

WHAT WE NEED FROM YOU

This handout contains the second draft of goal, objectives and recommendations for the Transportation chapter of the Central West Austin neighborhood plan. Our goal is to reflect the feedback received during our meetings as well as feedback provided by stakeholders who reviewed the first draft. To assist you with seeing how a comment was addressed, we have created a matrix for this chapter that is also available for download. Please read both this draft and the matrix and let us know what you like, what you're concerned about, and what's missing. Also, keep an eye out for issues that fit the following two questions:

“Have you thought of this?”

“Have you thought of it this way?”

We would like to receive your comments by **February 25, 2010** in order for us to consider your comments by the Final Open House. The timeline for providing comments is established so that staff will have sufficient time to review and, if necessary, add those comments to the final draft. In addition, other City Departments will be reviewing this draft and their comments will also be included at the Final Open House. The date and location of the Final Open House has not been determined.

As this draft is available in Word format, you can either e-mail or return using regular mail. If you would like to make edits to the document and e-mail back to staff, please use a different font color or other way of highlighting your comment or question. Lastly, the final draft will have a different format in terms of layout and could have additional maps or illustrations.



Please direct your comments to:

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City of Austin Planning and Development Review Department

P.O. Box 1088, Austin, TX 78767

Central West Austin Neighborhood Plan

Plan Organization and Implementation

In order to help with the implementation of this plan, a symbol is shown after each recommendation. The purpose of the symbol is to indicate the responsible party(ies).

- **J:** Joint effort is needed for taking action. The Neighborhood Plan Contact Team (NPCT) is always a partner.
- **N:** The (NPCT) takes the lead on implementation.
- **P:** A recommendation that illustrates intent that is policy-oriented. Many of these are in the Land Use Chapter and should be used by the COA and NPCT to determine the appropriateness of proposed amendments to this plan as well as rezoning applications.

Callout boxes are used when concerns raised by stakeholders in the process are considered by the City to be operational (ie a stop sign is needed). These items will still be considered for implementation. Callout boxes also include educational information.

Please keep in mind that the City is not legally obligated to implement any particular recommendation. In addition, other identified organizations are not obligated to take action on those recommendations but are listed because of their expertise and area of interest.

Please note that the City of Austin is listed as the responsible party and not individual organizations. The reason is that reorganizations occur and department names change. The NPCT will want to work with the PDRD Implementation staff to ensure the correct department or agency.

Draft Transportation Chapter

Goal Statement and Introduction

Support the livability, vitality, and safety of the Central West Austin neighborhood by providing streets that enhance its neighborhood character, encourage walking, bicycling, and transit use, and better serve its schools, library, parks and other key destinations.

Key Themes:

- Do not widen streets (T.1.1)
- Enforce speed limits (ongoing APD efforts; see also T.1.3)
- Protect against cut-through traffic (T.1.2)
- Control on-street parking (T.1.5)
- Maintain acceptable traffic service levels (T.1.10; see also T.1.2 and T.1.4)

Streets in Central West Austin should be more than paths for cars. They are where neighbors meet one another, bicyclists ride, push strollers, walk dogs, and joggers exercise. They also give form to the neighborhood by shaping blocks and arranging lots. Their frontages create semi-public spaces out of front yards, where children play and residents socialize. The character of the neighborhood's houses and yards and its mature tree canopy encourages walking and cycling. Maintaining the neighborhood's traditional character, and moving it into a sustainable future, means striking the right balance between having residential streets that are social spaces and having collector/arterial (?) streets that accommodate passenger traffic, walking and cycling all modes of travel.

Map 5.1 shows the road network in Central West Austin. Loop 1/MoPac and Lamar Boulevard are major thoroughfares for all of Austin. Additional traffic is placed on the neighborhood's internal streets from drivers getting to and from major roadways and from drivers using these streets as alternate routes during rush hour. Unfortunately, the lack of neighborhood sidewalks on these smaller streets creates safety problems

with such cut-through traffic. The higher speeds of drivers looking for a quicker route to or from work impair the local functions of these streets, as well as their potential for bike and pedestrian use and social interaction. This is especially acute for those streets without sidewalks or bike lanes.

Congestion is also a concern. As the neighborhood is close to Downtown and the University, traffic has increased over the years. There is also a concern that traffic will increase should the Brackenridge Tract and/or Austin State School redevelop. However, stakeholders were adamant that streets in Central West Austin not be widened to accommodate more traffic, and viewed higher traffic volumes as hurting their quality of life. Heavy traffic volumes and speeding present safety problems and reduce the quality of life for residents~~prevent many parents from feeling comfortable allowing children to play in front yards and can impede residents' access to their driveways.~~

Central West Austin is served by bus routes that connect it to downtown, the University of Texas, and south and north Austin. Although, over the years, this service has declined due to low ridership, stakeholders would like to reverse the trend and see an increase and focus on target areas.

Most streets in Central West Austin were built before sidewalks were required in Austin. Many streets are narrow and are rated as low priority for sidewalks, due to low vehicle traffic volumes, fewer major attractors and lower density when compared to other neighborhoods. However, there is a desire to improve pedestrian mobility, and sidewalks should be located in accordance with the neighborhood's sidewalk plan, and not necessarily on every street. In addition, ~~t~~The neighborhood is served by two greenbelts, along Shoal and Johnson Creeks, which provide north-south routes for bicyclists and pedestrians, and the Trail at Lady Bird Lake connects Eilers Park through downtown to the Longhorn Dam. Stakeholders support improved pedestrian, bicycle, and transit access to the following key destinations including: schools, parks, Howson Library, retail centers, transit stops, neighboring residential areas, and employment and other destinations outside of the neighborhood.

On-street parking was contested among stakeholders, with some feeling that it imposed on their homes and others finding it an important tool for reducing traffic speeds. In some parts of the neighborhood, on-street parking helps maintain the traditional character of the neighborhood by reducing the need for driveways and minimizing front-facing garages.

The Complete Streets Principle

Streets in Central West Austin are primarily oriented toward cars, but should be “completed” to accommodate all users: pedestrians, cyclists, transit riders, and motorists. The objectives and

Some elements of complete streets

- street furniture, such as benches
- appropriately scaled lighting
- street trees and vegetation
- appropriately scaled sidewalks
- sidewalk bulb-outs at intersections
- crosswalks and pedestrian islands
- user friendly and accessible transit stops
- bus pullouts
- on-street parking
- bicycle lanes
- public art

recommendations in this chapter are organized into two general themes:

Livable streets — streets should be places for recreation and socializing.

Equitable access — streets should accommodate passenger traffic, walking and cycling~~all travel modes and users~~.

Complete streets encompass both themes. Street design should yield safe and attractive spaces and foster a sense of identity for the community. Automobiles have an important place in complete streets, but should not dominate them. With all necessary components in place, the street will balance desirable space for social needs with transportation needs.

The objectives and recommendations in this chapter address elements that are needed for improvements at particular locations. These design principles can be applied to different street types. For example, a neighborhood street may only use those components that are appropriate considering the traffic and nearby land uses. Through implementation, the neighborhood should see a cycle of improvement in which pleasant streetscapes encourage pedestrians to use roads which creates greater opportunities for socialization and leads to slower vehicular traffic that is sensitive to pedestrian activity. As vehicular traffic slows over time, streets become safer and encourage an increase in use by everyone.

Objective 1: Streets in Central West Austin should support neighborhood character and livability.

The West Austin neighborhood has experienced a dramatic increase in automobile traffic due to its proximity to major employment downtown, at the University, and, to a limited extent, increased housing density in the area. This situation is likely to become worse in the coming years, especially if any of the large properties, such as the Brackenridge Tract, are developed. Stakeholders want to make Central West Austin streets more functional, particularly for pedestrian and bicyclists. However, expanding the capacity of streets in Central West Austin reduces the neighborhood's livability by increasing noise, encouraging unsafe speeds, encroaching upon residences, and making important destinations, including schools, parks, and shopping centers, less pedestrian friendly.

T.1.1

- Maintain neighborhood character and livability by not adding lanes to streets or widening streets or bridges in Central West Austin. Doing so may decrease congestion in the short run, but will make neighborhood streets, including Exposition Boulevard and Enfield Road, less livable. At the following intersections, stakeholders ~~Stakeholders~~ generally support intersection widenings and improvements when they balance reducing congestion and increasing safety for motorists, pedestrians, and cyclists

with protecting nearby property owners from encroachment and not increasing overall traffic volume (provided that they are not used to justify widening the remainder of the streets):

- At the intersection of Exposition and Enfield.
- At the intersection of Pecos and West 35th Street.
- At the intersection of Exposition and Windsor.
- At the intersection of Windsor and Hartford.
- As a street through the heart of the western portion of the neighborhood, Exposition Blvd. should be maintained as a two-lane street with the existing bike and parking lane configuration, and should not be widened or re-stripped to provide additional traffic lanes.
- P

T.1.2

- The volume and speeds on all streets should be compatible with the roadway design and adjacent land uses. Much traffic in Central West Austin is caused by drivers seeking routes to or around the neighborhood's major thoroughfares, Loop 1/MoPac and Lamar Boulevard. This recommendation deals with local improvements, such as traffic calming and reconfiguring routes. Such improvements will restore neighborhood streets to public spaces that promote activities like walking and talking with neighbors. See the box below. See also Map 5.2.
- J:COA,NPCT
-

Current neighborhood concerns regarding volume and speed:

- Exposition & Pecos Blvd — Street and intersections are overburdened during peak hours due to overflow from MoPac. Speeding is also a concern. At rush hour, traffic cuts through on westbound roads between Windsor and Enfield including Cherry Lane and Clearview.
- Windsor Rd — Excessive volume and speeding from Lamar to MoPac and points east to Exposition and Pecos Street. Windsor also gets traffic during pickup and dropoff times at the Austin Girls School.
- Pecos St — Excessive traffic during rush hour and speed and fast acceleration at all times.
- Forest Trail — cut-through between Enfield Road and Windsor Road
- Winsted Ln — Burdened when MoPac is congested.
- W. 7th St — Used as a cut-through to Lake Austin Boulevard and Exposition Boulevard.
- Bridle Path — Used to avoid Enfield, when congested.
- McCall Rd — High traffic around the Austin Girls' School of Austin.
- 29th St — Excessive traffic during rush hour. Used as a cut-through to MoPac.
- Northwood Ave — Excessive traffic during rush hour. Used as a cut-through to MoPac.
- Westover East of MoPac—Used as a cut-through to MoPac.
- Jefferson St/Hartford Rd — Used as a cut-through to MoPac.
- 31st/Shoal Creek— Burdened due to traffic from Seton and St. Andrews School, Used to avoid 34th and 38th Streets, when congested
- Harris Blvd—speeding and used to avoid Lamar
- Deed Eddy neighborhood—used for cut-through and speeding.
- Lake Austin Blvd and Red Bud Trail—used as cut-through to West Lake Hills and points west.

T.1.3

- Report to 3-1-1 where speed limit signs are missing or do not reflect the 25 mph speed limit.
- N

T.1.4

- Vehicle safety should be enhanced such that it not only reduces accidents but makes the neighborhoods feel safer. See also Map 5.3.
- **J:COA,NPCT**

How to report transportation problems

Residents can call 3-1-1 and fill out a "Citizen Service Request" form that identifies a specific transportation-related problem. Public Works staff will do the necessary research and data collection to process the request. Depending on the number of requests being processed, Public Works staff will notify the caller with the results of the study within two months of the request.

If you are concerned about speeding traffic, contact the Austin Police Department, Central West Area Command at 974-5088.

DRAFT

Current neighborhood concerns regarding vehicle safety:

- Wooldridge
 - & Northwood — Traffic volume/limited sight distance.
 - & Gaston
 - & Claire
 - & 29th Street
- 34th & Oakmont — On-street commercial parking blocks the view; angle of the intersection makes for poor visibility.
- Windsor Rd
 - & Harris — Volume, speed, and limited visibility make it difficult to exit the neighborhood.
 - & Hartford— Limited visibility, speeding, volume
 - & Lamar — Speeding on Lamar.
- Jefferson St
 - & 35th St — Visibility limited by commercial signs.
 - & 34th St
 - & 29th St
 - & Northwood
- Exposition Blvd
 - & Enfield — Cars turning left back up on Exposition.
 - & 35th Street — Cars turning left back up the entire lane, including cars turning right, who only have a short turn lane. Back up also intrudes into bike lane.
 - & Windsor Rd — High volume of traffic. Right-turning vehicles may be clogging southbound Exposition.
- Pecos & 35th Street — Limited sight distance combined with speeding along 35th makes turning left or right difficult. This is further exacerbated by cars coming from Balcones that are accelerating as they approach Pecos.
- 10th St & Wayside — Bus loading for O.Henry~~O'Henry~~ impedes traffic. Currently only served by Yield sign.
- Happy Hollow & 35th Street — Immediately adjacent to the exit ramp from MoPac, with limited sight distance. Dangerous both for traffic from MoPac and for traffic from Happy Hollow.
- Shoal Creek & Gaston
- Churchill & 33rd
- Mills & 35th
- Harris
 - & 29th Street
 - & 32nd Street
 - & Northwood
- Red Bud and Lake Austin Blvd — cars turning left back up on Lake Austin Boulevard.
- MoPac ramps
 - 35th Street exit lane from southbound — Service road is used as ancillary lane to bypass MoPac congestion.
 - Windsor Rd exit from southbound — large number of crashes.
 - MoPac interchange at Westover/Northwood intersection – Southbound exit onto Westover lacks lane markings, which causes queuing problems and – drivers run stop signs and speed on/off access ramps.
 - Lake Austin Boulevard — large number of crashes
- Jefferson at 29th Street – visibility, drivers running stop sign
- Wooldridge at 29th Street – visibility, long crossing for pedestrians
- Jefferson at Northwood – drivers run stop sign
- Shoal Creek Blvd at Gaston – visibility, road drives into park area/leash free area, safety for large number of pedestrians and pets using park
- Harris at 29th Street – drivers run stop signs
- Jefferson at 34th Street – difficult crossing for pedestrians
- Jefferson at Northwood – visibility issue

- Control on-street parking more efficiently to protect resident property rights and improve safety by:
- Identifying appropriate locations for the Residential Parking Permit Program to resolve issues from non-residential parking. Current locations of interest are Wooldridge, Happy Hollow, the 3400 block of Oakmont, and the Deep Eddy neighborhood.
- Enforcing parking ordinances in “no parking” zones and in congested areas near shuttle-bus routes and in areas (such as Deep Eddy Heights) affected by special event parking, such as Zilker Park festivals.
- Prohibiting on-street parking on Exposition, Enfield, and Windsor.
- Require new commercial or multi-family development within 1500 feet of single family homes to provide adequate parking on site without reliance on off-site parking permits.
- N

T.1.6

- Reclaim neighborhood streets by engaging in social events that slow traffic and encourage residents to use streetside public space. Events could include:
 - Wave On Wednesdays (WOW): walkers and cyclists smile and wave at passing drivers. This socially includes drivers in the neighborhood and encourages them to respect it.
 - Streetside congregating: Residents congregate at intersections. While a single person can easily be overlooked, many together become a point of interest, making drivers more mindful of their surroundings.
- For more information on street reclaiming, see <http://www.lesstraffic.com/Programs/SR/SR.htm> or read *Street Reclaiming*, by David Engwicht, available at the Austin Public Library.
- N

T.1.7

- Add street furniture alongside roads to create places for social interaction. Street furniture includes benches and kiosks. Street furniture can be placed along neighborhood streets, but should generally be focused on larger streets where more pedestrian traffic is desired.
- J:COA, NPCT, CapMetro

T.1.8

- Beautify bus stops in Central West Austin through Cap Metro's Adopt-a-Bus-Stop program. This will help bus stops perform multiple functions, including enhancing neighborhood character and distinctiveness,

Recreating Lake Austin Boulevard as a “real boulevard”

Stakeholders would like to make the following improvements in order to make the road more attractive, promote walking and cycling, and encourage interaction. Preferred amenities include:

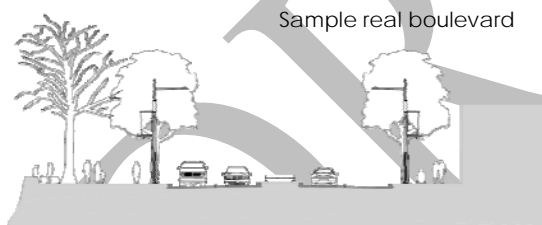
- Add landscape islands to make it easier to cross, remove a physical barrier and provide beautification
- Add trees and landscaping to provide shade for pedestrians and cyclists as well as adding beauty. It was suggested that, where possible, the street become a canopy road, which can be described as large trees such as live oaks that cast their protective shade over the road, with limbs that meet in a canopy to provide shade for the roads beneath them.
- Add street furniture such as benches but place at areas of activity such as bus stops or retail.
- Options to on-street parking should be explored
- Add fully-shielded lighting
- If feasible, placing utilities underground
- Reconfigure the road to be more curvy or winding in order to make the road more inviting to pedestrians and cyclists and slow traffic
- More delineation between the sidewalk, bike lane, and street

creating social space, and providing opportunities for public art. Adoptions should target stops with long-term investments, such as tree plantings and bus pull-outs.

- **J: NPCT, CapMetro**

T.1.9

- Recreate Lake Austin Boulevard as a gateway to Central West Austin destinations. It should become a real boulevard that provides equitable access between pedestrians, cyclists, transit users, and motorists and promotes recreation and socializing, but without expanding vehicle lanes. Figure 5.1 is a sample commuter boulevard. Should the University redevelop the Brackenridge Tract, recreating Lake Austin Boulevard becomes of greater importance. Please see the Sidebar for more specific information.
- Any widening of Lake Austin Boulevard **must** be coupled with new pedestrian crossing structures, such as a pedestrian and bike crossing tunnel below LAB, a median with pedestrian safety zones similar to those on Barton Springs Road, or at a minimum, lighted crosswalks.
- Increased density on the Brackenridge Tract should be addressed with additional transit and shuttle services connecting the Brackenridge Tract to the central downtown area.
- **J: COA, NPCT, CapMetro**



T.1.10

- Maintain acceptable levels of service at all signalized intersections.
- **P**

T.1.11

- Review all future transportation projects to ensure that opportunities for other complete streets measures listed in Objectives 1 and 2 are taken advantage of. Streets can best be completed by making multiple improvements at once.
- **J: COA, NPCT**
- T.1.12
- Place additional stop signs on neighborhood streets, that are frequently used as reliever routes (e.g., Forest Trail, Possum Trot, Hartford, Harris Boulevard, Pecos, West 7th).

- T1.1.13
- Maintain and improve road surfaces as a means of improving traffic flow and safety, preferably using “quiet” road surfacing technology to reduce or dampen road noise.
- T1.1.14
- Improve traffic flow at intersection of MoPac and Lake Austin Boulevard by:
 - Improving access to north-bound MoPac from east-bound Lake Austin Boulevard.
 - Permitting right turns during red lights from Atlanta Street onto west-bound Lake Austin Boulevard.
 - Adjusting signal timing at intersection of Atlanta Street and Lake Austin Boulevard to enhance southbound traffic from Atlanta Street onto south-bound MoPac.
- T1.1.15
- Enforce speed limits more rigorously, particularly on neighborhood streets.
-

Objective 2: Make key destinations easier to reach for all users, regardless of mode of travel.

Stakeholders support improved pedestrian and bicycle access to the following key destinations, in order of priority:

- schools,
- parks,
- Howson Library,
- retail centers,
- transit stops,
- across (preferably below) MoPac Boulevard, and
- between adjoining neighborhoods (Pemberton Heights/ Old Enfield, Brykerwoods/Rosedale, Brykerwoods/Tarrytown, Pemberton Heights/Tarrytown.

Pedestrians and bicyclists

T.2.1

- Build the sidewalks identified in the adjacent maps and Table T-1 by encouraging the city to repair sidewalks in disrepair and to place new sidewalks, where practical, directly adjoining the street without an “island” of grass and landscaping between the sidewalk and street.
- **J:COA,NPCT**

Sidewalks: Existing and Requested



Transportation and Use of Land

- Bus Stops
- Private Schools
- ELEMENTARY SCHOOL
- Middle School
- Trails
- Commercial
- Office
- Civic
- Open Space
- Existing Sidewalks
- Requested Sidewalks

West Austin Neighborhood Group Planning Area
0 0.1 0.2 0.4 Miles

Sidewalks: Existing and Requested



Transportation and Use of Land

- Bus Stops
- Private Schools
- ELEMENTARY SCHOOL
- Trails
- Commercial
- Office
- Civic
- Open Space
- Existing Sidewalks
- Requested Sidewalks

Windsor Road Planning Area
0 0.1 0.2 0.4 Miles

T.2.2

• Pedestrian access should be examined/enhanced such that it makes walking within the neighborhoods easier.

• J:COA, NPCT

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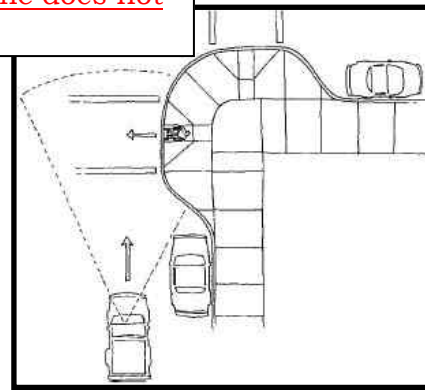
DRAFT

Current neighborhood concerns regarding pedestrian improvements:

- Lake Austin Boulevard near Deep Eddy: pedestrians have trouble crossing Lake Austin Boulevard due to traffic volume and speed. Improvements could be combined with the overall re-creation of Lake Austin Boulevard in recommendation T.1.9.
- Northwood and Jefferson: heavy volume and speed makes this intersection dangerous to pedestrians and cyclists.
- Jefferson and 34th, 33rd, and 32nd Sts — Heavy volume impacts these routes to Bryker Woods Elementary, a daycare, and a bus stop.
- 35th St between Randall's and Hilbert's
- Hopi, Dillman, and Meredith—conflict with vehicles
- Exposition Boulevard:
 - At 10th and 12th Streets: Heavy volume and speeds impact O. Henry Middle School, WAYA, and neighborhood joggers and are problematic for the school bus stop at 10th St.
 - At Bowman: Poorly timed signals at this intersection create a constant stream of traffic at Howson Library.
 - At Casis Elementary: Bus stop and nearby shopping center are difficult to access due to traffic.
- Surrounding Tarrytown Park.
- From Johnson Creek Hike and Bike Trail to Westenfield Park.
- Hartford and Windsor exit — Southbound on bike route #29.
- Windsor Road
 - At Harris: Traffic, volume, speed, and poor visibility
 - At Hartford and MoPac: no designated route for pedestrians and cyclists to cross under MoPac
- 35th Street: school children from Rosedale have difficulty crossing this street to get to Brykerwoods Elementary (which they are zoned to attend).
- Northwood/Westover at MoPac: there is no designated route for pedestrians and cyclists to cross under MoPac at this intersection.
- Westover Road at Exposition: children riding to school do not have a clear and safe bike path on Westover due to heavy traffic and parked cars.
- Winsted Lane/Atlanta Street: pedestrians from Deep Eddy Heights area (west of MoPac) cannot safely cross to Johnson Creek trail which provides access to Hike and Bike trail.
- West 35th street (as it splits from W. 38th in front of the Wells Fargo Bank to one block south at Mills (in front of Hilbert's and the Vet Clinic.): there is no safe pedestrian crossing as traffic does not stop anywhere to allow for a conventional crosswalk.

T.2.3

- When pedestrian improvements are made, add pedestrian bump-outs, where feasible. (See Figure 5.2) Bump-outs



are sidewalk extensions that safely bring pedestrians into on-street parking areas, giving them better views of oncoming traffic and vice versa.

- J:COA,NPCT

T.2.4

- Add street trees for pedestrian shade including but not limited to along roads that serve key destinations.
- J:COA,NPCT, private property owners

T.2.5

- Create the bike lanes identified in the adjacent maps and Table T-1. These projects are in addition to those identified in the Austin 2009 Bicycle Master Plan.
- Create a designated bicycle route linking Shoal Creek and Johnson Creek Hike and Bike trails.
- Add a bike lane on 29th Street east of Jefferson and across the Shoal Creek bridge to Lamar.
- Create a safe bike lane for crossing Windsor at Hartford Road.
- J:COA,NPCT

T.2.6

- Make MoPac crossings safer to accommodate pedestrians and cyclists, in particular the 35th St crossing and the Westover/Northwood crossing, which is used by children attending Casis Elementary.
- Create pedestrian and bike path in Johnson Creek area below Winsted Lane/Atlanta Street to enable safe crossing from Deep Eddy Heights area (west of MoPac) to Johnson Creek trail which provides access to Hike and Bike trail.
- J:COA,NPCT, T&DOT

T.2.7-reserved

T.2.8

- Improve Red Bud Bridge by adding pedestrian access and a separated bike lane. Additional car lanes should not be added.
- J:COA,NPCT

Safe routes to schools

T.2.9

- Improve routes by which children travel to nearby schools. (See the sidebar, "Children and large roads.")
- Bryker Woods Elementary
 - A. Jefferson at 34th and 32nd Sts — Heavy volume makes this a

Children and large roads

Elementary school children should not be encouraged to walk across major roads such as Lamar, 35th, or MoPac due to safety issues. Young children have a difficult time judging how to cross a large road with many cars going both directions and their difficulty is increased at heavily trafficked intersections with complex timing and turn-taking. Students are encouraged to ride bikes in groups with an accompanying parent (forming a bicycle train) across these major roads. Groups are more obvious to drivers and will reduce the chance of an accident.

dangerous crossing for elementary students, as well as high school students who use the bus stop at 34th Street.

- B. 35th St and Lamar Blvd — The school should work with parents to establish bicycle trains once safe bike routes have been established. These roads are not suitable for children to walk across unsupervised.

- Casis Elementary

- C. Northwood across MoPac — The school should work with parents to establish a bicycle train across the MoPac corridor once a bike route is established. This intersection is not suitable for unaccompanied children to walk through.

- D. Westover Road (east of Exposition): A bike route on Westover Road should be established to a clear and safe bike path for children riding to school..

- J:COA,NPCT,,Schools,and Campus Advisory Councils

- O.Henry Middle School

- E. The school should work neighbors to reduced bus routes through O.Henry neighborhood

- _____

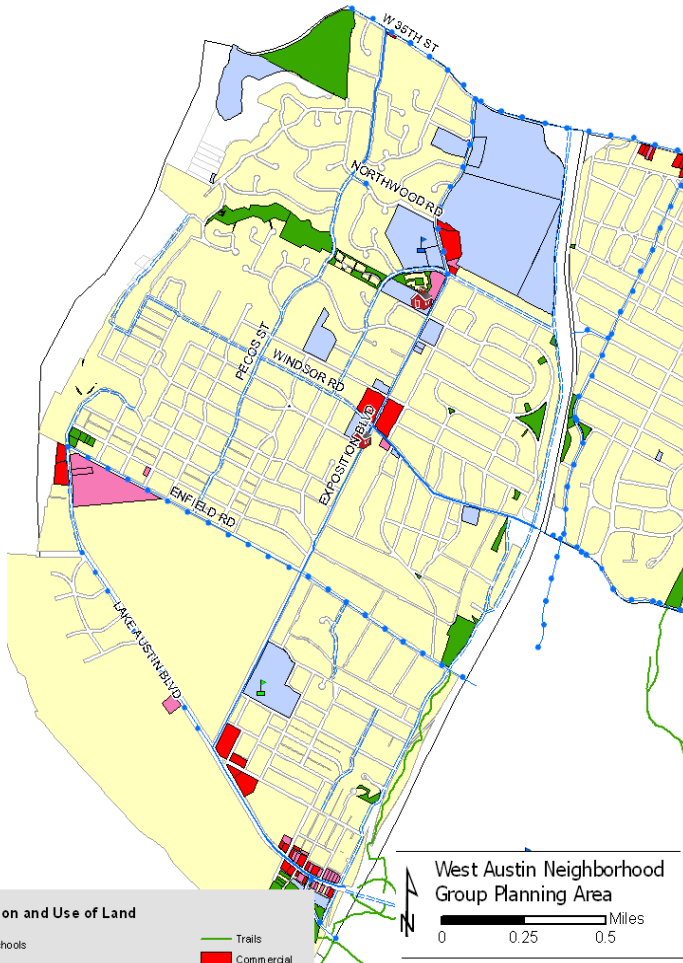
T.2.10

- Annually conduct Child Safety training courses at the three public schools in the neighborhood.
- J:COA,NPCT,,Schools,and Campus Advisory Councils

T.2.11

- Apply for a Safe Routes to School grant to implement the recommendations in T.2.1, T.2.5, T.2.6, and T.2.9.
- J:COA,NPCT,,Schools

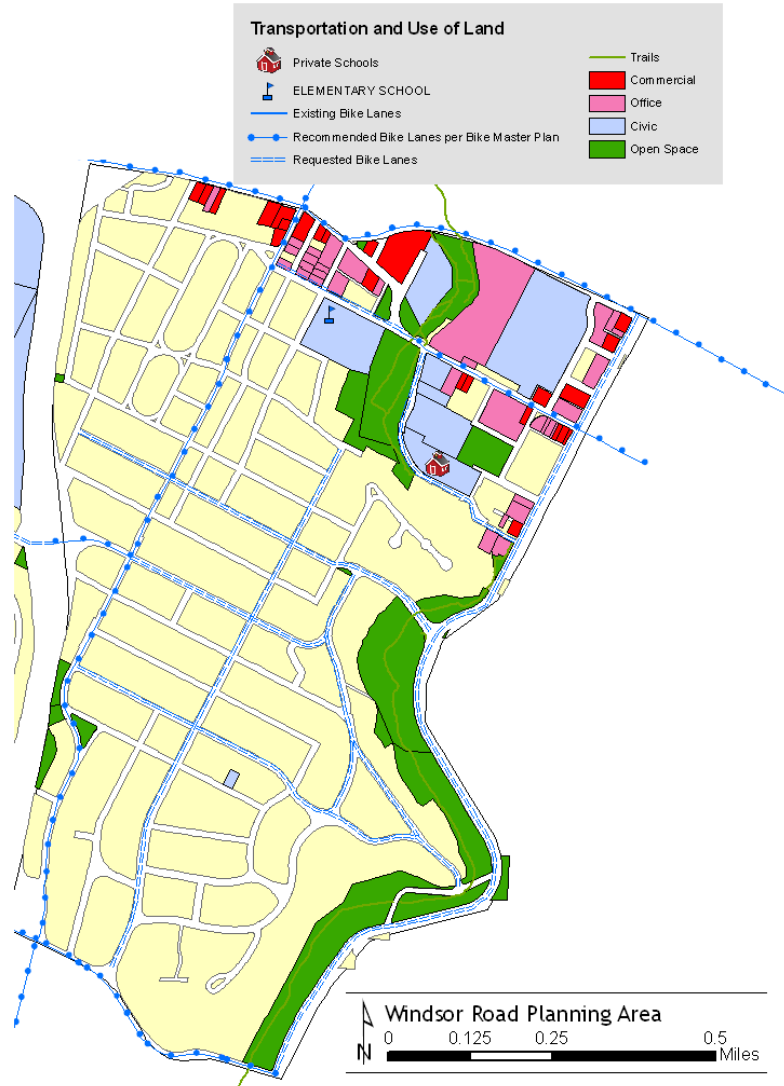
Bike Lanes: Existing and Requested



Transportation and Use of Land

- Private Schools
- ELEMENTARY SCHOOL
- Middle School
- Existing Bike Lanes
- Recommended Bike Lanes per Bike Master Plan
- Requested Bike Lanes
- Trails
- Commercial
- Office
- Civic
- Open Space

Bike Lanes: Existing and Requested



Transportation and Use of Land

- Private Schools
- ELEMENTARY SCHOOL
- Existing Bike Lanes
- Recommended Bike Lanes per Bike Master Plan
- Requested Bike Lanes
- Trails
- Commercial
- Office
- Civic
- Open Space

Windsor Road Planning Area

0 0.125 0.25 0.5 Miles

Table T-1				Request		Destinations					
ID (T.2.1 & T.2.5)	Route	From	To	Sidewalk	Bike Lane	School	Park	Library	Commercial	Transit Stop	Adjoining neighborhood
1	12th St	Winstead Ln	Exposition	X		X	X			X	
2	34th St	Shoal Creek Blvd	Lamar Blvd	X		X	X		X		
3	35th St	MoPac e frontage	MoPac w frontage	X							X
4	Balcones Dr	W 35th St	north	X			X			X	X
5	Bland St	McCullough St	Westover Rd	X		X	X		X		X
6	Bowman Ave	Schulle Ln	Exposition	X				X	X	X	
7	Bridal Path	Pecos St	Exposition Blvd	X		X					
8	Claire Ave	Northwood Rd & Woolridge Dr	Lamar Blvd	X	X		X		X		
9	Dalewood Pl	McCullough St	Galewood Pl	X		X	X				
10	Deep Eddy Ave	W 7th St	Lake Austin Blvd	X			X		X	X	X
11	Dillman St	Windsor Rd	Enfield Rd	X		X	X	X	X	X	
12	Dormarion Ln	Greenlee Dr	Windsor Rd	X		X	X				X
13	Enfield Rd (north side)	Scenic Dr	Forest Trl	X		X	X			X	X
14	Ethridge Ave	Hartford Rd	McCallum Dr	X			X			X	
15	Exposition	at O. Henry	Enfield Rd	X		X	X		X	X	
16	Forest Trl	Windsor Rd	Enfield Rd	X			X		X	X	
17	Funston St	W 30th St	W 35th St	X		X			X	X	
18	Gaston Ave	Jefferson St	Lamar Blvd	X	X		X			X	
19	Hardouin Ave	Harris Blvd	McCallum Dr	X						X	
20	Harris Blvd	Westover Rd	Windsor Rd	X	X	X	X			X	
21	Harris Blvd	Westover Rd	Windsor Rd	X						X	X
22	Harris Blvd	W 32nd St	Windsor Rd	X	X	X					X
23	Hartford Rd	Ethridge Ave	Windsor Rd	X			X			X	X
24	Hearn St	W 8th St	Lake Austin Blvd	X			X		X	X	
25	Hillview Rd	Pecos St	W 35th St	X		X	X				
26	Hillview Rd	Marianna Rd	Windsor Rd	X	X	X	X	X	X	X	
27	Jarratt Ave	Gaston Ave	Leigh St	X			X			X	X
28	Jefferson Ave	Westover Rd	Ethridge	X			X			X	
29	Jefferson Ave	at Mohle Dr		X						X	
30	Kennelwood Rd	Cherry Ln	Scenic Dr	X			X		X	X	
31	Kerbey Ln	W 35th St	W 38th St	X		X			X		X
32	Lake Austin Blvd	Atlanta St	6th St	X							X
33	Lake Austin Blvd	Redbud Trl	Scenic Dr	X	X		X		X	X	
34	Lamar Blvd	W 38th St	Windsor Rd	X	X		X		X	X	X
35	Marianna Rd	Northwood Rd	Hillview Rd	X		X	X		X	X	
36	Matthews Dr	Stevenson Ave	El Greco Cv	X						X	
37	Matthews Dr	Stevenson Ave	Windsor Rd	X	X					X	
38	McCullough St	Exposition	Scott Crescent	X		X	X		X	X	
39	Meridan Ln	Quarry Rd	Enfield Rd	X			X			X	X
40	Meridan Ln	W 12th St	W 7th St	X	X	X	X		X	X	X
41	Mohle Dr	Oakmont Blvd	Oakhurst Dr	X			X			X	
42	MoPac southbound	W 35th St	Winstead Ln	X	X		X		X	X	X
43	Northwood	MoPac e frontage	Jefferson Street	X		X					X
44	Oakmont Blvd	W 35th St	Mohle Dr	X					X	X	
45	Pecos St	Bowman Ave	Enfield Rd	X	X		X		X	X	
46	Pecos St	Northwood Rd	Windsor Rd	X	X	X	X			X	
47	Quarry Road	Elton Lane	Possom Trot	X							
48	Lions Golf Course	Perimeter		X		X	X		X	X	
49	Tarrytown Park	Perimeter		X			X				
50	Redbud Trl	Lake Austin Blvd	Redbud Park	X			X				
51	Scenic Dr	Enfield Rd	Bridal Path	X			X				
52	Scenic Dr	Stevenson Ave	dead end		X					X	
53	Scenic Dr	Lake Austin Blvd	Cherry Ln		X		X		X	X	
54	Scott Crescent	McCullough St	Dormarion Ln	X		X	X		X		
55	Shoal Creek Blvd	W 34th St	Lamar Blvd	X	X	X	X		X	X	X
56	Spring Ln	Galewood Pl	Westover Rd	X		X			X	X	
57	Spring Ln	Windsor Rd	McCullough St	X		X			X	X	
58	Uson St	W 7th St	Lake Austin Blvd	X			X		X	X	
59	Veterans Dr	Foster Ave	MoPac Ped. Bridge	X			X		X	X	
60	W 11th St	Winstead Ln	Possum Trot	X		X	X				
61	W 29th St	Oakmont Blvd	Lamar Blvd	X	X		X		X		
62	W 29th St	Oakmont Blvd	Lamar Blvd	X	X		X		X	X	
63	W 33rd St	Jefferson St	Churchill	X		X	X		X		
64	W 34th St	Jefferson St	Shoal Creek Blvd	X	X	X	X		X		
65	W 35th St	Pecos St	Mayfield Preserve	X			X			X	
66	W 35th St	Hillview Rd	Exposition	X			X			X	
67	W 6th St	MoPac s bound	Downtown		X				X		X
68	W 8th St	Meridan Ln	Norwalk Ln	X		X	X		X	X	
69	Wayside Dr	W 12th St	W 7th St	X		X	X		X	X	
70	Westover	MoPac w frontage rd	Bland St	X							
71	Westover Rd	MoPac w frontage rd	Hillview Rd		X	X	X	X	X	X	X
72	Westover Rd	Across MoPac		X						X	X
73	Windsor Rd	Hartford Rd	Forest Trl	X		X			X	X	X
74	Windsor Rd	Exposition Blvd	Western frontage rd	X		X	X		X	X	X
75	Windsor Rd	Matthews Dr	Pecos St	X	X				X	X	
76	Windsor Rd	Pecos St	Exposition		X			X	X	X	
77	Windsor Rd	Across MoPac		X						X	X
78	Winstead Ln	Enfield Rd	W 7th St	X			X				X
79	Winstead Ln	Windsor Rd	Veterans Dr		X		X		X	X	
80	Woodmont	Forest Trl	Sharon Ln	X		X	X			X	
81	Woolridge Dr	W 29th St	Gaston Ave		X		X				
82	Woolridge Dr	W 29th St	Claire Ave	X	X		X			X	
83	Exposition	3200 Block	3200 Block	X		X					X
84	Bridal Path	Forest Trl	Sharon Ln	X			X				
85	Enfield Rd	Johnson Creek Trail	Woodlawn		X		X				X
86	Woodlawn	Enfield Rd	14th		X		X				X
87	14th	Woodlawn	West Lynn		X		X				X
88	West Lynn	14th	12th		X		X				X
89	12th St	West Lynn	Shoal Creek Trail		X		X				X

Transit

T.2.12

- Increase bus service at the following locations, which are considered underserved in this neighborhood:
 - a. The Gables apartments
 - b. The UT student housing at Brackenridge
 - c. Oyster Landing
 - d. Laguna Gloria and Mayfield Park and Preserve
 - e. Large special events in other parts of the city – however, these buses shall not be routed through Pemberton Heights
 - f. Exposition Boulevard from Lake Austin Boulevard to 35th Street
- **J: NPCT, CapMetro**

T.2.13

- Increase ridership where locally desired by residents through social interactions and neighborhood promotions, such as advertising in the neighborhood, providing training, or starting a One Day a Week effort which promotes getting to work by bus at least once a week. Bus service shall not be increased along Harris Boulevard between Northwood and Windsor.. [MRC1]
- **J: NPCT, CapMetro**

T.2.14

- Add a shelter to the bus stop at Jefferson and 34th Street.
- **J: NPCT, CapMetro**

T.2.15

- Improve gaps outside the neighborhood that prevent connection to key locations, such as downtown.
- **J: COA, NPCT**

Objective 3: Support transportation investments in the Loop 1 (MoPac) and Lamar Boulevard corridors that are compatible with the neighborhood and its environment.

T.3.1

- Oppose expansions of Loop 1 or the acquisition of additional right-of-way from either side of Loop 1 that adversely impact the neighborhood through noise, light, or cut-through traffic or that encroach upon existing homes. Increased capacity should be accompanied by trees, buffers, and sound barriers and should not be accompanied by elevated lanes or the acquisition of additional right-of-way from either side of MoPac/Loop 1.
- **N**

T.3.2

- Support city-wide mass transit service that will decrease congestion on

Loop 1 and Lamar Boulevard, thus reducing traffic on Central West Austin's streets and improving the transportation system for all of Austin and the region.

- N

T.3.3

- If a commuter rail station is added along the MoPac corridor, ensure that it provides bicycle, pedestrian, and bus access from the surrounding neighborhoods, that there is adequate parking such that there is no commuter parking in the neighborhood, and that it improves connections across MoPac. In addition, ensure that it provides adequate parking such that there is no commuter parking in the neighborhood either by design or overflow.
- **J: COA, NPCT; Lone Star Rail District**

T.3.4

- Participate in the Lone Star Rail District's planning process to ensure that any rail line, station, or development is consistent with this plan and that the neighborhood's concerns and opportunities (see the text box below) are addressed.
- **J: COA, NPCT; Lone Star Rail District**
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DRAFT

Austin-San Antonio Intermunicipal Commuter Rail District

A potential commuter rail linking Georgetown to San Antonio could run between both planning areas along the existing rail located within Loop 1. On November 14, 2007, stakeholders heard a presentation from the District identifying potential plans for the commuter rail including a potential station and associated transit-oriented development along Loop 1 and 35th Street. On December 5, 2007 stakeholders identified opportunities and concerns regarding the potential rail along this corridor and not just specifically at 35th Street. Should the rail and development move forward, stakeholders would like to see a project that supports the provisions of this neighborhood plan.

Concerns

- Increased density is not appropriate due to compatibility and traffic issues
- Displacement of Austin State School
- Not enough land on 35th St for transit-oriented development
- Threat to local business
- Effects on neighborhood will not be studied or addressed
- Noise & light pollution
- Not enough planned parking which will cause cars to park in neighborhood
- Parking design standards will not enhance the neighborhood
- Should not be located near Enfield, Westover, or Windsor roads because on-off ramps are inadequate and incompatible with neighborhood
- Increased vehicle traffic including cut-through
- Clover leaves on W. 35th make access to station difficult.
- Attraction of transient population
- Public process & full disclosure will be denied or limited

Opportunities

- Easy access to other cities, including San Antonio
- Easy access to downtown
- Possibilities for better connection & improve overall non-vehicular access
- Another alternative to cars
- Could reduce vehicular traffic
- Support vitality of neighborhood
- More places to walk to/pedestrian-friendly development
- Increased residential development that is not as expensive
- Business growth

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