

# Shoal Creek Boulevard Transportation Project

Opinions and Comments  
Received by Email September 10-12, 2005

The email displayed below was sent by Paul Nagy, an Allandale resident, to the Allandale and Rosedale newsgroups on the morning of September 10, 2005 in order to obtain fresh opinions and comments on the project. The comments then follow with one per page.

Text of Soliciting Email:

Request for Comments on the Shoal Creek Blvd Project:

As with many things, people rarely call elected officials and gush over how much they like something. People will, however, call early and often when they don't like something. This seems to be the case with the curb extensions. In order to gauge the level of support, brief comments are requested to be compiled for city council ahead of the 9/12 Land Use and Transportation Subcommittee meeting.

To register your opinion, send an email by 6 PM on Sunday 9/11 to [pdnagy@alumni.utexas.net](mailto:pdnagy@alumni.utexas.net) stating whether you approve or disapprove of the curb islands and stripping as currently installed on Shoal Creek Boulevard. Responses should be brief with a limit of approximately 100 words. To make it easy for the city to digest, only the first 100 words will be forwarded. Also, state whether you live on the Boulevard, in the adjacent neighborhoods or outside either the Rosedale or Allandale Neighborhoods.

Thanks and feel free to forward this message to anyone who may be interested in responding.

I live on SCB and walk and drive on SCB nearly every day.

When the street was striped, I felt MUCH safer as a walker and traffic seemed to slow down.

With the curb extensions, I feel much less safe as a walker. At least once I was nearly hit by a school bus as I walked around the curb extension. I have watched numerous cyclists swerve out into traffic to go around the curb extensions.

I find the striping helpful, but the curb extensions harmful.

Mark Wells  
5005 Shoal Creek Blvd

We like the curb islands and striping as long as it has some effect on slowing down the traffic. If they are not slowing traffic, then we are mostly neutral on whether to keep them. They do make us feel better about walking down Shoal Creek, however.

Janet & Mark Williams  
5205 Shoal Creek

I have lived on Shoal Creek Blvd. for 39 years. Safety, due to the cyclists, the walkers, and the speeding has always been a concern. The curb islands are the result of many years of neighborhood planning, open to and including representatives of all the share holders. While not perfect, it has accomplished what it was supposed to do. The crepe myrtles planted in the curb islands are lovely in bloom and none of the dire predictions of major safety issues have proven to be true.

Gloria Mata Pennington

The idea of widening the bike/pedestrian lane was a great idea however, it went a bit overboard. The planter boxes block the lane (and require additional upkeep). And the number of signs 'warning' us about these islands got out of hand. There's a sign announcing the presence of a planter, a sign alerting us the planter lies 'just ahead', and a sign at the planter signaling there's an obstacle in the path. At the beginning of this project, when we first striped these lanes, that alone slowed down traffic and showed folks where they could walk and bike.

(99 words total)

Dana Ross Martin  
6614 Argentia Road  
(512) 459-0916

I live in the adjacent neighborhood and disapprove of how this project was executed.

I live on Hancock and drive on Shoal Creek almost every day. As an older woman, I particularly appreciate the safety I feel when I ride my bike regularly on that boulevard. It is my opinion that the work done on the road does not need to be undone.

Carol A. Greenhalgh, Ph. D.

As an Allandale resident and area cyclist who uses Shoal Creek extensively, I approve somewhat of the curb extensions. I approve of the idea/concept; I do not like the large bushes that have been planted. I also hope for more signage identifying the white line as a BARRIER, not a lane of traffic.

Sincerely,  
Shawn Harrington

I lived on Shoal Creek Boulevard for 2 years, including the period when the curb islands were installed (May 2003 - May 2005). I now live on Vine Street in Allendale, and I use Shoal Creek Boulevard every day to get to and from my house. I could not disapprove more passionately of the curb islands. They are an outrageous debacle and exemplify all that is bad about city management. They also create a rather dire traffic hazard, given the bicycle traffic along the Boulevard. They way it was vastly superior. I despise the curb islands.

Rob Hargrove  
6810 Vine St.

I live on Louise Lane, three blocks from Shoal Creek, and use Shoal Creek Blvd. almost daily.

Since the curb extensions and striping have been completed traffic has slowed down which was one of the objectives of the project.

The curb extensions and striping were the agreed solution between City staff, the neighborhood, and other users of Shoal Creek for transportation. Other solutions, including "turtles", were vetoed by the City, as was restriping.

Please let Shoal Creek as it is now for at least a year and then evaluate the situation. Why tear down what took 5 years to accomplish?

Sincerely,  
Pat Briggs  
5705 Louise Lane  
Austin Texas 78757

Bob and Frances Leonard approve of the curb islands. They make the street look narrower, thereby causing drivers to slow down, and they discourage driving in the bike lane. Also, they prevent aggressive "rogue" passing.

Removing the islands and leaving the lane lines will signify to motorists that SCB is a 4-lane street; this will increase the volume of traffic and invite higher speeds (above the average of 38 mph, reported by the city at the Gullet meeting).

Removing the 10-ft. lane stripe would also invite higher speeds--as experienced for some five to six years--and driving all over the 20-ft. lane.

In our opinion, there should be MORE curb islands, especially between Hancock and 45th streets.

Frances Leonard

Hello Paul...thank you for taking the initiative to gather input on the Shoal Creek Blvd traffic calming project. Here's our input:

The Shoal Creek Blvd traffic calming project illustrates a wishful planning process that has delivered disappointing results. The curb islands have become quite effective barriers for walkers and bicyclists, forcing them into the automobile traffic lanes. Bushes planted in the curb islands are rapidly growing into a hazard for passing pedestrians and bicyclists. Impacts on residential auto parking on Shoal Creek Blvd is minimal and the magnitude and speed of auto traffic has seen little change. This experiment, while well intended, has delivered negative benefits while diverting scarce transportation funding from other more necessary traffic management issues in the north central part of the city.

Kent & Carol Hemingson  
2509 West 45th St. (one block west of Shoal Creek Blvd)

I live in Allandale near Shoal Creek Blvd and drive that way frequently. I like the concept of the curb islands and I find that they have slowed down the traffic somewhat. The crepe myrtles are attractive. My only complaint is that I think they should have been farther out from the curb so that the bicyclists could ride between the islands and the curbs instead of pulling out into the traffic lane.

Beverly Howard  
2707 Pinewood

I believe that the curb extensions along Shoal Creek Boulevard should be removed. I live on the 4600 block of Shoalwood and I travel on Shoal Creek every day. The curb extensions make it awkward for the numerous drivers and bikers along Shoal Creek. I see it getting more dangerous as the vegetation placed in those curb extensions grow. As I understand it, the curb extension were placed there to stop people from traveling along curbs with their cars. While I'm sure that it happens, in the 2 years that I've lived here, I have never seen anyone do that.

Maryanne B.

We live at 6715 shoal creek blvd. I have gotten used to the curb extensions, but I don't think they have accomplished what they were intended for. Traffic does not appear to move slower. My barometer is if I can get out of my driveway any easier. since we are just beyond the curve on shoal creek it is very difficult at times to back out of the driveway. Cars come barreling around that corner. they continue to do so, so in my humble opinion, cars are driving just as fast as before, and it probably is more dangerous for pedestrians, bicyclists and fellow car drivers.

Jane Newchurch

Thanks for soliciting our opinions on the curb extensions on SCB. I live in Rosedale and use Shoal Creek Blvd often for driving, running, and biking. I HATE the extensions! I think they are very dangerous, especially when there are two cars passing in front of them, with bikers along side (which actually happens fairly often), or if you are passing another car with cars parked in the road and bikers or joggers going by at the same time. I think there should be a dedicated bike lane. I don't know what to say about parking. I realize there are times when people need to park on SCB but it is not ideal, especially with the amount of bike traffic. I wish the City had spent the curb extension money on sidewalks.

Thanks again for asking,

Kristin Knifton  
Sinclair Ave

I live in Rosedale just a couple blocks away from SCB. I oppose both the curb extensions and lane stripping. I think they are dangerous to pedestrians, cyclists, and automobiles as well as being regressive thinking and only representing a small mindset of residents that live directly on SCB.

Jason Marth

I live one block off Shoal Creek Blvd, and I like the curb extensions and the way that the boulevard is currently striped.

Karen Miller

I live in Allandale close to Shoal Creek Blvd. I also ride my bike along Shoal Creek 4-5 times per week. I find the curb extensions somewhat hazardous...I have had several cars come rather close to me when I am biking. Sometimes I feel they do it just because they are mad about the curb extensions.

Kim Knetig

I live in Rosedale, and I do not like the curb extensions. Moreover, I think they are dangerous, a hazard to both drivers and bicyclists. I am agin' 'em.

Jan Justice

As a Rosedale resident, bicyclist, pedestrian, and motorist on SCB, I disapprove of the curb extensions as currently installed. I haven't noticed any slow-down in the traffic with the extensions (tho I would like to see that measured empirically). As a bicyclist, they just add one more obstacle with no apparent benefit. The original plan of having no parking + dedicated bike lane on one side, with parking on the other makes more sense. Maybe throw in a few speed cushions if cars won't slow down.

Thanks,  
David Cramer  
4518 Shoalwood Ave.

For the record, I live on Stardust Dr., which runs between Shoal Creek and Great Northern.

In general, I disapprove of the curb extensions, because I don't feel they serve their intended purpose of calming traffic, and they are more of an obstacle to cyclists. In fact, the trees, even though they're small, force me to ride in the traffic lane.

On the other hand, I don't think that the curb extension are so dangerous that they should be removed right away, but they should continue to be evaluated.

I am aware of the lengthy process that went into the curb extensions, but I think the final solution isn't the best one.

Regards,  
Steve Peckham

I live one block over from SCB in Allandale. I ride my bike on SCB 4-5 times per week. I did this quite a bit before the changes as well as after the changes. The curb extensions and multi-use lane are much more dangerous than before the changes. I have had several near misses on the new SCB, mainly due to the squeeze between parked cars and cars coming up in the lane behind me at the same time. This can also be nerve racking at the curb extensions, but I don't have to worry about them opening a door on me. There are also more cars parking on SCB because it appears there is a parking lane there now (which there is). I definitely avoid riding my bike on SCB during peak driving times as it is too dangerous.

For the record, I am an extremely experienced and safe cyclist, obeying all traffic laws.

Thanks for the opportunity to chime in Paul and thanks for working on this project, even though I am not pleased with the results. I would be happy to join any future organize groups which form that might address cycling on SCB.

Thanks,  
Matt Irvin  
5207 Woodview Ave.

I disapprove of the islands-- they don't do what they were supposed to, divided the neighborhood and have obvious human-factors issues for both drivers and cyclist, as evidenced by the numerous warning signs and reflectors required. I think the purpose they were supposed to help with is a good one, but this solution does not answer it.

Roy Stedman

I live on 45th St. across from Chiappero. My 13 year old son rode his bike from 45th and Shoal Creek Blvd. to past Koenig Lane (2222) and back to get to Lamar Middle School for the last six weeks of school last year. I had hip surgery and was not permitted to drive.

My 13 year old son told me repeatedly that it was very dangerous for him to ride his bike on Shoal Creek because he had to go around the islands and there was a lot of car and bike traffic in the mornings so it was scary and dangerous for him. He told me that the inside of the islands between the curb and island had trash, and rocks collected in it and it was too narrow for him to get through with his back pack on. He said that the plants in the island stuck out in the road and made it even more difficult and he had to go farther in the road to get around the islands.

I have seen adult cyclists with the same problem. I vote no islands.

Beverly Ketcham  
2625 W 45th St.  
Allandale

The curb islands don't bother me. I think the cyclists like them, and car people like having a more protected space to park. I hope that the council is not considering taking them out. We've already spent the money to build them. They do some good. Putting money into taking them out would be a shame and would likely make the people who were upset with the expense in the first place even more upset.

Amy Hufford  
6814 Joyce St. (3 blocks off of Shoal Creek Blvd. near NW Park)

I live in Rosedale and have no issue with the CEs as a driver, biker, walker or even biker with a baby trailer. As a matter of fact, since the debate, They reminded me to slow down and enjoy the beautiful neighborhood. Whether they were the right thing does not matter. Any further action will just cost money and they are no danger.

The only complaints I see about bicycle danger is generally from non-bikers and when I ride i always ask for feedback from other cyclists and most often, the feedback is positive or indifferent.

Eric Yost

Given that the original staff proposal to remove parked cars on one side of the street and stripe unobstructed bike lanes on both sides was rejected due to neighborhood opposition, and given that the present configuration is a compromise resulting from many community meetings, I see no reason to spend more taxpayer money now reconfiguring Shoal Creek Blvd. I would instead leave in place what we have, study its impacts over a period of 6-12 months, and make decisions based on real numbers. I am South Austin cyclist who has ridden and photographed the street.

David Foster

I live on Shoal Creek Blvd. While I approve of having curb islands, I believe they are "not as advertised." The curb islands that were installed look more like stubby obstacles rather than the sweeping, organic extension of the road that I saw in example renderings and maps. They seem to be almost randomly placed, whereas I thought they would be more evenly staggered. I do not like the "construction site" look of the striped yellow hazard signs in each curb island, and I'm not sure why those signs are needed in addition to the "Curb Island Ahead" signs.

Thank you,

Charlie Scott

I live on SCB and approve of the curb extensions. However, I feel more needs to be done to the street to make it safe for all. The CE's should not be removed. The cost of the removal should be put towards further traffic calming on the street. Whether it be speed humps of some variation (I know the city has discontinued the use of most types, but some type of hump or bump would help) or blocking off some parts of the street to through traffic all together, with room for pedestrians and cyclists to use it all the way through. I am not a cyclist that uses the street, but do have kids and they play in my yard. It is a shame we cannot use it more b/c of the speed of the cars on SCB. It seems that most, but by no means all speeders on SCB are commuters that do not live in the neighborhood and are avoiding MOPAC and if we alleviate some of that, then we can create a good environment for the neighborhood and others that use it. We as homeowners in the neighborhood should not be punished for living on a great street by cars that cannot slow down and endanger all who use the street. If the CE's are hastily removed, I am afraid it will be another 5-year battle to get anything additional in place on the street to help as it did with the CE's in the first place.

Kyle Johnson

I disapprove of the curb islands. I think they are dangerous for pedestrians, cyclists and parked cars. The islands cause these folks to come into the traffic when passing them. Yes, it would be nice if they went on the curb side of the islands when passing, but cyclists and pedestrians don't because it is counter-intuitive for them. I strongly believe the islands should be REMOVED for public safety reasons!

I approve of the stripping. I believe the stripping as slowed traffic down, allowed room for pedestrians, cyclists and parked cars. The stripping is very effective and would be more effective if the curb islands are removed.

I live in the Allendale neighborhood but not on Shoal Creek Blvd.

Ranleigh Hirsh  
2625 W. 49<sup>th</sup>

On reading the mailing list exchange about Shoal Creek, striping, parking, biking, traffic, safety, etc...

For the long term, as Austin becomes a larger, busier, more traffic-clogged city, anything we do to create neighborhood-, pedestrian-, cyclist- friendly conditions will help Allandale retain its residential and local quality. Even if the specifics of our striping/parking scheme are imperfect, they state a community wish to retain streets which are safe and friendly to people before cars/traffic.

It's important that in a discussion of this sort criticism be positively and thoughtfully delivered. After all, a few years ago, planning groups for the Austin area had put Shoal Creek Blvd. into a street classification that would have allowed higher traffic use. It was through the joint activity of Rosedale and Allandale citizens that the classification change was reversed and we could get back to the more desirable issues we are now debating - i.e. pedestrians, cyclists, parking. We COULD have been fighting off traffic lights, higher speed limits and maybe even 4 lanes of traffic. Look at the way the streets adjacent to Mopac are being used in other neighborhoods...

Our present solution is definitely a kluge, but one that keeps us trending in a positive direction. I'm all for cyclists, armies of them, cruising up and down Shoal Creek if that sends a message to our fair city that we aim to be a neighborhood, not a passageway. And if there are not currently good alternatives to on-street parking along Shoal Creek, then that need must be accommodated in the interests of people who have long lived there.

It's easy to get sidetracked into looking at the current users as adversaries when they should be allies in a larger scheme of city needs and priorities.

Jackie O'Keefe

My wife and I are both frequent bicycle and automobile users of Shoal Creek Blvd. We live near the street. The current configuration of the road, while not perfect, is acceptable. Considering that \*five years\* have already been spent on this: A) to spend any more city time or money on this would be financially irresponsible B) to expect that any more time or money will yield something better is naive. C) the configuration can be revisited the next time the road is resurfaced; for now, the city has significantly more important things it should be dealing with.

David S. Kelman & Janis H. Kelman

The striping appears to me to be an effective way to slow car traffic. As a bicyclist, the curb islands force me too far into the street, especially those where the branches hang over the narrow safe passageway.

Cyral Miller

I live in Allandale and regularly drive my car and ride my bike on SCB. I have lived in Allandale for over 10 years.

I like the new striping and think it should remain as is. I think it has improved safety for cyclists.

I think the curb islands should be removed. They may help somewhat in keeping cars from driving in the bike lanes, but I don't think they are worth the ill will they are causing with much of the neighborhood.

My only complaint about SCB is all of the debris in the bike lane. I think keeping it cleaner would be an easy way to make SCB safer.

David Whitworth

My wife and I think the Shoal Creek curb extensions are among the more ridiculous and wasteful decisions the City of Austin has made. As a bicycle rider and driver of Shoal Creek, this "solution" to a problem that did not exist exacerbates the dilemma faced by both drivers and bicyclists regarding their respective rights to negotiate our streets. Please destroy them!

Max Seigler and Sandra Webendorfer

I approve of the curb extensions.

Runner and biker usage is up, and the cars using it seem to be using lower speeds now when passing a runner or cyclist.

Joel Schaubert  
4709 Sinclair Ave

Rosedale Neighborhood

I live in Allandale, three blocks off Shoal Creek Boulevard.

The curb hazards make bike riders cross their white stripe to avoid the hazards, and make me steer my car across the double yellow stripes to avoid the bike riders. Driving was easier, safer and friendlier before the curb hazards were installed.

I hope the curb hazards will be removed. I also hope the city will demand a refund of the consulting fees we spent for the current failed design.

Bob Atkinson

I am a resident of Allandale on Bullard, 1 block west of Shoal Creek and north of Allandale (2222) Rd.

Shoal Creek Blvd. has always been one of the prettiest roads in Austin. I drive Shoal Creek Blvd. daily in my commute to work (also using Burnett Road) and bicycle it more than 4 times per week.

The current configuration seems to have accomplished the goal to slow traffic through increased "friction" of motorist, cyclists, joggers, dog & baby-walkers, while still allowing curbside parking for residents. Clearly the car drivers are the LOSERS - more time required, less space to drive, more pedestrian and cycling traffic, a feeling of more congestion. I find that Burnett Road, with its 45 mph speed limit and timed lights is a great alternative if want to get drive fast. Cruising at 20 mph is fine for enjoying the neighborhood, seeing who's got a landscaping projects going, saying hello to neighbors, or getting exercise.

Annoyed drivers should get over it, or move it over to Burnet Road. Let's see what the long-term results of the curb extension plan are before any additional actions are taken. We owe it to those who designed what we currently have and who spent five years in the planning and implementation of it. Everyone should chill for at least a year. Peace out.

Gerry Schwartz

We like the current curb islands and striping on SCB. As pedestrians in an area with few sidewalks we feel much safer. Traffic seems somewhat calmed, but speeding is still common, making exit from our driveway (which is on a curve) tricky. We live on SCB (4200 block), which is part of the Rosedale Neighborhood.

Carolyn and Rod Bucknall

I find the Curb Islands to be a good addition to the neighborhood. I must admit - I had my doubts at first, but I have grown to like the way they enhance the neighborhood and provide a traffic calming element to Shoal Creek. Shoal Creek is now more in keeping with the spirit of the neighborhood, it is once again a boulevard instead of a fast track through Allandale.

Thank You

Kay Newell  
5709 Louise Ln  
Allandale

To whom it may concern:

The City of Austin should have insisted on ASHTO compliant 5 foot bike lanes on both sides of Shoal Creek Boulevard (eliminating parking on one side).

A neighborhood compromise sought to alternate parking on each side, achieving five-foot bike lanes.

Unwillingness to compromise on on-street parking led to the current "curb-extension" solution.

I see no reasonable alternative to the current solution, short of widening Shoal Creek Boulevard 4 feet to conform to ASHTO minimum standards, or eliminating parking on one side.

Additional attention toward reducing speeding and eliminating cut-through traffic would also help.

Eric Anderson  
2001 Holly Street

Please do not spend any more taxpayer money on this SCB project. I think the current striping and curb islands are in the best interest of the neighborhood long run. I'm late into the discussion. Not sure I would have recommended curb extensions but I can certainly live with them. I'm a cyclist that rides SCB often. I don't like the curb islands because of the debris that collects in the bike lane now and because I can't ride side-by-side with another cyclist. But I can live with it. As a motorist that drives SCB often, the curb islands don't bother me at all. With the crepe myrtles in them, they have an aesthetic appeal. I have yet to hear a good argument for removing the curb islands. Again, in the 3 months they've been in place, none of concerns about safety have been realized.

I live on Bullard Dr., one block west of SCB near White Rock. I've lived in Allandale 25 years.

Tom Linehan

At this point, I would prefer to see the curb islands go away, since it appears they have accomplished little more than the equivalent of parking more cars in the road. I believe their installation significantly degraded the spirit of comfort, safety and cooperation of traffic on Shoal Creek Boulevard.

But I am concerned that such a removal project should not include putting several hundred thousand dollars in the pocket of another consultant.

I appreciate all the hard work and good intentions that have gone into this project.

Sincerely,

Jerre Heaton  
Allandale Neighbor

I live in Rosedale neighborhood, adjacent to Shoal Creek Blvd.

I object to the curb extensions because I think they make both driving a car and riding a bicycle a lot more hazardous. Cyclists often veer out into traffic to get past the curb extensions, especially in situations where cars are parked nearby. As a result, passing cars then have to swerve into the other lane to avoid the cyclists. I used to cycle on SCB but now I'm very reluctant to do so, for fear of running into one of those curb extensions!

I'd very much like to see them removed, though the waste of time of money to do so is regrettable.

Nita Bryant  
4109 Ramsey Ave.

I live on Shoal Creek Blvd (a little south of 45th), and I have no problem with the curb extensions. They seem to slow down traffic a little, and they make the boulevard look better. My own preference would be for the original plan, in which parking would be eliminated on one side of the street and a proper dedicated bike lane would be established in the space thus opened up. Opponents of that plan complained loudly; apparently opponents of the curb extensions are complaining loudly now. I suppose those folks won't be happy until Shoal Creek Blvd is made into a wide-open freeway. Personally, I would prefer a calmer street in front of my house, and the curb extensions appear to be at least a small step in that direction.

Sincerely,

Bruce Hunt  
4315 Shoal Creek Blvd.

As an original member of the Shoal Creek Working Group (while residing in S. Austin), and 5-year veteran of this long struggle, I firmly support the current implemented solution. It represents an excellent compromise between the cyclists who rely on SCB as a major N/S route, and SCB area residents who wanted to preserve on-street parking, calm through-traffic, and who also wanted improved bicycle and pedestrian safety. I doubt we can find a better solution than the one we have now to effectively and simultaneously address all of the afore mentioned concerns.

Best Regards,

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Stuart Werbner

I'm a three-year Rosedale resident opposed to the islands. I'm a cyclist and runner who bikes/runs on Shoal Creek once a week. Before the islands were installed, I never had a problem with cars--everyone had room to travel. Since they've gone up, I've been honked at, yelled at, had mace sprayed at me (from a car), and had a car swerve at me. Drivers feel squeezed and are more aggressive since they perceive the bike is challenging them for the limited space. As a driver, I haven't altered my speed due to the "calming" islands either. They've only made Shoal Creek more dangerous for everyone.

Sincerely,

Ward Lowe  
1304 West 40th St.

I live one block off of SCB. I find the curb extensions are a somewhat attractive obstacle on the roadside. At times they funnel pedestrians with strollers, bicycles and cars into the same central part of the road. They are not obvious in what they are there for - many visitors from other places in and out of Austin have asked what are they and what are they supposed to do? They don't prevent cars from using the side of the road as a passing lane and I don't believe they help with the perceived speed problem - most who have complained about the speed have few, if any curb extensions along those blocks. More trash and little do accumulate near them as it is difficult to sweep around them. If you want to create a way to share the road better amongst users I think eliminating usable parts of the road is not the answer.

Sincerely,

Alison Swett  
6509 Treadwell Blvd

I am a Rosedale neighborhood resident of many years. I was amazed at the "Curb Island" project when it began. Since then, I have spent some time observing how this incredible idea might work. It works exactly like common sense would tell anyone it would work: The bicycle riders do not ride in the bike lanes anymore. Our neighborhood computer e-mail group members seem still in favor on their theory that the islands "Calm Traffic". If that means slow it down, they are correct. The traffic is now terrified of when the next bicycle rider might swing out around a curb island into their path. Certainly, a rider could stay inside the bike lane with the islands. But if there are two, riding together, then they naturally like to ride side by side so they can talk. That is what they do....with one in the bike lane and one in the street.

Please do what you can to remove this highly UNSUCCESSFUL experiment.

Try to get the removal done for less than \$300,000.00 if possible.

Tom R. Teykl  
4607 Rosedale Avenue

I met you at the post-installation public hearing at Gullett Elem. and enjoyed speaking with you then. My opinion regarding the islands has not changed since then. They have failed to accomplish their purpose and have created unforeseen safety issues.

I live at 6201 Shoal Creek Blvd. and jog from my home to Anderson Ln. and back every morning before dawn (with a hand-held LED light for safety). Twice I have seen bicyclists nearly hit by cars as the cyclists ride around the outside of the curb extensions. Recently I was nearly struck as I ran outside the island and a car swerved into the "bike-pedestrian" lane. It was a very near miss - the adrenaline rush was really interesting....helped my pace quite a bit.

I understand that you have been involved with the project since the outset. I, on the other hand, am a new resident of Allandale having moved here last November. I was disappointed and surprised to see the islands installed and I am hopeful they will be removed. The primary purpose of any "pilot" program is to measure effectiveness and act upon results. The islands have proven to be ineffective in slowing traffic and have introduced safety issues that were non-existent prior to installation. Also, the sparse landscaping and yellow/black marker signs make them an eyesore detracting from the beauty of Shoal Creek Blvd.

Thank you for forwarding my opinion. I would like to know how I might help in the future. Please feel free to contact me anytime.

Kind regards, your neighbor,

Kyle Odom  
6201 Shoal Creek Blvd.

As a cyclist who occasionally rides Shoal Creek Boulevard, I've found the Shoal Creek Boulevard curb extensions to be hazardous. Concrete curbing and trees just aren't something a driver or cyclist expects in a public roadway. The first in the string startles the uninformed cyclist and undoubtedly has caused a number of wrecks. Once the cyclist realizes the curb extensions will appear on regular short intervals the natural tendency is to ride to the left of the curb extensions so as to ride in a straight line, and as a result the cyclist is in or near the lane with cars. While it is unfortunate that the curb extensions were implemented, it will be ever so much more unfortunate if the mistake remains uncorrected and lives are lost. Please remove the curb extensions and restore the full width roadway.

Sincerely,

Sally Gaddis

I support at a minimum a year long monitoring of the improvements made on Shoal Creek Boulevard. A 5 year long process was followed that included many residents and cyclists. Please respect the process and let's monitor for an appropriate time. Additionally, please insist that staff keep the working group involved in the process.

Sincerely.....Gretchen Vaden Nagy

We live on Shoal Creek and have two young children, so I was thrilled when the stripes were put back down of four+ years. Though sidewalks of course would be better, the stripes at least tell drivers where the no-car zone is. I would prefer more markings between the stripe and the curb to drive home the point that this area is not a right-hand driving lane. I would also like the stripe extended from 6009 Shoal Creek north to the corner of White Rock--for some reason the stripe disappears in the area our family needs it most!

As for the curb extensions, they certainly discourage cars from diving in that lane.

Amy Strong

We live on Great Oaks Parkway, perpendicular to Shoal Creek, one block North of 45th street.

When these curb extensions went in, we couldn't figure out what they were for. They didn't seem to serve a purpose, and after months of observing them, still don't.

I have seen watering trucks have to come by to water them which is costing us tax payers even more money especially since we haven't received much rain this summer.

I almost hit a cyclist on Shoal Creek going northbound after the Hancock light because he had to swerve to miss the curb extension. Luckily I saw what was happening and was able to avoid the problem.

This Shoal Creek Curb Extension was a total waste of money and all of them should be taken out. Especially the one at the top of Great Oaks Pkwy. I think we already know how to turn left or right.

Lori Hansen  
2603 Great Oaks Pkwy.

I approve of the project, however, there are not enough curb islands for it to be as effective as originally envisioned during the planning process. Most of the islands are effectively narrowing the street causing traffic to slow down much as a parked car does. They are safer for pedestrians and cyclists than cars because you can't get "doored" (someone opening a door and hitting a person passing by). The shared lanes along the curbs need markings to discourage drivers from thinking they are driving lanes. Any drivers complaining should just slow down and cyclists should ride single file.

Paul Nagy  
6501 Shoal Creek Blvd.

I live on Marilyn Drive in Allendale. I ride my bike to work along Shoal Creek once or twice a week. I do not like the curb extensions. They are in effect another parked car on Shoal Creek causing me to swerve closer to traffic. I do like the striping. That seems to have had the effect of slowing the traffic.

Chris LeBlanc

This memo is in support of the existing curb extensions on Shoal Creek Blvd. As original members of the working group that designed and supported the project, my husband, Jeff Frank, and I believe that removal of the CEs would be a short-sighted, knee-jerk reaction to the loud, and sometimes profane, objections of a few unreasonable members of the cycling community. We have lived on SCB for 7 years and were alarmed when, 5 years ago, the city informed us that they were restriping the street and prohibiting parking on our side of the street in order to make the street more hospitable for cyclists. The consensus at that time by the people living on SCB was that the street was fine the way it was; cyclists didn't seem to have any trouble with the existing bike lanes. Our only concern was that traffic was too fast and pedestrians, many of whom were children, were often in danger. We wanted more sidewalks and slower traffic. We were told by city staff that maintaining the existing striping pattern was not an option and that we couldn't have anything on the street, like speed bumps, to slow traffic down. We were also told there was no money for sidewalks. Now we are being told that city staff want to take out the curb extensions and stripe the street the way it used to be. We have even been told that we can have "turtles" in the roadway to slow traffic down. This position by city staff was nowhere to be seen five years ago when all this started. And what's more, the members of the community who are raising their voices the loudest in opposition to the curb extensions were nowhere to be seen in the last five years when we were searching for a solution to problems that affected ALL users of the Boulevard, not just cyclists. If the city wants to take out the curb extensions, so be it. The original design for the street offered by the consultant Charles Gandy was virtually neutered by city staff, who cut the number in half, thereby dooming the project to failure from the beginning. One final comment: I am sickened by the whole process.

Susan Frank  
Shoal Creek Blvd. Resident

As a resident of Rosedale I am dead set against removal of the curb extensions on Shoal Creek. I feel that do help to slow traffic on Shoal Creek and as a bicyclist, Shoal Creek is one of the few areas of Austin where I feel safe enough to cycle because of the wide striped bike lanes and the curb extensions.

Jill A. Maeder  
4423 Marathon Blvd.

I'm an Allandale resident who strongly disapproves of the curb extenders. While I am in favor of the restriping as a means to calm traffic, to me the curb extenders create more of a hazard than a help.

The extenders force cyclists into traffic, which many motorists may not be expecting. As the trees planted in the curb islands grow, this will only present more of a problem. It would be a shame if we waited for someone to get injured or perhaps even killed because of what may turn out to be an unnecessary traffic calming device.

Mike Simonoff