walking at the undercrossing of IH-35 just north of Wilshire Boulevard. The proposed changes are interim improvements in advance of possible reconstruction of IH-35.



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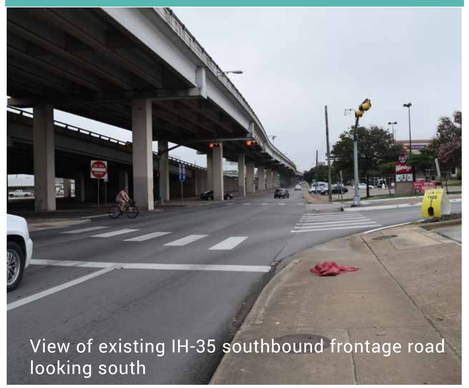
ADD PEDESTRIAN SIGNAL HEADS FOR NORTH SIDE CROSSING

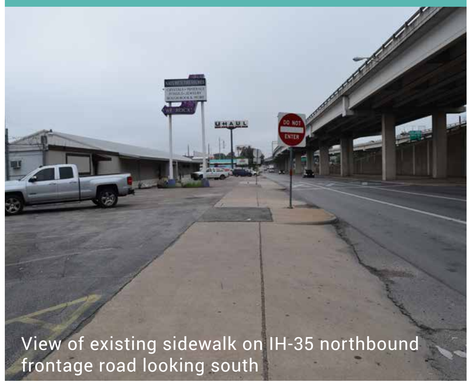
View of existing IH-35 northbound frontage road looking north

ADD CURB EXTENSION AND BICYCLE RAMP TO STREET



View of existing IH-35 southbound frontage road looking south

ADD SHARED USE PATH



View of existing sidewalk on IH-35 northbound frontage road looking south

ADD "SHARROW" PAVEMENT MARKINGS

Not-to-scale

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SPEED REDUCTION DEVICES

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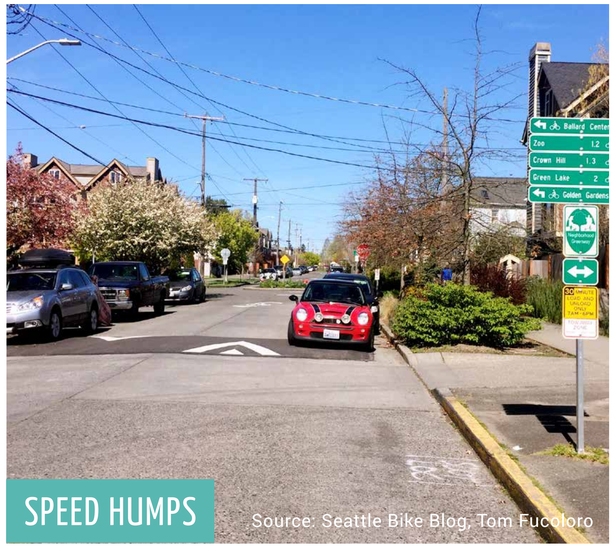
Speed humps may reduce speeds by 6-13 mph and speed cushions by 5-7 mph (Source: Federal Highway Administration Traffic Calming ePrimer). Given that speed humps are more effective at reducing speeds, these devices are preferred for use on neighborhood bikeways. For some streets, such as Cherrywood Road and the section of Wilshire Boulevard east of Schieffer Avenue, the use of speed cushions is determined through coordination with the Austin Fire Department to reduce possible impacts on response times. For streets without sidewalks, ATD would install speed devices leaving a 3-foot clear space between the gutter and the edge of the speed device. Speed humps and cushions for this proposed project would be constructed using asphalt.



SPEED HUMPS

Source: Seattle Bike Blog, Tom Fucoloro

Speed humps are constructed to have a gentle, rolling profile and are placed from gutter-to-gutter across a roadway. The spacing and gentle profile of speed humps helps to prevent hard braking and accelerating patterns, which reduces traffic noise and lowers speeds to be more compatible with a neighborhood context.

SPEED CUSHIONS

Existing speed cushions on Cherrywood Road

Speed cushions are constructed with a trapzoidal profile and are placed in groups of 2+ cushions. Cushions are designed to accommodate the wider wheelbase of emergency vehicles, which allows faster response times. Speed cushions maybe less effective at reducing egregious speeding as larger trucks and SUVs may also be able to straddle the devices.