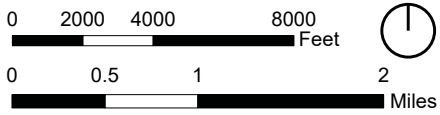


- Existing Shoal Creek Pathway
- Potential Future Shoal Creek Pathway
- Parks
- Capital Metro Red Line
- Capital Metro Red Line Stations
- Existing "Big Loop" Pathways
- Planned or Possible "Big Loop" Pathways
- Existing Bike & Pedestrian Pathways
- Planned or Possible Major Bike & Pedestrian Pathways



Sources: COA Urban Trails Master Plan (2014)  
COA Bicycle Master Plan (2014)



PROPOSED PATHWAY REGIONAL MAP SHOWING "BIG LOOP" CONCEPT  
**Shoal Creek Trail: Vision to Action Plan**  
*Prepared for the Shoal Creek Conservancy by McCann Adams Studio*  
DRAFT September 12, 2017



DRAFT COMMUNITY WORKSHOP MATERIALS 9.13.17

The CMTA "Rail-with-Trail" Study proposes to connect to Walnut Creek. Funding exists from the 2016 Mobility Bond.

CTRMA's MoPac Improvement Project will construct a shared-use path to connect Shoal Creek Blvd south of 183 to the Arbor Walk Shopping Center.

Improvements along Burnet Rd may be funded and implemented using the 2016 Mobility Bond.

The "North Shoal Creek Neighborhood Plan" proposes access to Shoal Creek behind the properties between Anderson Lane and Steck Ave.

The City's "Historic Cemeteries Master Plan" considers a new trail to pass from Hancock Blvd through existing parkland to connect to the Northwest Recreation Center.

"The Grove at Shoal Creek" Plan will connect Jefferson Street to Bull Creek Road, with connections to Shoal Creek Blvd.

The "Pease Park Master Plan" proposes widening the existing trail to 12 feet and creating a 12-foot-wide, shared-use path along the west side of Lamar Blvd.

The "Shoal Creek Urban Trail: 5th to 15th Street PER" proposes major improvements to the trail and streambanks.

The "Duncan Park Preliminary Plan" proposes to add a new crossing at 9th Street to the existing trail.

The "Lower Shoal Creek Plan" proposes that the primary route pass under 2nd and 3rd streets on the west bank of Shoal Creek with several access points to street level.

The "Seaholm Waterfront" planning study envisions repurposing the Water Intake Facility as a public asset.

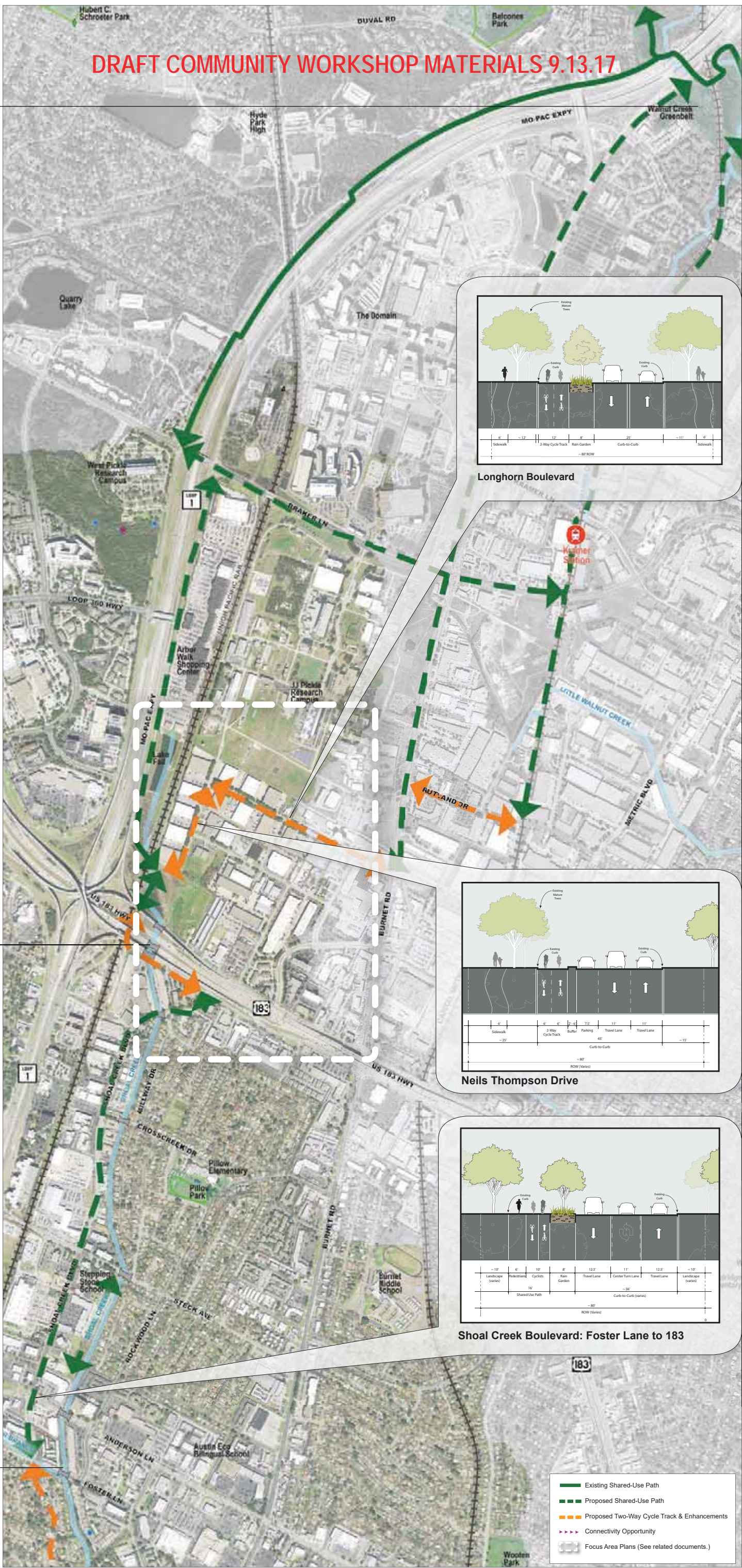
Legend for project types and funding status.



DRAFT COMMUNITY WORKSHOP MATERIALS 9.13.17

C11  
US 183 - Walnut Creek Greenway Trail (Headwaters)

C10  
Foster Lane - US 183 (North Shoal Creek NH)



Legend (City of Austin, 2017)  
Existing City of Austin Parks Trails (2007)  
Existing City of Austin Urban Trails (2016)  
Existing City of Austin Trailways (2017)  
City of Austin Historic Landmarks (2017)  
State with Historical/Cultural Significance (2017)  
Known Springs and Seeps (City of Austin, 2017)  
Identified Bridges (2017)  
Railroads (City of Austin, 2008)  
Property Lines (TCAD, 2016)  
City of Austin Park Areas (2013)

SHOAL CREEK  
PROPOSED PATHWAY ALIGNMENT: SEGMENTS C10 - C11:  
FOSTER LANE to WALNUT CREEK GREENWAY TRAIL  
Shoal Creek Trail: Vision to Action Plan  
Prepared for the Shoal Creek Conservancy by McCann Adams Studio  
DRAFT September 5, 2017

0 200 400 600 800 1,000 Feet  
Map Sources:  
Aerial imagery is from the City of Austin (2015).  
Property Lines are from the Travis County Appraisal District (2016).  
The 1997 Year Floodplain and the Shoal Creek Watershed (color portion) is from the City of Austin's FloodPro dataset.  
Connectivity Assets are from Austin Independent School District and Google Maps.  
All other datasets are from the City of Austin.

McCann Adams Studio  
SIGLO GROUP



**DRAFT COMMUNITY WORKSHOP MATERIALS 9.13.17**

**Shoal Creek Boulevard: 38th Street to Foster Lane**

Legend:

- Existing Shared-Use Path
- Proposed Shared-Use Path
- Proposed Two-Way Cycle Track & Enhancements
- Connectivity Opportunity
- Focus Area Plans (See related documents.)

2222 - Foster Lane (NW Rec Center)

45<sup>th</sup> - 2222 (Austin Memorial Park)

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38<sup>th</sup> - 45<sup>th</sup> (*The Grove*)

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-  Cemetery (City of Austin, 2017)
-  Boring (City of Austin Parking Trails (2007))
-  Boring (City of Austin Urban Trails (2016))
-  Boring (City of Austin Trailways (2010))
-  City of Austin Historic Landmarks (2011)
-  Sites with Historic/Cultural Significance (Historic, 2017)
-  Known Springs and Seeps (City of Austin, 2017)
-  Identified Bridges (2017)
-  Railroads (City of Austin, 2008)
-  Property Lines (TCAD, 2016)
-  City of Austin Park Areas (2013)

## WEST 38<sup>th</sup> STREET to FOSTER LANE Shoal Creek Trail: Vision to Action Plan

Prepared for the Shoal Creek Conservancy by McCann Adams Studio  
DRAFT September 5, 2017



DRAFT September 5, 2017

0 300 600 1,200 Feet

Map Sources:

- Aerial imagery is from the City of Austin (2015).
- Property Lines are from the Travis County Appraisal District (2016).
- The 100-Year Floodplain and the Shoal Creek Watershed (color portion) is from the City of Austin's FloodPro dataset.
- Community Assets are from Austin Independent School District and Google Maps.

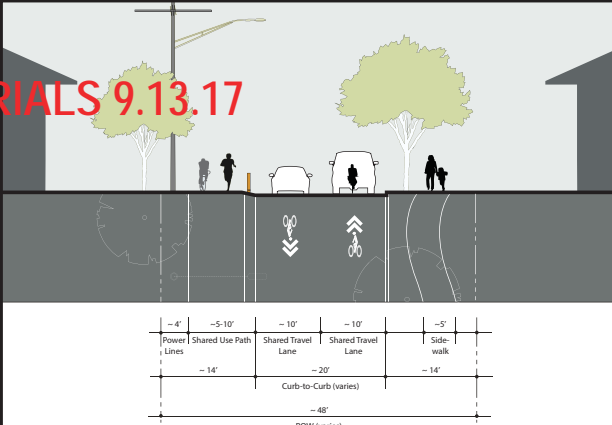
All other datasets are from the City of Austin.

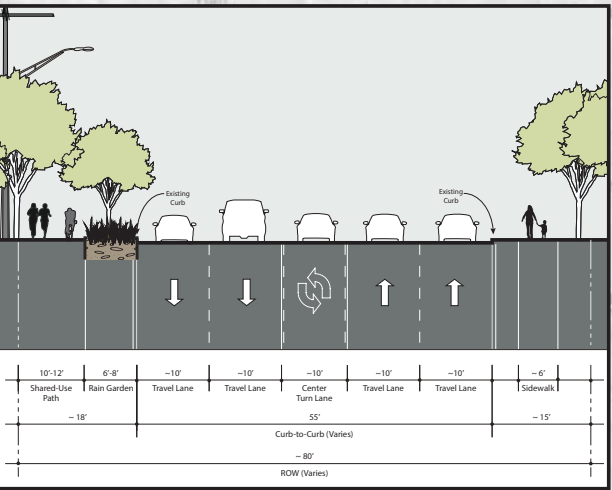
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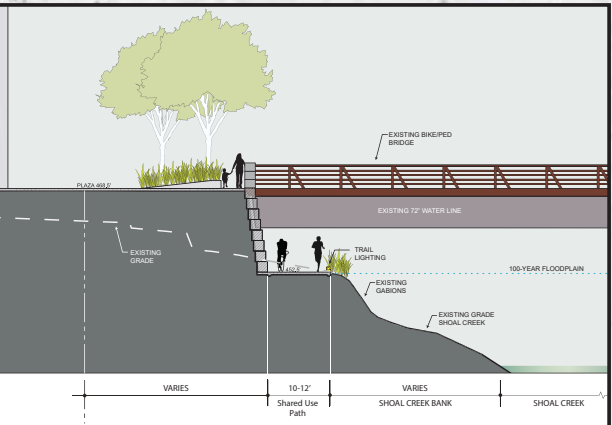
DRAFT COMMUNITY WORKSHOP MATERIALS 9.13.17



31st Street/Shoal Creek Boulevard



North Lamar Boulevard: 15th Street to 31st Street



Independent/Block 24 at 3rd Street Underpass

- Existing Shared-Use Path
- Proposed Shared-Use Path
- Proposed Two-Way Cycle Track & Enhancements
- Connectivity Opportunity
- Focus Area Plans (See related documents.)



- Creeks (City of Austin, 2017)
- Existing City of Austin Parks (2007)
- Existing City of Austin Trails (2016)
- Existing City of Austin Trailheads (2007)
- City of Austin Historic Landmarks (2017)
- State with Historic/Cultural Significance (Vermeto, 2017)
- Known Springs and Seeps (City of Austin, 2017)
- Identified Bridges (2017)
- Railroads (City of Austin, 2008)
- Property Lines (TCAD, 2016)
- City of Austin Park Areas (2013)

PROPOSED PATHWAY ALIGNMENT: SEGMENTS A1 - A6:  
LADY BIRD LAKE to WEST 38<sup>th</sup> STREET  
Shoal Creek Trail: Vision to Action Plan  
Prepared for the Shoal Creek Conservancy by McCann Adams Studio  
DRAFT September 5, 2017

0 300 600 1,200 Feet

Map Sources:  
Aerial imagery is from the City of Austin (2015).  
Property Lines are from the Travis County Appraisal District (2016).  
The 100-Year Floodplain and the Shoal Creek Watershed (color portion) is from the City of Austin's FloodPro dataset.  
Community Assets are from Austin Independent School District and Google Maps.  
All other datasets are from the City of Austin.





- City of Austin Parkland (2013)
- Shoal Creek Centerline (2017)
- Shoal Creek 100-Year Floodplain (2017)
- Known Seeps and Springs (2017)
- Neighborhood Planning Area Boundary (2017)
- Council District Boundary (2017)
- Proposed Shared-Use Path
- Proposed Two-Way Cycle Track & Enhancements



**FOCUS AREA PLAN: CYPRESS AND SHOAL**  
**Shoal Creek Trail: Vision to Action Plan**  
*Prepared by McCann Adams Studio for the Shoal Creek Conservancy*  
**DRAFT September 5, 2017**



# Shoal Creek Trail: Vision to Action Plan

## Guiding Principles with Goals

### for the Cypress & Shoal Focus Area

DRAFT COMMUNITY WORKSHOP MATERIALS 9.13.17



#### Guiding Principle 1: History & Culture

Tell the stories: Interpret and celebrate this area's unique history and culture in a way that's informative and engaging to diverse communities.

- Create historical and cultural interpretive "sidebars" in this area along the Trail.
- Create the 3rd Street ROW (Cypress Street) as a series of plazas forming a major community gathering space for the arts, performance, live music, etc.
- Preserve the historic (1876) Railroad Trestle Bridge and the concrete steps leading to it.
- Repurpose the Railroad Trestle Bridge as both a scenic overlook and a public plaza -- a "mini-Highline".
- Interpret the history of the Waterloo settlement at the confluence of Shoal Creek and the Colorado River, including the history of commerce.

INTERPRET "WHO WAS CESAR CHAVEZ"!

Shoal Creek, especially lower SC, is where the history of Austin POC begins.  
Where are they in this discussion? [POC is people of color]  
Interpret Waterloo



#### Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

- Program nature tours and volunteer work days to learn about and maintain the creek corridor, including the removal of invasive species.
- Re-vegetate the Creek corridor with native riparian trees and grasses that restore habitat, slow down stormwater runoff and improve water quality.



#### Guiding Principle 3: Connectivity & Community Access

Increase connectivity and comfort for people of all ages and abilities who are walking, biking and/or taking transit.

- Develop way-finding signage to inform the public of the network of downtown bike and pedestrian routes, and the location of bicycle share stations.

- Improve the existing 3rd Street bike/ped bridge to provide a better and wider paved surface <sup>by ADA - POSSIBLY COMBINE SPACE WITH TRESTLE</sup>
- Redesign the West 3rd Street ROW so it functions as a cleaner, multi-modal connection through the Seaholm District.
- Create more access/connectivity to the Creek (STAIRS/TERACING DOWN)



#### Guiding Principle 4: Safety, Health & Well-Being

Create a safe pathway system that makes being active a fun, easy and daily choice.

- Ensure that pathway can safely accommodate the diverse user types and ages: joggers, dog-walkers, strollers, bikers and nature-lovers.
- Enroll volunteer patrols/"rangers" to keep the trails and connecting open spaces clean and safe.
- Provide improved trail lighting and bridge lighting throughout this densely-populated neighborhood.
- Provide lighted and signed under-crossings of the West Avenue Bridge and the 3rd Street bridges.

- Improve bicycle and pedestrian safety along West Avenue, including at its bridge. <sup>MAYBE A RAISED INTERSECTION</sup>
- CLARIFY VEHICLE, BIKE & PED MOVEMENTS @ 3RD & WEST INTERSECTIONS

- POCKET PARK WHERE INDEPENDENT CONSTRUCTION TRAILER CURRENTLY SITS
- NPA DRAWING FOUNTAINS & RESTROOMS



#### Guiding Principle 5: Activities & Recreation

Enhance access to and opportunities for recreation, education, social activities, and community events, as well as a place of beauty, calm and refuge.

- Create an active, linear plaza within the 3rd Street ROW between Nueces Street and the Seaholm Bridge.
- Encourage creek-facing restaurants - without becoming the San Antonio Riverwalk. <sup>YES!</sup>
- Renovate the 3rd Street Railroad Trestle to function as a public gathering place and overlook to the river and the city.

CREATE PLAZA ON SOUTH SIDE OF 3RD FOR A MUSIC PLAZA & A BIKE/PED GATEWAY TO DOWNTOWN & SHOAL CREEK



#### Guiding Principle 6: Advocacy & Implementation

Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan in a timely way, and put in place a program to sustain the Corridor.

- Consider hiring an experienced "P3" (public private partnership) manager for the Trail and its adjacent public open spaces.
- Extend Seaholm TIF District term and purpose, extend its geographic area to Nueces Street, and use this funding to build a series of public plazas with the 3rd Street ROW.
- Work with nearby "tech" firms (Google, Citrus, Facebook) to create an interactive way-finding system.





- City of Austin Parkland (2013)
- Shoal Creek Centerline (2017)
- Shoal Creek 100-Year Floodplain (2017)
- Known Seeps and Springs (2017)
- Neighborhood Planning Area Boundary (2017)
- Council District Boundary (2017)
- Proposed Shared-Use Path
- Proposed Two-Way Cycle Track & Enhancements



# Shoal Creek Trail: Vision to Action Plan

## Guiding Principles with Goals

### for the Duncan Park Focus Area

DRAFT COMMUNITY WORKSHOP MATERIALS 9.13.17



#### Guiding Principle 1: History & Culture

Tell the stories: interpret and celebrate this area's unique history and culture in a way that's informative and engaging to diverse communities.

- Interpret the nearby, early Latino and African American settlements, such as the historic Wood Street settlement.

• Make explicit the historical connection to both Pease Park and Woolbridge Square.

• Tell the story of how Duncan Park came to be a public park, and find out who was "Duncan".

*Physical connections between Duncan/Woolbridge/Congress/Hawthorn*



#### Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

- Develop opportunities for interpretive signage, highlighting the natural sites along the Creek and near the Trail. Provide animal and plant identification and care.

• Provide for water quality filtration at the BMX Park.

• Consider that pedestrians might wander off the path to avoid higher-speed cyclists, potentially impacting riparian areas.

• Keep filtration and erosion control in mind when making trail width decisions.

• Redesign the existing trail to be "right-sized" in terms of its physical context, considering distance from the shoreline, topography, existing vegetation, etc.

• Develop significant expanses of biofiltration areas and/or in-line detention in Duncan Park and the BMX Park, to help address local flooding.

• Where trail construction modifies roadways, add rain gardens to intersections or along the trail length for a positive effect on stormwater infiltration.



#### Guiding Principle 3: Connectivity & Community Access

Increase connectivity and comfort for people of all ages and abilities who are walking, biking and/or taking transit.

- Locate a trailhead with signage near Duncan Park on 9th Street to provide more visibility and connectivity for cross-town, east-west, bike/ped traffic.

• Provide clear, signed connections to the Trail and to the BMX park from Duncan Park.

• Consider extending more direct pathways to the bus stops serving ACC's Rio Grande Campus.

• Look to the Buffalo Bayou project as a model with its separated foot paths and bike paths, with foot paths being closer to the shoreline.

• Add a "B-Cycle" bike-share station at Duncan Park.



#### Guiding Principle 4: Safety, Health & Well-Being

Create a safe pathway system that makes being active a fun, easy and daily choice.

- Ensure Duncan Park has more trail and street lighting, and is better patrolled at night from the adjacent streets, especially under the bridges occupied by the homeless.

• Design lighting so that it is appropriate for both wildlife habitat and human safety.

• Expand the width of the trail-bypass near the BMX Park to provide more safety for pedestrians and cyclists.

• Create a major trailhead with public restrooms, drinking fountain, stretching station, etc., and include a "public health information station".

• HOMELESSNESS + DRUG USE ON TRAIL IS A RISING PROBLEM - CAN WE ADD LIGHTING + EMERGENCY CALL BOXES?

• INSTALL WATER/DRINKING FOUNTAINS & PATHWAYS ALONG THE ROUTE



#### Guiding Principle 5: Activities & Recreation

Enhance access to and opportunities for recreation, education, social activities, and community events, as well as a place of beauty, calm and refuge.

- Provide for low-impact recreational opportunities on the "Great Lawn".

• Create an REI classroom space at the Deep Root community gardens.

• Think of the "great lawn" as an opportunity - compare with Kyle Warren Park (Dallas) programming

• -play Rock?



#### Guiding Principle 6: Advocacy & Implementation

Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan in a timely way, and put in place a program to sustain the Corridor.

- Activate the surrounding business associations and neighborhood associations to assist in the enforcement of park curfews.

• Work with Deep Roots Garden members and the ACC Rio Grande campus and use their database.

• Educate area businesses and residents on the value of non-automotive commuting.

• Identify permitting processes to help facilitate a comprehensive and efficient process (compliance with the tree ordinances, guidance on regulated root zones).







# Shoal Creek Trail: Vision to Action Plan

## Guiding Principles with Goals

### for the Seiders' Springs Focus Area

DRAFT COMMUNITY WORKSHOP MATERIALS 9.13.17



**Guiding Principle 1: History & Culture**

Tell the stories: Interpret and celebrate this area's unique history and culture in a way that's informative and engaging to diverse communities.

- Interpret the history of the Seiders' family's settlement here.
- \_\_\_\_\_
- \_\_\_\_\_
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**Guiding Principle 2: Natural Resources & Ecology**

Integrate best practices in environmental stewardship, sustainability and resiliency.

- Protect the two, existing natural springs on the west side of the Creek, near the Seton Hospital property.
- Avoid building in or minimizing the riparian buffer or "Grow Zones". Add to the width of Grow Zone areas wherever possible.
- Where there is more than 5,000 sq ft of trail draining in one direction, plan for a rain garden or other infiltration area on either side of the trail to capture the runoff.
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**Guiding Principle 3: Connectivity & Community Access**

Increase connectivity and comfort for people of all ages and abilities who are walking, biking and/or taking transit.

- Create a small trailhead in the parkland on the north side of West 34th Street and the west side of the Creek.
- Extend a pathway to the stairway from the existing park sign area on the north side of West 34th Street.
- Improve the stairway connection to the Seton's Hospital property and provide way-finding signage.
- Provide a safer pedestrian and bicycle crossing of both 38th and 34th streets, such as a speed table with a pedestrian hybrid beacon.
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**Guiding Principle 4: Safety, Health & Well-Being**

Create a safe pathway system that makes being active a fun, easy and daily choice.

- Reinforce the quiet solitude of the area around Seiders' Springs.
- Augment to make safer, the low-water bridge crossing near the area of the springs, so that bikes can cross it safely without threatening pedestrians.
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**Guiding Principle 5: Activities & Recreation**

Enhance access to and opportunities for recreation, education, social activities, and community events, as well as a place of beauty, calm and refuge.

- Program more activities for the existing Outdoor Classroom.
- Improve the Gazebo and its site to provide facilities to allow for revenue-generating small events, such as birthday parties, family reunions, etc.
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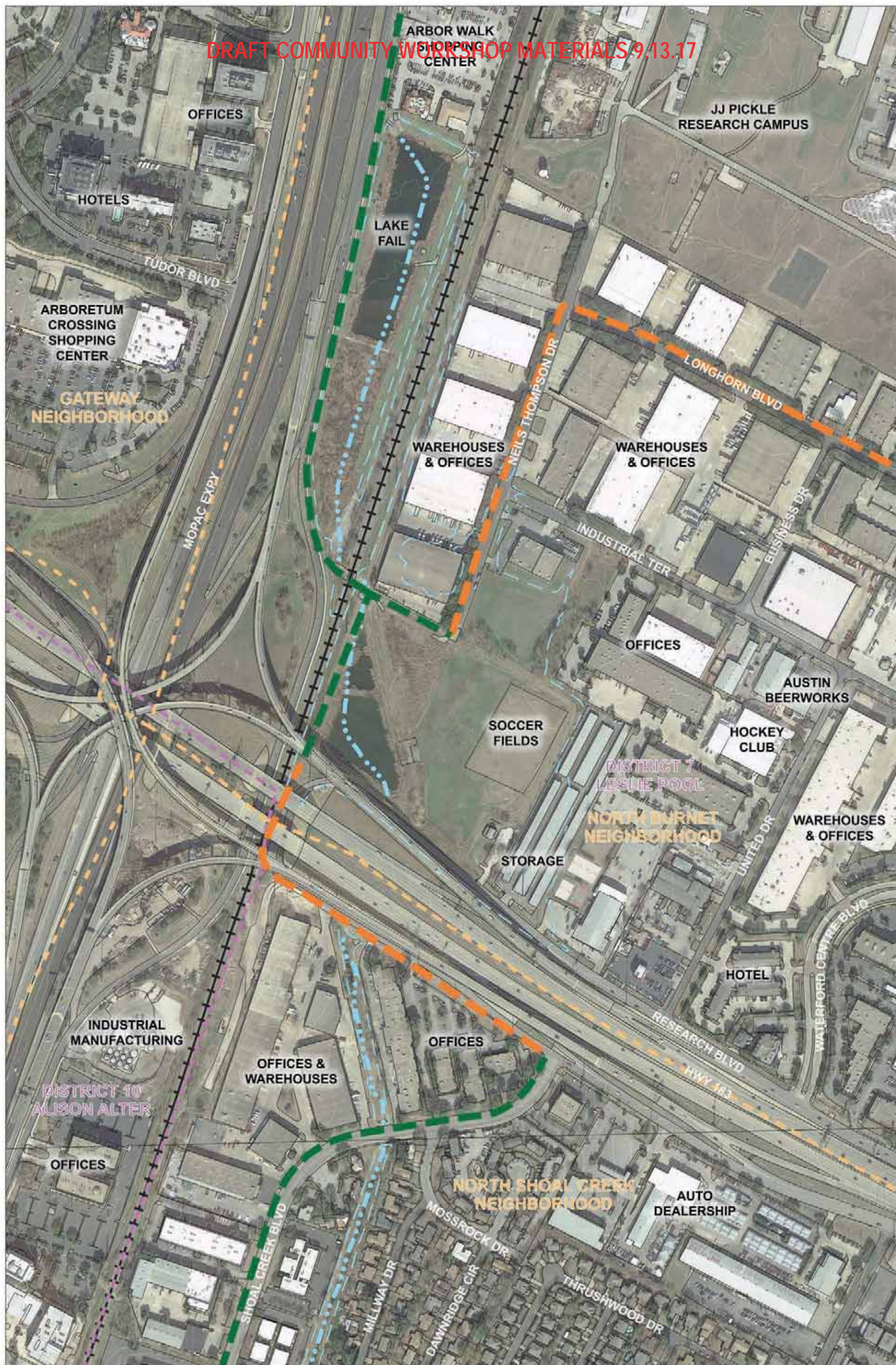


**Guiding Principle 6: Advocacy & Implementation**

Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan in a timely way, and put in place a program to sustain the Corridor.

- Work with the City's Transportation Department and Austin Energy to design and implement safe street crossings and improved lighting at 34th and 38th Street.
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- \_\_\_\_\_
- \_\_\_\_\_





0 100 200 400 feet



## FOCUS AREA PLAN: CLOVERLEAF AT 183 & MOPAC Shoal Creek Trail: Vision to Action Plan

Prepared by McCann Adams Studio for the Shoal Creek Conservancy

DRAFT September 5, 2017



# Shoal Creek Trail: Vision to Action Plan

## Guiding Principles with Goals

### for the 183 & MoPac Focus Area

DRAFT COMMUNITY WORKSHOP MATERIALS 9.13.17



#### Guiding Principle 1: History & Culture

Tell the stories: interpret and celebrate this area's unique history and culture in a way that's informative and engaging to diverse communities.

- Create artistic lighting or other features/installations that could become an icon of Austin, similar to the San Antonio North Reach with Suspended Fish.
- Interpret the wildlife habitat zones that have emerged with the man-made detention ponds, such as at Lake Fail.
- Interpret the railroad history of this area.
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#### Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

- Enhance signage and outdoor education opportunities around Lake Fail.
- Preserve trees along the Creek in the North Shoal Creek Neighborhood Association area.
- Support the natural areas and wildlife along the various water areas. Reinforce this entire area as a major bird and pollinator habitat.
- Provide a landscape planting buffer between cars and the bikeway on Neils Thompson Drive.
- Provide rain gardens in the landscape areas of Neils Thompson Drive.
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#### Guiding Principle 3: Connectivity & Community Access

Increase connectivity and comfort for people of all ages and abilities who are walking, biking and/or taking transit.

- Provide way-finding to show the connections to the soccer fields, the Pickle Research Campus, the Domain and other important public parks and places nearby.
- Review the soon-to-be built CTRMA project to ensure that the goals of the SCC and the broader community are being achieved.
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#### Guiding Principle 4: Safety, Health & Well-Being

Create a safe pathway system that makes being active a fun, easy and daily choice.

- Provide the highest levels of safety from both vehicles and the nearby operating railway.
- Maintain trees, grasses, birds and animals for healthy air and mental health.
- Provide lighting, signage and emergency telephone along the undercrossing trail, as this area is not well-known and the proposed path may feel insecure to users.
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#### Guiding Principle 5: Activities & Recreation

Enhance access to and opportunities for recreation, education, social activities, and community events, as well as a place of beauty, calm and refuge.

- Create trails around the ponds and soccer fields to provide physical activity opportunities.
- Collaborate with the North Shoal Creek Neighborhood to implement a bike trail/loop along the west bank of Shoal Creek between Steck Avenue and Anderson Lane.
- Connect pathways to the existing soccer fields.
- Extend the area's large recreational offerings to the south and west, and consider creating a "pump-track" or other innovative sports for youth in this vicinity.
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#### Guiding Principle 6: Advocacy & Implementation

Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan in a timely way, and put in place a program to sustain the Corridor.

- Collaborate with the North Shoal Creek Neighborhood, the North Burnet Gateway Plan team and other area stakeholders to implement priority projects.
- Continue to work closely with UT's Pickle Research Campus.
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-



Independent/Block 24 at 3rd Street Underpass (Segment A-1)

Existing Condition, Looking North



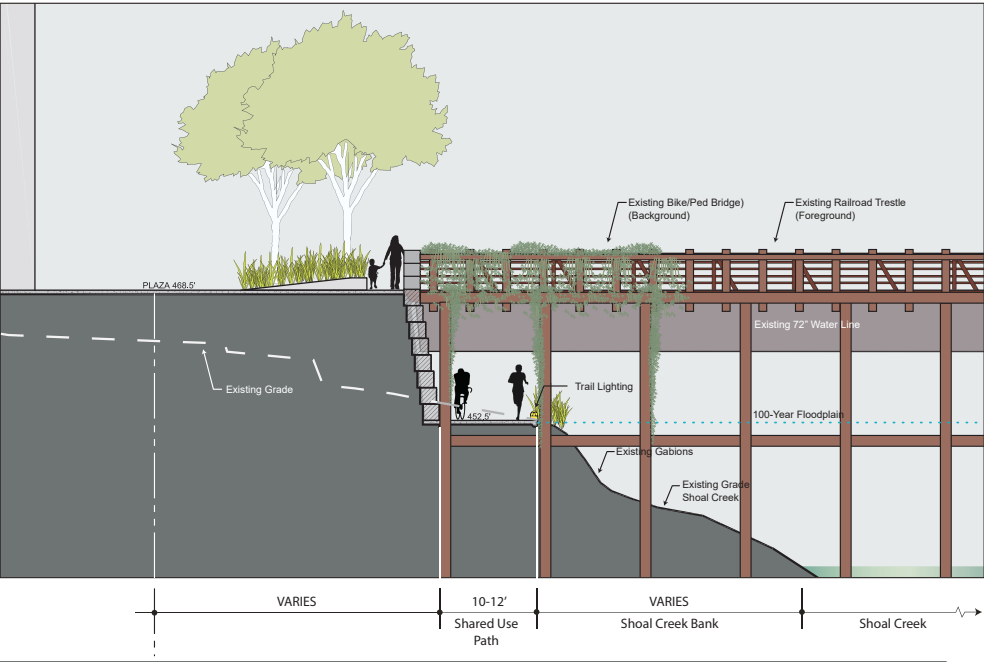
Existing Cross-Section, Looking North



Existing:

- Pathway is at street level near the 3rd Street Pedestrian Bridge and Union Pacific Railroad Trestle Bridge.
- Abuts the Independent condos currently under construction.
- 72" water line crosses Shoal Creek under the 3rd Street pedestrian bridge.

Proposed Cross-Section: Shared Use Path, Looking North



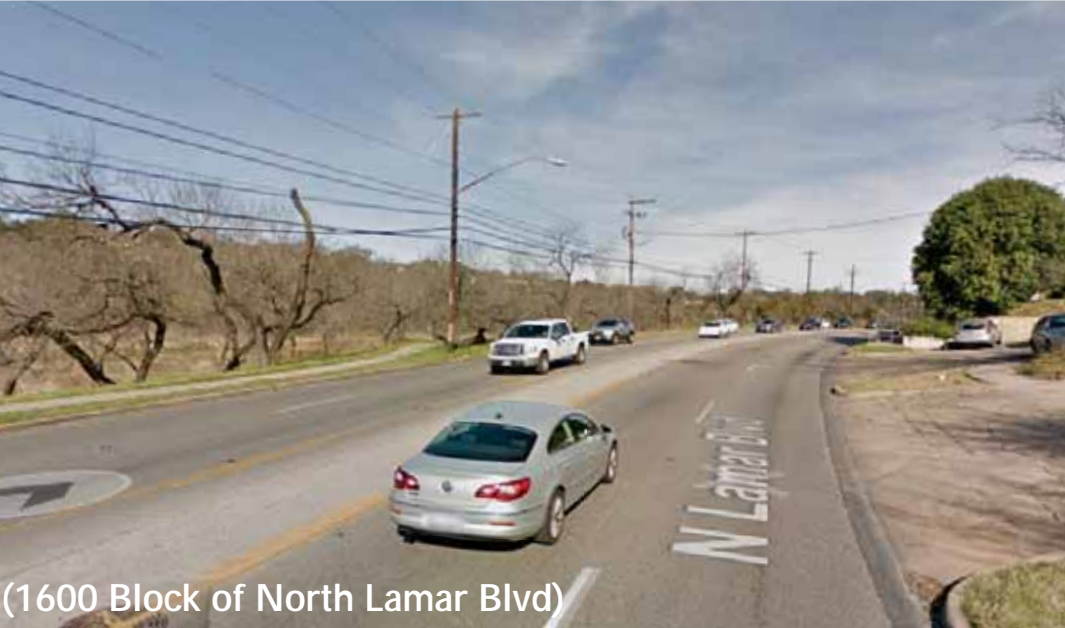
Proposed:

- Create 10' to 12' shared-use path that passes underneath the 3rd Street Pedestrian Bridge and the Union Pacific Railroad Trestle Bridge.
- Introduce pathway lighting along path.
- Creek bank stabilization and ecological restoration

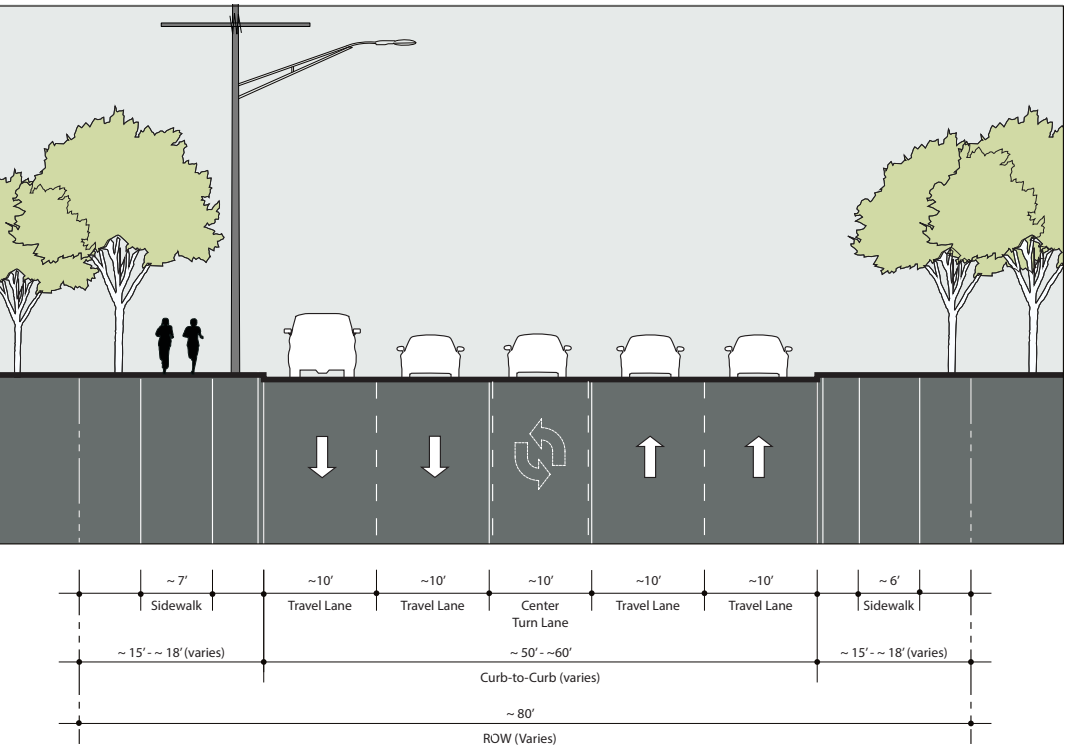


North Lamar Boulevard: 15th Street to 31st Street (Segment A-4)

Existing Condition, Looking North

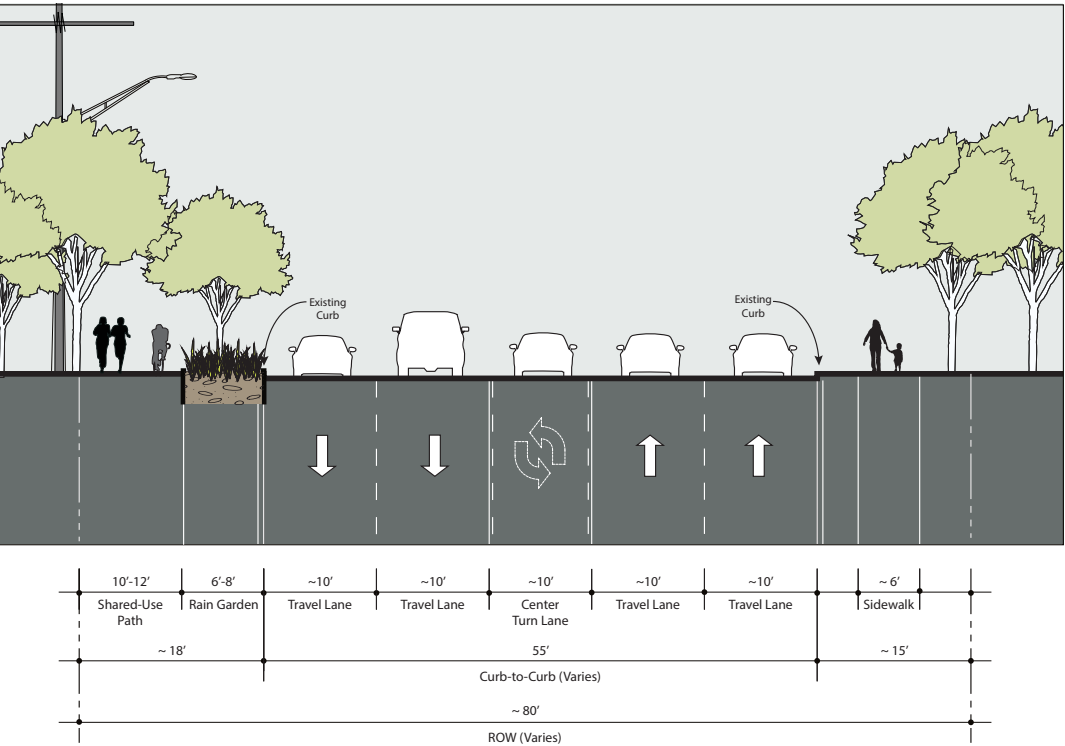


Existing Cross-Section, Looking North



- Existing:
- ~50'-60' roadway in 80' ROW
  - ~15' behind curbs
  - Existing trees and overhead lines on west side of ROW
  - Some steep slopes on west side

Proposed Cross-Section: Shared Use Path, Looking North



- Proposed:
- Consider undergrounding utility lines or move overhead lines west to or behind property line.
  - Create 10' shared-use path and 8' landscape zone / rain garden.
  - Introduce street tree in rain garden at ~25' intervals, except where existing trees are present.

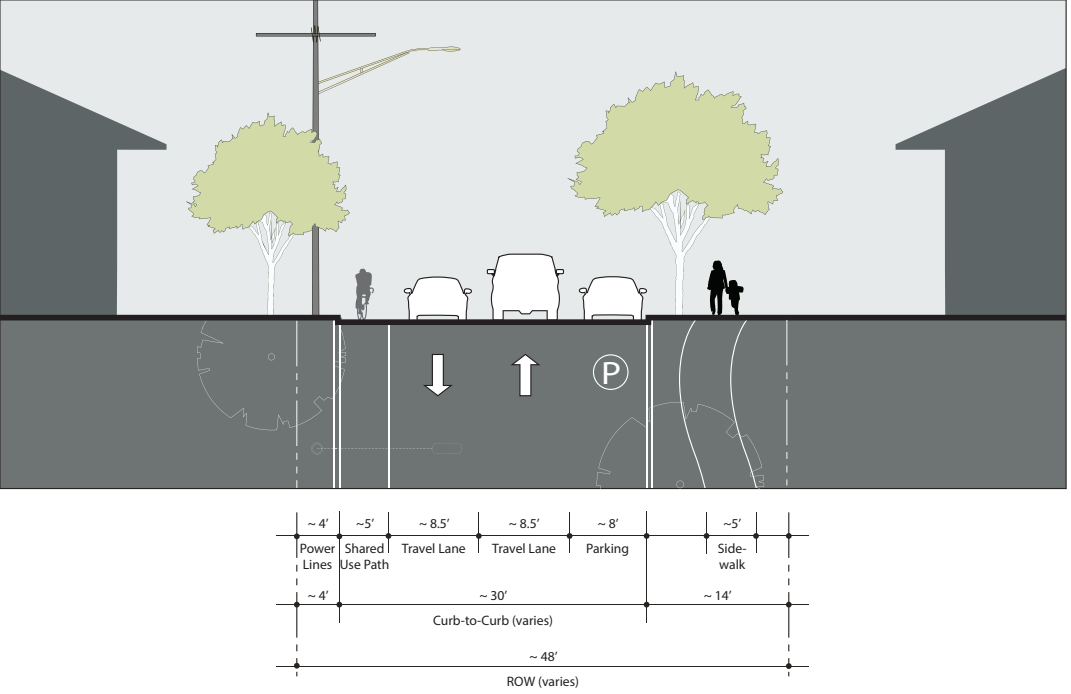


31st Street/Shoal Creek Boulevard (Segment A-6)  
North Lamar Boulevard to 34th Street

Existing Condition, Looking West



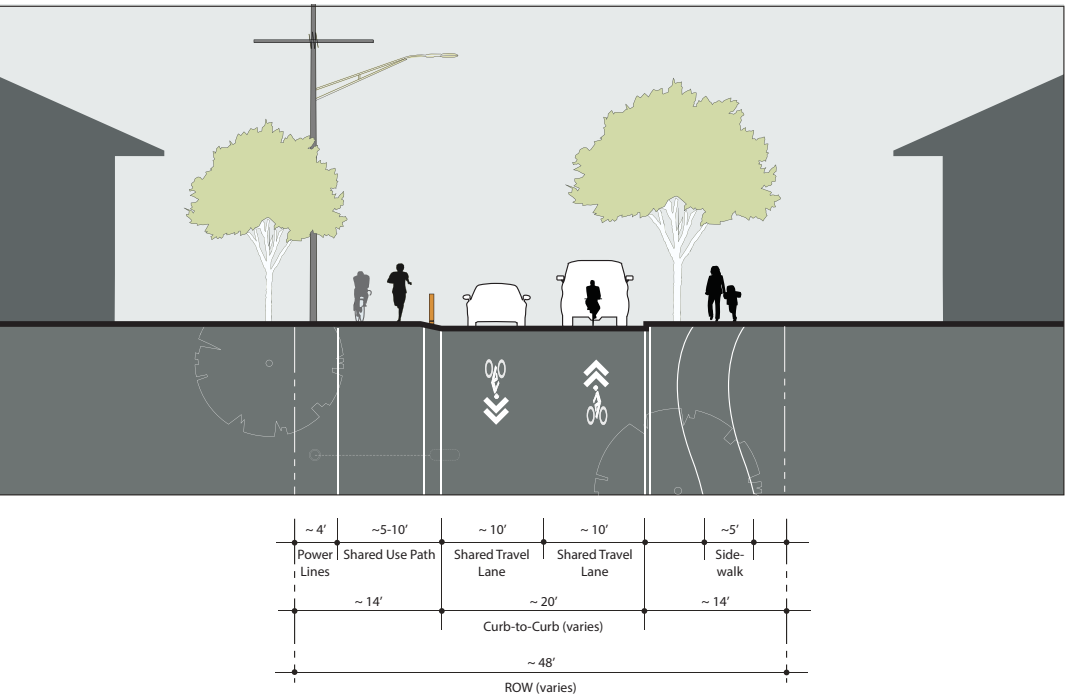
Existing Cross-Section, Looking West



Existing:

- ~25-30' roadway in 48' ROW
- No sidewalk on south side
- Unprotected shared-use path on south side
- Overhead utility and lighting poles on south side

Proposed Cross-Section: Shared Use Path, Looking West



Proposed:

- Consolidated driveways on south edge, as possible.
- Narrow roadway to 20'.
- Stripe roadway for sharrows.
- Construct new shared-use path on south side of roadway.
- Install flexible delineators between roadway and shared- use path, where not in conflict with existing driveways.

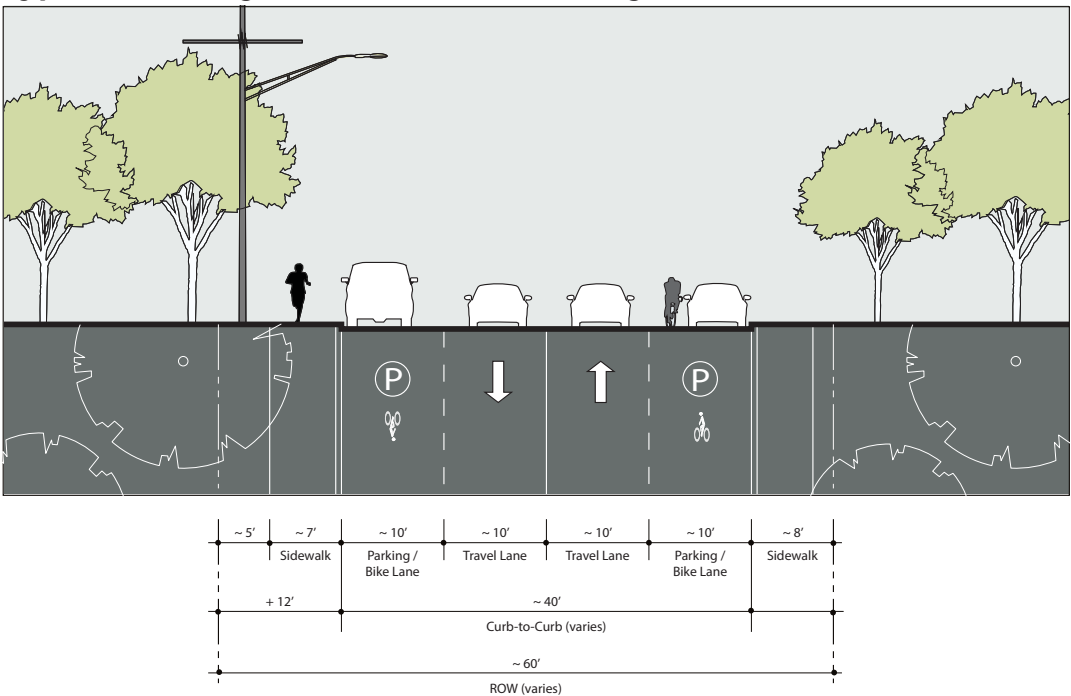


Shoal Creek Boulevard: 38th Street to Foster Lane (Segment B-9)  
Two-Way Cycle Track on West Side

Typical Existing Condition, Looking North



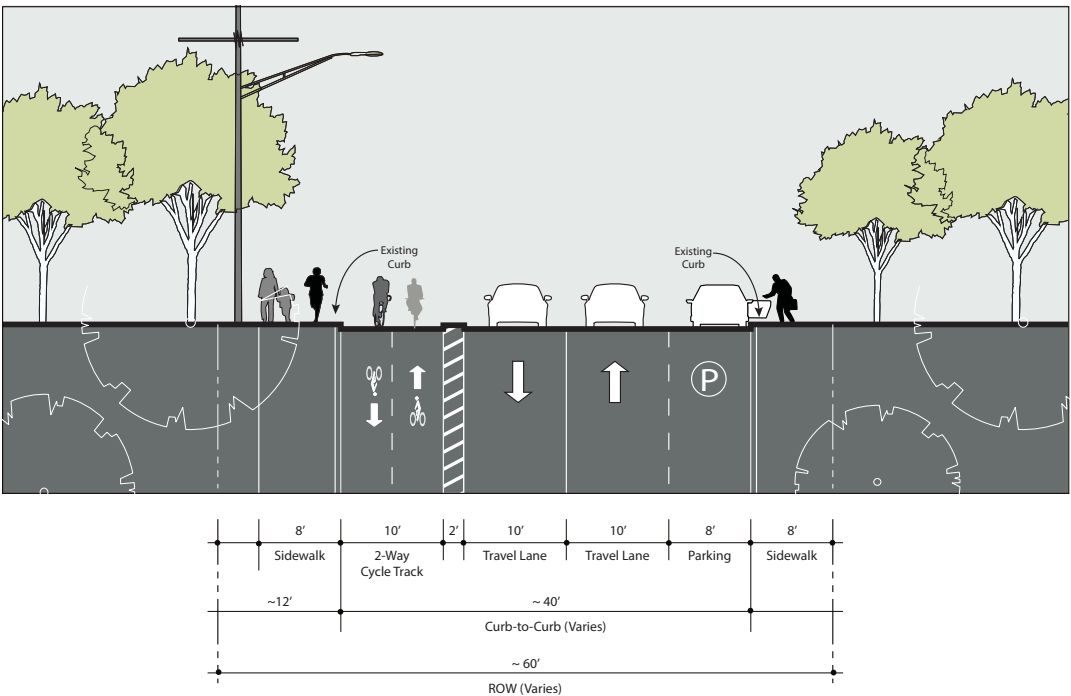
Typical Existing Cross-Section, Looking North



Existing:

- 40' roadway within 60' ROW
- Existing trees and overhead utility lines within west side of ROW
- Some steep slopes on both sides

Proposed Cross-Section: 2-Way Cycle Track, Looking North



Proposed:

- Retain existing curbs.
- Widen existing sidewalk to 8' wherever possible.
- Create two-way cycle track along west side of street by removing one side of parallel parking.
- Relocate overhead utility lines to property line where they obstruct sidewalk.
- Provide a landscape buffer/rain garden between cycle track and sidewalk where space allows.

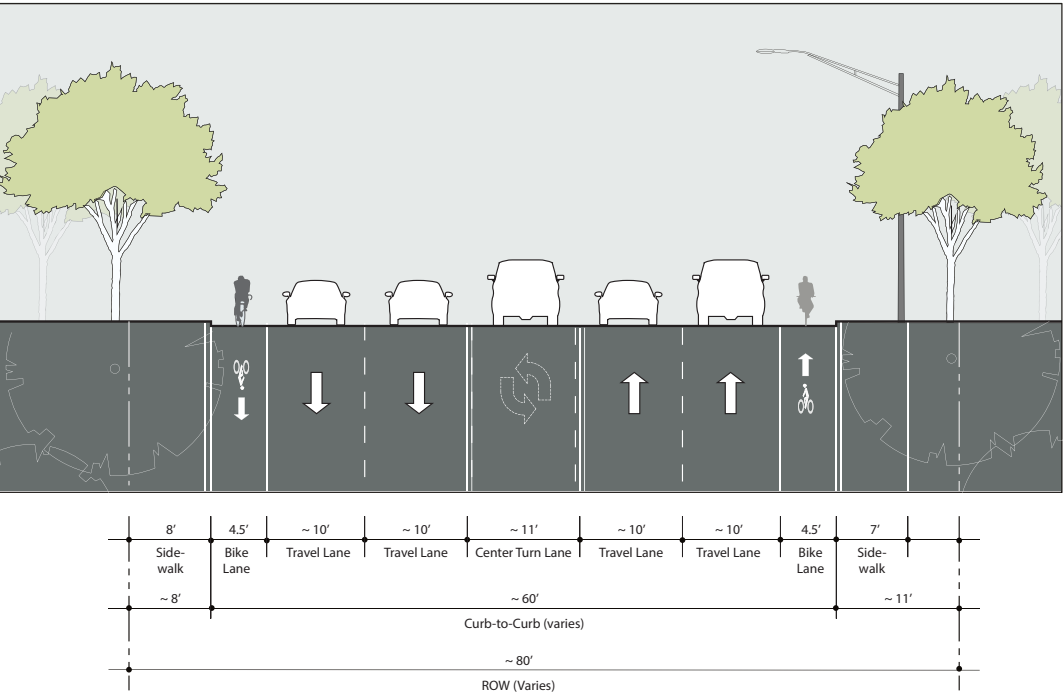


Shoal Creek Boulevard: Foster Lane to Steck Avenue (Segment C-10)

Existing Conditions, Looking North



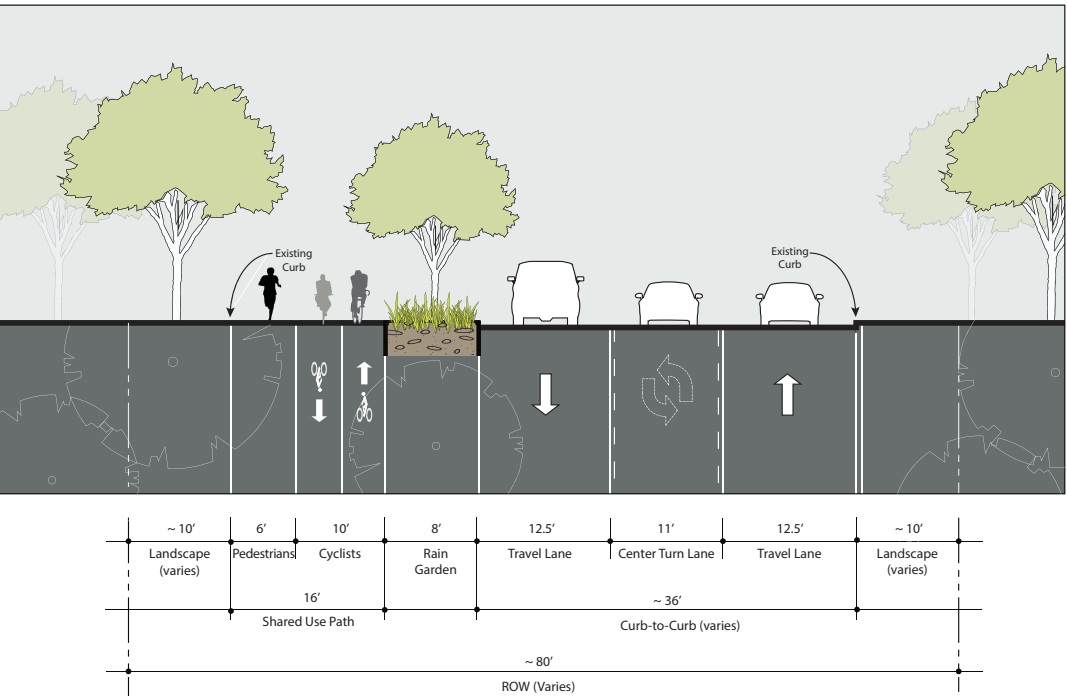
Existing Cross-Section, Looking North



Notes:

- Unprotected and narrow curbside bike lanes
- No on-street parking
- Utility lines are underground.
- Low traffic volumes

Proposed Cross-Section: Shared Use Path and Rain Garden Behind West Curb, Looking North



Proposed:

- Narrow the roadway to 3 lanes.
- Construct shared-use path on west side with rain garden.

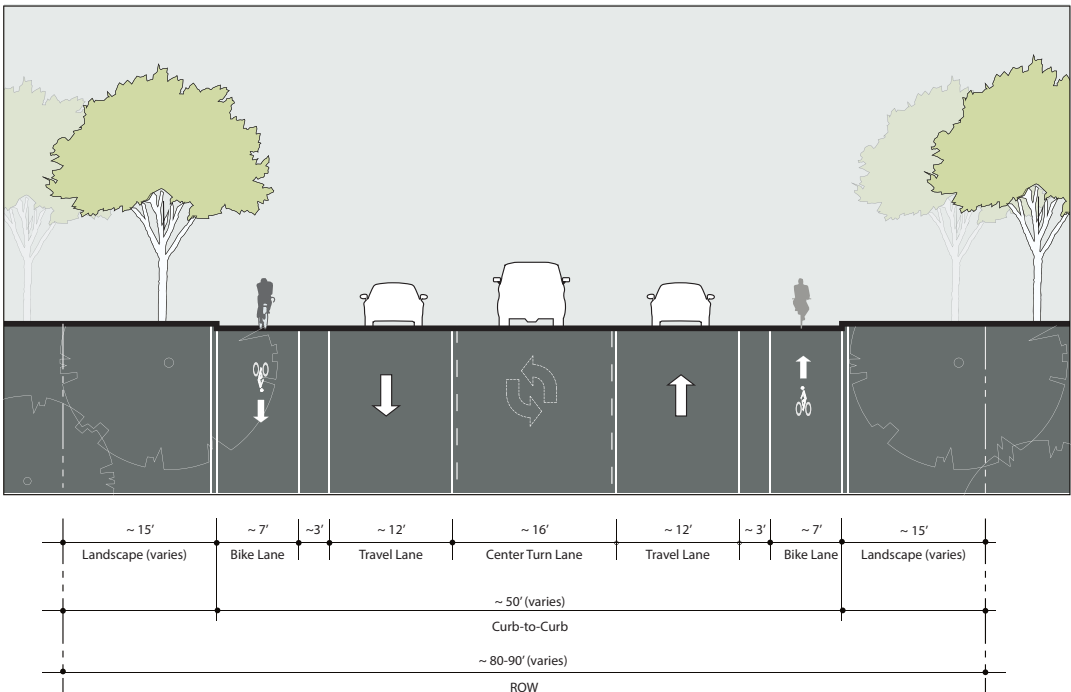


Shoal Creek Boulevard: Steck Ave to US 183 (Segment C-10)

Existing Conditions, Looking North

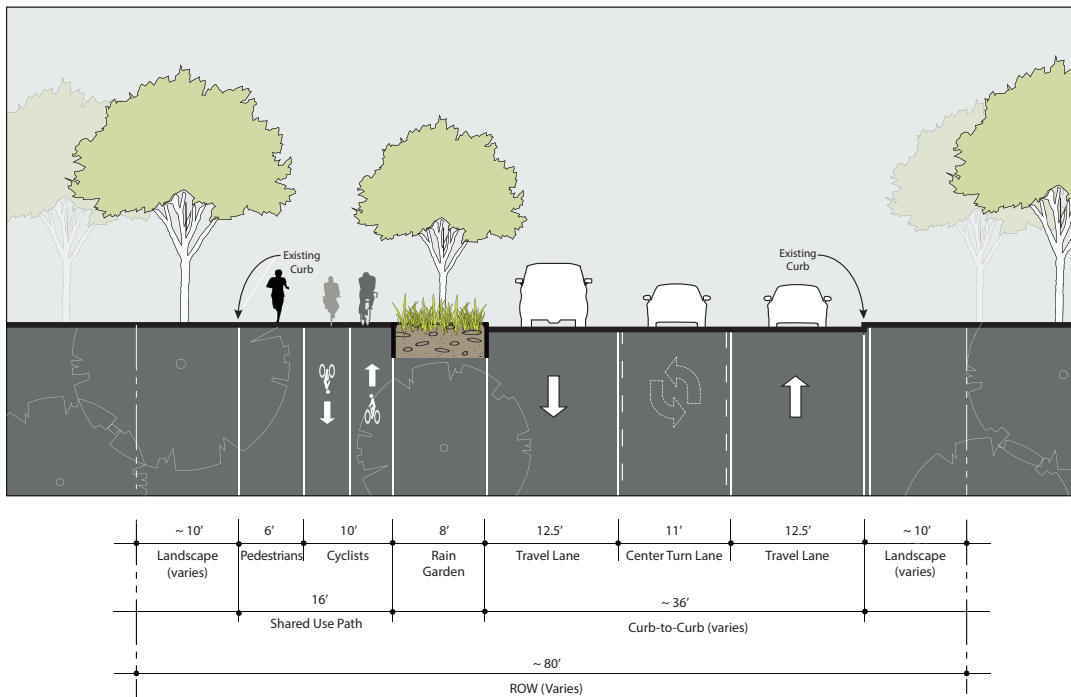


Existing Cross-Section, Looking North



- Existing:
- Unprotected curbside bike lanes
  - No sidewalks (see illustration)

Proposed Cross-Section: Shared Use Path and Rain Garden Behind West Curb, Looking North



- Proposed:
- Narrow the roadway to 3 lanes.
  - Construct shared-use path with rain garden at curbside.



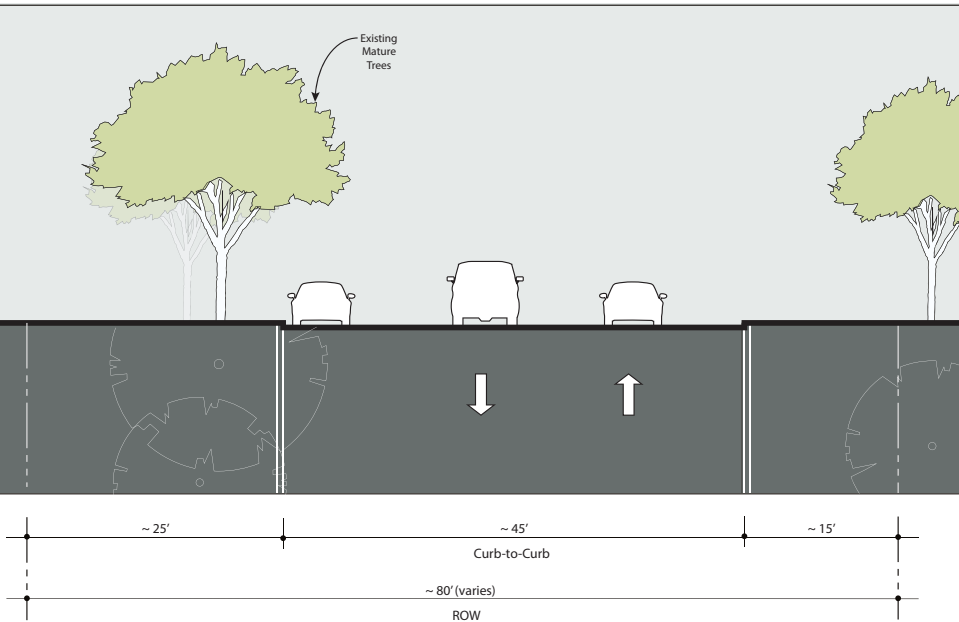
Neils Thompson Drive  
Two-Way Cycle Track and Sidewalk

Existing Conditions, Looking North



(Neils Thompson Drive)

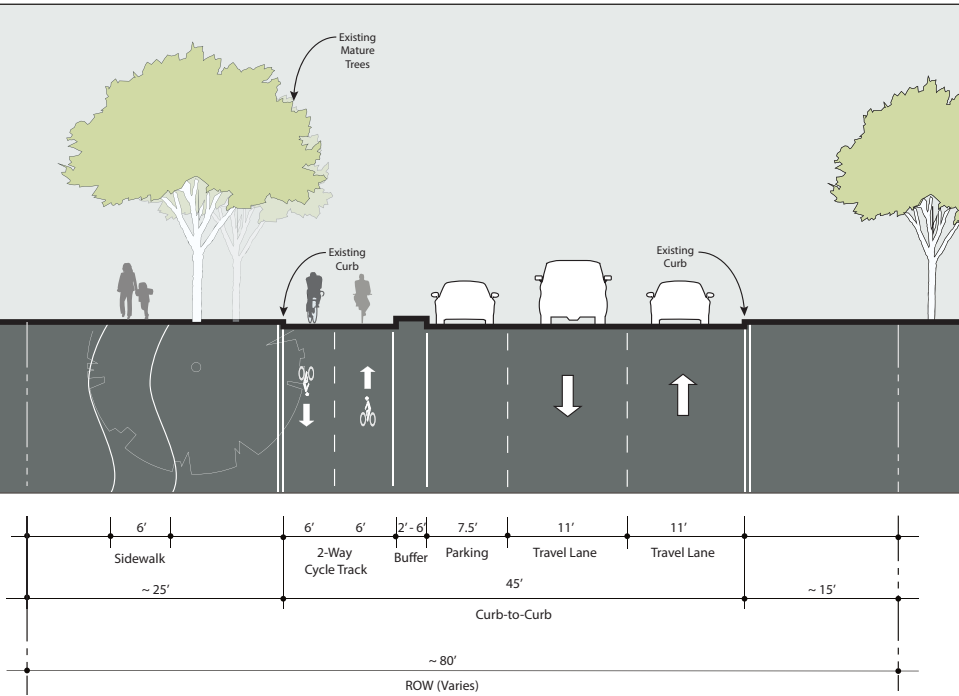
Existing Cross-Section, Looking North



Existing:

- 45’ unstriped roadway in 80’ ROW
- One lane each way
- No sidewalks or bike lanes
- Large truck bays / driveways on east side
- Mature trees on west side

Proposed Cross-Section: 2-Way Cycle Track, Looking North



Proposed:

- Construct 6’ sidewalk at west edge of ROW. Meander sidewalk to preserve existing trees.
- Stripe 2-way cycle track on west side of street with raised buffer.
- Align sidewalk to avoid existing trees.
- Fire Department waiver is justified because of long curb cuts and low intensity.

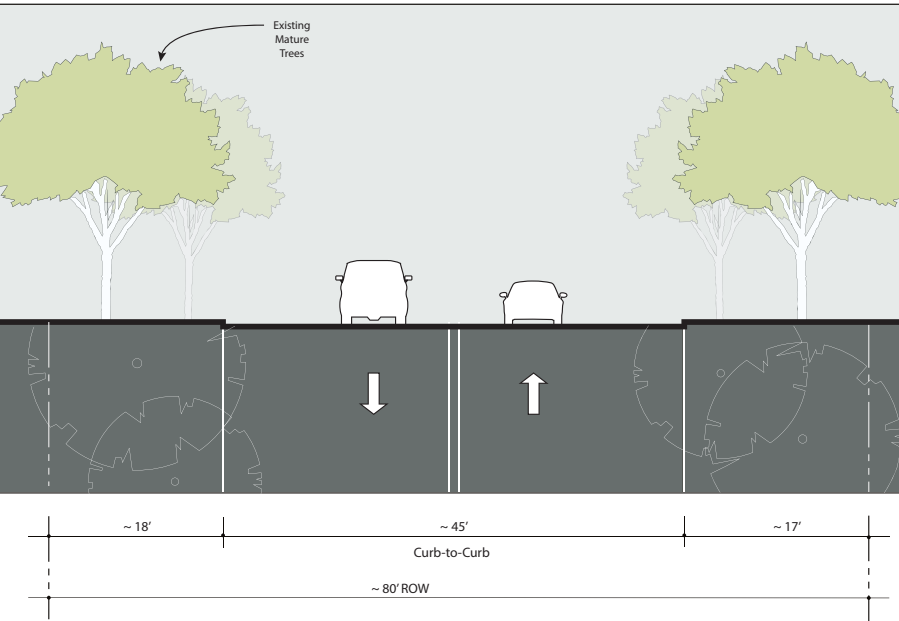


Longhorn Boulevard (Segment C-11)  
Two-Way Cycle Track and Sidewalk

Existing Conditions, Looking East

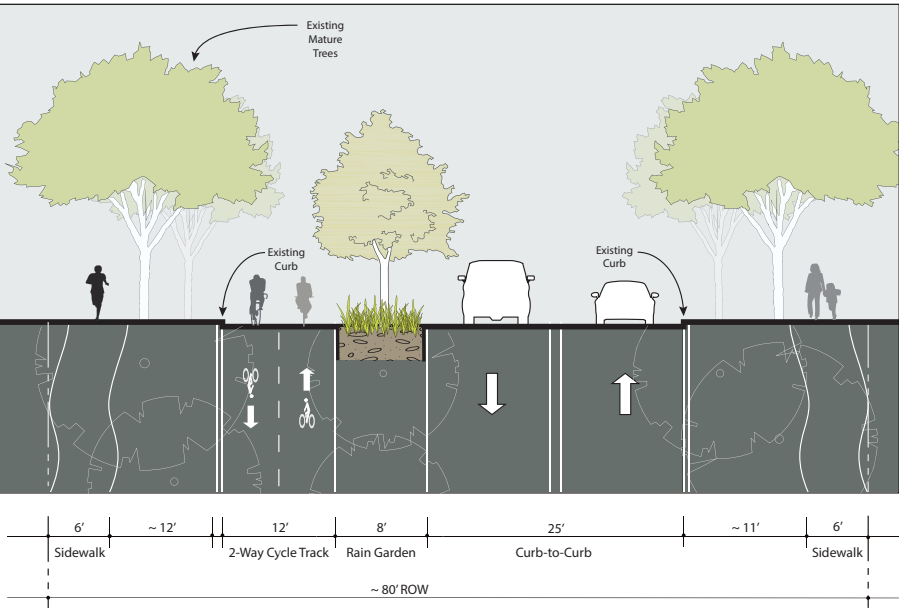


Existing Cross-Section, Looking East



- Existing:**
- 45’ roadway in 80’ ROW
  - No sidewalks or bike lanes
  - Mature trees on both sides of street
  - No striped curbside parking

Proposed Cross-Section: 2-Way Cycle Track and Rain Garden Behind West Curb, Looking East



- Proposed:**
- Construct 6’ sidewalk on south side of street. Meander sidewalks to preserve trees.
  - Narrow roadway to 25’ with 9’ rain garden with trees and 2-way cycle track on north side.