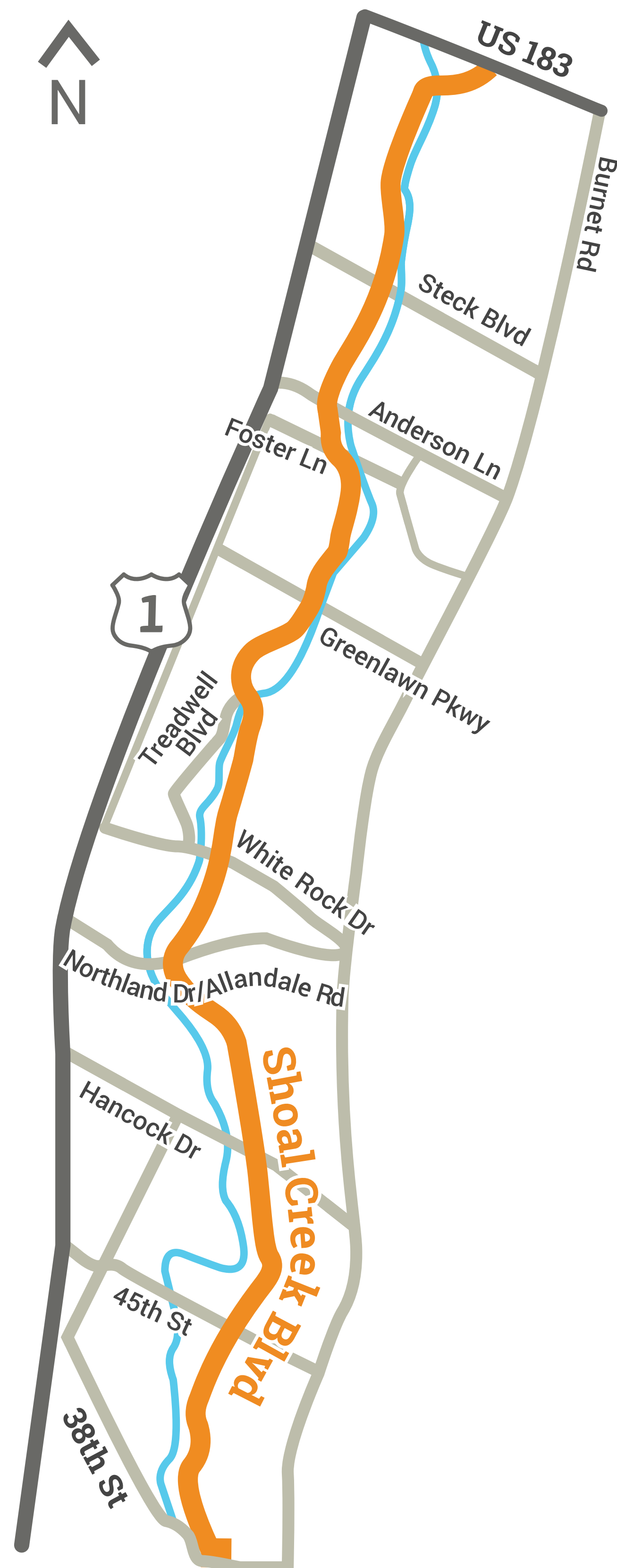


SHOAL CREEK BOULEVARD



BACKGROUND

In late 2018, Austin Transportation began a public process to collect community input on safety and mobility needs for people using Shoal Creek Boulevard from 38th Street to US 183 in preparation of street maintenance.

Staff has developed draft design alternatives in response to this community input. You are invited to review and provide feedback on these draft alternatives.

FUNDING

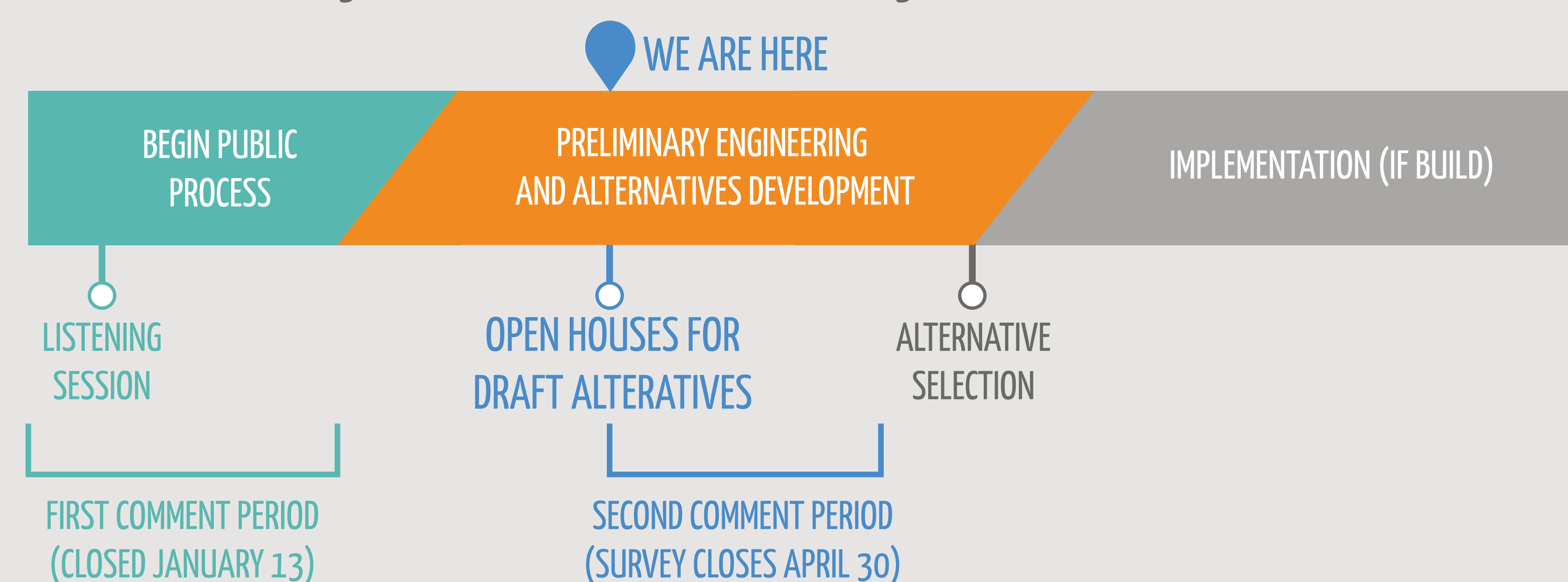
The primary funding source for this project is through the Bikeways Program of the 2016 Mobility Bond, which was passed by voters in November 2016. Funding for any of the build alternatives also includes supplemental partnership funding from other programs (e.g., Sidewalks, Pedestrian Crossing, Urban Trails, and Safe Routes to School). Coordinated project delivery provides the opportunity to reduce costs to each program. If the no build alternative is selected, funding for any individual improvements included in the build alternatives would be dependent on each program's project prioritization.

PROJECT TIMELINE

WINTER 2018/2019

SPRING 2019

TBD

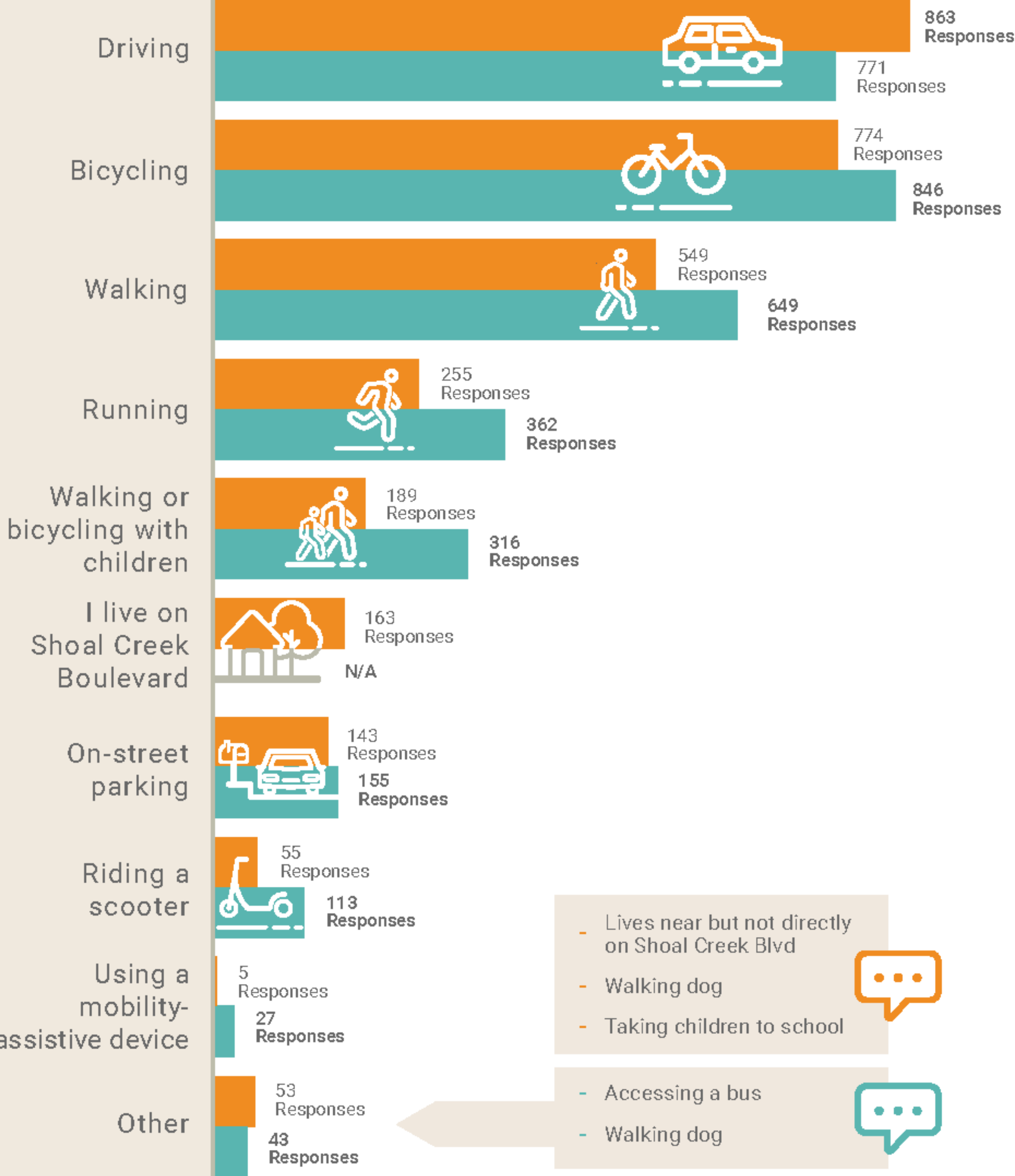


LEARN MORE: [AUSTINTEXAS.GOV/SHOALCREEKBLVD](https://austintexas.gov/shoalcreekblvd)

SURVEY INPUT

1,075 SURVEY RESPONSES RECEIVED

How are people using Shoal Creek Boulevard?
How would people like to use Shoal Creek Boulevard?



How comfortable are people using Shoal Creek Boulevard?



What do people think would make Shoal Creek Boulevard a safer and more comfortable place to be?



A survey was available at the listening session and on the project website from December 12 through January 13. Survey input was considered as staff developed alternatives. ATD received 1,075 responses to the survey. All survey response data is available on the Shoal Creek Boulevard website:































[AUSTINTEXAS.GOV/SHOALCREEKBLVD](https://austintexas.gov/shoalcreekblvd)

SURVEY INPUT

ADDITIONAL COMMENTS

The survey included an additional comments field. ATD received 639 responses on a range of topics related to Shoal Creek Boulevard.





















Input Topic:

|  |  |  |  |  |  |  |
|---|--|---|---|---|---|---|
| Bicycles | Cars | Pedestrians | Parking | Safety | Connectivity | Other |
|   | Support for protected bicycle lanes | | | | | 129 Responses |
|     | Concerns related to two-way protected bicycle lanes, including: bidirectional bicycle traffic flow, recreational cyclists use, heavy weekend traffic, on-street parking removal, intersection operations, driveway access, pedestrian safety | | | | | 105 Responses |
|   | Concerns surrounding existing shared parking and bicycle lanes creating situations that are uncomfortable, unpredictable, and unsafe for people riding bicycles and people driving | | | | | 87 Responses |
|   | Concerns about vehicle speeds and speeding-related crashes, and support for slower motor vehicle speeds | | | | | 75 Responses |
|    | Concerns about bicyclist behavior, including riding side-by-side, not yielding to pedestrians, not stopping at stop signs, fast riding, and large groups not using the existing bicycle lanes | | | | | 64 Responses |
|  | Support for no change on Shoal Creek Boulevard | | | | | 51 Responses |
|   | Support for expanding the bicycle network/ adding bicycle connectivity | | | | | 48 Responses |
|  | Support for reducing or removing on-street parking | | | | | 47 Responses |
|    | Support for prioritizing safety for all road users/ desire for bicycle and walking facilities that people of ages and abilities can utilize | | | | | 47 Responses |
|   | Concerns related to protected bicycle lanes, including safety and aesthetics of protection (concrete curbs, bollards, concrete traffic buttons, flexible posts), frequency of driveway cuts, trash collection, debris/hazards blocking the bicycle lanes | | | | | 43 Responses |
|  | Concerns about roadway condition and maintenance | | | | | 38 Responses |

SURVEY INPUT

ADDITIONAL COMMENTS (CONT.)

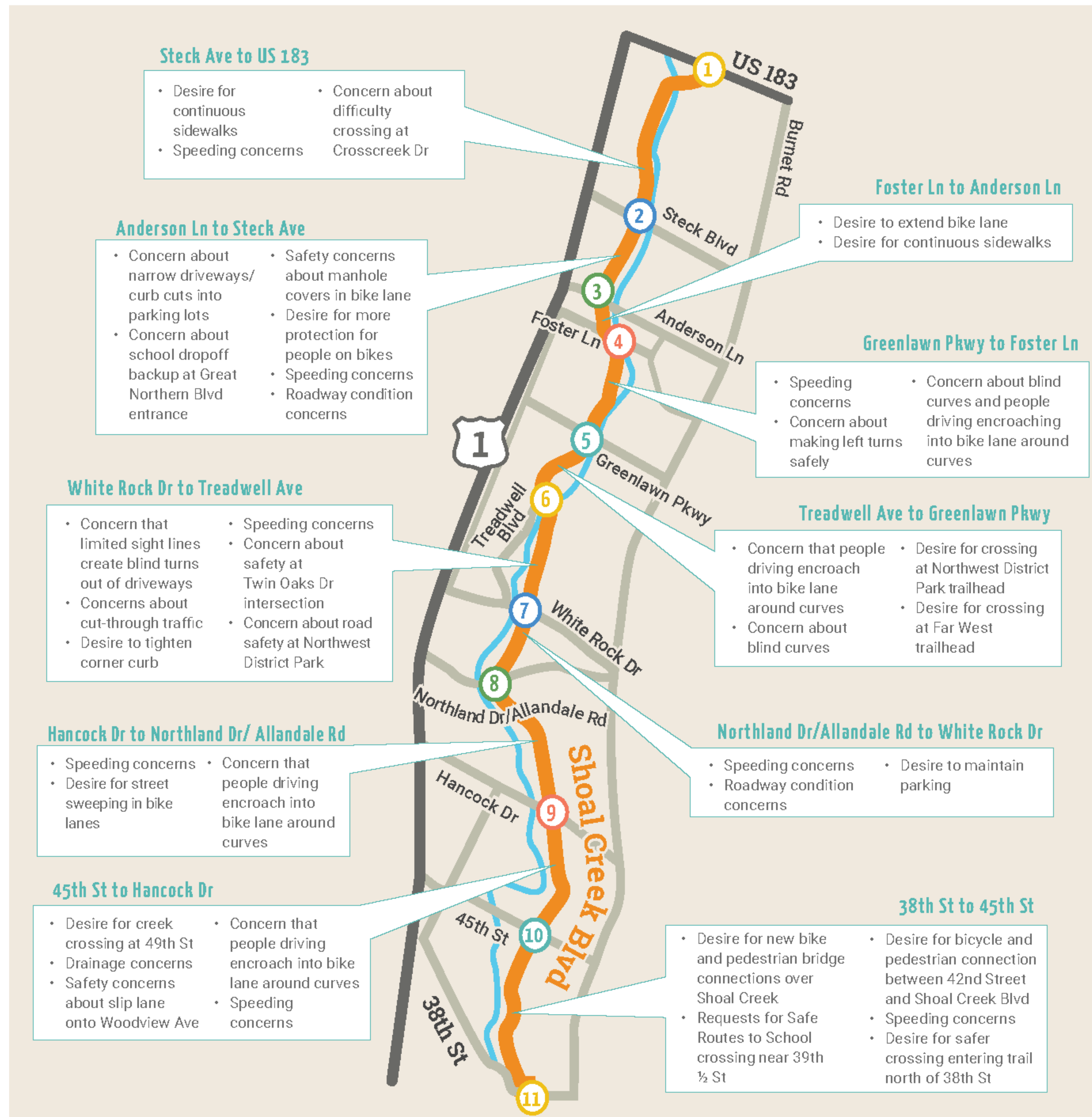
Input Topic:

|  |  |  |  |  |  |  |
|--|---|---|---|---|---|---|
| Bicycles | Cars | Pedestrians | Parking | Safety | Connectivity | Other |
|  | | | | | | 37 Responses |
|  |  |  |  | | | 35 Responses |
|  | |  | | | | 32 Responses |
|  | | | | | | 28 Responses |
|  | | | | | | 19 Responses |
|  |  |  | | | | 19 Responses |
|  | | | | | | 19 Responses |
|  | | | | | | 19 Responses |
|  |  | | | | | 17 Responses |
|  | | | | | | 16 Responses |
|  |  | | | | | 14 Responses |
|  | | | | | | 14 Responses |
| Concerns about increased congestion or cut-through traffic from Mopac, N Lamar Blvd, and Burnet Rd | | | | | | |
| Concerns regarding motorist behavior including, distracted driving, aggressive driving, harassing other users, yielding to pedestrians and bicyclists, passing bicyclists too closely, and not staying in the lane lines | | | | | | |
| Request for enforcement of speed limits, stop signs, crosswalks, aggressive/unsafe behaviors | | | | | | |
| Support for dedicated, painted bicycle lanes | | | | | | |
| Support for moving bicycle alignment to Great Northern Boulevard or Bullard Drive | | | | | | |
| Support for school safety improvements | | | | | | |
| Concerns related to Shoal Creek Conservancy's Shoal Creek Trail: Vision to Action Plan | | | | | | |
| Support for improved pedestrian crossings | | | | | | |
| Concerns about general intersection safety | | | | | | |
| Support for keeping existing on-street parking | | | | | | |
| Support for adding/improving sidewalks | | | | | | |
| Concerns related to signage, sight lines, hills, and driveway access | | | | | | |

MAP INPUT

ATD received 660 comments on the map from listening session and via an interactive digital map from December 12 through January 13.

On the left, the map shows input received on segments between intersections along Shoal Creek Boulevard. To the right is input related to specific intersections.



1 US 183 & Shoal Creek Blvd

- Concern about safety of crossing over 183 Frontage Road

2 Steck Blvd & Shoal Creek Blvd

- Desire for bike detection to trigger signals
- Speeding concerns
- Concern that crossing for people walking are long and unsafe
- Desire for extended bike facilities

3 Anderson Ln & Shoal Creek Blvd

- Concern that southbound right-turning drivers do not yield to people on bikes
- Concern about safety for people walking and people on bikes
- Desire for more protection for people walking and people on bikes

4 Foster Ln & Shoal Creek Blvd

- Concern that narrow roadway limits design options
- Concern that people on bikes run stop signs
- Desire to extend bike lanes

5 Greenlawn Pkwy & Shoal Creek Blvd

- Concern that people driving and people on bikes run stop sign
- Interest in alternative intersection treatments

6 Treadwell Blvd & Shoal Creek Blvd

- Desire to enhance existing student crossing
- Concern that people driving do not yield
- Desire for improved lighting

7 White Rock Dr & Shoal Creek Blvd

- Concern that people driving and people on bikes run stop sign
- Desire for improved lighting
- Desire to add school zone and signal for crossing to Gullett Elementary and Lamar Middle
- Desire for enhanced intersection control

8 Northland Dr/Allandale Rd & Shoal Creek Blvd

- Desire for bike detection to trigger signals
- Desire for additional queue length at signal
- Concern that crossing is difficult for people on bikes and people walking
- Concern that people driving speed to catch the light/run red light

9 Hancock Dr & Shoal Creek Blvd

- Concern about delays due to left-turn signals at every cycle, even with no left-turning vehicles present
- Safety concerns at slip lanes for people walking
- Concern that motorists pass others unsafely
- Concern that pedestrian push buttons do not work

10 45th St & Shoal Creek Blvd

- Desire for enhanced intersection control
- Safety concerns about crossing intersection
- Concern that people driving do not yield to crossing pedestrians
- Concern about people driving yielding at all-way stop due to confusion over multiple lanes

11 38th St & Shoal Creek Blvd

- Desire for improved bike infrastructure at intersection
- Concern that slip lane encourages high speeds
- Concern about conflicts between people driving turning left and pedestrians crossing
- Desire to improve underpass (widening, straightening, adding lighting/wayfinding)

ALTERNATIVES NOT PROGRESSED

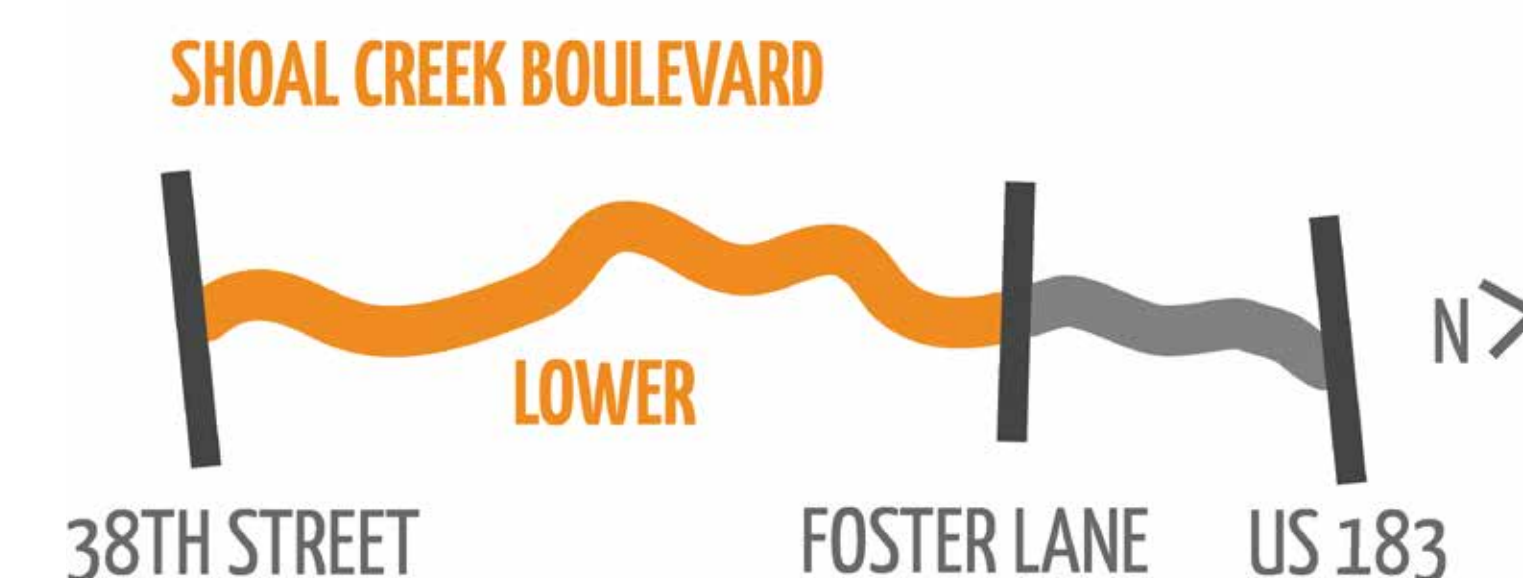
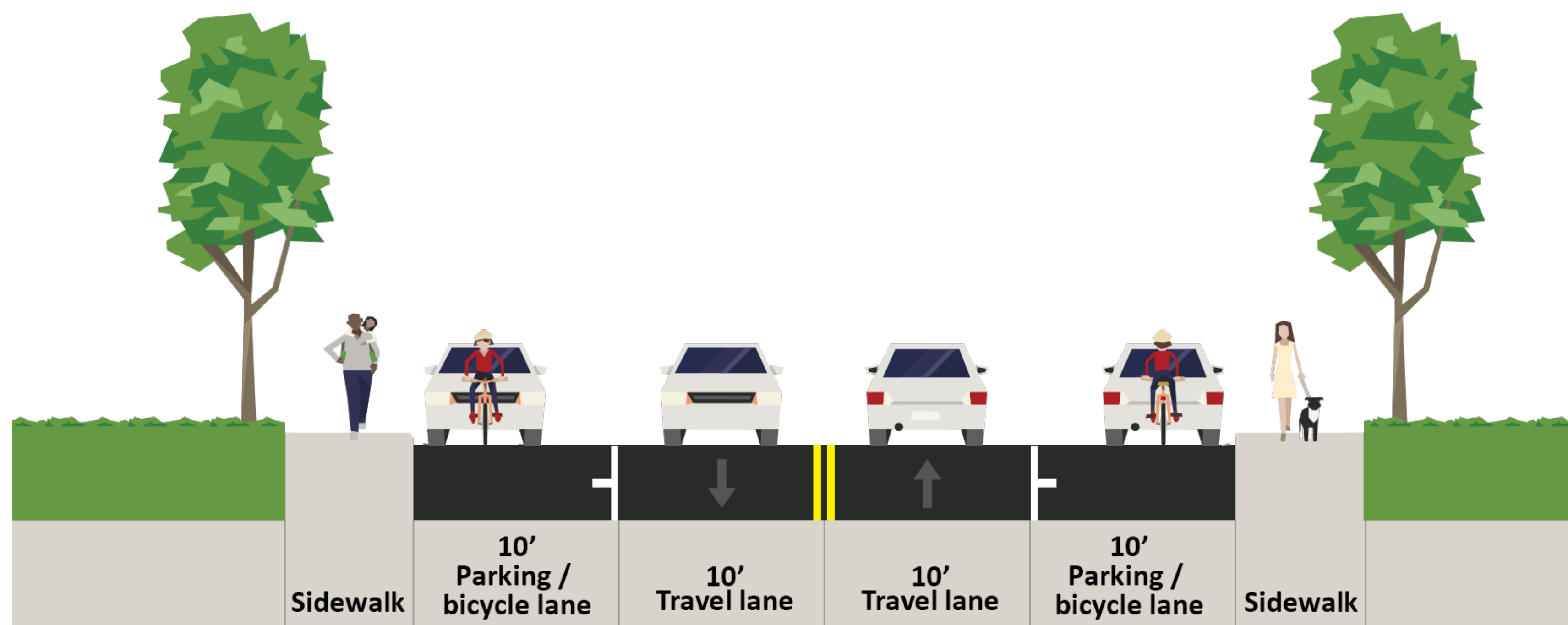
Below are alternatives requested by members of the community during the first public comment period. These alternatives were not progressed based on critical issues identified given design considerations and engineering judgment.

| ALTERNATIVE | ON-STREET PARKING CONFIGURATION | CRITICAL ISSUES |
|---|---------------------------------|---|
| CLIMBING BICYCLE LANE ONE DIRECTION AND SHARED LANE MARKINGS IN OTHER DIRECTION | KEEP PARKING ON BOTH SIDES | <ul style="list-style-type: none">• Not better than existing conditions for bicycling• This configuration would not fit within the roadway without removing parking |
| MOVE BIKEWAY ALIGNMENT TO GREAT NORTHERN BOULEVARD (FULL OR PARTIAL) | | <ul style="list-style-type: none">• Does not have comparable north-south bicycling connectivity to Shoal Creek Boulevard and does not serve the direct path of travel |
| NARROW, ONE-WAY PROTECTED BICYCLE LANES | PARKING REMOVED ON ONE SIDE | <ul style="list-style-type: none">• Protected bicycle lanes require a minimum clear width of 6.5 feet to be swept• Not wide enough for passing or side-by-side bicycling |
| TWO-WAY PARKING-PROTECTED BICYCLE LANES | | <ul style="list-style-type: none">• Sight distance issues at driveways would result in little on-street parking left, or visibility issues between people bicycling and driving• Motor vehicle travel lane adjacent to curb would require significant tree trimming, decrease comfort of sidewalk, and cause trash bins to block travel lanes |
| TWO-WAY PROTECTED BICYCLE LANES ON EAST SIDE | | <ul style="list-style-type: none">• The east side has more driveways and side streets• Contraflow bicycling would be faster in the downhill direction• Does not provide the opportunity to build a trail under Northland Drive/Allandale Road |
| CENTER-RUNNING TWO-WAY PROTECTED BICYCLE LANES | PARKING REMOVED ON BOTH SIDES | <ul style="list-style-type: none">• Motor vehicle travel lane adjacent to curb would require significant tree trimming, decrease comfort of sidewalk, and cause trash bins to block travel lanes• Would restrict access to driveways to be right-in, right-out only• Complexity at intersections and turn lanes. At turn lanes, physical protection would not be possible |

ALTERNATIVE A

NO BUILD

KEEP EXISTING CONDITIONS



FEATURES

- Parking remains on both sides of street
- One-way flow of bicycle traffic

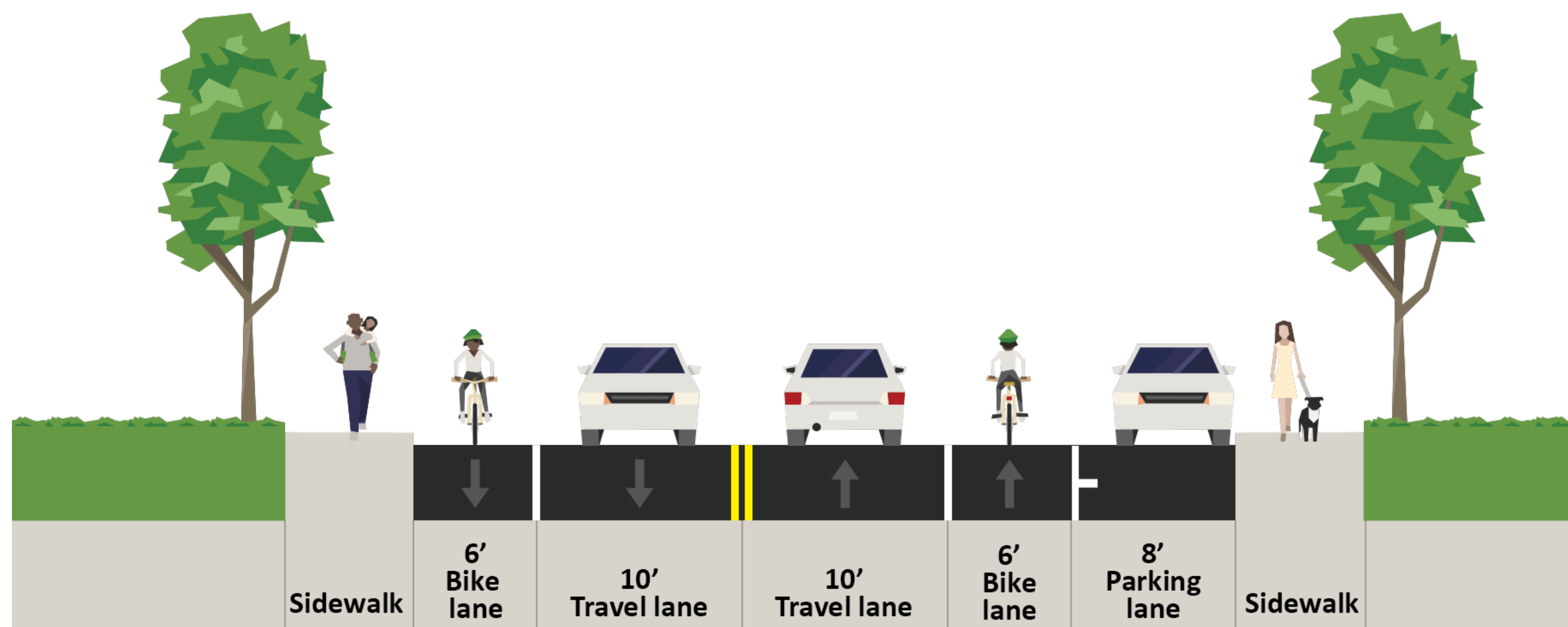
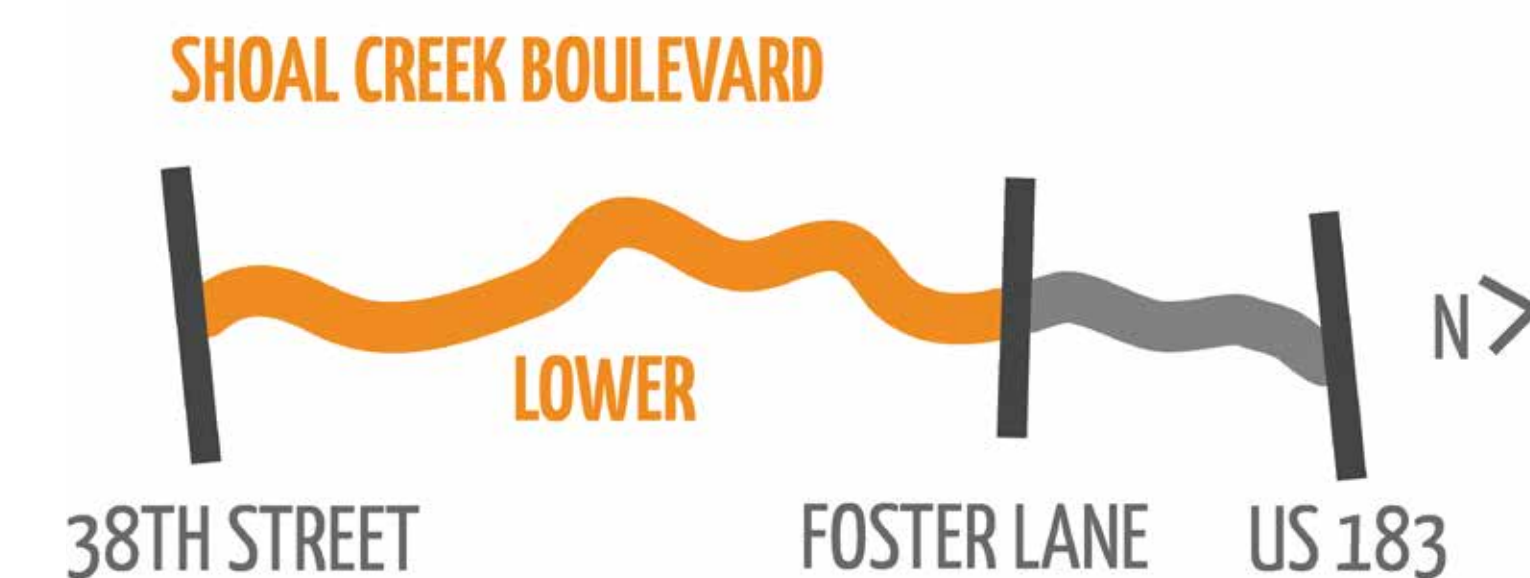
TRADE-OFFS

- Existing conditions are uncomfortable or unpredictable for many street users
- Not an all ages and abilities bikeway
- Bicycling around parked vehicles spills into travel lanes or is in the door zone
- No effect on motor vehicle speeds
- No effect on encouraging motor vehicles to stay in lane through curves
- If no build alternative is selected, funding for any individual improvements would be dependent on project prioritization from individual programs (e.g., Sidewalks, Pedestrian Crossing, Urban Trails, and Safe Routes to School)

ALTERNATIVE B

ONE-WAY PAINTED BICYCLE LANES

PARKING REMOVAL ON ONE SIDE

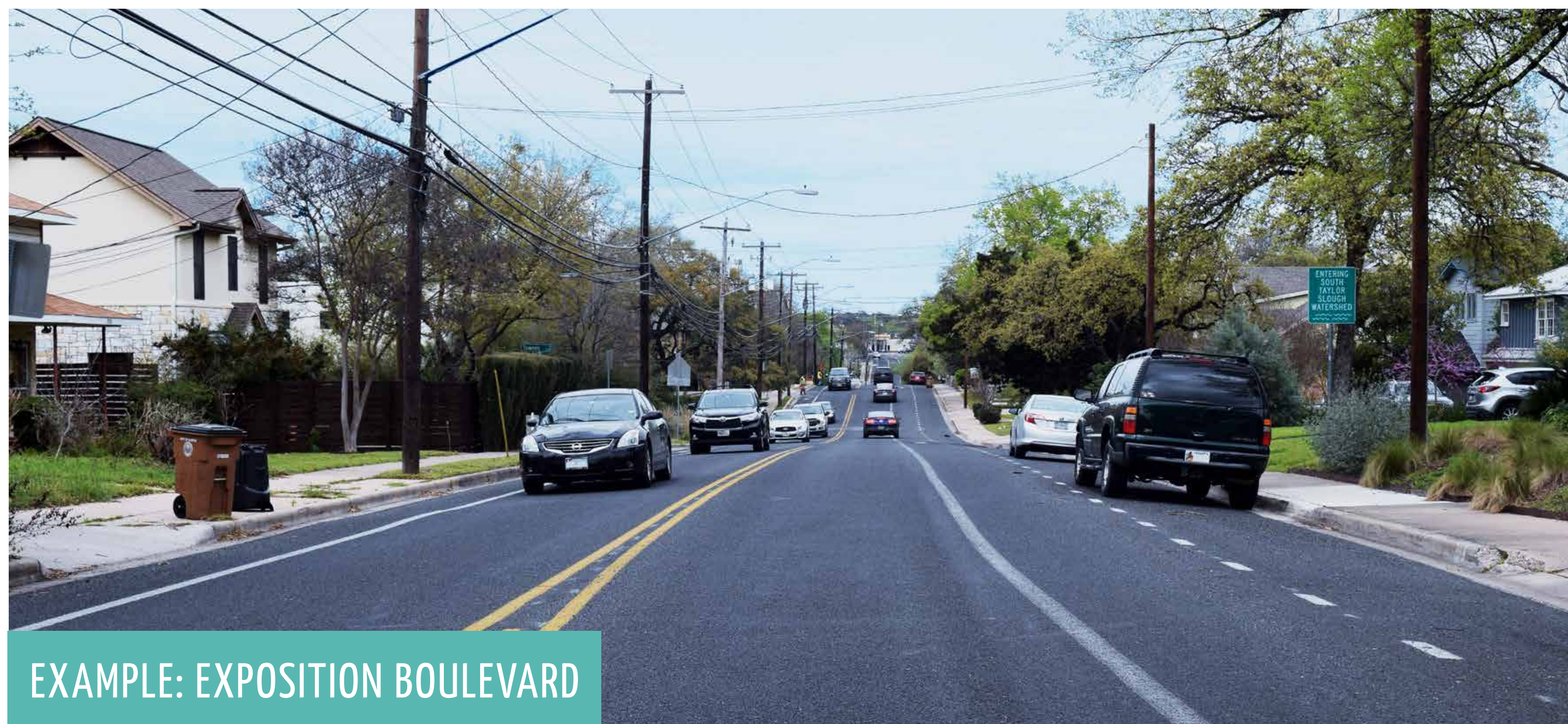


FEATURES

- One-way flow of bikeway
- Parking-free bikeway

TRADE-OFFS

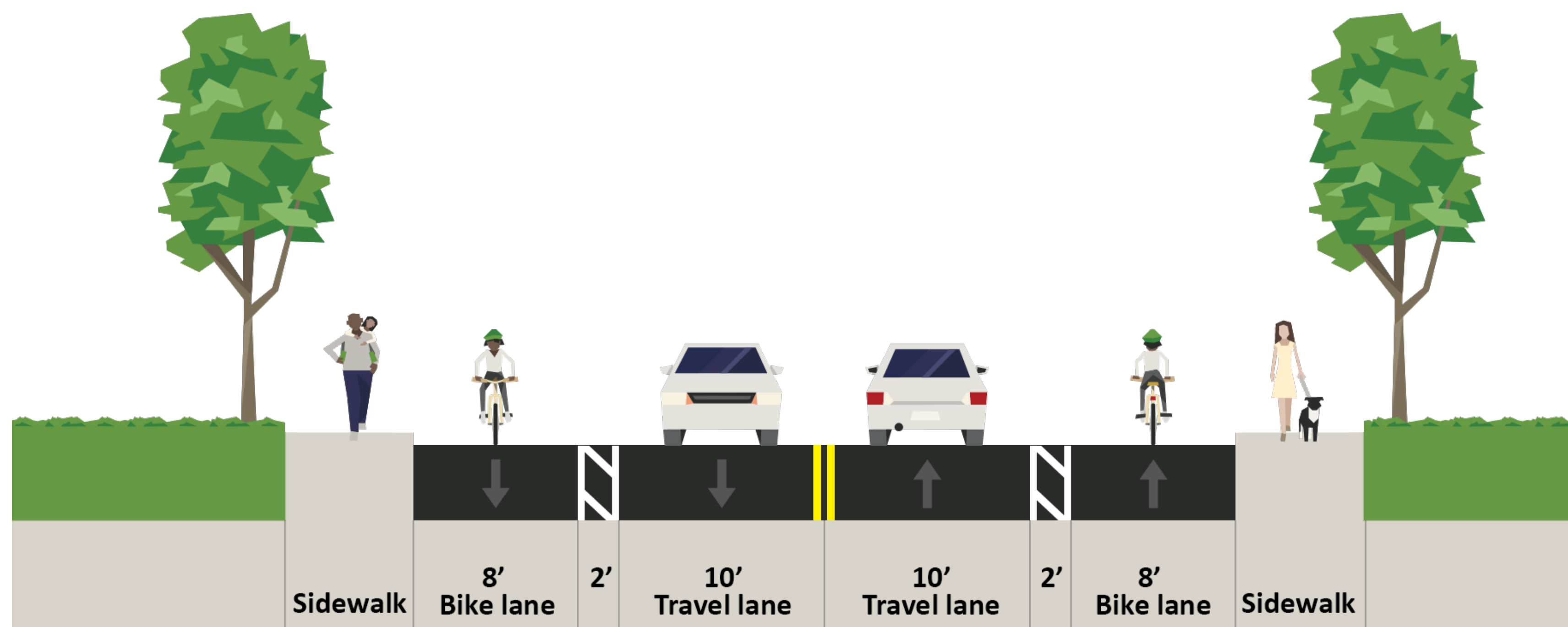
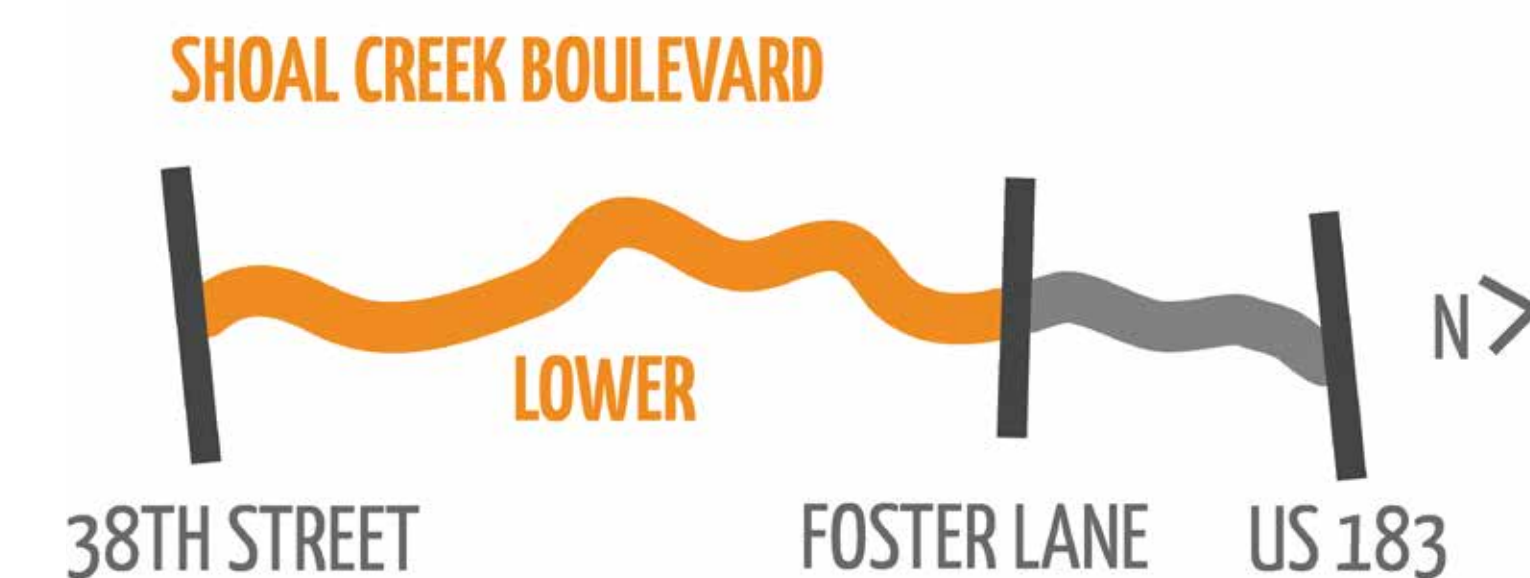
- Parking removal on one side
- No physical protection between bikeway and travel lanes
- Not an all ages and abilities bikeway
- Bicycling side-by-side or passing spills into travel lanes. Passing may only be comfortable for confident bicyclists.
- No effect on motor vehicle speeds
- No effect on encouraging motor vehicles to stay in lane through curves





ONE-WAY BUFFERED BICYCLE LANES

7AM-7PM PARKING RESTRICTIONS ON BOTH SIDES

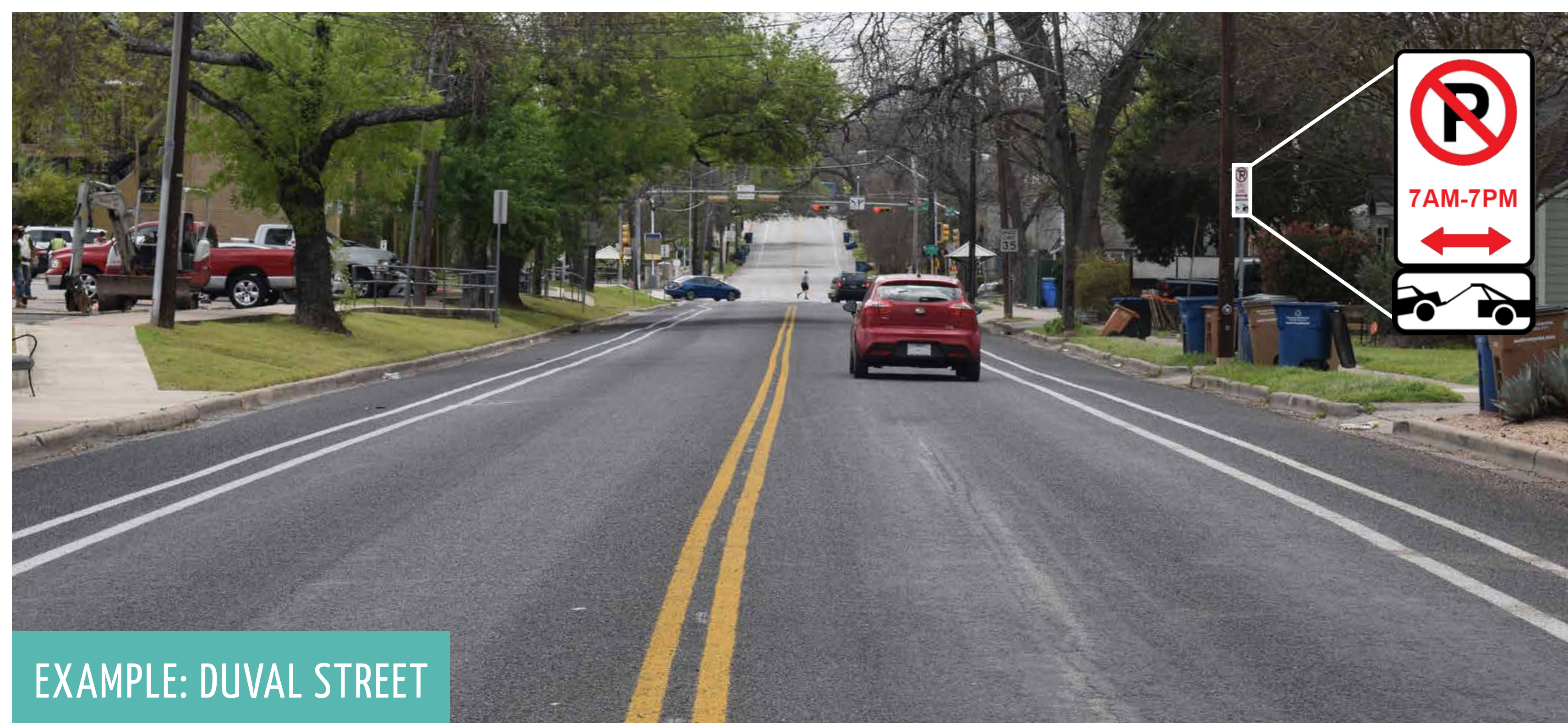


FEATURES

- Painted buffer between bikeway and travel lanes
- One-way flow of bikeway
- Parking-free bikeway from 7AM-7PM
- Allows for bicycling side-by-side or passing
- Allows for overnight parking on both sides

TRADE-OFFS

- Parking restrictions on both sides from 7AM-7PM
- No physical protection between bikeway and travel lanes
- Not an all ages and abilities bikeway, but more comfortable than existing conditions
- Not expected to reduce motor vehicle speeds or encourage motor vehicles to stay in lane through curves

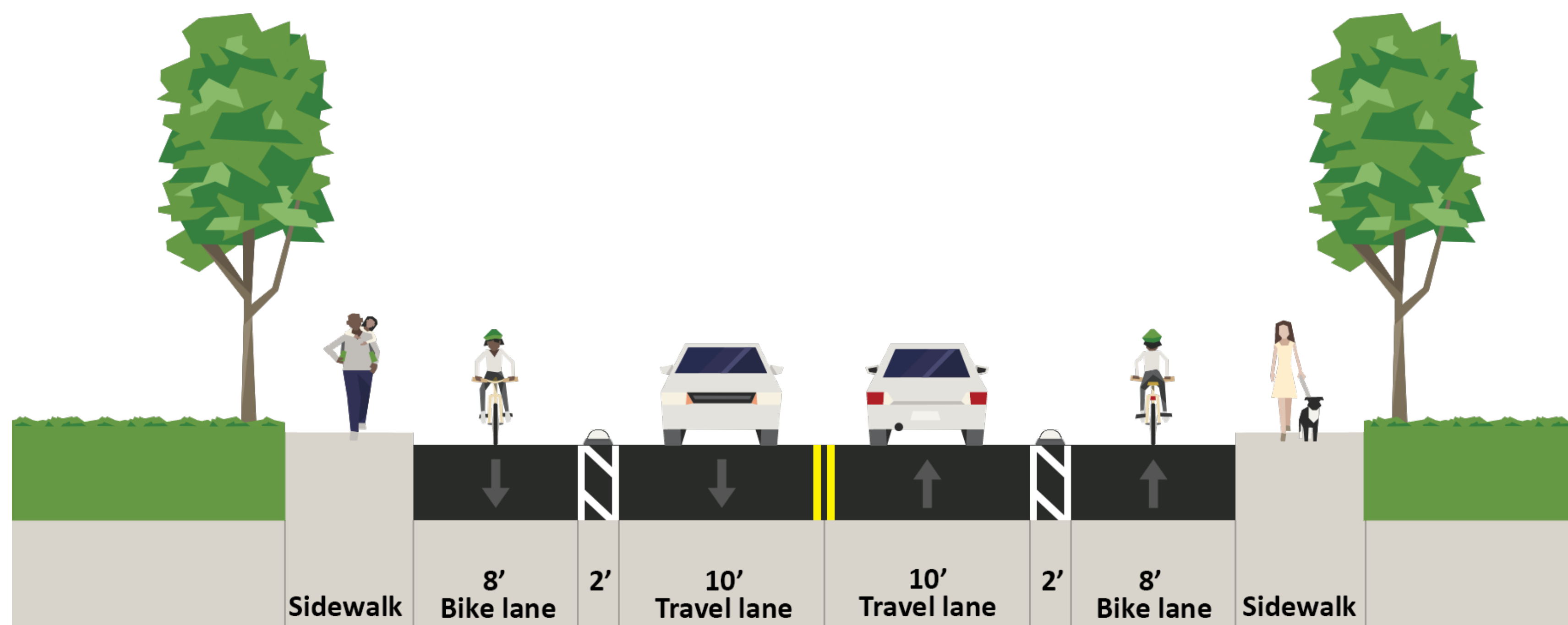
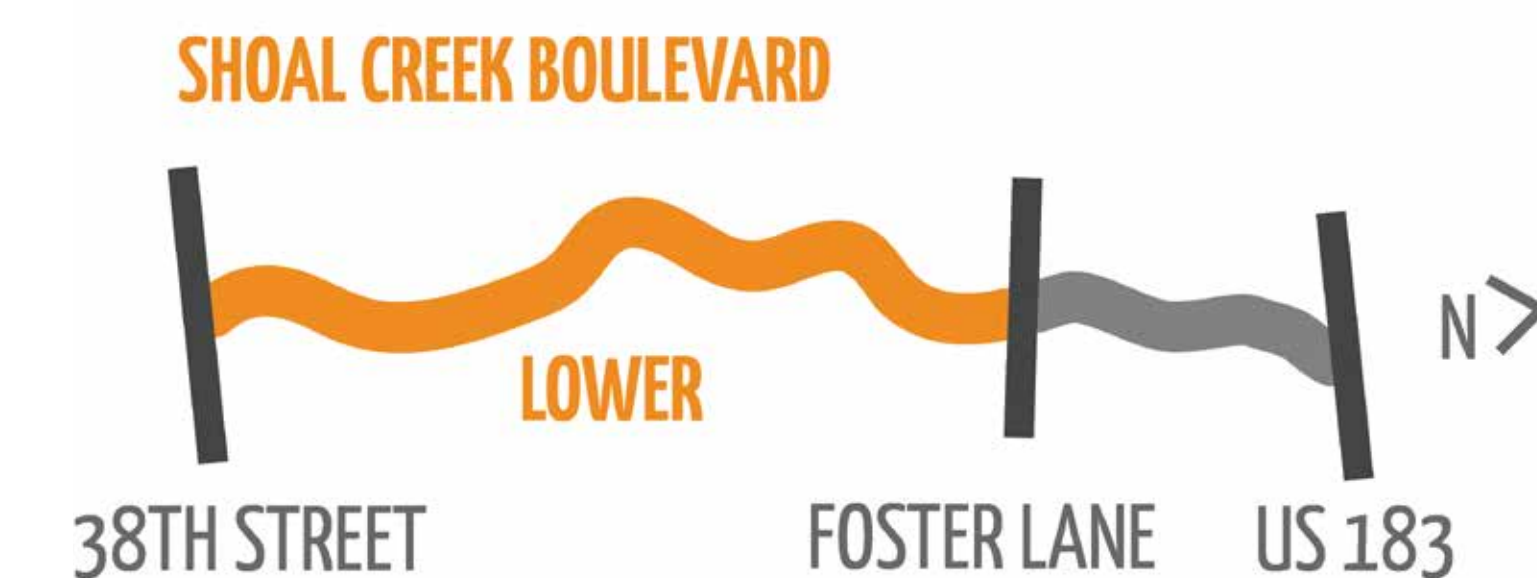


EXAMPLE: DUVAL STREET

ALTERNATIVE D

ONE-WAY PROTECTED BICYCLE LANES

PARKING REMOVAL ON BOTH SIDES

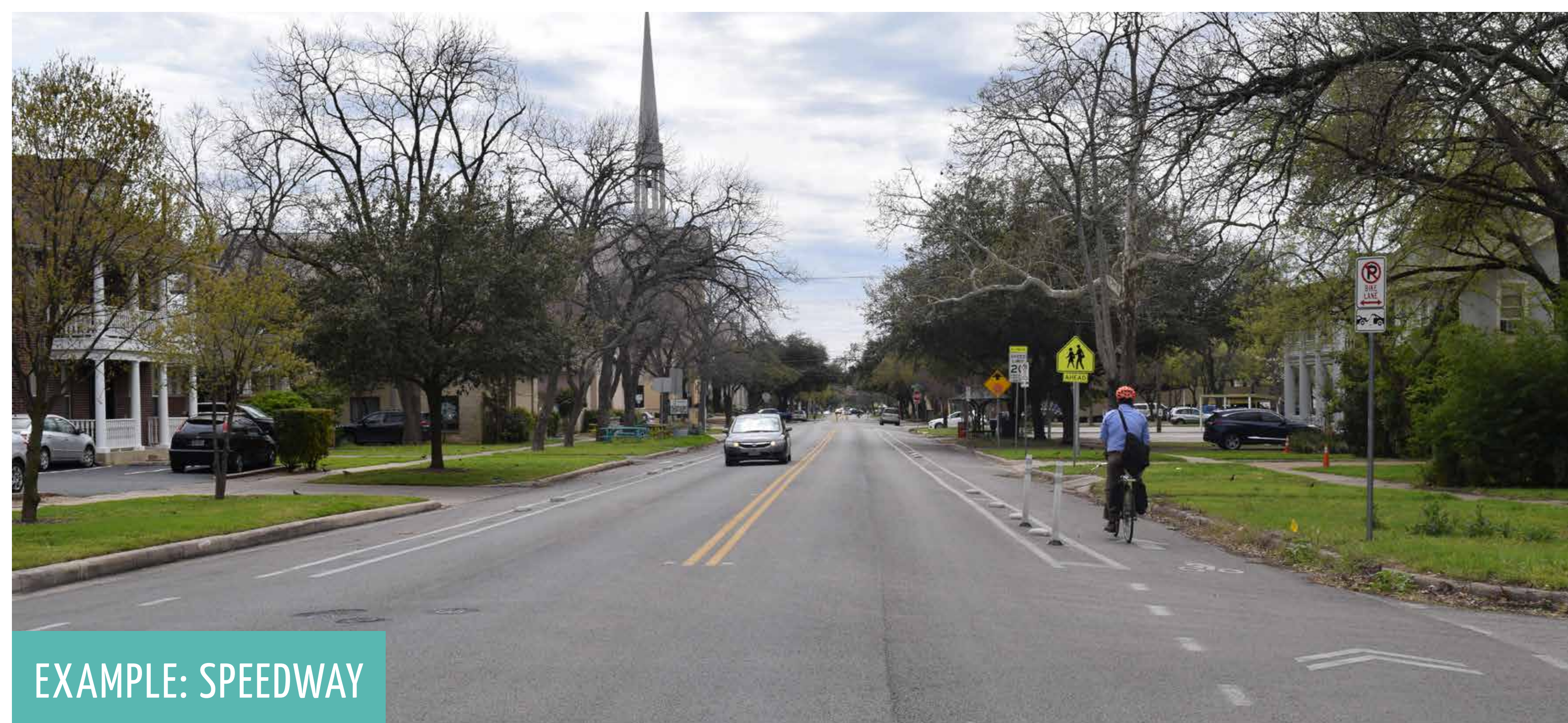


FEATURES

- All ages and abilities bikeway
- Physical protection between bikeway and travel lanes
- One-way flow of bikeway
- Allows for bicycling side-by-side or passing
- Expected to reduce motor vehicle speeds
- Expected to encourage motor vehicles to stay in lane in curve

TRADE-OFFS

- Parking removal on both sides
- At intersections with turn lanes space is only available for, either a bicycle and pedestrian shared use path or narrow painted bicycle lanes

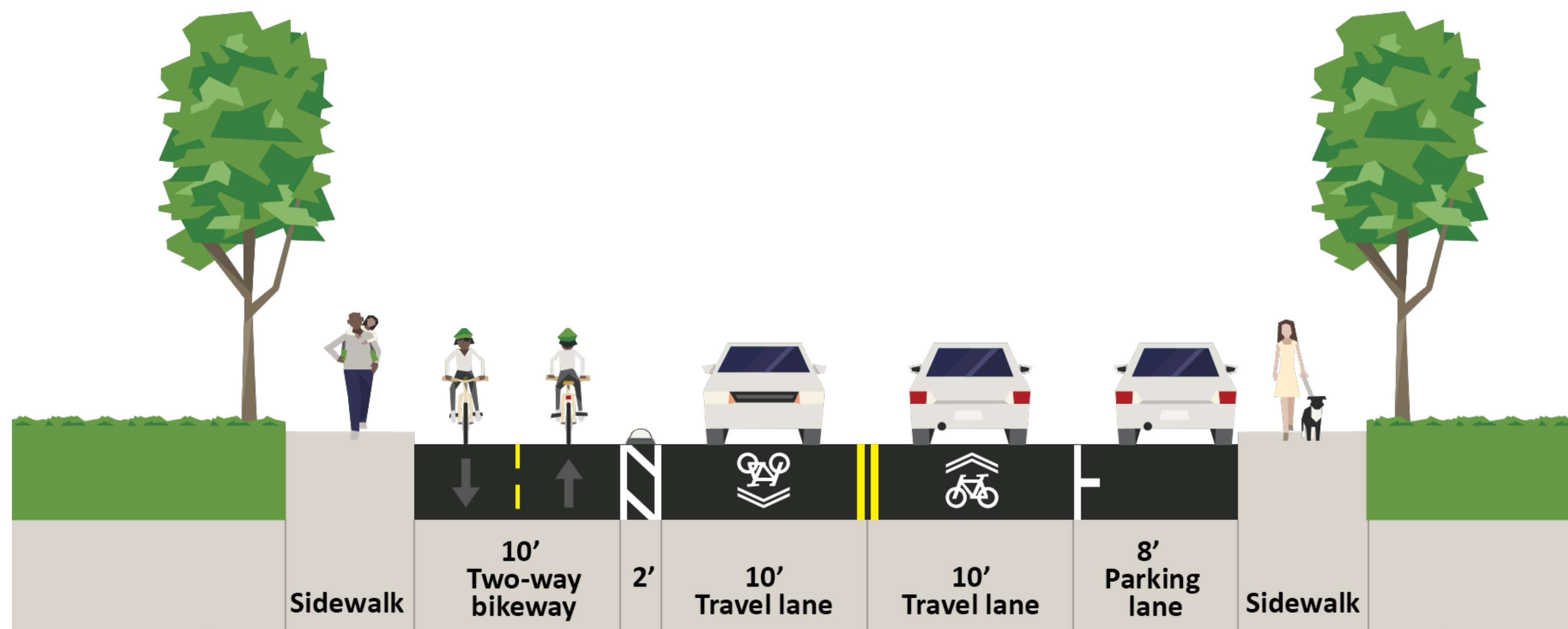
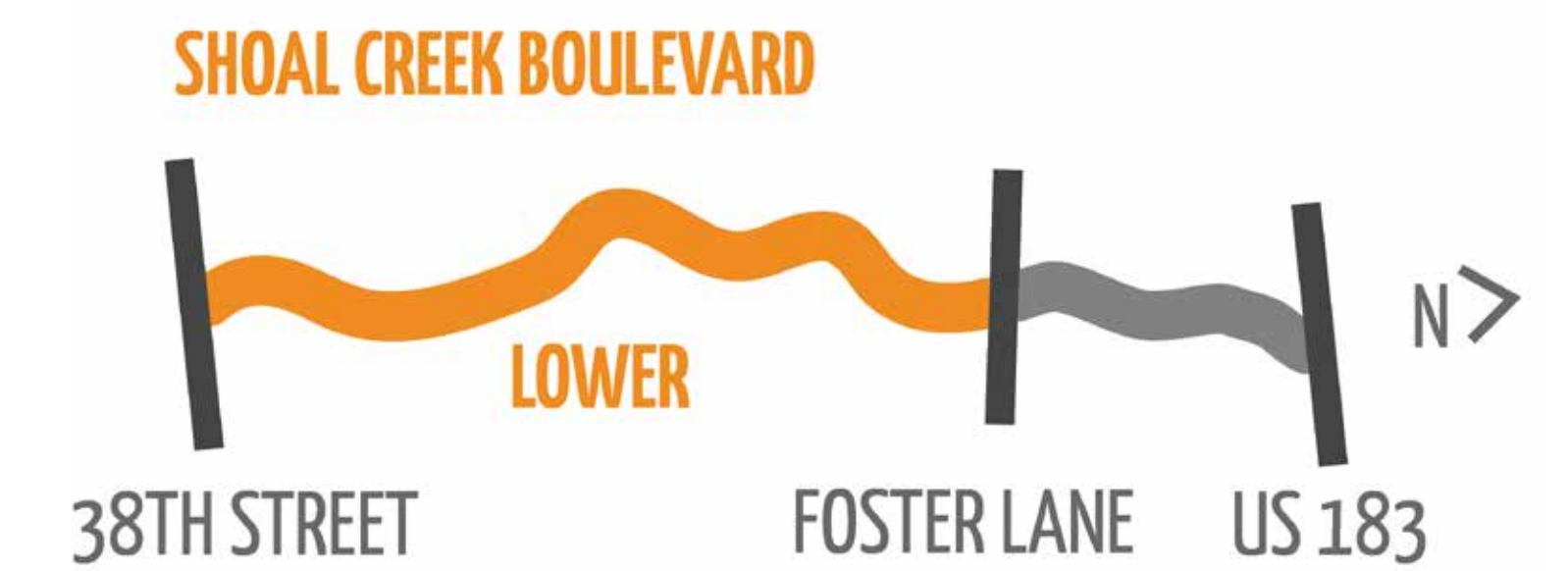


EXAMPLE: SPEEDWAY



TWO-WAY PROTECTED BICYCLE LANES

PARKING REMOVAL ON WEST SIDE



EXAMPLE: BARTON HILLS

FEATURES

- All ages and abilities bikeway
- Physical protection between bikeway and travel lanes
- Parking remains on east side
- Allows for bicycling side-by-side or passing when oncoming bicycle traffic is not present
- Expected to reduce motor vehicle speeds
- Expected to encourage motor vehicles to stay in lane through curves
- Opportunity to build bicycle and pedestrian underpass at Northland Drive/Allandale Road
- Contraflow bicycling would be in the slower uphill direction
- Provides fast-moving cyclists (riding solo or as a group) option to use travel lanes

TRADE-OFFS

- Parking removal on west side
- With two-way flow of bikeway, people walking and driving may not expect contraflow bicycle traffic



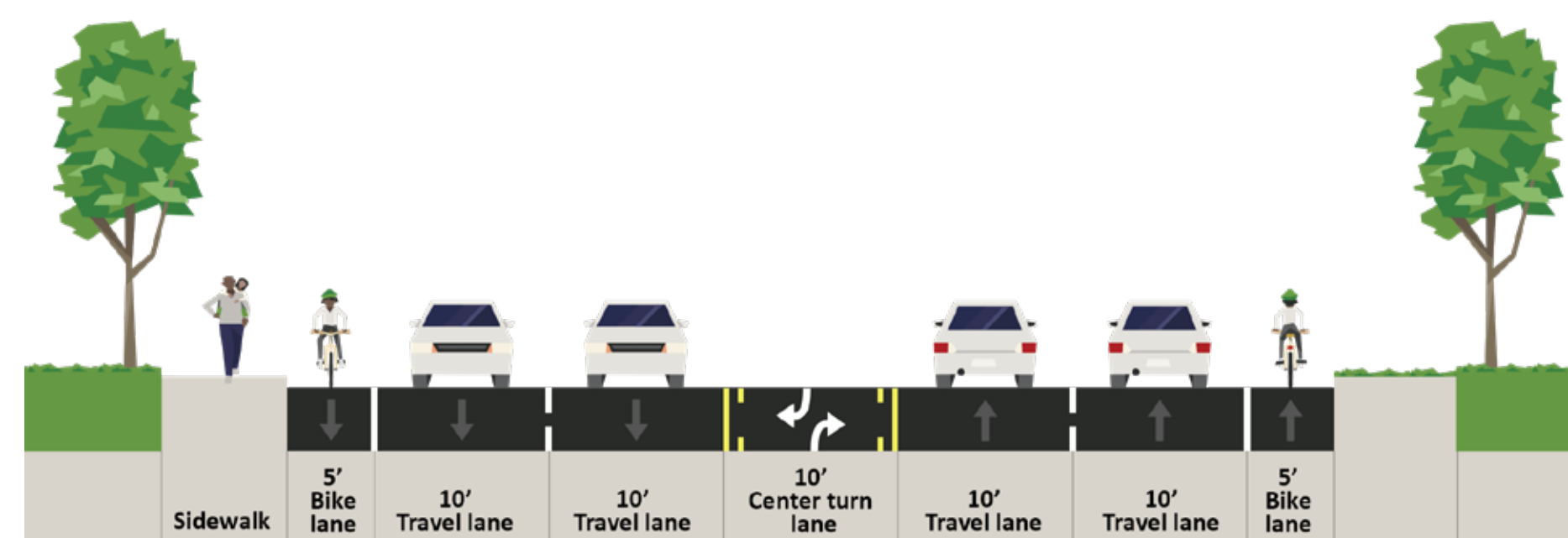
UPPER SHOAL CREEK BLVD

FOSTER LANE - US 183

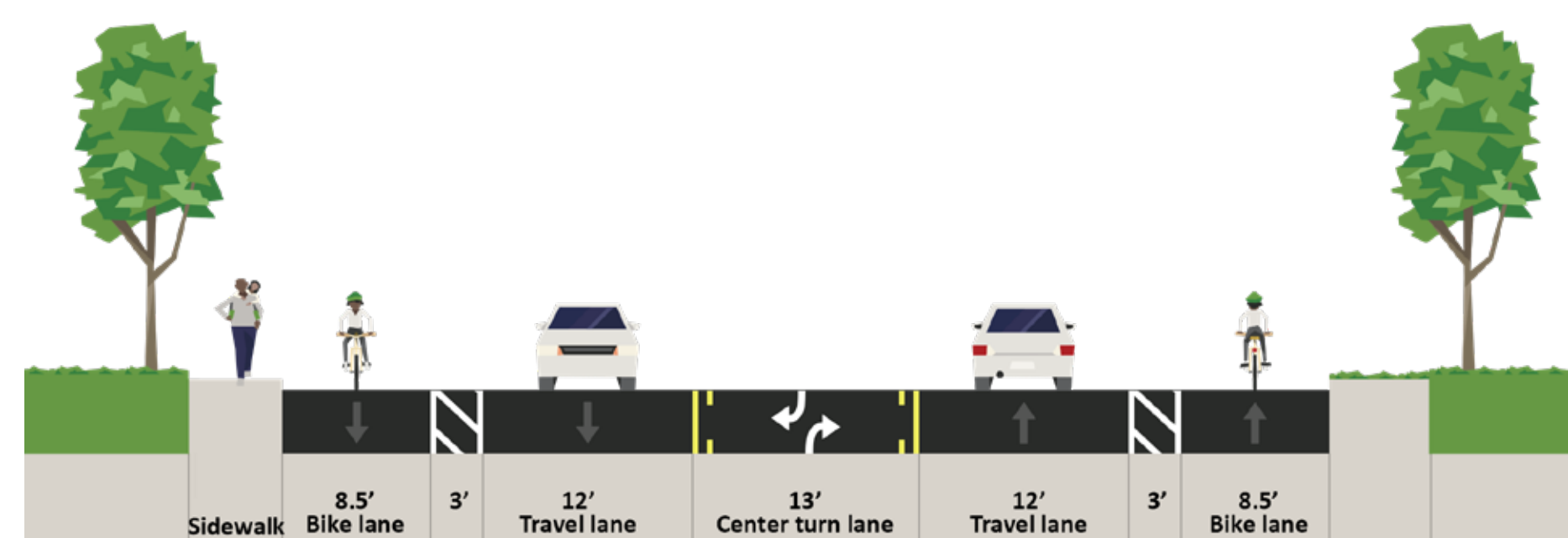
Upper Shoal Creek Boulevard (Foster Lane to US 183) has a 60-foot roadway width, which is wider than the Lower section (38th Street to Foster Lane has a 40-foot roadway width). The existing 5-lane cross-section includes two travel lanes in each direction, a center turn lane, and 5-foot painted bicycle lanes.

Alternatives X, Y, and Z are compatible with all alternatives for Lower Shoal Creek Boulevard (A, B, C, D, E). A lane conversion would be required for Alternatives Y and Z between Foster Lane and Steck Avenue.

ALTERNATIVE X NO BUILD



FOSTER LANE - STECK AVENUE



STECK AVENUE - US 183

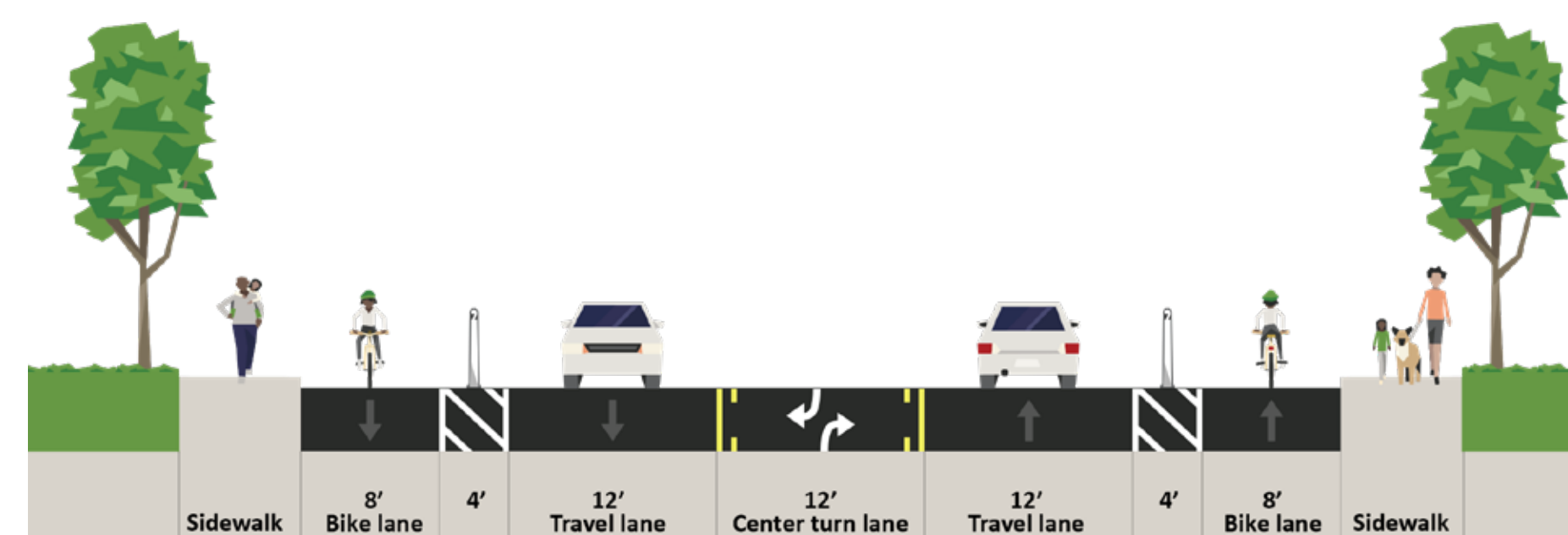
Lane Conversion Feasibility

With traffic volumes at approximately 13,000 vehicles per day, Upper Shoal Creek Boulevard from Foster Lane to Steck Avenue falls within the Federal Highway Administration's (FHWA) guidance for lane conversions to a 3-lane street. The build alternatives recommend a typical 3-lane street with additional turn lanes at intersections that results in comparable motor vehicle level of service to existing conditions and provides space for the addition of a protected bikeway.

Level of Service

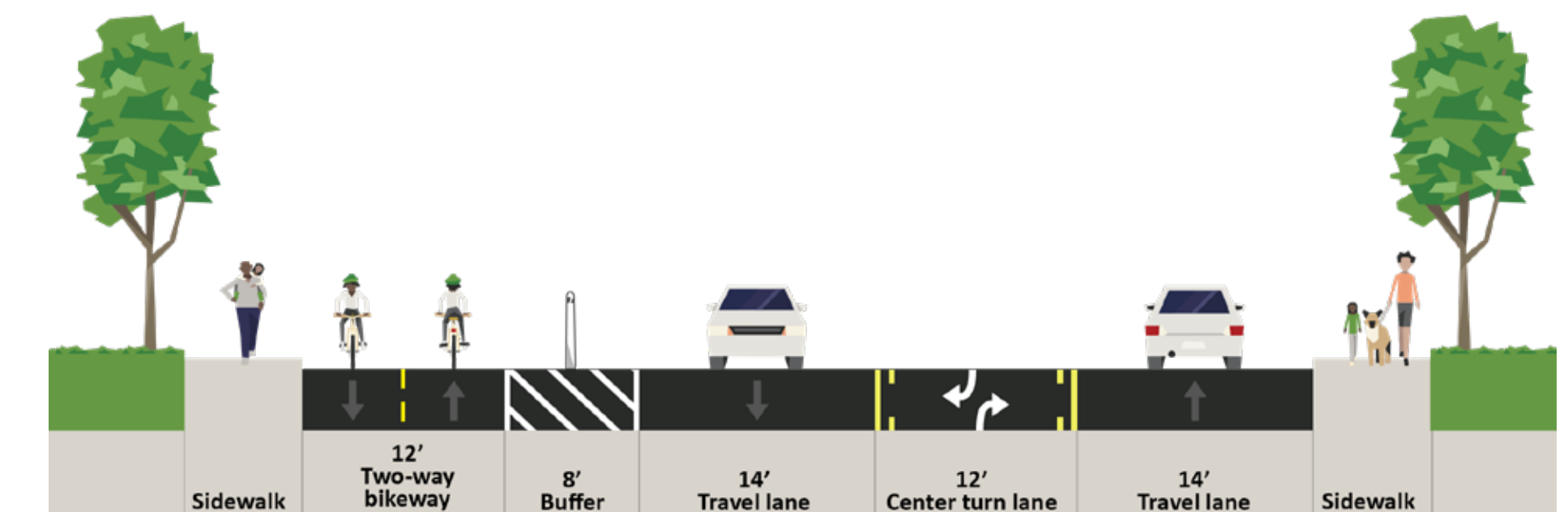
At intersections, lane assignments are proposed to change to support a lane conversion (e.g., a thru-right lane converted to right-only). Austin Transportation engineers looked at the level of service to grade the operation of the intersection during peak hours. Level of service grades are

ALTERNATIVE Y ONE-WAY BIKEWAY



FOSTER LANE - US 183

ALTERNATIVE Z TWO-WAY BIKEWAY



FOSTER LANE - US 183



based on the amount of time each vehicle is expected to wait to go through an intersection.

- A = Free flow
- B = Reasonably free flow
- C = Stable flow
- D = Approaching unstable flow
- E = Unstable flow
- F = Gridlock

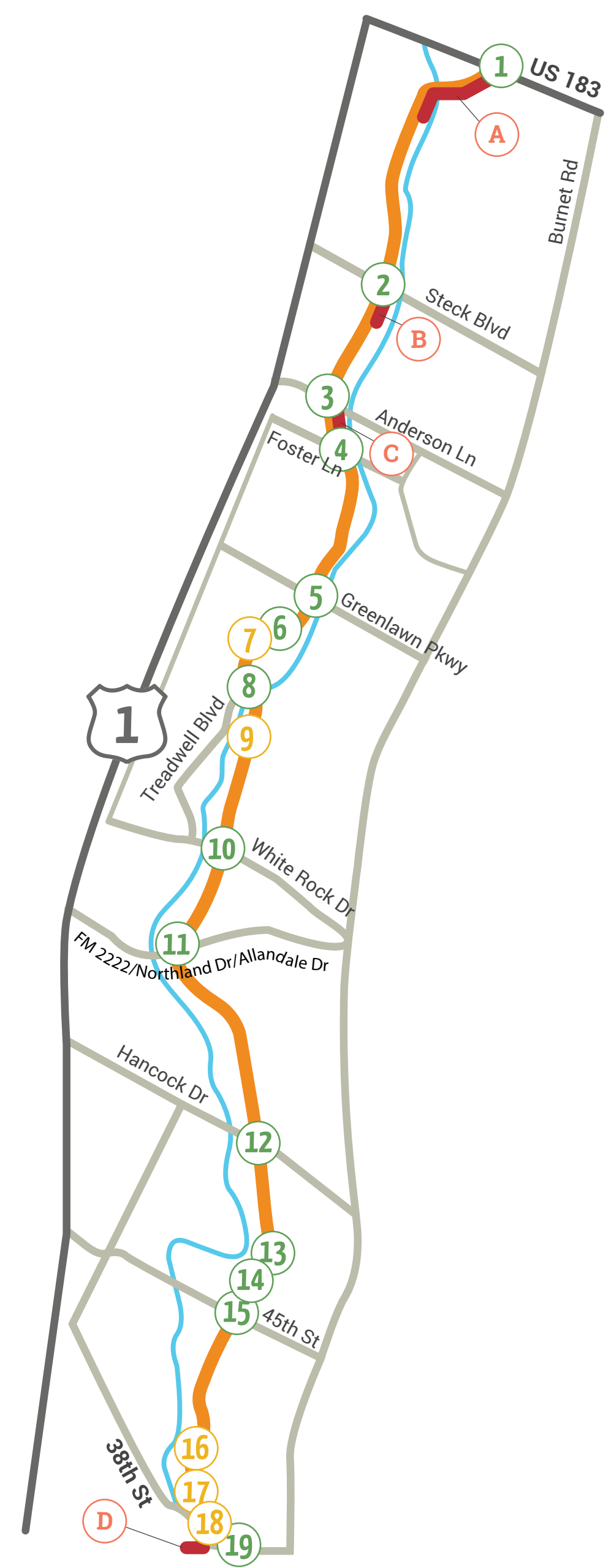
| Cross Street | Level of Service | | | |
|---------------|------------------|-------|-------|-------|
| | Peak Hours | Alt X | Alt Y | Alt Z |
| Steck Avenue | AM | C | D | D |
| | PM | E | D | D |
| Anderson Lane | AM | D | D | D |
| | PM | D | D | D |
| Foster Lane | AM | A | A | A |
| | PM | B | C | C |

Source: Austin Transportation Department traffic modeling analysis

PEDESTRIAN IMPROVEMENTS

CROSSING IMPROVEMENTS, NEW CROSSINGS, AND NEW SIDEWALKS

Pedestrian improvements are proposed as part of the build alternatives (B, C, D, E, X and Y). Funding for these improvements would be made possible by supplemental partnership funding from other programs (e.g., Sidewalks, Pedestrian Crossing, Urban Trails, and Safe Routes to School). Coordinated project delivery provides the opportunity to reduce costs to each of these programs. If the no build alternative is selected, funding for individual pedestrian improvements would be dependent on each program’s project prioritization. Build alternative improvements could include crossing islands, curb extensions, closing slip lanes, and/or high visibility crosswalks. To provide crossing islands, localized parking removal is expected (locations marked with a * below).



PROPOSED IMPROVEMENTS AT EXISTING CROSSINGS

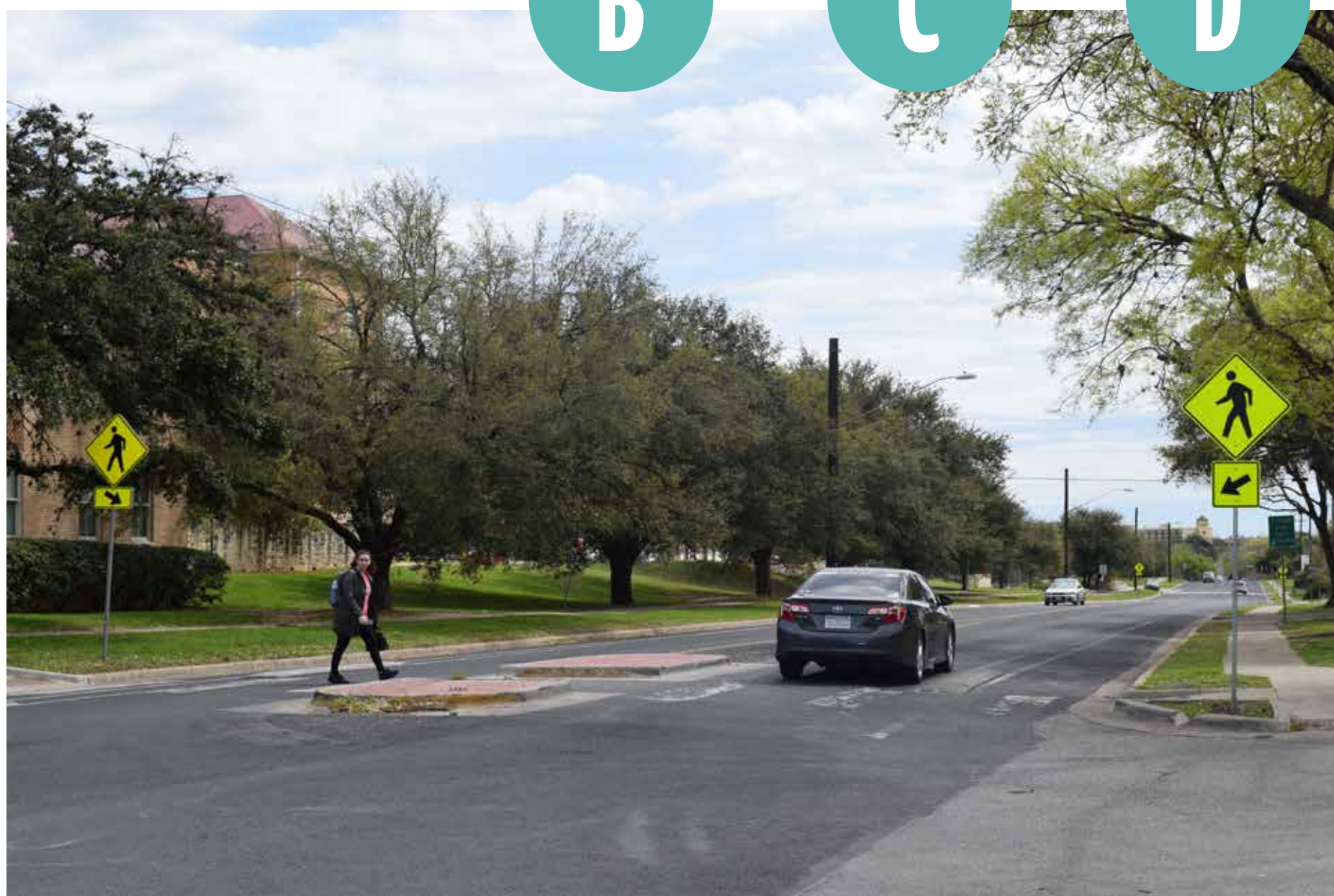
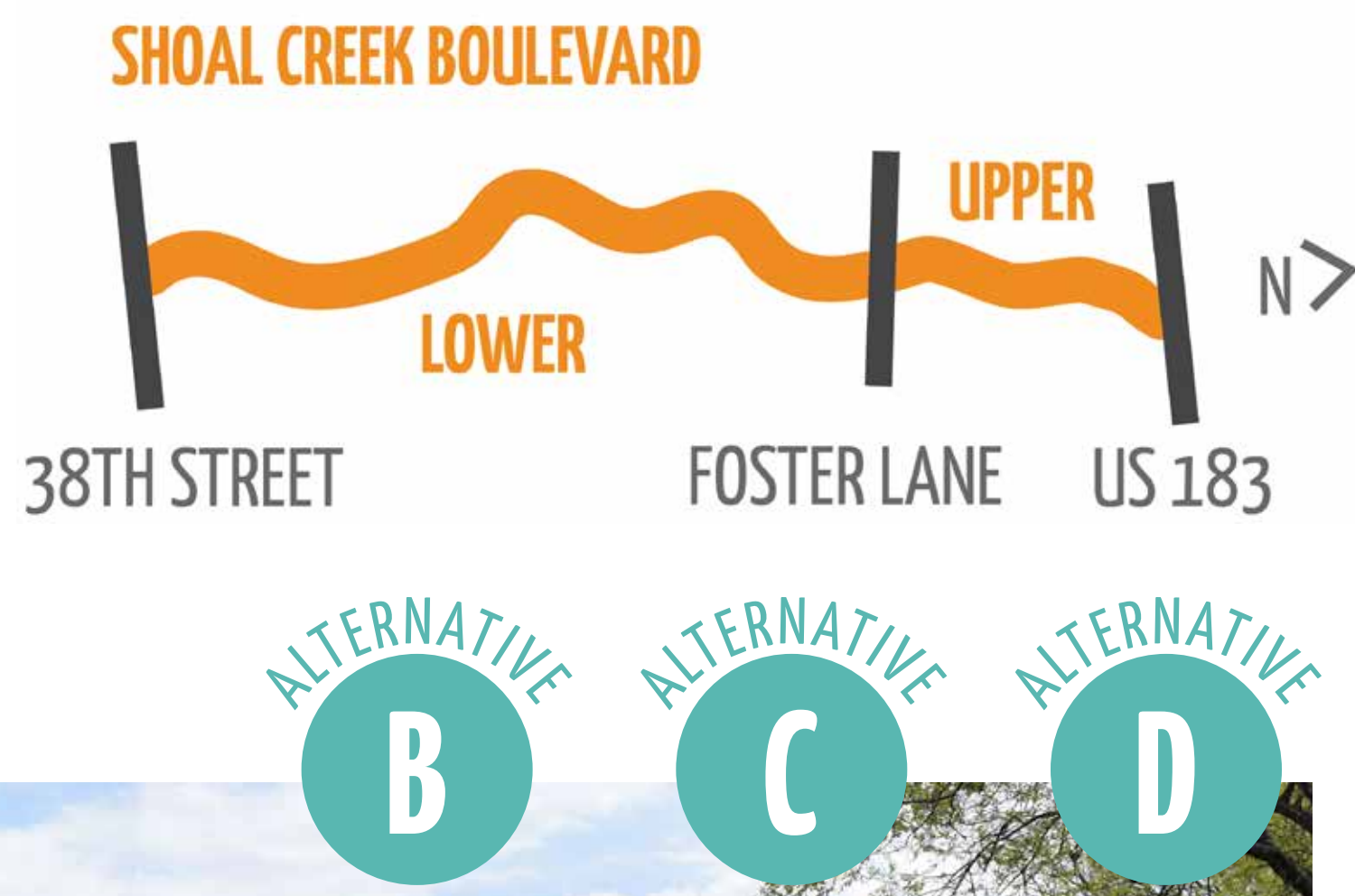
- | | |
|-----------------------------|---|
| 1 US 183 | 11 FM 2222 |
| 2 STECK BOULEVARD | 12 HANCOCK DRIVE |
| 3 ANDERSON LANE | 13 WOODVIEW AVENUE (CLOSE SLIP LANE) |
| 4 FOSTER LANE | 14 GREAT OAKS PARKWAY (CLOSE SLIP LANE) |
| 5 GREENLAWN PARKWAY* | 15 W 45TH STREET |
| 6 FAR WEST TRAIL TRAILHEAD* | 19 W 38TH STREET* |
| 8 TREADWELL BOULEVARD* | |
| 10 WHITE ROCK DRIVE* | |

PROPOSED NEW CROSSINGS

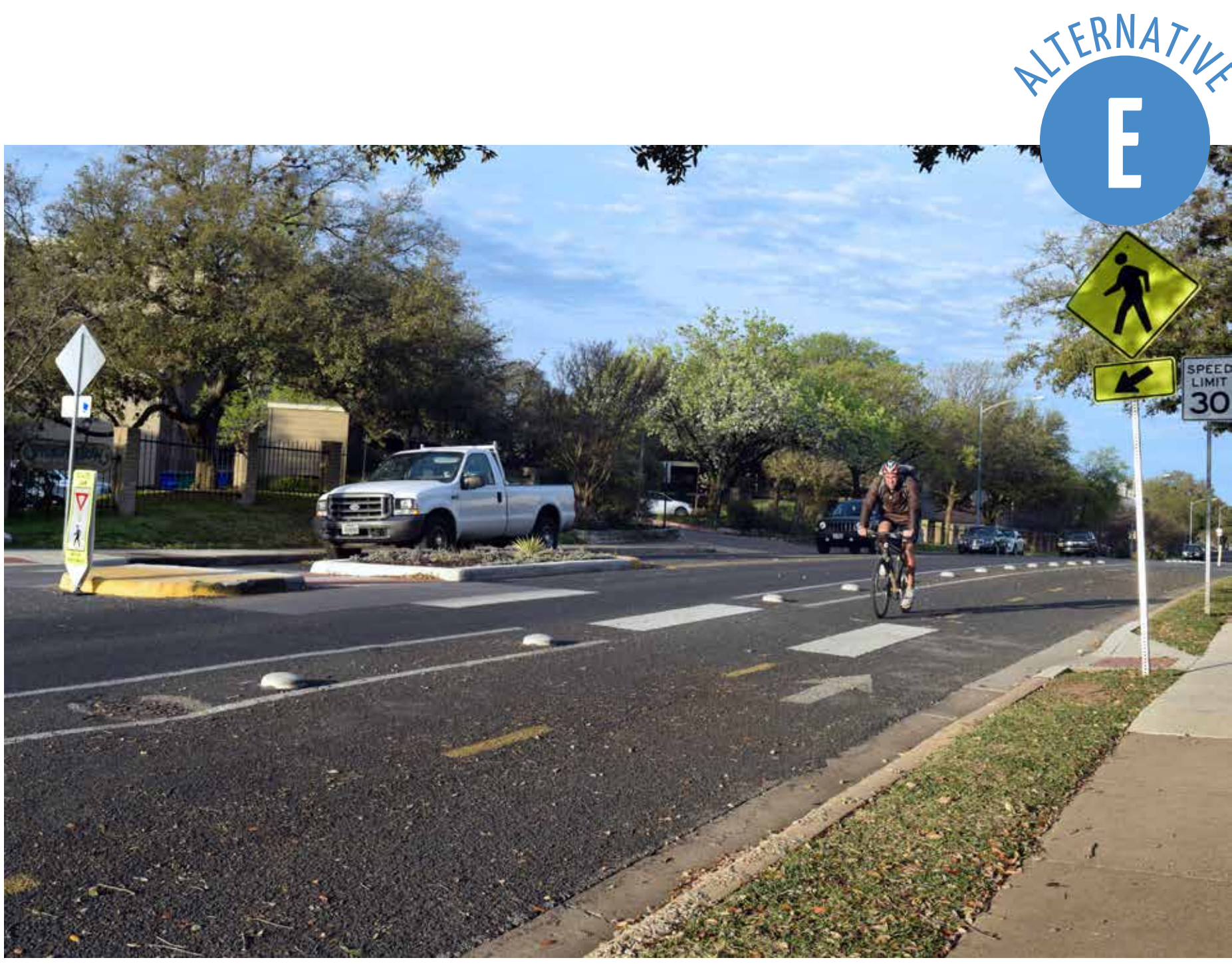
- | | |
|----------------------------|--|
| 7 NORTHWEST DISTRICT PARK* | 17 W 39 1/2TH STREET* |
| 9 TWIN OAKS DRIVE* | 18 SHOAL CREEK TRAIL TRAILHEAD NORTH OF W 38TH STREET* |
| 16 W 41ST STREET* | |

PROPOSED NEW SIDEWALKS

- | | |
|---|------------------------------------|
| A MOSSROCK DRIVE - US 183 | C ANDERSON LANE - FOSTER LANE |
| B STECK AVENUE - 500 FEET SOUTH OF STECK AVENUE | D W 38TH STREET AT CRAWFORD AVENUE |

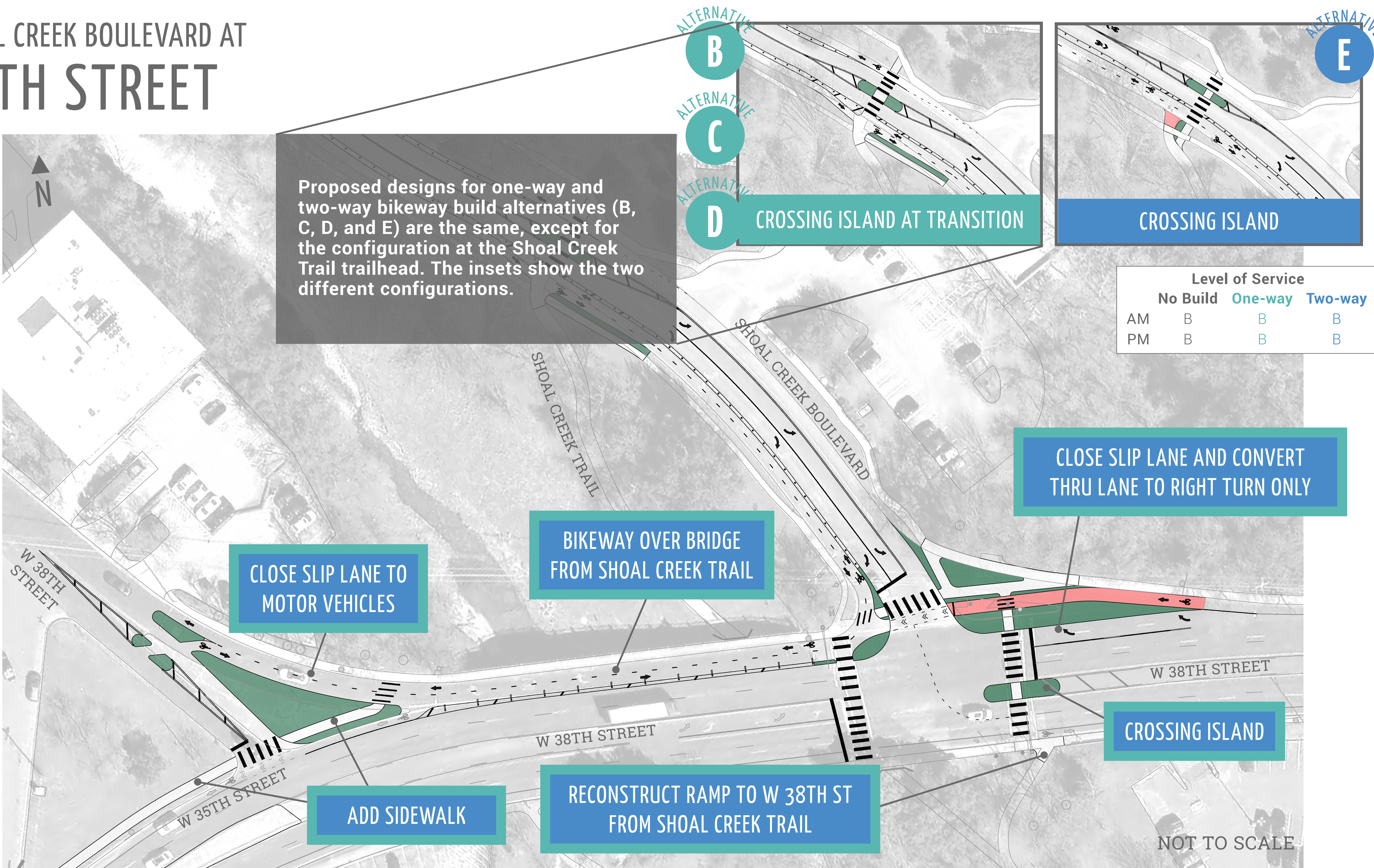


CROSSING ISLAND FOR A ONE-WAY BIKEWAY
Woodward Street at Willow Springs Road



CROSSING ISLAND FOR A TWO-WAY BIKEWAY
Barton Hills Drive at Hollow Creek Drive

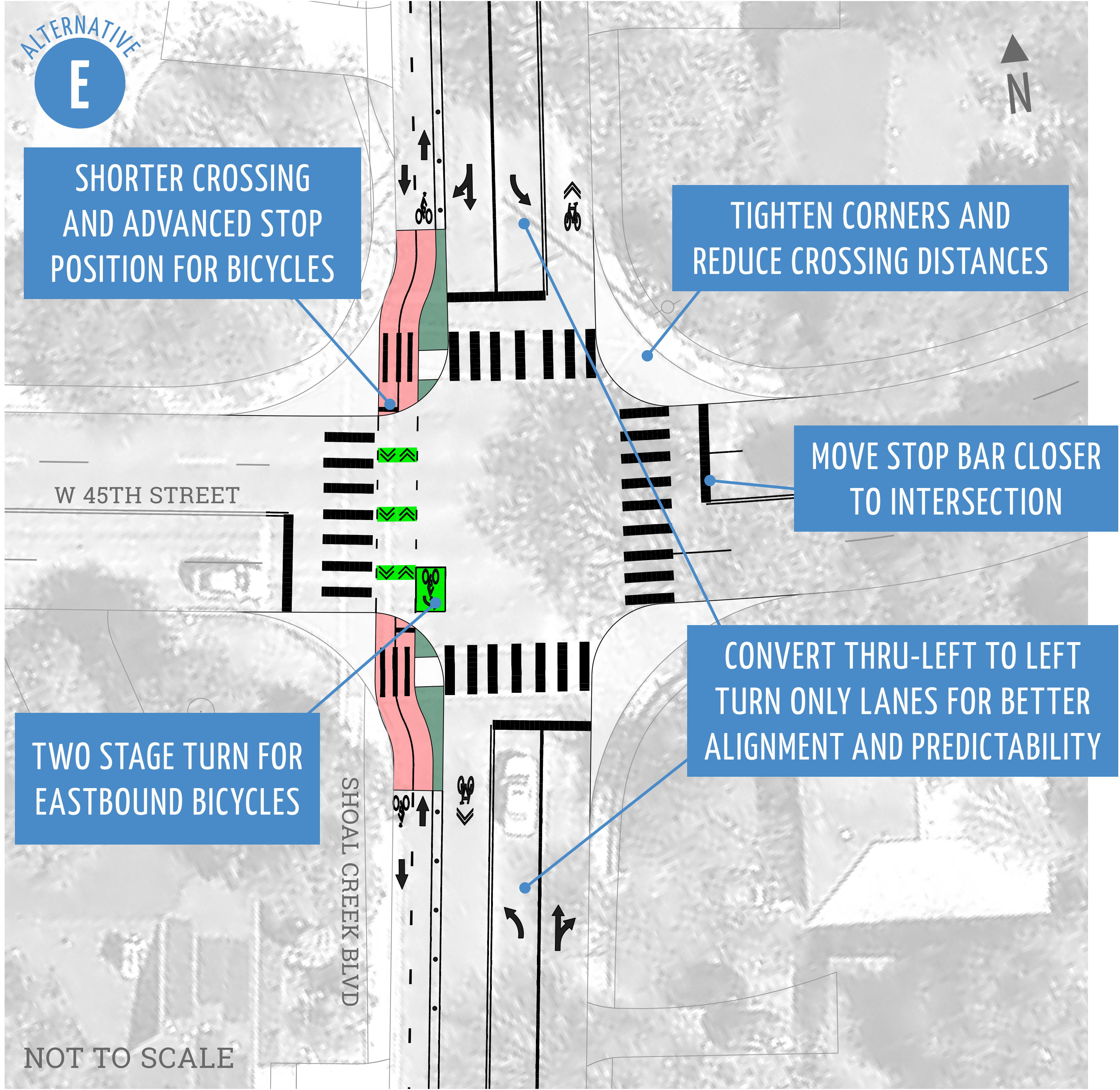
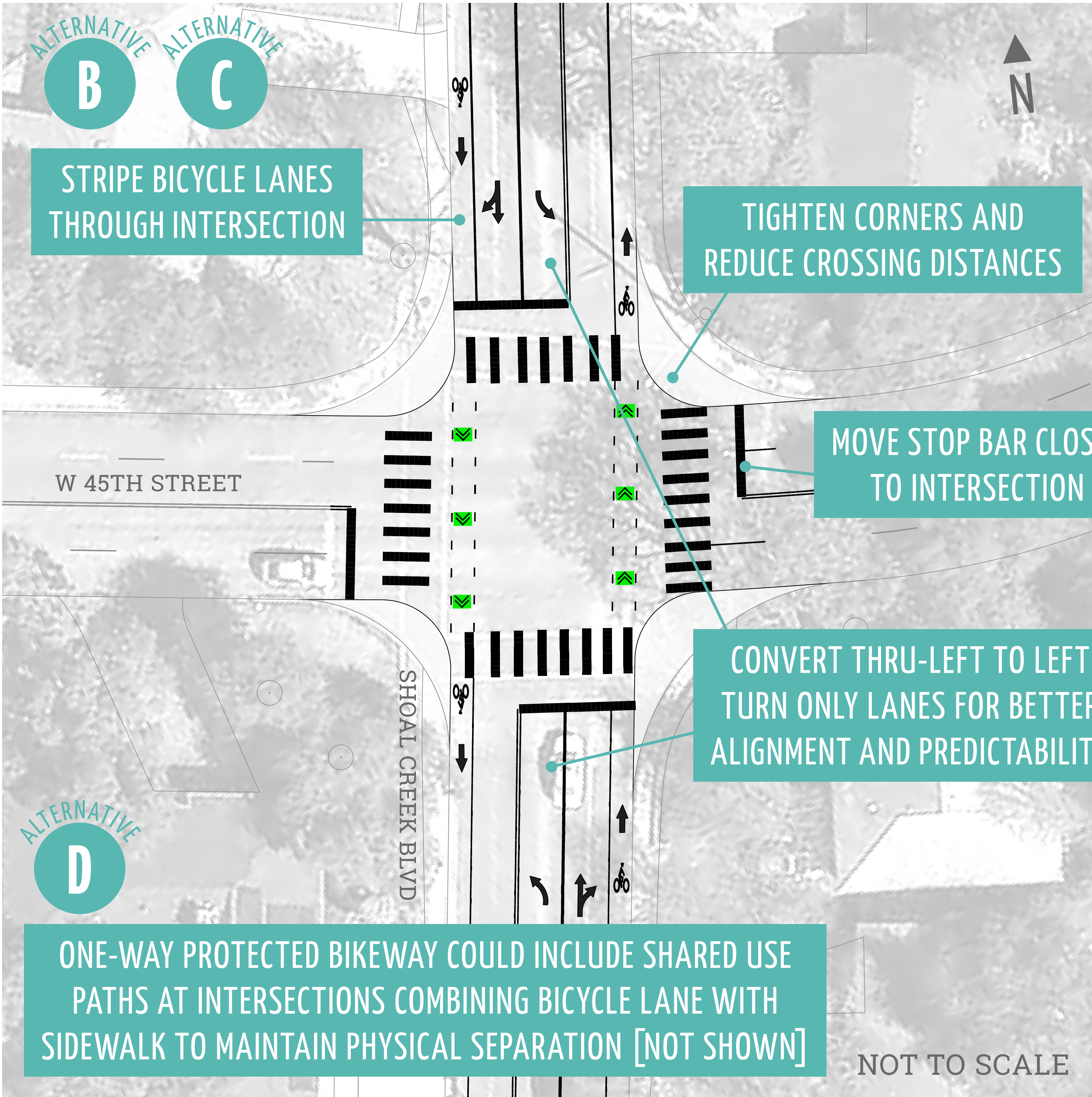
SHOAL CREEK BOULEVARD AT 38TH STREET



Concerns raised include vehicle speeds through slip lanes and pedestrian and bicycle safety. These concerns are addressed by closing the slip lanes to motor vehicles and adding crossing islands. This shortens the crossing distances for people walking and bicycling, and reduces motor vehicle speeds during turning movements.

SHOAL CREEK BOULEVARD AT 45TH STREET

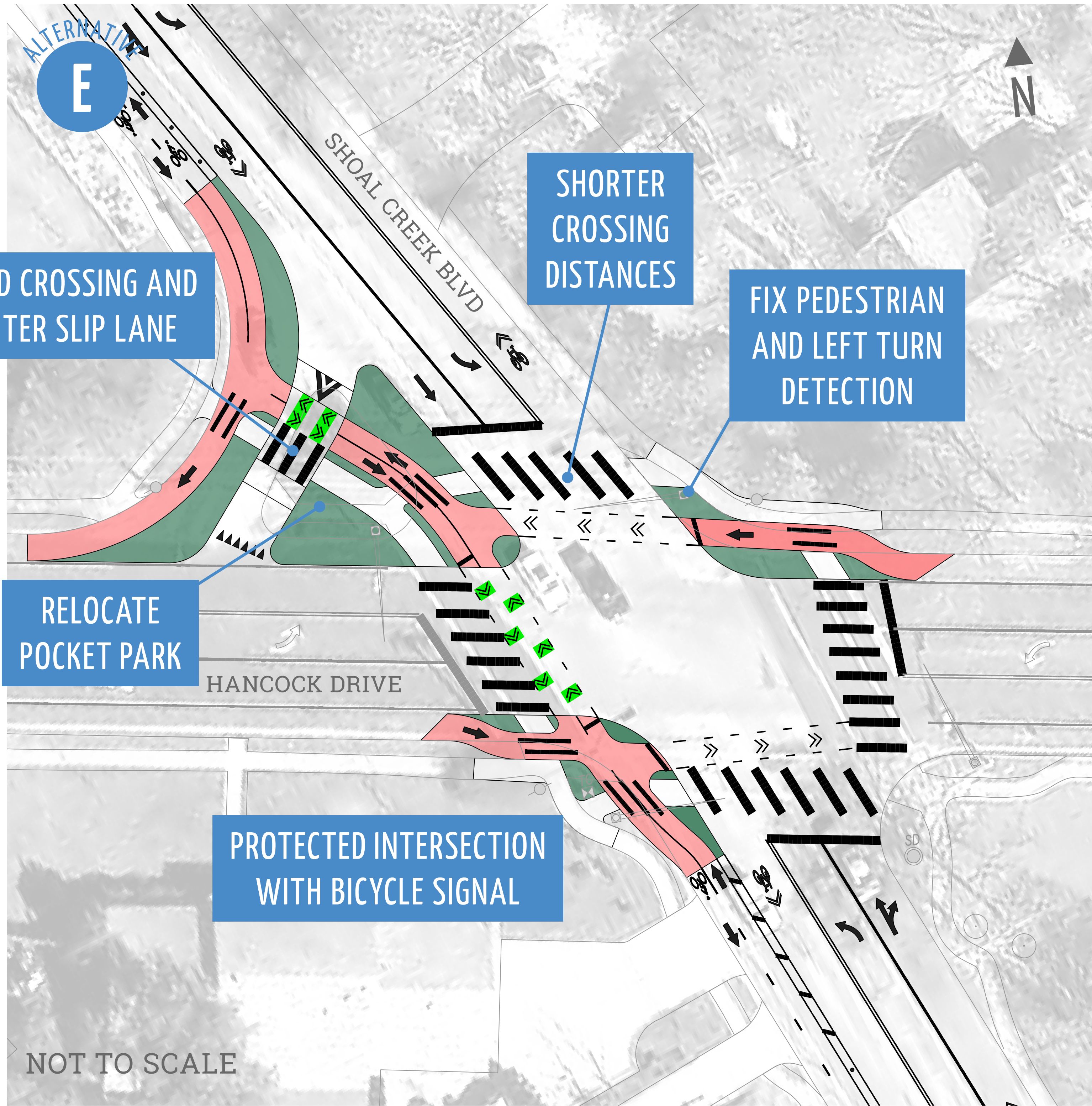
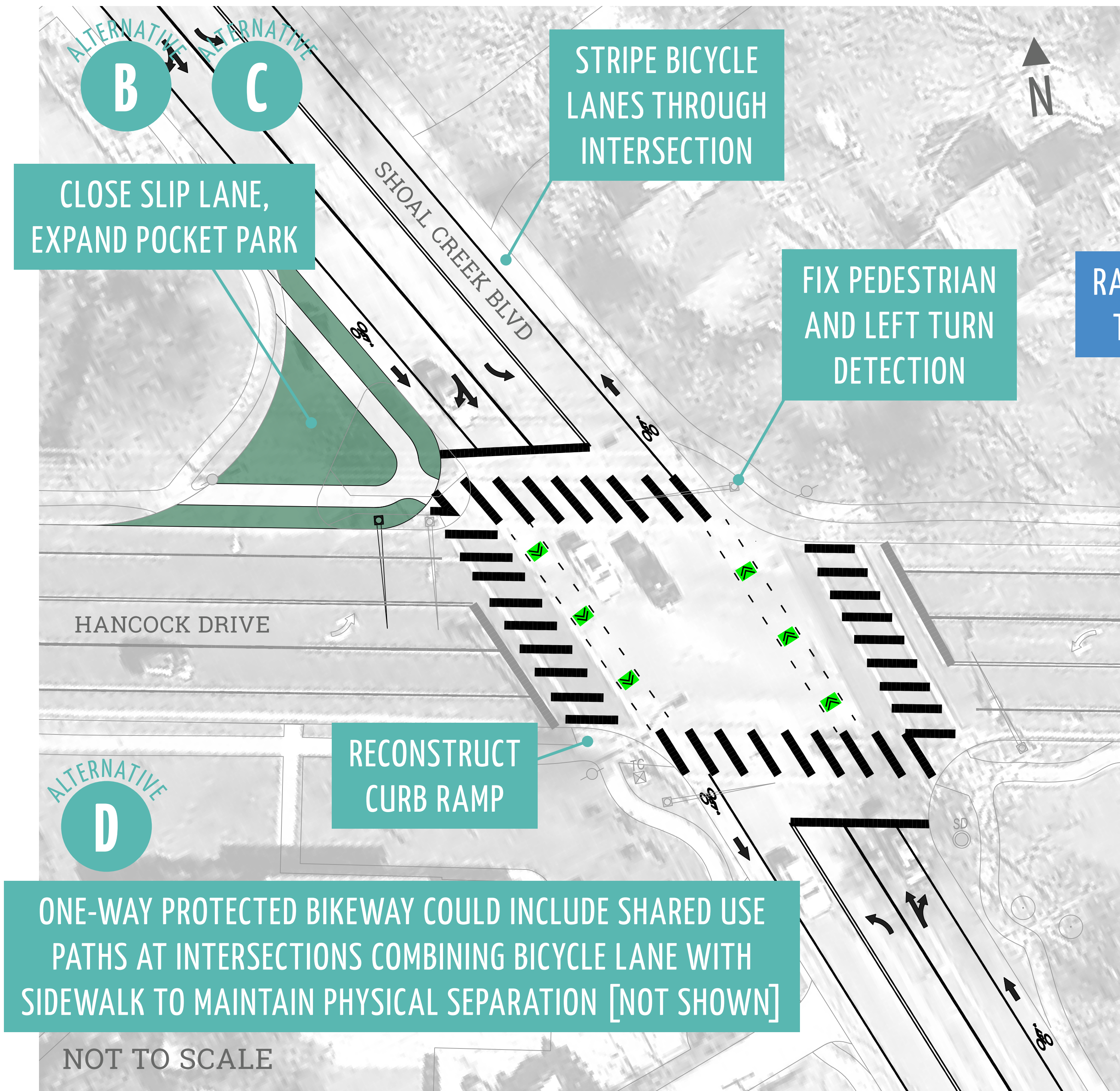
| | Level of Service | | |
|----|------------------|---------|---------|
| | No Build | One-way | Two-way |
| AM | F | E | E |
| PM | F | F | F |



Concerns raised at this intersection include the safety of crossing for all modes, confusion, and lack of yielding to pedestrians. The proposed changes address concerns by tightening intersection corners and restriping for dedicated left turn lanes. The result would be a more compact intersection with shorter and safer crossings for all users and better predictability of left turn conflicts.

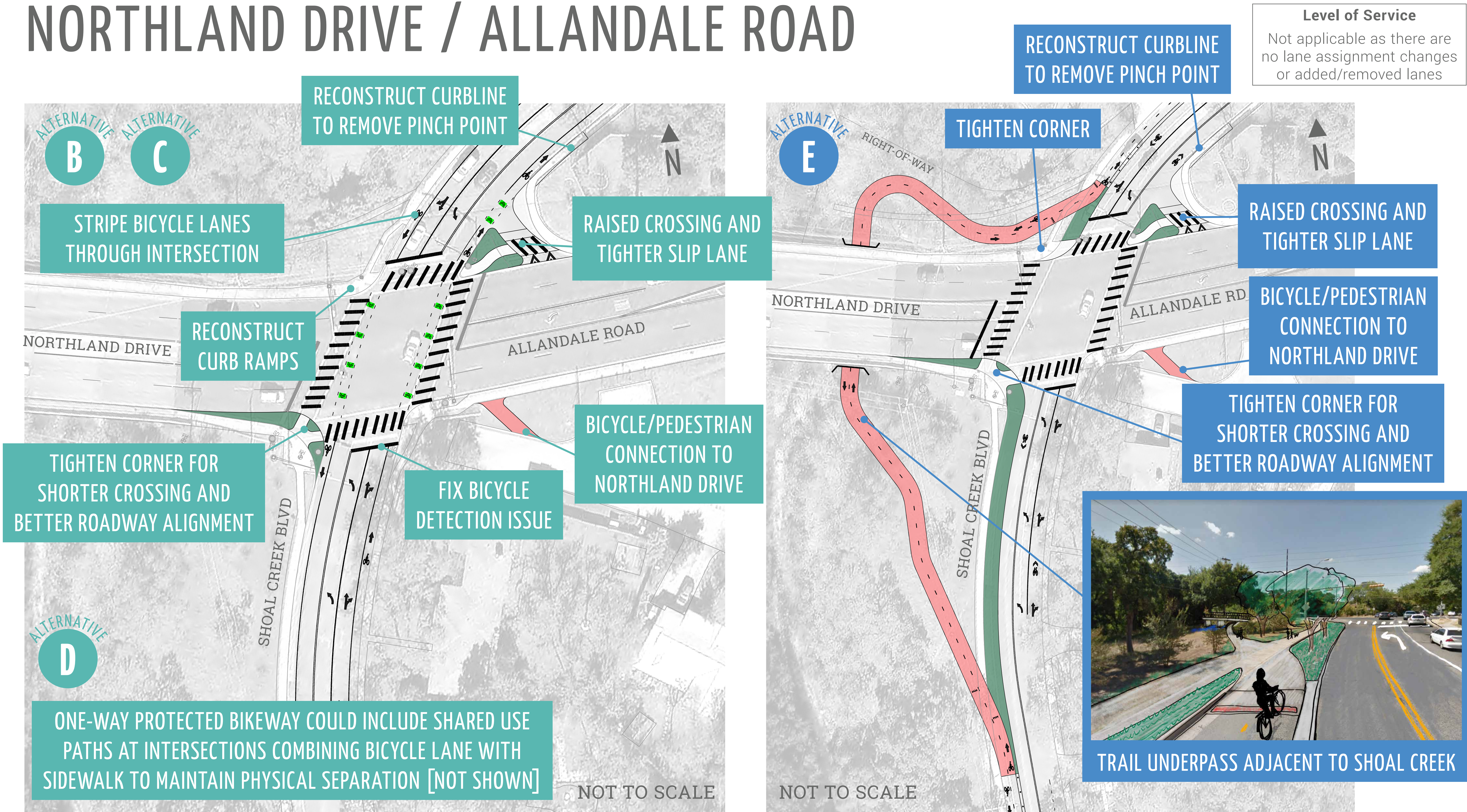
SHOAL CREEK BOULEVARD AT HANCOCK DRIVE

| | Level of Service | | |
|----|------------------|---------|---------|
| | No Build | One-way | Two-way |
| AM | C | C | C |
| PM | F | F | F |



Concerns raised at this intersection include issues with pedestrian and vehicle detection, and safety of the slip lane. The proposed changes address concerns by fixing detection issues and removing or modifying the geometry of the slip lane to achieve safe bicycle and pedestrian crossings. For Alternative E, a protected intersection design includes advanced stop positions for bicycles and pedestrians, protection during turning movements, and shorter crossing distances.

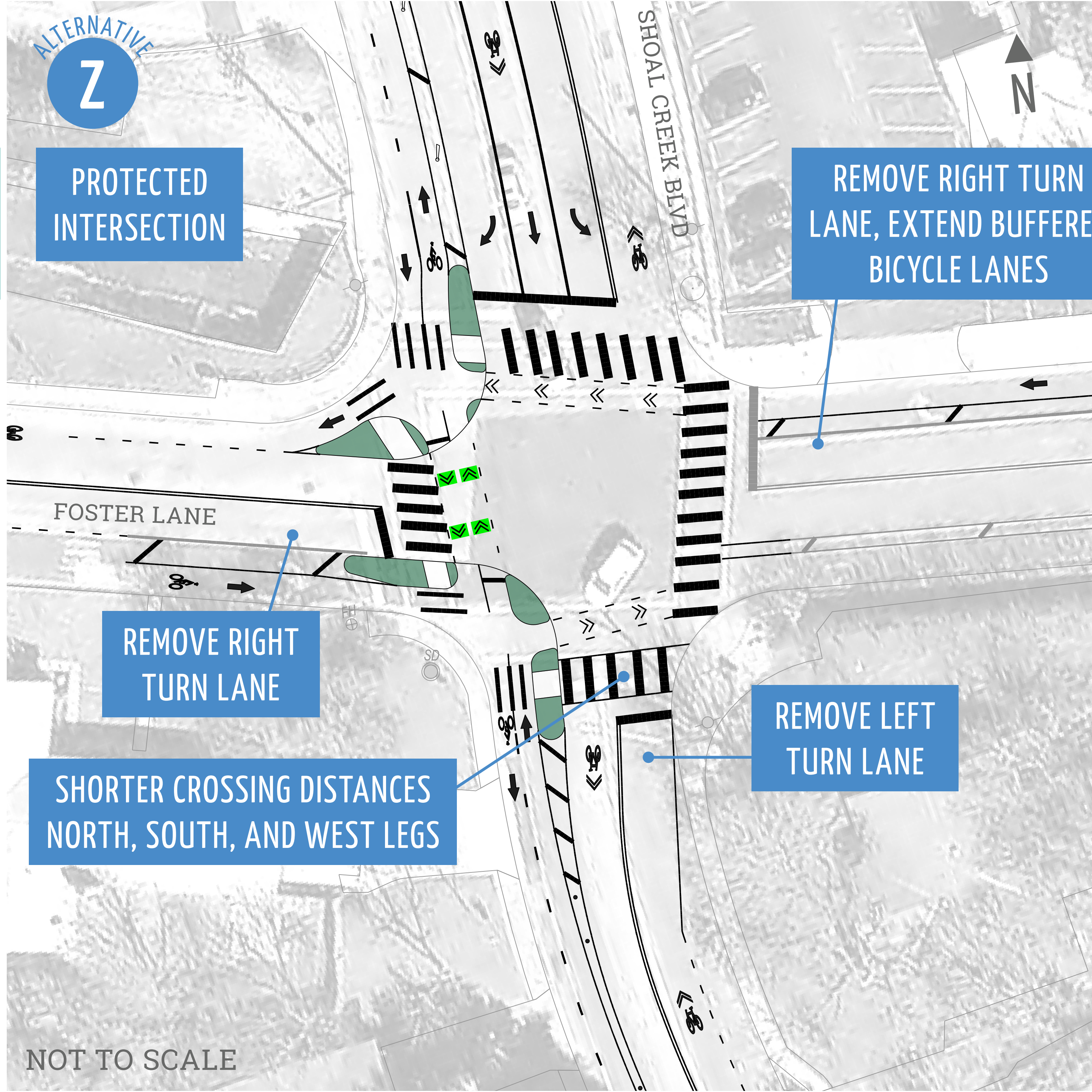
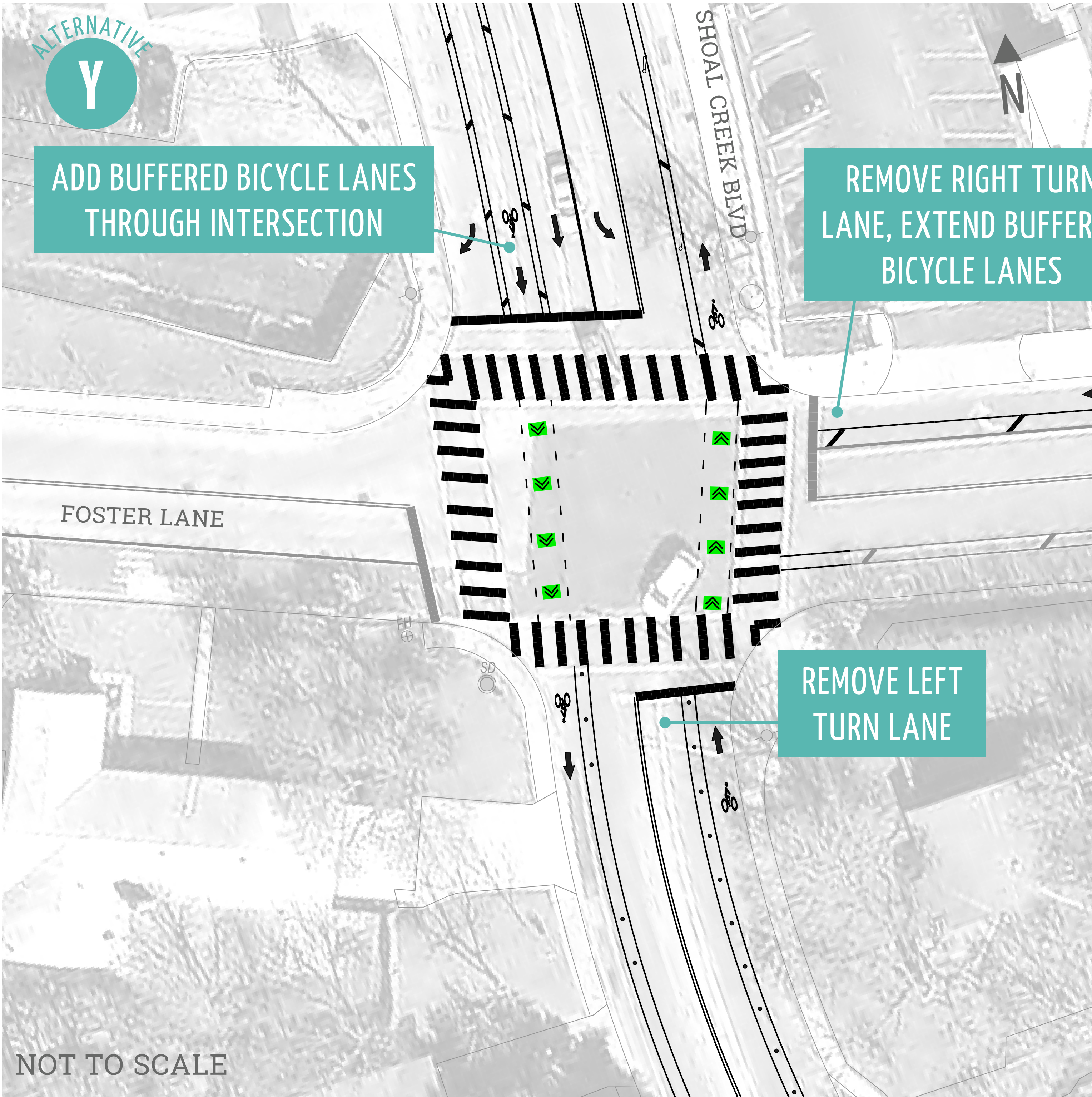
SHOAL CREEK BOULEVARD AT NORTHLAND DRIVE / ALLANDALE ROAD



Concerns raised at this intersection include people walking and bicycling have difficulty crossing and issues with bicycle detection. The proposed changes address concerns by reducing crossing distances, improving alignment of the roadway, and modifying the slip lane. For Alternative E, north-south comfort and safety of pedestrian and bicycle crossings is improved by a underpass along the creek.

SHOAL CREEK BOULEVARD AT FOSTER LANE

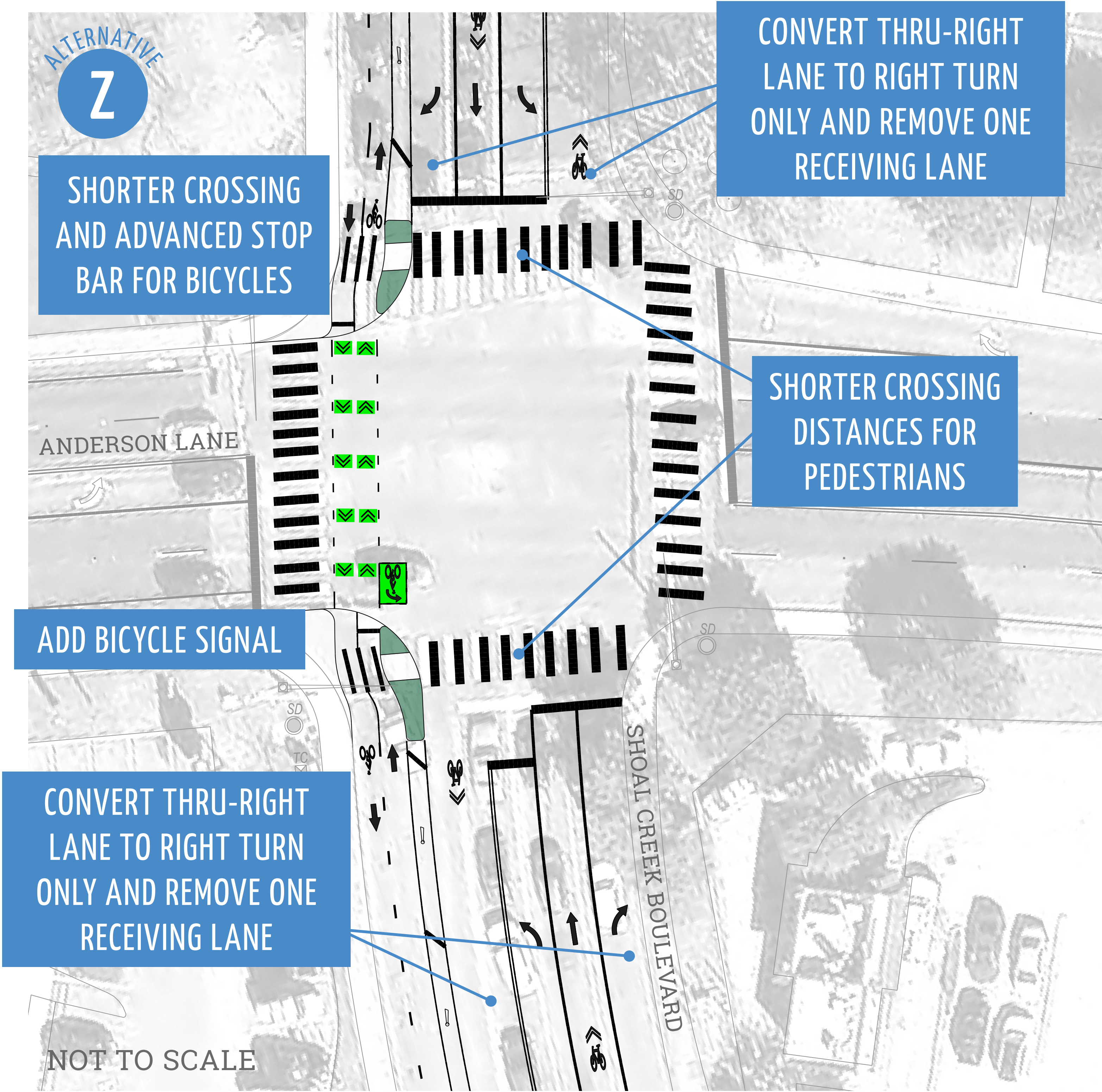
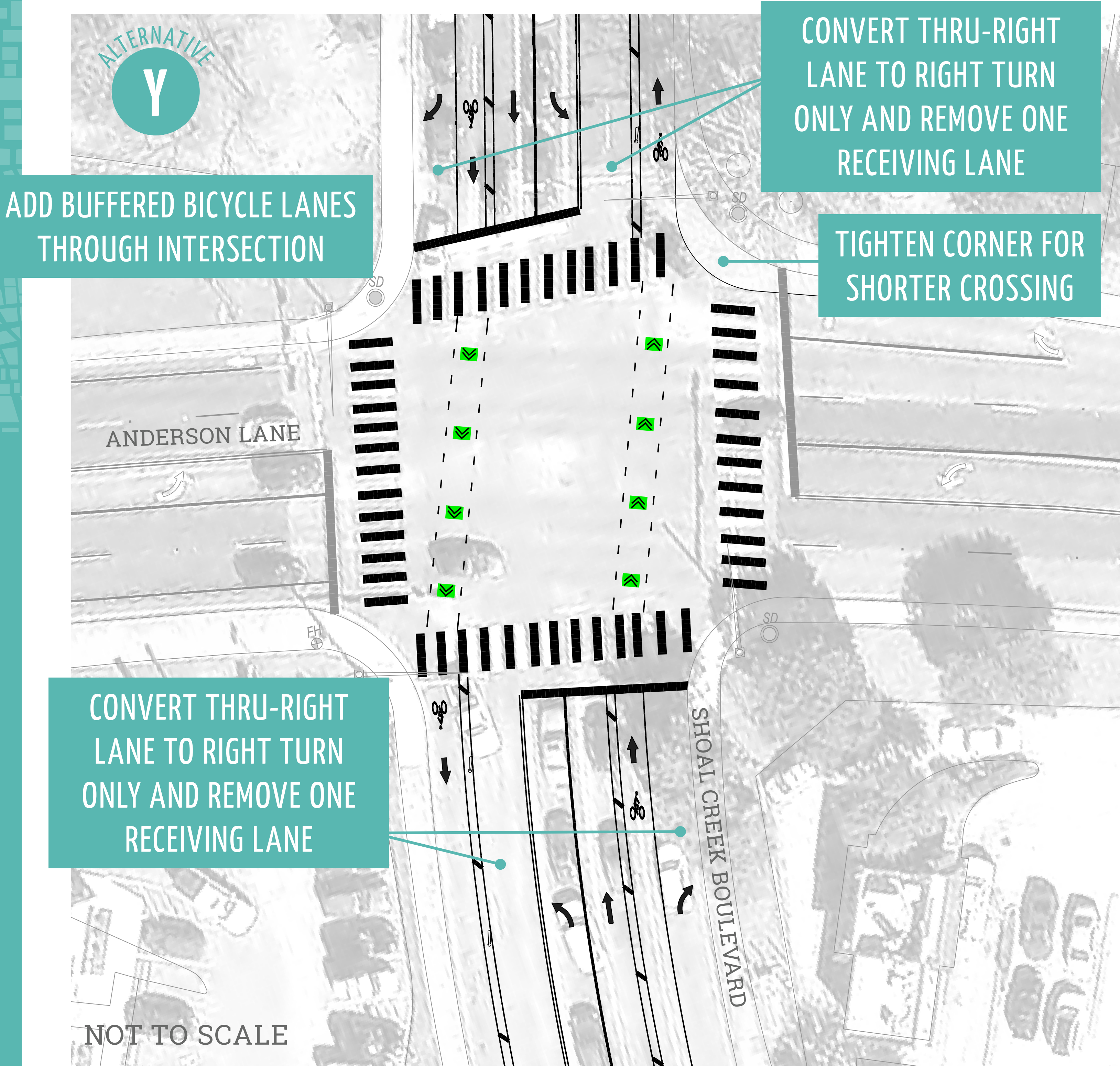
| | Level of Service | | |
|----|------------------|---------|---------|
| | No Build | One-way | Two-way |
| AM | A | A | A |
| PM | B | C | C |



Concerns raised include lack of bicycle lanes through intersection, which is addressed with the proposed changes. For Alternative E, a protected intersection design includes advanced stop positions for bicycles and pedestrians, protection during turning movements, and shorter crossing distances. Along Shoal Creek Boulevard, a protected intersection design approach is generally only feasible for two-way bikeway configurations due to spatial efficiencies.

SHOAL CREEK BOULEVARD AT ANDERSON LANE

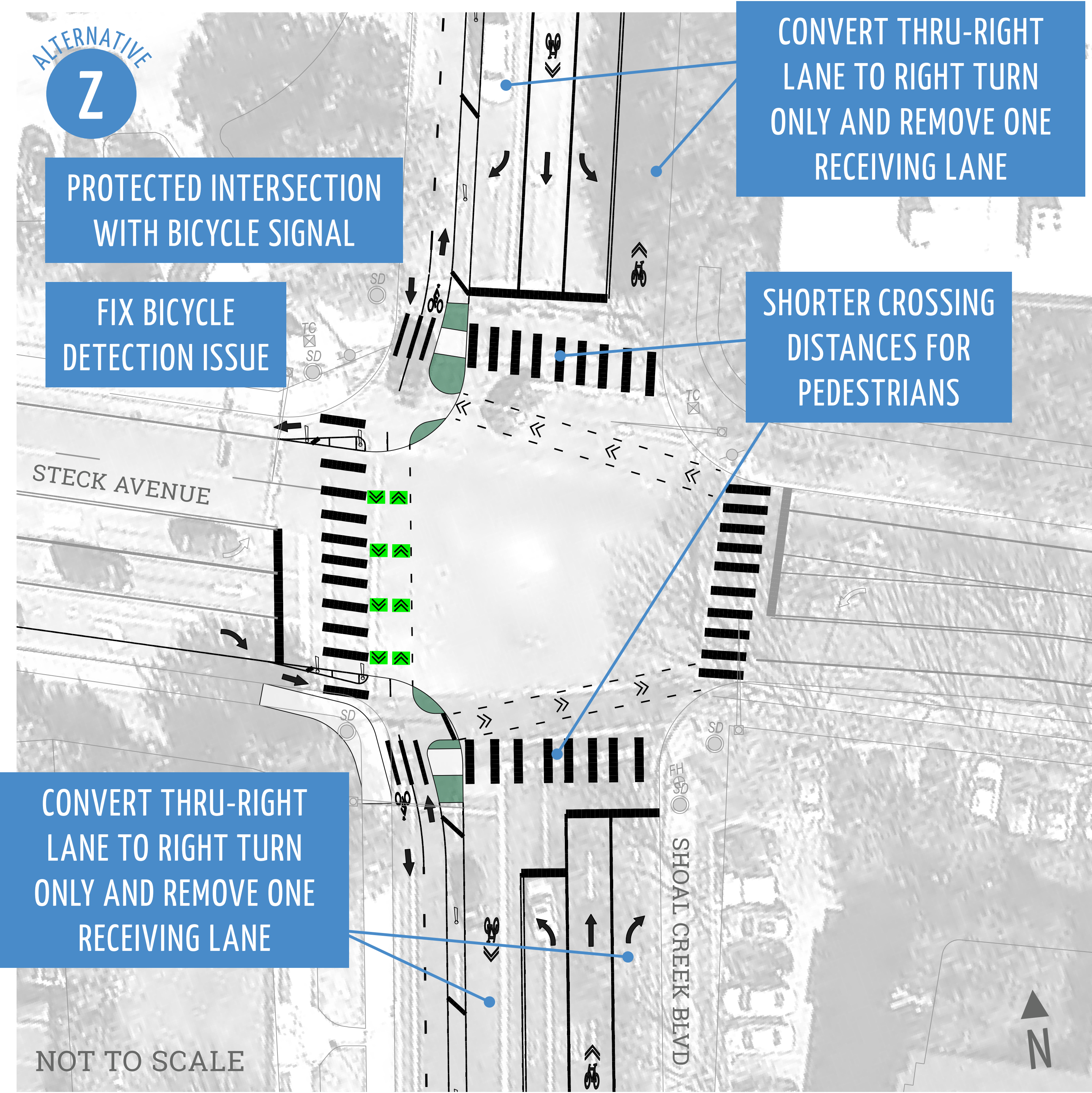
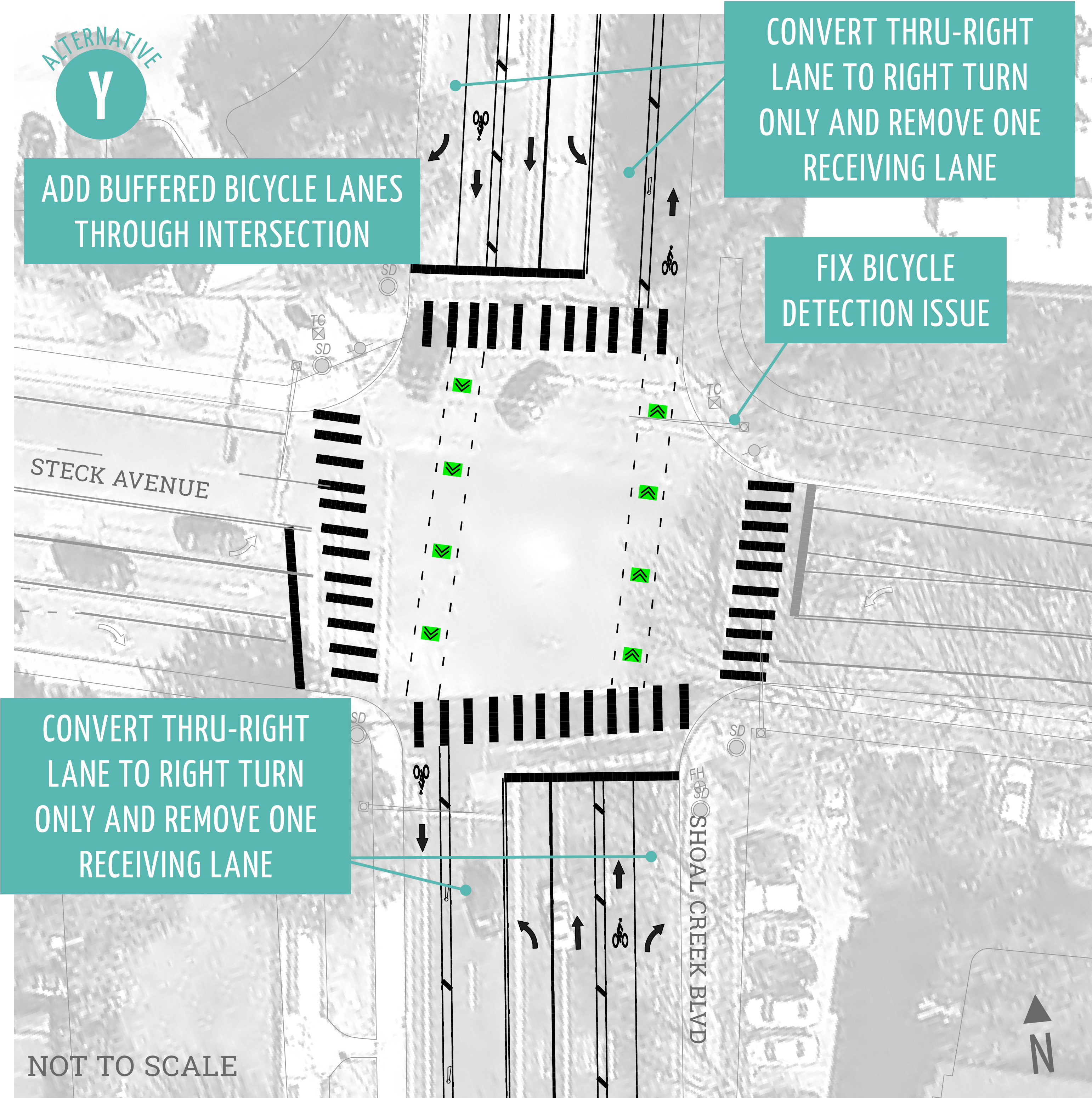
| | Level of Service | | |
|----|------------------|---------|---------|
| | No Build | One-way | Two-way |
| AM | D | D | D |
| PM | D | D | D |



Concerns raised include conflicts between bicycles and right-turning motor vehicles and desire for improved safety for people bicycling and walking. The proposed changes address concerns by providing dedicated right turn lanes, managing conflicts between bicyclists, pedestrians, and right-turning vehicles, improving quality of the bikeway, and reducing crossing distances. These changes are made possible by the conversion of the existing 5-lane configuration to a 3-lane roadway with additional turn lanes at intersections maintaining motor vehicle level of service (see Upper Shoal Creek Alternatives board).

SHOAL CREEK BOULEVARD AT STECK AVENUE

| | Level of Service | | |
|----|------------------|---------|---------|
| | No Build | One-way | Two-way |
| AM | C | D | D |
| PM | E | D | D |



Concerns raised include long pedestrian crossings, lack of continuous and comfortable bicycle facilities, and issues with bicycle detection. The proposed changes address concerns by providing dedicated right turn lanes to improve predictability, managing conflicts between bicyclists and right-turning vehicles, and improving quality of the bikeway. These changes are made possible by the conversion of the existing 5-lane configuration to a 3-lane roadway with additional turn lanes at intersections to maintain motor vehicle level of service (see Upper Shoal Creek Alternatives board).

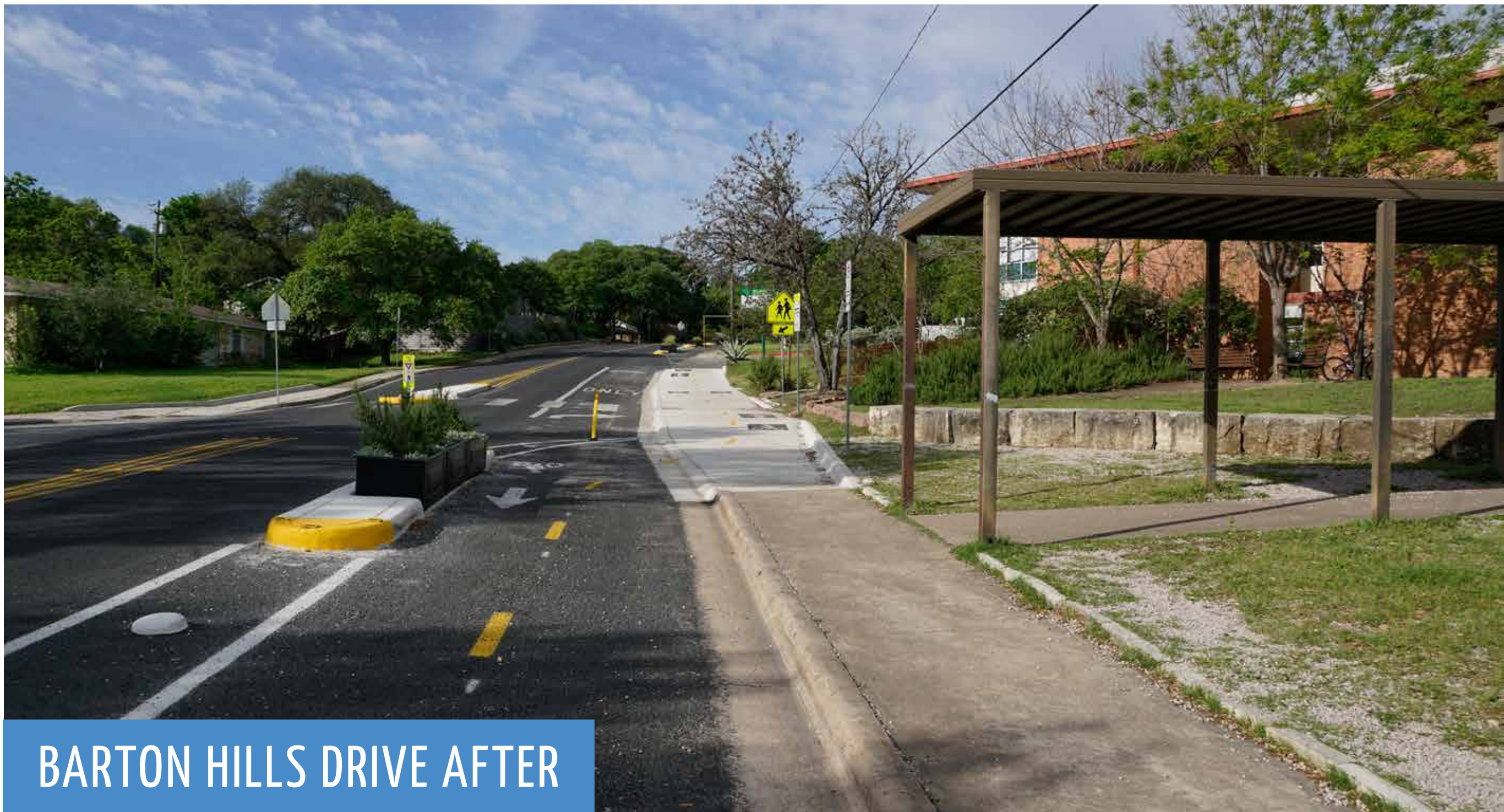
SAFETY ANALYSIS OF TWO-WAY PROTECTED BIKEWAYS

During the listening session and first comment period, we heard concerns with the safety of two-way protected bikeways. Two-way bikeways are more complex given the introduction of contraflow bicycle traffic that may not be expected by people walking and driving. In Austin, special care is given to design approaches to account for this additional complexity. North American research shows that protected bikeways (one-way and two-way) have lower crash rates than unprotected, painted bicycle lanes.* In certain cases due to space constraints, the only way to achieve physical protection for the bikeway is a two-way approach.

To better understand the safety of these facilities, Austin Transportation staff conducted a before/after analysis of nine projects where two-way protected bikeways were installed on two-way streets in Austin. The result was that on average the crash reduction was 30% for all modes and no significant change in bicycle crashes. Below is a summary table of the crash data.

| Project Name | Number of Crashes (All Modes) | | Analysis Duration Years |
|---|-------------------------------|-------------|----------------------------|
| | Before | After | |
| Barton Hills Drive | 8 | 3 | 4.7 |
| Bluebonnet Lane | 1 | 3 | 5.3 |
| Furness Drive | 33 | 28 | 8.7 |
| Justin Lane | 3 | 5 | 1.4 |
| Lakeshore Boulevard | 81 | 39 | 5.3 |
| Pedernales Street (2nd St. to 6th St. and Webberville Rd. to Pleasant Valley Rd.) | 16 | 12 | 7.6 |
| Pedernales Street (6th St. to Webberville Rd.) | 11 | 17 | 7.5 |
| Pedernales Street (Cantebury St. to 2nd St.) | 11 | 9 | 6.5 |
| Ponciana Drive | 25 | 16 | 4.1 |
| All Projects (Average) | 21.0 | 14.7 | 5.7 |
| Percent Change = -30% | | | |

 **30%** average crash reduction for all modes



Source: Austin Transportation Department analysis of TxDOT CRIS crash data (2010-2018) for 9 study locations in Austin, TX. Note that Pedernales Street was implemented through a phased approach and is segmented into its distinct phases for this analysis.
*Kay Teschke et al. "Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study", American Journal of Public Health 102, no. 12 (December 1, 2012): pp. 2336-2343.

BACKING OUT OF A DRIVEWAY

During the listening session and first comment period, we heard concerns with backing out of a driveway adjacent to bicycle facilities. The following photos show the view from a driveway for each the alternatives (no build, one-way bikeways, two-way bikeway).

Existing conditions on Shoal Creek Boulevard with shared parking and bicycle lanes, where parked vehicles can block the view of oncoming vehicle and bicycle traffic.



One-way bicycle lanes with one side of curbside parking. In this case, adding bicycle lanes improves the view of oncoming vehicle and bicycle traffic. It also provides additional buffer to maneuver before entering the travel lane.
Example: Exposition Boulevard



Two-way protected bicycle lanes with one side of on-street parking. Because parking is located on the side opposite of the two-way bikeway, the view is mostly unobstructed.
Example: Barton Hills Drive



PARKING COUNT ANALYSIS

The parking counts presented are snapshots taken at various times (daytime AM, daytime midday, daytime PM, nighttime, weekend) by Austin Transportation staff to help understand typical parking usage along a street.

At the time of these snapshots, the average parking utilization for each observation was between 4% and 7%. The maximum parking utilization observed on any single block was 44%.

On-street parking occupancy percentages include only available parking spaces, excluding no parking zones and driveways. This analysis assumes a parking space is 20 feet long per vehicle.

Legend

Occupancy per block

20% or less

20 - 29%

30 - 39%

40 - 49%

More than 50%

Parking restricted

