

SCB Transportation Project - Public Meeting – Staff Agenda

May 11, 2005

Gullett Elementary School Cafeteria

Introductions (Sondra)

Sondra Creighton, PE, Director, Public Works Department, City of Austin

Joe Ramos, PE, Project Management Division, Public Works Department, City of Austin

Debra Dibble, Project Management Division, Public Works Department, City of Austin

Keri Juarez, PE, Project Management Division, Public Works Department, City of Austin

Alan Hughes, PE, Transportation Division, Public Works Department

Colly Kreidler, Program Coordinator, City of Austin Bicycle and Pedestrian Program

Julie Strong, Public Information, Public Works Department, City of Austin

- Please sign attendance sheet – provide contact information
- Purpose of meeting –
 - Provide background on project
 - Provide monitoring data
 - Provide information about continued monitoring
 - Answer questions
- Expectations for behavior

History of Public Involvement (Keri)

The S&B Division proposed resurfacing SCB in early 2000 as part of its routine street maintenance program. Transportation engineers proposed adding car-free bike lanes to SCB while maintaining a decreased amount of on-street parking. A group of SCB residents opposed Transportation staff's recommendation and proposed alternatives that would allow unrestricted on-street parking. They also voiced concern about the speed of traffic on SCB. **Transportation staff met with residents twice in spring of 2000** to discuss these concerns and possible solutions. **On July 5, 2000** the issue was brought to the **UTC** whose Commissioners made the following motion:

The Urban Transportation Commission directs staff to work with the neighborhood representatives to achieve the most workable neighborhood proposal with the provision that car-free bike lanes is an essential element of whatever plan and if they fail to achieve a workable proposal that they can move forward with in 30 days then it returns to this Commission to recommend a plan that prohibits parking in the bike lanes.

Transportation staff **striped test section of SCB**, held a **Design Workshop** for public, **met with residents twice** more and brought the issue back to the **UTC** in 2000, but no consensus was reached. On March 29, 2001, the **City Council** passed the following resolution:

Approve a resolution directing the City Manager to conduct a transportation analysis for Shoal Creek Boulevard, between Foster Lane and 38th Street, including input from and a charette with area residents and bicyclists, and review by the Urban Transportation Commission; and directing the City Manager to fund a pilot traffic calming program based on the results of the transportation analysis, using funds from the Neighborhood Match Traffic Calming Program.

Over the next year, Transportation Planning and Sustainability Department planners and residents **met 8 times** to discuss various solutions, but no consensus was reached. In April of 2002, City contracted with Charles Gandy of Livable Communities Consulting to “organize the development and

implementation of a public involvement process to develop recommendations” for the improvements to SCB. Mr. Gandy organized a Working Group who developed the following mission statement:

Ensure a safe and pleasant transportation experience for all user of Shoal Creek Blvd., providing reasonable and cost-effective accessibility to all destinations while preserving and enhancing the historical and natural character of the neighborhood and providing on street parking.

Over the next two months, the Working Group and Planning staff held **seven work sessions** and a **Design Demonstration** on SCB. Planning staff used the results of these work sessions to create a **four-page survey** requesting input on the various design options which was mailed to 4600 residents of SCB and the surrounding areas – 25% total response rate – 47% response rate from SCB residents. In May, 2002 the Working Group presented proposed design to **Austin Cycling Association** who approved the design. In September, 2002 Working Group presented proposed design to **UTC**, who approved the design. In October, 2002, Transportation staff approved the design with some slight modifications.

In November, 2002, City hired professional engineer to prepare preliminary engineering study. **On January 23, 2003 City held public meeting** to discuss preliminary plan.

In April, 2003, City authorized engineer to prepare construction plans. **Public meetings held August 5, 2003, and December 17, 2003** to discuss construction plans. **City Council** approved construction contract on December 16, 2004. **On January 6, 2005 City held public meeting** to provide information about the project and introduce the contractor.

General Project Information (Keri)

- 35 curb islands on Shoal Creek Boulevard, between 40th Street and Foster Lane
- Striping: 10-ft travel lanes, 10-ft improved shoulder lanes
- Construction start date: 2/7/05
- Construction substantial completion date: 4/21/05
- Total Construction Cost: Approximately \$265,000

Monitoring Data (Alan & Colly)

- Speed Analysis (Alan)
 - Before construction
 - After construction
- Conflict Monitoring (Colly)

Continued Monitoring (Keri)

- Speed Analysis – November, 2005
- Conflict Monitoring – One 24-hour period per month for one year
- Report incidents to 311 Call Center

Questions and Answers

Adjourn (Keri)

For questions, please contact Keri Juarez at 974-7298 or keri.juarez@ci.austin.tx.us.